

# *Transportation and Infrastructure Committee Minutes*

6E - Managers Boardroom  
City Hall  
13450 -104 Avenue  
Surrey, B.C.  
**FRIDAY, JUNE 8, 2018**  
Time: 2:30 p.m.

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**Present:**

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

**Absent:****Staff Present:**

F. Smith, General Manager, Engineering  
J. Boan, Manager, Transportation  
K. Tiede, Traffic Operations Team Lead  
P. Bellefontaine, Traffic Engineering Manager  
P. Klitz, Transportation Planner  
P. Lee, LRT Program Manager  
S. Afzal, Road Safety Manager  
D. Harkness, Parking Services Manager  
L. Blake, Administrative Assistant

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**A. ADOPTION OF MINUTES**

1. The committee is requested to pass a motion adopting the minutes of April 16, 2018.

It was

Moved by Councillor Woods

Seconded by Councillor LeFranc

That the minutes of the Transportation and  
Infrastructure Committee meeting held April 16, 2018, be adopted as presented.

Carried

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

1. **LRT Update**

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

- The City has signed an agreement with TransLink outlining the City's contributions to the project and the Supportive Policy Agreement. The agreement, together with the October Memorandum of Understanding, form important steps for the approval of the LRT project.
- A Master User Agreement is still required and would outline the construction approval process, design approval process and the City's responsibilities, such as cost of claims and snow removal. It is hopeful that a Master User Agreement would be completed prior to issuing the Request for Proposals (RFP).

- A report will be forwarded to Council at the June 11, 2018 Regular Council - Public Hearing meeting outlining the Supportive Policies Agreement and City Contribution Agreement for the Surrey-Newton-Guildford LRT project so that the agreements can be approved and executed in time for the June 20 Joint Finance meeting and June 28 Joint Mayor's Board meeting.
- Open houses have been completed for Phase Three of the project and were well attended, with increased interest from local property owners. An environmental and socioeconomic review has been completed and factsheets outlining information from the review, including vibration, noise and habitat management, have been distributed to the community.

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

- The latest design for 104 Avenue keeps two lanes of traffic in each direction along approximately 70% of the corridor from 152nd Street to King George Boulevard. The ultimate goal of reinstating four lanes of traffic along 100% of the corridor would be achieved through redevelopment of the abutting lands.
- The press release regarding re-instating 104th Avenue to four traffic lanes was drafted by TransLink and reviewed by City staff. All press releases regarding LRT are generated through TransLink and reviewed through the Project Team process.
- The 105 Avenue Corridor project is a separate project from LRT. While utilities will be relocated from 104 Avenue to 105 Avenue, the east/west connection is required for the growth of the community. Metro Vancouver has expressed an interest in utilizing 105 Avenue to implement a water main to a local reservoir, which would require relocating the playing field at Hjorth Road Elementary School. The School Board has expressed an interest in potentially relocating the school and thus staff are investigating this option.

The Committee requested the following:

- Renderings of 104th Avenue with four lanes of traffic and LRT;
- Costing information for the land acquisition and capital construction costs associated with widening 104th Avenue; and
- Summary of the benefits of LRT compared to SkyTrain.

## 2. **Pattullo Bridge Update**

Philip Bellefontaine, Traffic Engineering Manager, provided the following update:

- The project will be delivered and funded by the Province.

- It is anticipated that the construction contract will be awarded by summer 2019, with the bridge to be completed by 2023. In order to achieve the proposed timeline, a Request for Proposal (RFP) must occur by summer 2018.
- The RFP requires the completion of a Master Municipal Agreement (MMA), between the City and the Province in respect of various matters pertaining to the design and building of the replacement bridge including removal of the existing bridge, project scope, land requirements, overarching traffic plan, and individual traffic control plans, City permitting, approval for construction activities and a communication strategy. Any land or City infrastructure that is required for construction of the bridge must be returned to the City in its original condition.
- The Province may exercise its powers of resumption, which is the authority to take ownership of City roads, but prefers to work with cities for projects like this through MMA's.
- A focus of the City's review of the MMA will be the appropriate jurisdictional boundaries beyond the bridge itself.
- With the transfer of the project from TransLink to the Province, the scope of the project has been reduced with the elimination of a direct connection between Highway 17 (H17) and the new bridge, which involved a new Scott Road connection to King George Boulevard. This arose from provincial concerns about the impact of queuing traffic from the bridge onto H17.
- Further study work is to be undertaken to determine connections between the new bridge and the adjacent regional road network and a contract for this study is anticipated to be awarded by the end of June 2018.
- It was noted by staff that the Provincial Government currently has no budgetary provision for connections identified through this study.

In response to questions from the Committee, staff advised that the current bridge is property of TransLink; however, it is not clear who owns the land beneath the bridge. Staff will seek to confirm ownership of the land beneath the existing bridge.

The Committee raised the issue of South Surrey transportation priorities for which the province does not currently have funding. The Committee requested that, through the Intergovernmental Relations Division, staff draft a letter to local MLAs outlining the priorities and funding required, as well as an invitation to receive a presentation.

### 3. Surrey Vision Zero – Safe Mobility Plan Update

Shabnem Afzal, Road Safety Manager, provided a PowerPoint presentation regarding the Surrey Vision Zero - Safe Mobility Plan and highlighted the following information:

- The Plan focuses on fatalities and serious injuries caused by vehicular collisions, as well as integrating human failure into safety designs.
- The City is utilizing the safe systems approach to focus interventions on high collision locations.
- A consultation was conducted with internal and external stakeholders including Business Improvement Associations (BIA), non-profit organizations community groups and other organizational stakeholders including the province. These various groups were invited to targeted meetings to provide feedback. In addition, there was a CitySpeaks survey online that received 160 responses. Feedback has been received with respect to vehicles, speeds, roads and road users.
- About 80% of serious collisions occur at intersections and Surrey has 6571 intersections. There has been a 26% increase in collisions from 2007 to 2017.
- Vision Zero requires a collaborative and holistic approach to road safety that includes the RCMP, Fire Services, ICBC, Fraser Health and the Province.
- The feedback from the CitySpeaks survey indicated that the top three concerns were: distracted driving; not following the rules of the road, and speeding. The public's concerns have been integrated into the Plan and reflect data that has been gathered, The Plan is evidence-lead and data driven.
- In general, respondents indicated that they were willing to accept lower speeds and slightly higher travel times to increase safety for all, acknowledged the need to increase safe infrastructure for vulnerable road users and expressed concerns regarding lack of enforcement.
- Based on the consultation process, the Plan will:
  - Prioritize the safety of vulnerable road users;
  - Engage the City's partners and utilize a collaborative approach to implementation; and
  - Recognize human limitations in our road safety network.

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

- It is not clear if there is a correlation between lack of crosswalks and jaywalking. The City will be adding additional crosswalks throughout the city.

- As there is an overrepresentation of the indigenous population in vehicular collisions, the City will be working with the Provincial government to try and find ways to address this issue. The Committee would like to see any provincial pilots to reduce collisions involving indigenous peoples done here in Surrey.
- As ICBC does not currently provide information regarding causal factors of collisions, it is difficult to determine why there has been an increase in collisions. Staff are working to develop a privacy impact assessment so that health data can be obtained regarding causal factors.
- There are numerous factors that contribute to collisions, such as increased vehicle volumes, traffic congestion and speeding.
- Staff will quantify safety improvements in areas that have safety infrastructure upgrades, such as wider sidewalks and separated bicycle lanes with an annual report monitoring baselines and evaluating improvements.
- Staff have investigated the impact of bollards on collisions involving bus shelters and it was determined that implementing bollards would likely not have the desired effect on reducing these incidents and may have impacts to mobility around the shelters.

The Committee provided the following comments:

- A social justice and equity lens could be considered when implementing safety infrastructure.
- A pilot program of implementing bollards to protect bus shelters could be considered during the redesign of 104 Avenue for Light Rail Transit.
- Revenue sharing of traffic enforcement needs to be reviewed. Staff should contact the Province to determine what is required to allow Surrey to add traffic officers in the city and see if we can pilot additional enforcement resources funded through increased ticketing revenue.

The Committee requested that staff report back regarding increasing traffic enforcement and a potential pilot program for bollards along 104 Avenue.

#### **4. Surrey Rapid Transit Vision**

Peter Klitz, Transportation Planner, provided a PowerPoint presentation regarding the Surrey Rapid Transit Vision. The following information was provided:

- B-line and SkyTrain lines in Vancouver are supported by grid of transit services and take advantage of arterial road grids. When rapid transit is considered in the future, it will be built along existing grid lines. The expansion of rapid transit in Vancouver can help Surrey understand its needs and preferred direction, especially as Surrey is anticipated to have a larger population than Vancouver in the future.

- The grid system is successful in a polycentric city with arterial roads laid out in a grid pattern, such as Surrey. The grid system can move many people to many different locations and works for a variety of types of trips.
- The proposed Rapid Transit vision concept is a network that will serve one million people with a grid-based, high frequency network that connects all major corridors and communities. The length of the network would be 140-150 kilometres, or the same as Vancouver.
- The cost for the current LRT proposal is \$16-17 billion based on typical costing. The same proposal with SkyTrain instead of LRT would be about 50% more expensive or \$24-26 billion.
- The LRT network can be used by a wide range of residents for a variety of trips. The grid system of travel is simple and logical and the path is the same as it would be in a car.
- The connections between services will be safe and accessible, with frequent and reliable services, longer operational hours, LRT accessed at-grade, and proposed upgrades to pedestrian and cyclist infrastructure.

Councillor Woods exited the meeting at 4:14 p.m.

- The proposed rapid transit system would address the needs of 90-95% of Surrey residents and workers in the city. Most residents will be within a 5-10 minute walk of rapid transit services.
- The project would be phased and begin with the frequent transit lines, then the addition of B-lines and finally LRT once ridership is established.

The Committee requested that staff provide additional information regarding the differences between SkyTrain and LRT, specifically:

- The average distance between SkyTrain stations and LRT stops;
- A visual presentation of the different user experiences on SkyTrain and LRT;
- Compare LRT to SkyTrain with respect to how close each system will bring the City to its transportation goals using the budget for the project; and
- The anticipated cost in 2028 dollars for SkyTrain and LRT along Fraser Highway.

**D. NEW BUSINESS****1. Growing Electric Vehicle Charging Demand**

Dave Harkness, Manager, Parking Services, provided a PowerPoint presentation regarding the need to meet the demand for electric vehicle (EVs) charging infrastructure in Surrey. The following information was provided:

- Public usage of the City's EV chargers is up 858% since 2013. Currently, there is no federal, BC provincial, Translink, Metro Vancouver, or BC Utility Commission regulation or legislation regarding charging stations for EVs.
- By 2030, SFU Energy Research Group predicts that 23% of unit sales in BC will be from EVs.
- Transformations to the energy system will be driven by the need to tackle climate changes through a lower-carbon, multi-source energy system. Many energy companies are integrating renewable energy resources as part of their business strategy. As the transportation sector is the largest producer of greenhouse gas (GHG) emissions, an aggressive shift to EV will result in a reduction of GHG emissions.
- EVs will become more common due to a combination of: lower total cost of ownership for consumers; national mandates for internal combustion engine phase-out; diminishing returns for internal combustion engine optimization for automakers; and the significant reduction in operating costs for fleet operators. Battery costs for EVs have dropped by 80% in the last seven years and are forecast to continue decreasing, with improvements in energy density (power storage capacity).
- European Union countries and China have mandated that no new internal combustion engine cars can be registered, with cut-off dates ranging from 2030 to 2040. China specifically is a global influencer of policy due to its market size (now the largest auto market in the world). By 2020, 20% of all new vehicles sold in China must be electric, with the percentage to increase each year.
- Commercial fleet operators, such as FedEx and TransLink, benefit from EV and bus fleets similarly are making aggressive transition to EV operation. TransLink has implemented a pilot program of four electric buses. BC is a significant location for EV conversion since BC has both clean and inexpensive hydroelectric power: other jurisdictions are still using oil, natural gas, or even coal to produce electricity and charge rates per kilowatt hour 3-4 times the BC rate.
- Roadblocks to EVs includes a lack of a business case for private sector to provide charging and 40% of population living in multi-use residential building that are unable to install chargers. The City can address the latter through proposed new policy.

- In order to meet the future EV charging demand, the proposed policy requires that 100% of new residential parking spaces and 20% of new commercial parking spaces provide power sufficient for Level 2 EV charging. The proposed policy is consistent with 2018 policies in Richmond, Port Coquitlam, Vancouver and Burnaby and was developed based on consultation with developers, TransLink, BC Hydro, Modo, the Board of Trade, Downtown Business Improvement Association, multiple local governments, and more. The proposed EV policy would support the OCP Energy, Emissions, and Climate Resiliency Policy; Sustainability Policy; and the Community Energy and Emissions Policy.
- Metering at EV charging panel will report the amount of energy used, allowing strata councils to bill back energy consumption to a unit owner.

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

- The technology for wireless charging has not been developed for mainstream use at this point: no automaker includes the capacity for it in their vehicles and the Society of Automotive Engineers is still working on definition of operating standards. It is anticipated that Level Two charging stations will be the common method for years to come, with no need for higher power delivery as battery technology continues to improve.
- BC Hydro is currently investigating potential savings for charging EVs during off-peak hours. Chargers can be installed with timers so that they draw power during off-peak times. The impact of charging EVs on the power grid is minimal.
- The proposed offsets to parking requirements are for multifamily developments, not single family homes.

It was Moved by Councillor LeFranc  
Seconded by Councillor Gill  
That the Transportation and Infrastructure

Committee support:

1. 100% energized stalls in new residential and 20% minimum in commercial developments; and
2. Staff to prepare a corresponding Corporate Report and Bylaw revisions regarding energized stalls in residential and commercial developments.

Carried

**2. Ocean Park Heritage Road Markers**

This item was deferred to the July 16, 2018 Transportation and Infrastructure Committee meeting.

**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, July 16, 2018 at 2:00 p.m. in 2E Community Room A.

**J. ADJOURNMENT**

It was

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

Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Committee adjourned at 4:48 p.m.

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Jane Sullivan, City Clerk

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Councillor Gill, Chair