

# *Transportation and Infrastructure Committee Minutes*

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**Present:**

Chair - Councillor Gill  
Councillor LeFranc  
Councillor Woods

**Absent:**

C. Davidson (Youth Rep.)  
R. Dhaliwal (Youth Rep.)

**Staff Present:**

J. Boan, Transportation Manager  
F. Smith, General Manager, Engineering  
P. Bellefontaine, Transportation Planning Manager  
P. Lee, Manager, Rapid Transit  
J. Rehal, Manager, By-Laws & Licensing Services  
D. Harkness, Parking Services Manager  
A. Afridi, Traffic Operations Signal Team Lead  
J. Robertson, Manager, Area Planning &  
Development North  
V. Jhinghan, Project Supervisor, Engineering  
J. Arason, Manager, Utilities  
L. Luaifoia, Legislative Services

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**A. ADOPTION OF MINUTES**

The adoption of the minutes was deferred to September.

**B. DELEGATIONS****1. Glenwood Crescent Speed Bumps**

File: 5460-90

J. McKay-Perry, Resident, appeared before the Committee to provide a presentation regarding Glenwood Crescent Speed Bumps.

The following comments were made:

- The BC Coroners Service released a report following the investigation into the deaths of 81 children that were involved in motor vehicle accidents, including unsafe roads. Glenwood Crescent is a prime example of an unsafe road that is extremely dangerous.
- The delegation submitted pictures to the Committee of Mr. Perry's son who had been struck by a vehicle along Glenwood Crescent while playing street hockey. In addition, a petition containing over 50 signatures of Glenwood Crescent residents was also submitted. The petition lobbies for the installation of speed bumps and traffic calming measures. The delegation noted that the criteria used to determine whether or not traffic calming is necessary is outdated and applies to the City in general. Glenwood Crescent is a unique neighbourhood with wide and curvy roads that needs to be considered when reviewing the criteria for traffic calming.

- From 164 Street on the north side, Glenwood Crescent loops around east to south and then west again to 164 Street. There are no speed bumps or traffic speed signs posted on this road.
- One of the primary concerns for residents are drivers that shortcut through the neighbourhood from 168 Street onto 105 Avenue, along Glenwood Cr E to 165B Street and then onto 108 Avenue.
- Staff noted that curb extensions and other ways to improve safety in Glenwood Crescent are being considered. Further analysis is being examined to determine where portions of this road may warrant traffic calming. The delegation requested that the City not invest in any curb extensions and to utilize any funds available for speed bumps and signage.
- Staff to report back to the committee on the issue at the September TIC meeting.

## 2. **Bus Stop Bench Advertising**

B. Fraser, Vice President and A. Pease, West Panorama Ridge Ratepayers Board Members, appeared before the Committee to provide a presentation on Bus Stop Bench Advertising.

The following comments were made:

- The West Panorama Ridge Ratepayers Association has a history of more than 70 years of representing residents bound by Highway 10 on the North, Colebrook Road on the South, 120 Street on the West and King George Boulevard to the East. The mandate of the association is to maintain the unique semi-rural nature of the neighbourhood.
- The delegation noted that the association has been consulted with about development in the area dating back as far as 1978. The association continues to receive subdivision proposals within the neighbourhood for feedback and in the last two years has worked with the Engineering Department regarding limited street lighting.
- In 2014, concrete pads were installed at the bus stops without any consultation with the association. Further upgrades to the bus stops included the addition of benches with commercial advertising.
- The association is not in support of advertising on benches and is seeking a compromise solution to the current situation. The association is also seeking implementation of a policy that the association receives notices of requests when infrastructure changes are proposed in the area.
- Staff noted that the City is looking holistically at proposed options and will continue to work with association.

**C. OUTSTANDING BUSINESS****1. Pattullo Bridge Update**

File: 5400-05

Paul Lee, Rapid Transit & Strategic Projects Manager provided the following update on the Pattullo Bridge:

- The bridge rehabilitation deck work is ongoing and is scheduled to be completed in October, 2016. The Pattullo Bridge is scheduled to be closed 3 nights a week and a full closure from 8 to 5 pm two weekends a month.
- Replacement Project – Public consultation has been made including an Open House. The deadline of July 11 for public input has passed and staff is waiting to receive a summary report from TransLink on those comments in August. It was noted that there has not been much feedback from residents of Bridgeview.
- The most impacted residents are from Bridgeview. The Committee recommended that additional consultation sessions be considered if a more broad representation isn't achieved.
- The second round of consultation will be held in October in accordance to TransLink's timeline.

**2. Transit Update**

File: 8310-01

Paul Lee, Rapid Transit & Strategic Projects Manager, provided the following update on Transit:

- The Federal government announced a funding contribution of \$375 million towards the Mayors' 10- year transportation plan. The Province has committed to contribute a 1/3 of the share which is \$246 million for three years. Surrey received \$58 million dollars for the Surrey Light Rail project, \$20 million for design and procurement readiness and \$38 million for early work, (bus exchange improvement, utilities relocation, bridge replacement, road works, etc.) Staff is liaising with TransLink to complete the work prior to the LRT project procurement.
- The next stage of design for the L-line (104 Avenue to King George) work will be complete by August, 2016. This will achieve the cost certainty of + or – 15% which is a requirement for the Federal business case. The business case for the L-line for funding will be submitted to the Federal government and the Provincial Treasury Board.
- The design for Fraser Highway is starting and will be complete in March, 2017.

### 3. 100 Avenue: 140 Street & 148 Street Project Update

Victor Jhingan, Project Supervisor, Engineering, provided the following update on the 100 Avenue project:

- The Committee was previously updated and advised that the design work for the 100 Avenue road widening project had commenced and the Green Timbers Heritage Society (GTHS) were consulted with. In addition, the guiding principles were set up to help get through that design process and since the conceptual plans have been developed.
- The conceptual plan of a standard road cross section for Surrey city centre is 32 m wide: 2 m sidewalk, 2 m boulevard, 2 m wide cycle path, 2 m utility stretch and 2 travel lanes in each direction that are separated by a 3.5 m wide median.
- Although the 32 m wide standard cross section can fit within the 100 Avenue road allowance, it would require the removal of 400 mature trees located within the road allowance. Staff looked at ways to mitigate the impact to the trees and developed various compromises to achieve this. The road foot print will be dropped down to approximately 22 m (reduction of 33%) and includes the boulevard dropped down by 1 m, travel lanes will be 3 m wide, the median dropped down to 1.2 m, the sidewalk has been dropped on the south side of 100 Avenue, the road center line has been pushed to the north away from the park. The reduced foot print also was shifted to the north which in doing so, will acquire properties through the development process and acquire a piece of property from the elementary school at the corner.
- On the south side of the highway, the sidewalk will be removed and the City is proposing a gravel path that will meander around the trees. GTHS is in support of the idea.
- Further east, the cross section has been further reduced to 19 m. The purpose is to accommodate the large cedar hedges on 100 Avenue that provide screening for residents. The cycle track off 100 Avenue has been shifted to the frontage road. There are plans to install a new intersection to promote accessibility to the elementary school and neighbourhood.
- The GTHS inquired about expanding the parking lot within the park. The removal of trees would be necessary; however, the Society felt the trees in the parking lot were not as mature which equates to the trees being less in value.
- It was determined that the most appropriate area to install a wildlife crossing would be underground and at the Park parking lot entrance. A culvert will be built to enable wildlife to cross.
- Moving east towards 148 Street, the cross section was reduced to 21 m from 32 m, by utilizing the existing sidewalk on north side. It is elevated and separated from 100 Avenue.

- Staff will meet with the public again in early October, with construction anticipated for January, 2017.
- The Committee expressed appreciation to staff for doing a great job on this project.

## D. NEW BUSINESS

### 1. Water Metering

Jeff Arason, Manager, Utilities provided an update to the Committee on Water Metering in Surrey.

The following comments were made:

- The City of Surrey introduced the Water Meter In 1998 making it mandatory, for all industrial properties and new residential properties. In 2001, the Volunteer Meter system was introduced for Single Family (SF) residential properties. 65,000 meters were installed and currently, 2/3 of Surrey residents are metered.
- Meters are an effective conservation tool. The average SF residential property on a Water Meter system uses about 340 cubic meters compared to the non-metered property that uses 625 cubic meters per year. 37% of water consumed is by non-metered residential customers.
- Some of the options available to increase metering uptake include: implementing a high flat rate and for those that do not volunteer, introduce a temporary fee cap so that new volunteers can learn of their consumption and then have time make changes to reduce their consumption, introduce an opt-out option or increase marketing to highlight savings that some may experience. The City of West Vancouver, Abbotsford and Richmond introduced mandatory metering and Richmond is currently in Phase 1 with the goal to have everyone on meters in 2018.
- Recently the City retained a market research to learn about the metering program. 24,000 homes that were contacted and consultants believe the low flat rate is one of the reasons for the lack of interest as residents assume that they will be paying more when on a meter system.
- **Flat Rate Customers:**
  - Receive Utility Bill once a year
  - No understanding of their usage (no measurement of consumption)
  - Unaware of any leaks
- **Metered Customers:**
  - Receive Utility Bill 3 times a year
  - Gain understanding of their usage
  - Lack of day to day information to inform decisions

- Not immediately aware if they have leaks
- Delayed response to any corrective action
- One approach communities are taking is through Advanced Metering Infrastructure (AMI) which is a wireless network to remotely read meters. Antenna broadcasts a radio frequency to communicate with each meter and a wireless network can also be used to control or monitor other infrastructure (streetlights).
- With AMI, meters can be read as frequently as every 15 minutes owners have the ability to actively monitor their usage and set usage goals through their desktop or cell phones.
- One of the great benefits is being able to identify leaks and/or high usage and to advise owners accordingly.
- Next Steps include:
  - Conducting a Propagation Study to determine what kind of infrastructure the City needs to support an AMI system;
  - developing plans for Council consideration to launch an AMI Pilot program and increase meter uptake.
- Staff requested feedback from the Committee regarding Universal Metering and the Committee notes its support of the pilot project for Universal Metering.

## 2. Taxi Update

Jas Rehal, Manager, Bylaws and Licensing Services, appeared before the Committee to provide a brief, verbal update on taxis in Surrey.

The following comments were made:

- There are no concerns in general in the taxi industry in Surrey.
- The City completed numerous inspections of Surrey taxis with trips destined to the Richmond airport and the compliance rates were high.
- A new company called Kuber has submitted a request to the Passenger Transportation Board (PTB) to create a new company in Surrey. Staff met with the group and the proposed business model is to serve the City area and does not require airport licenses.
- Staff does not support the company's application at this time. Due to the wait times for service that is currently available, staff feel the current number of licenses is adequate for Surrey. The PTB has the lead on the application.
- Staff will provide an update as this progresses.

**3. Speed Reader Boards Approach**

Amer Afridi, Traffic Signals Team Leader, Engineering, in attendance to provide a presentation on the Speed Reader Boards Program to the Committee.

The following comments were made:

- Speeding is a concern to residents in the City. Traffic calming is effective on local roads but cannot be implemented on arterial and collector roads.
- The objective of the Speed Reader program is to influence drivers to obey the speed limits (slow down) where implementation of traffic calming is not appropriate or possible.
- The Speed Reader Board pilot program started in 2015. Staff developed criteria to prioritize sites that include considerations such as:
  - Road classification
  - 85<sup>th</sup> percentile speed
  - Posted speed limits
  - Collision history
  - Curves/grades
- Signs are installed at each selected site for 4 to 6 months. The results have been monitored for almost two years and while the signs have been effective, newer signs that incorporate messaging such as “slow down” have been shown to be even more effective elsewhere. The City intends to invest in additional signs that incorporate messaging with the support of ICBC.
- Staff have provided updates on the program at the Road Safety Advisory Committee for stakeholder engagement and had a conversation with the RCMP regarding enforcement.
- In Spring, 2017 the plan is to engage the RCMP to augment this program with enforcement, which will further improve the effectiveness of this program.
- Staff is requesting endorsement from the Committee for the Speed Reader Board program to support enforcement.

It was  
 Moved by Councillor Woods  
 Seconded by Councillor LeFranc  
 That the Transportation and Infrastructure  
 Committee supports the Speed Reader Board program.  
Carried

**E. ITEMS REFERRED BY COUNCIL**

**F. CORRESPONDENCE**

1. Letter from General Secretary, Gurdwara Dasmesh Darbar re: City of Surrey Street Sign Policy.

Staff and Council have met to discuss the request from the Gurdwara representatives to re-instate signage that was removed according to City policy. Staff has requested rationale from the representatives for signage and did not receive any new information. A meeting is to be organized with the TIC and the Gurdwara representatives to review the issue and to try to reach a solution.

**G. INFORMATION ITEMS**

**H. OTHER BUSINESS**

**I. NEXT MEETING**

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, July 18 @ 2:30 pm** City Hall, 2E Community Room A.

**J. ADJOURNMENT**

It was  
Advisory Committee meeting do now adjourn.

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

The Transportation and Infrastructure Advisory Committee adjourned at 4:20 pm.

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Jane Sullivan, City Clerk

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Councillor Gill, Chair