

Transportation and Infrastructure Committee Minutes

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, Traffic Engineering Manager
D. McLeod, Transportation Planning Manager
L. Blake, Legislative Services

A. ADOPTION OF MINUTES

1. The committee is requested to pass a motion adopting the minutes of December 11, 2017.

It was

Moved by Councillor LeFranc

Seconded by Councillor Woods

That the minutes of the Transportation and Infrastructure Committee meeting held December 11, 2017, be adopted as presented.

Carried

B. DELEGATIONS**C. OUTSTANDING BUSINESS**

1. **Pattullo Bridge Update**

Jaime Boan, Manager, Transportation, provide the following update regarding the Pattullo Bridge:

- The Pattullo Bridge Replacement Project Business Case is publically available.
- The Project will deliver a replacement bridge to be funded by the province. In addition, the project will provide an eastbound to south bound ramp to Highway 17.
- The scope of the project will not include the realignment of the Scott Road Intersection or Scott Road extension to Highway 17 (South Fraser Perimeter Road). These works were removed from the scope of the Pattullo Replacement project due to provincial concerns regarding queuing back onto Highway 17 from the planned Scott Road extension.
- Surrey's connections to the bridge will instead be reviewed as part of a separate study involving Surrey, the Ministry of Transportation and Infrastructure, and TransLink, who will lead the study. It is anticipated

that the study will be completed by the end of 2018 with the intent that the works identified in the study will be implemented prior to the completion of the new bridge, but this is subject to funding approvals.

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

- The study is currently contemplating two connections options for traffic analysis: a full scope (original Pattullo Bridge connections planned), and proposed interchanges at King George Boulevard and Bridgeview Drive and at Highway 17 and Bridgeview Drive. It is expected that a third alternative option will need to also be looked at in order to address provincial and city needs and concerns.
- Under the current design, a third westbound lane will extend as far as the physical structure of the bridge, but will not extend onto the bridge itself.
- In keeping with commitments from the South Fraser Perimeter Road project, Bridge Road will be widened to reinstate two-way operation and Old Yale Road will be grade separated from Highway 17.
- Staff clarified that earlier traffic analysis was completed and recommended the extension of Scott Road to Highway 17, in addition to the Tannery Road and Bridgeview Drive connections in order to minimize queuing and operational issues anticipated with the Pattullo Bridge replacement project.
- The Surrey Connections study will address the anticipated additional capacity on the City's infrastructure. It is still to be determined if there is funding for our local projects as part of the bridge replacement project.

The Committee requested additional information regarding the business case and capital costs required for construction and the costs associated for land acquisition. In addition, the Committee requested an early high level report before the summer regarding the options and traffic analysis including short term and long term implications.

D. NEW BUSINESS

1. South Surrey Interchanges Update

Doug McLeod, Transportation Planning Manager, provided a PowerPoint presentation regarding South Surrey Interchanges and highlighted the following information:

- The 152nd Street Overpass was damaged by an over-height vehicle and has resulted in only one southbound lane open on the 152nd Street overpass and only one northbound lane on Highway 99. It is anticipated that the overpass will be repaired by April 2018.

- South Surrey has experienced a large population growth in recent years and requires infrastructure upgrading in order to meet current and expected growth.
- In 1993, a functional design study for the "South Surrey Interchange Project" was completed. The study recommended the interchange project be implemented in two phases: Phase One included the 32nd Avenue partial interchange and was delivered in 1999. Phase Two included a full interchange at 152nd Street and was to be delivered approximately 10 years later. Unfortunately, the Ministry of Transportation and Infrastructure (MOTI) was unable to commit funding for Phase Two.
- Staff reviewed the following proposed upgrades, in preferred priority order:
 - 32nd Avenue Interchange: a design is "shelf ready" and the City is working with the MOTI to secure funding for the project.
 - 152nd Street Interchange: would be expanded to six lanes and include new ramps to Highway 99. The City is working with the MOTI to secure funding for the project.
 - 20th Avenue Overpass: would provide connection between Grandview Heights and Semiahmoo.
 - 24th Avenue Interchange: would provide access to Highway 99 and relieve traffic volumes on 32nd Avenue and 152nd Street. The 24th Avenue Interchange and 20th Avenue Overpass would form a comprehensive strategy for managing traffic growth in Grandview Heights.

2. Mobility Pricing Update

Philip Bellefontaine, Traffic Engineering Manager, provided a PowerPoint presentation regarding mobility pricing and highlighted the following information:

- Phase 1 findings of the mobility pricing study were published in early 2018. Phase 2 of the mobility pricing study is commencing in February 2018 and will include further public consultation.
- Mobility pricing has been identified in the Mayor's Council 10-Year Vision for managing future traffic demand and also as a funding tool that will be implemented in year seven of the Vision.
- A joint steering committee of TransLink and Mayor's Council representatives, including Mayor Hepner, was established in June 2017. The joint steering committee appointed the Mobility Pricing Commission. The Commission was tasked with looking at regional mobility pricing through the lenses of: reducing traffic congestion (improved travel times and travel time reliability and road safety), promoting fairness and equity (recognizing that some areas have better access to transit than others, that there are differences in the ability for people to pay and there is potential for other taxes used for funding transportation may be able to be reduced) and supporting transportation investment in the region.
- Phase One included research of other road user charging systems in the world and a coarse level assessment of different approaches in terms of

how they supported the 3 focus areas. There was a broad level of engagement including numerous stakeholders either directly affected by or with a strong interest in congestion (for example: industry, labour, health, social equity organizations and environmental advocates). Public consultation was undertaken with a series of regional meetings including one in Surrey and an on-line survey and social media outreach. Close to 6000 people responded to the survey. Meetings were also held for regional elected representatives and for representatives of all the Provincial parties. Of interest was one response from Surrey which indicated that 74% agreed that it should cost less to drive in areas with less transit options. This reflects a recognition of the regional imbalance in transit provision. The majority of individuals surveyed agreed that something needs to be done with respect to the issue of increasing congestion and that they were impacted: however, there was less consensus on what should be done to respond to this through mobility pricing.

- From Phase One, the “long list” of 10 policy options was reduced to three: a fuel tax (intended as an existing base case scenario to compare new options against); region-wide congestion point charges; and distance, time and location based road user charges.
- The committee was presented with examples of the different policy options which will be shared with the public during Phase 2 and are intended to promote discussion rather than represent specific alternatives.
- During Phase 2, there will be additional analysis and refinement of the shortlisted policy tools to determine how they may be applied within Metro Vancouver. Accompanying this, public consultation will take place from February 26 until March 14.
- Staff anticipate providing a further update to the Committee and Council.
- A draft of the Plan will be made available to the Mayor’s Council and TransLink Board in early May with the official presentation by the Commission anticipated later in the month. At that time, statements on the next steps for the study are expected.

3. Rail Studies and Improvements Update

This item was deferred to the March 19, 2018 Transportation and Infrastructure Committee meeting.

4. 2018 TIC Agenda Items

This item was deferred to the March 19, 2018 Transportation and Infrastructure Committee meeting.

5. New Transportation Division Organization Structure

Jaime Boan, Manager, Transportation, reviewed the new Transportation Division organization structure.

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, March 19, 2018, at 2:00 p.m. in 2E Community Room A.

J. ADJOURNMENT

It was

Moved by Councillor Woods

Seconded by Councillor LeFranc

That the Transportation and Infrastructure

Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Committee adjourned at 5:05 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair