

Transportation and Infrastructure Committee Minutes

Present:

Chair - Councillor Gill
Councillor LeFranc
Councillor Woods
C. Davidson (YR)

Absent:

R. Dhaliwal (YR)

Staff Present:

F. Smith, General Manager, Engineering
J. Boan, Manager, Transportation, Engineering
P. Lee, Rapid Transit & Strategic Projects
Manager, Engineering
J. Rehal, Manager, By-Law Enforcement
J. Arason, Utilities Manager
J. Magtoto, Engineering Assistant
L. Luaifoa, Legislative Services

A. ADOPTION OF MINUTES

1. The Committee was requested to pass a motion adopting the minutes of April 20, 2015.

It was

Moved by Councillor LeFranc
Seconded by Councillor Woods

That the minutes of the Transportation and
Infrastructure Committee meeting held on April 20, 2015 be adopted.

Carried

B. DELEGATIONS

There were no delegations.

C. OUTSTANDING BUSINESS

There was no outstanding business.

D. NEW BUSINESS

1. Fraser Sewerage Area Boundary & Sanitary System Planning

The Utilities Manager provided a presentation to the Committee on the Fraser Sewerage Area Boundary & Sanitary System Planning.

The following comments were made:

- One of the first steps of servicing or utility planning is land use. A Land Use Plan helps determine what is needed for sewage, water and utilities.

Various principles are considered when planning for utilities such as:

- People (loading)
- Depth of flow; and
- Velocity of flow

- The purpose of these principles are to ensure:
 - self-cleansing;
 - adequate air movement; and
 - the ability to convey inflow and infiltration during significant rainfall events

- These principles provide some flexibility from variations in design assumptions such as:
 - Larger families;
 - Secondary suites;
 - Address challenges like aging infrastructure; and
 - Minor changes in land use

- The West Clayton NCP is in Stage 2 and will be brought forward for Council's consideration in July. The sanitary sewer is part of that plan. As the area develops, the City's sanitary sewer system backbone can be extended by development over time. The backbone is designed so that it may support development of the future North Clayton NCP area.

- This upsizing approach was applied to support development in Grandview Heights. When development of the Grandview Heights area first started, there was some downstream sewer works that needed to be done. When those works were in place, as development was occurring it installed infrastructure to support upstream development. The City is now working with developers to service the southern portion of Sunnyside Heights and the Highway 99 Corridor. To service these areas a pump station is required that will pump to the works already in place.

- The regional government has two boundaries when it comes to servicing, the Regional Growth Strategy (RGS) and the Fraser Sewerage Area (FSA).

- Developers are responsible for funding all improvements that support growth. Development Cost Charges (DCC's) fund a lot of the larger utility infrastructure and developers fund local utility infrastructure. A DCC is calculated by taking the cost of growth related infrastructure divided by the amount of development. DCC's can be used to reimburse developers for infrastructure such as pump stations. Developers may also use Development Work Agreements and Latecomer Agreements to assist in the financing of utility infrastructure they provide that also benefit others.

- One challenge that has developed in East Clayton is in an area commonly referred to as Aloha Estates. The owners in this area indicated that they

- did not want to develop at the time of the NCP and all the servicing plans to service East Clayton were not sized to support re-development of this area. Ten years has since passed and the owners in this area are now seeking to re-develop. Water infrastructure can generally support this increase in density. The sanitary sewer has a series of downstream constraints and the developers are facing large costs they will have to frontend. However, these works are eligible for reimbursement with DCCs.
- There are some developments being considered that are outside of the borders of planned areas. In general, the land prices are a little lower in planned areas vs. non-planned areas. Opening development in these unplanned areas sites may result in interim services that will be abandoned after the permanent services are in place, reducing the absorption rate of land currently available and slowing the completion of some areas and increasing the cost per unit to service some areas.
- Staff will continue with infrastructure planning based to approve plan areas but seek to find ways to service unplanned areas efficiently should they be added to the approved plan areas.

The Committee discussed the temporary solution of implementing interim works to accommodate the developer's site and developers putting in the significant investment required to install permanent piping that is required.

- The Committee questioned if there was an opportunity for the City to use its own funds or borrow money to invest in infrastructure upstream to avoid situations like the example of Aloha Estates. Staff noted that the challenge is that significantly larger pipes cannot just be put in place. Larger sewer pipes may not have sufficient cleansing velocity will result in higher operational costs and odour concerns and larger water pipes may result in poor water quality.
- The Chair noted that the area around Aloha Estates is dense and eventually when the homes are no longer viable, there should be that extra capacity in planning to upgrade downstream.

C. Davidson joined the meeting at 2:40 pm

2. Traffic Calming Program Update

As follow-up to a request made at the April 20 Transportation and Infrastructure Committee (TIC) meeting, the Transportation Manager provided the following presentation:

- The Traffic Calming policy established in 1997 and was updated in 2000 with subsequent reviews done through the TIC over the years. The policy provides criteria for traffic calming on local roads with no traffic calming on collector roads except under special circumstances such as school frontages. Traffic calming is not permitted on arterial roads.

- Since 2005 the program has completed 150 local road and school frontage projects and 65 lane projects. The public was highly satisfied with the majority of the projects, though a few complaints were received.
- A significant reduction in overall traffic calming requests occurred in 2014; staff received 669 requests in 2000 and 210 in 2014. Traffic calming approach and measures have the support of emergency service providers and transit.
- The TIC received feedback from the Cloverdale Community Association (CCA) that lane speed humps were not as effective. Staff proposed undertaking a pilot to increase the lane hump height from 80 mm to 100 mm. The effectiveness of the pilot would be monitored (impact on speed and community satisfaction).

The Committee directed staff to defer implementation of the pilot pending further review with the Committee of standards used by other municipalities. The Committee also expressed interest in discussing the treatment for Park frontages. Staff to bring the issues back to TIC.

3. Mobility Pricing

The Rapid Transit & Strategic Projects Manager provided a presentation to the Committee on Mobility Pricing.

The following comments were made:

- Road pricing is a common practice where road users pay a fee according to the frequency and/or time of use on new or existing road infrastructure. The primary goals of road pricing is to generate revenue to recover capital and operating costs, encourage change in time of travel, and induce shift to non-auto mode of travel. In addition to a time-based approach, all road pricing can also be based on vehicle types.
- In 2012, the City Managers of Surrey and Vancouver, and the Assistant Deputy Minister of the Ministry of Transportation and Infrastructure oversaw a review of potential funding measures for TransLink that included project tolls and user charged road pricing.

Three general categories of road pricing were identified:

Point/project tolls (e.g., Golden Ears Bridge and Port Mann Bridge)

Area-based/cordon tolls (e.g., Central London cordon charging \$23 effective between 7 am and 6 pm during weekdays; other examples include Singapore and Stockholm)

Distance-based network wide charges (after passing Senate Bill 810 in 2014 that enabled the road user charge of 1.5 cents per mile in lieu of fuel tax, Oregon will start a pilot project involving 5,000 drivers in July 2015.)

- In 2010 Deloitte completed a research paper for TransLink that identified a full range of potential road pricing schemes for this region; they include:
 - a) Tolling the three major Fraser River crossing;
 - b) Tolling all major water crossings in the region;
 - c) Local area cordons;
 - d) Full distance-based network tolling
- Mobility pricing (distance-based charge) was a key component of the revenue sources in the Mayors' Council's 10 Year Plan adopted in June 2014. It was acknowledged that implementation of mobility pricing will take five to eight years of development and consultation.

The Committee thanked staff for the presentation.

4. City of Surrey Street Sign Policy

The Transportation Manager provided a presentation on the Street Sign Policy.

The following comments were made:

- Surrey's Street Sign Policy specifies that Information Signs are intended to direct drivers unfamiliar with their destination to services like: emergency services and tourism sites. An objective is to minimize the number of signs for safety and aesthetic reasons. Places of Worship are specifically identified as ineligible for Information Signs.
- The Policy states that signs previously installed that do not meet the current Policy are removed and **not** replaced if they are:
 - deteriorated
 - vandalized
 - missing; or
 - intersection changes such as signalization
- Signs that were in Punjabi and reflected the names of nearby Gurdwara's were removed from two locations. One at 122 Street and 72 Avenue was removed due to vandalism and one at 128 Street and 86 Avenue was removed due to the installation of a traffic signal and the associated removal of the street sign post.
- The City has received requests from the Gurdwara's to reinstate the removed signs.
- Staff reviewed the issue and concluded that the policy and practices of the City regarding street signs are effective and appropriate. Discussion occurred regarding the Policy and whether or not the Gurdwara signs should be grandfathered, based on prior approval. The issue of whether the signs, if replaced, should be in English or Bi-lingual was also discussed.

The Committee made the following comments:

- The Committee supports the current Policy.
- Members had concern about removing signage that was previously approved.
- The Committee recommended that staff forward a letter to the leaders of both Gurdwara locations outlining the City's new Street Sign Policy and requesting their rationale for wanting the signs replaced.
- Staff to report back to TIC.

E. CORRESPONDENCE

There was no correspondence.

F. INFORMATION ITEMS

There were no information items.

G. OTHER BUSINESS

There was no other business.

H. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, July 22 @ 2:30 pm** City Hall, 2E Community Room A.

I. ADJOURNMENT

It was

Moved by Councillor LeFranc
Seconded by Councillor Woods
That the Transportation and Infrastructure

Advisory Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Advisory Committee adjourned at 4:00 pm.

Jane Sullivan, City Clerk

Councillor Gill, Chair