

# *Transportation and Infrastructure Committee Minutes*

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**Present:**

Councillor Gill, Chair  
Councillor LeFranc  
Councillor Woods  
K. Rana (Youth Rep.)

**Absent:**

R. Dhaliwal (Youth Rep.)

**Staff Present:**

F. Smith, General Manager, Engineering  
J. Boan, Manager, Transportation  
P. Bellefontaine, Manager, Transportation  
Planning  
P. Lee, LRT Program Manager  
D. Harkness, Parking Services Manager  
M. Osler, Senior Project Engineer  
L. Blake, Legislative Services

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**A. ADOPTION OF MINUTES**

1. The committee is requested to pass a motion adopting the minutes of November 27, 2017

It was

Moved by Councillor LeFranc

Seconded by Councillor Gill

That the minutes of the Transportation and Infrastructure Committee meeting held November 27, 2017, be adopted as presented.

Carried

**B. DELEGATIONS****C. OUTSTANDING BUSINESS**

**Procedural note:** Councillor Woods entered the meeting at 2:03 p.m.

1. **Pattullo Bridge Update**

Philip Bellefontaine, Transportation Planning Manager, provided the following update regarding the Pattullo Bridge:

- Staff will communicate the Committee's recommendation from the November 27, 2017 meeting regarding the Major Road Network and Pattullo Bridge widening triggers to TransLink.
- Staff are currently waiting for TransLink to provide revised design plans, which include reduced road connectors. Staff will write to TransLink to formally share feedback from the Committee regarding widening the bridge deck on Surrey's side of the bridge.
- The effects of the toll removal on local bridges have been similar since September:

- 152 Street has experienced a 10% reduction in volume.
- There has been an increase of 10% in volume along King George Boulevard.

In response to questions from the Committee, staff advised that it is not clear if the removal of bridge tolls have resulted in drivers being on roads for less time. Bridge performance contributes to a driver's route choice, and the Port Mann remains competitive and performs well. There could still be a balancing of volumes in the future.

## 2. LRT Update

Paul Lee, LRT Program Manager provided the following update regarding Light Rail Transit (LRT):

- Preparation for LRT is currently focusing on early works.
- A report regarding Bear Creek Bridge will be forwarded to Council on December 18, 2017, with work anticipated to commence in early January 2018.
- Staff have confirmed that BC Hydro powerlines are scheduled to be raised at 92nd Avenue and King George Boulevard and 104th Avenue.
- Work on the watermain has been divided into two phases. A tender for the first phase will close on December 13, 2017, and the tender for the second phase will be placed the same day.
- A tender for storm sewer work will be placed in January 2018, with work expected to begin in Spring 2018. Work on storm sewers will be completed away from sensitive areas in Hawthorne Park.

In response to a question from the Committee, staff advised that work to be completed around Hawthorn Park will include fencing and monitoring to address any potential disobedience associated with the project. Staff noted that while there was a positive reception to the 105 Avenue Corridor proposal at a December 6, 2017 open house, there is still a group of residents who are opposed to the planned road improvements. The December 6 Open House was the conclusion of the public consultation portion for the 105 Avenue Corridor project, and there is still further consultation for Hawthorne Park improvements to be completed.

## D. NEW BUSINESS

### 1. Surrey Coastal Flood Adaptation Strategy - Results from Infrastructure Workshops

Matt Osler, Senior Project Engineer provided a PowerPoint presentation regarding results from infrastructure workshops regarding the Surrey Coastal Flood Adaptation Strategy. The following information was highlighted:

- It is estimated that a \$9.5 billion investment is needed in the Lower Mainland to address rising sea levels, with \$1.5 billion required in Surrey.
- A series of Surrey Coastal Flood Adaptation Strategy workshops have taken place. Two workshops that explored infrastructure took place and focused on Mud Bay. Infrastructure that was assessed included highways, railways, force mains and hydro lines in the area. Two flood scenarios were presented in the first workshop: coastal flooding with a dyke breach and riverine flood with no dyke breach. Each scenario was assessed a risk score.
- The second workshop only involved participants with selected vulnerable infrastructure. The workshop analyzed environmental, social and economic impacts of flooding. Exercises were completed to see how different flood preparation scenarios could affect infrastructure.
- A Study Area Bus Tour was also organized, and visited two sites.
- General comments received from infrastructure stakeholders include: cost-sharing and collaboration is a high priority; sharing utility corridors could be considered; and, opportunities for improvement should be identified.
- Insights that will inform the development of the Surrey Coastal Flood Adaptation include: key infrastructure is adaptable; infrastructure owners are mostly reactive without specific adaptation plans; and, flood infrastructure and transportation infrastructure are heavily interconnected.
- The next steps of the multi-phased Strategy include identifying a preferred option for flood adaptation, linking with the Lower Mainland Flood Management Strategy, and seeking early buy-in from decision makers to support cost-sharing options.

In response to questions from the Committee, staff provided the following information:

- Transport Canada has the jurisdiction to regulate BNSF, including their infrastructure. The City of Surrey provided studies completed on Mud Bay and sea level rise however their Mud Bay trestle was replaced at the same elevation. BNSF plans for improvements and upgrades to their railway are on-going and expected to proceed independent of the Coastal Flood Adaptation Strategy.
- It is anticipated that sea levels will rise by one centimeter per year. Global sea level rise is currently experiencing approximately three millimeters of rising sea levels per year; however, land in Surrey is also subsiding. The net level of rising sea levels in Surrey's lowlands is approximately half of a centimeter per year, with those levels expected to increase in the next few decades.

It was Moved by Councillor LeFranc  
Seconded by Councillor Woods  
That the Transportation and Infrastructure  
Committee recommend that Council request that Mayor Hepner request input  
from key infrastructure owners with the highest risk of flooding impacts.  
Carried

## 2. Road & Traffic Safety Levy Update

Jaime Boan, Manager, Transportation, reviewed how additional 0.25% increases to the Road and Traffic Safety Levy would impact funding.

In response to questions from the Committee, staff provided the following information:

- Increasing the levy would not significantly impact the timeline for major projects, such as overpasses, as they are primarily funded through DCC's and external funding.

The Committee noted the following comments:

- Support was expressed for a 1.25% levy, as it provides a noticeable increase to the Infrastructure Reserve Balance.
- It was suggested that north/south and east/west connections in the city be advanced as much as possible.
- The 10 Year Plan should be reviewed and additional information regarding how the Levy addresses the Plan is required.
- There is insufficient road infrastructure for current residents and thus staff should investigate greater funding for infrastructure from general revenue sources.
- As the city experiences continued growth, there will be more strain on roads and sidewalks. Concerns were expressed regarding the lack of funding for road and sidewalks.

The Committee requested that the 10 Year Plan be brought forward for review, as well as information regarding proposed north/south and east/west connections, including locations and associated costs. The Committee also requested that staff bring forward a Levy scenario that meets all of the transportation needs and what the associated costs would be.

## 3. Intersection Safety Update

Philip Bellefontaine, Transportation Planning Manager, provided a PowerPoint presentation update regarding intersection safety and highlighted the following information:

- The following are the top three collision sites in Surrey, as well as the future plans to address safety issues:
  - 88 Avenue and King George Boulevard will receive a comprehensive intersection redesign as part of the LRT project;
  - 96 Avenue and Fraser Highway will be upgraded as part of the Fraser Highway widening project; and,
  - 72 Avenue and King George Boulevard will be identified within the Pilot DDACTS (Data Driven Approach to Crime and Traffic Safety) program and will also receive a comprehensive intersection redesign as part of the LRT project. New safety measures have already been introduced at this location, including signal upgrades and protected left turns.
  
- Additional projects completed in 2017 to increase intersection safety were implemented at 64 Avenue and Fraser Highway, King George Boulevard and 128 Street plus 80 Avenue and 128 Street. Measures included the installation of new pavement markings, 12 inch lenses for signal heads, improved street lighting, high friction pavement, and improved right turn channelization.

In 2018, a further 7 intersections will receive safety improvements.

- These projects mean that all of the top 15 collision intersection sites have either planned improvements to be made, or have already received improvements.
  
- The city is also actively implementing a range of safety improvements with continued conversion of High Pressure Sodium lights to LED, speed reader board installation at 15 locations, left turn bay extensions implemented at three sites, 15 new flashing amber crosswalks, uninterrupted power supply at 25 more signalized intersections and road safety review of all road capital construction projects.

In response to questions from the Committee, staff provided the following information:

- A before and after analysis of intersections is undertaken where safety measures have been installed to assess the impact of the improvements and the cost effectiveness of them.
  
- Additional information, such as traffic volumes through each intersection and the number of collisions is available up to 2015.
  
- Staff confirmed that an additional 15 RRFB (rectangular rapid flashing boards) will be implemented in 2018.
  
- The Committee requested that staff provide further information with respect to top collision locations to provide better context.

#### 4. City Centre Parking Study

Dave Harkness, Parking Services Manager, provided a PowerPoint presentation regarding the City Centre Parking study and highlighted the following information:

- The objective of the study is to determine parking utilization in City Centre and potential changes to the parking minimums that apply to new development.
- The research process assessed parking utilization at apartment buildings that have been occupied for at least one year consisting of more than 20 units with secured underground parking. Parking counts were conducted between Monday and Wednesday from 11:00 p.m. to 3:00 a.m.
- The results of the study indicate the following:
  - City Centre has an over-supply of parking, with one-third of parking vacant;
  - There is less than one car per apartment;
  - On- and off-street parking functions as a system, and is influenced by the availability of free on-street parking. Pay parking or time restrictions encourage residents to park in their building's underground parking;
  - There is negligible difference between owned and rental buildings; and
  - There is low utilization of tandem parking stalls.
- The next steps in the study include:
  - reviewing on-street parking utilization throughout City Centre;
  - comparing Surrey's parking policies with other municipalities;
  - ongoing participation with Metro Vancouver Apartment Parking Study Advisory Group;
  - consultation with internal and external stakeholders; and
  - policy drafting.

An update will be provided to the Committee, as well as the consideration of bylaw amendments.

- Preliminary policy options include expanding on-/off-street parking management, reduction of Zoning Bylaw minimum parking requirements, and the expansion of cash-in-lieu contributions for parking revisions.

In response to questions from the Committee, staff advised that a report will be brought forward with recommendations for minimum requirements for electric vehicle infrastructure for new buildings. It was noted that many cities are now requiring a 100% supply of electric vehicle chargers. In addition, staff noted that the City provides a parking reduction for developments that include parking for car-share companies; however, few developments have taken advantage of car-share parking stalls, as car-share companies have indicated that underground parking locations are not optimal for usage. There has also been little uptake of other alternatives to parking requirements, such as annual transit passes.

Council suggested that parking supply be an on-going study and address the following questions:

- The effect of new development in relation to on-street parking;
- The correlation between the unbundling of residential units and parking spots in strata developments;
- How the City encourages the inclusion of bicycles and bicycle lockers in developments; and
- Whether there are parking utilization differences with buildings over 5 years old (as they tend to limit rentals at that point)

The Committee suggested consideration be given to reduced parking rates for affordable housing. The Committee also expressed an interest in the parking situation at Vancouver’s west end developments that were built with no parking.

**E. ITEMS REFERRED BY COUNCIL**

**F. CORRESPONDENCE**

**G. INFORMATION ITEMS**

**H. OTHER BUSINESS**

**I. NEXT MEETING**

The next meeting of the Transportation and Infrastructure Committee will be held on Monday, January 29, 2018, at 2:00 p.m.in 2E Community Room A.

**K. ADJOURNMENT**

<p>It was</p> <p>Committee meeting do now adjourn.</p>	<p>Moved by Councillor LeFranc                  Seconded by Councillor Woods                  That the Transportation and Infrastructure  <u>Carried</u></p>
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The Transportation and Infrastructure Committee adjourned at 3:39 p.m.

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Jane Sullivan, City Clerk

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Councillor Gill, Chair