

Transportation and Infrastructure Committee Minutes

Present:

Chairperson - Councillor LeFranc, Acting Chair
Councillor Gill
Councillor Woods

Absent:

K. Rana (Youth Rep.)

Staff Present:

F. Smith, General Manager, Engineering
J. Boan, Manager, Transportation
P. Klitz, Transportation Planner
P. Lee, LRT Program Manager
R. Gilmore, Transportation Planner
D. Johnstone, Legislative Services

Agenda items were varied.

A. ADOPTION OF MINUTES**1. Minutes of June 8, 2018.**

It was

Moved by Councillor Woods

Seconded by Councillor Gill

That the minutes of the Transportation and
Infrastructure Committee meeting held June 8, 2018, be adopted as presented.

Carried

B. DELEGATIONS**1. Fraser Highway B-Line Program Engagement Update**

Dan Freeman, Manager Bus Rapid Transit Projects, TransLink and Sarah Ross,
Director of System Planning, TransLink

The delegates provided a PowerPoint presentation regarding the Fraser Highway
B-Line project, and highlighted the following information:

- The Fraser Highway B-Line plans to build ridership and set the stage for the future South of Fraser rapid transit network.
- LRT servicing Surrey-Newton-Guilford (SNG), is being funded through Phase 2 of the regional funding plan. This line will replace the current 96 B-Line, which experiences the highest ridership for bus corridors south of Fraser Highway.
- Construction for the four new B-Lines throughout Metro Vancouver will commence in winter, 2018, with an anticipated launch in fall, 2019.
- The Fraser Highway B-Line will provide improvements to bus services in areas south of Fraser by providing more frequent service, improved speed

and reliability, and will be available seven days a week, with extended running times.

- Public consultation showed that 77% support or strongly support the proposed B-Line stop locations and changes to local routes.
- Public feedback indicated support of the original proposal stops along the Surrey-Langley B-Line, with the addition of a bus stop at 184th Street.
- Public transit customer delays along Fraser Highway are significant. 81% of those surveyed indicated their support to update or change streets to provide faster and more reliable B-Line service along Fraser Highway.
- Improvements for reliability and speed along Fraser Highway for the B-Line could be achieved through queue jump and right turn lanes, improved signal timing and coordination, new or upgraded traffic signals, transit signal priority and by implementing turn restrictions at peak rush hour times.
- A high level of bus lane priority can be the most effective way to improve speed and reliability. Implementing a B-Line with transit priority along Fraser Highway could reduce peak travel times by approximately 30 minutes in 2019.

Councillor Gill entered the meeting at 2:15 p.m.

- Initial concepts for transit priority have been identified with municipal staff input; however, further design, project development, analysis and costing would be required.
- TransLink will be funding 100% of opening day infrastructure for Phase 1 of the B-Line plan. Phase 2 would require cost-sharing for funding with the municipal government (2020-27).
- Project funding would be utilized to achieve the greatest benefit for the community, and would not be allocated by corridor.

The Committee thanked the delegation for their presentation, noting their support for the project going forward.

C. OUTSTANDING BUSINESS

1. Pattullo Bridge Update

Jaime Boan, Manager, Transportation, provided the following update regarding the Pattullo Bridge replacement project:

- Ownership of the land beneath the existing bridge belongs to the City of Surrey.

- A Request for Quotations (RFQ) will be issued in mid-July, 2018. Following this, a Request for Proposal (RFP) would be issued in fall, 2018, with a closing date in September, 2019. It is anticipated that the contract for the Patullo Bridge replacement project would be awarded at the end of 2019.
- The Master Municipal Agreement (MMA) is currently being discussed and reviewed with the province.
- A consultant has been obtained for the joint TransLink/Surrey/MoTI Surrey Connection Study. The study should be completed by late 2018.

In response to a question from the Committee, Staff reported that maintenance work on the current bridge would be completed as required.

2. LRT Update

Paul Lee, LRT Program Manager, reported that City staff have begun the development of the first draft of the Master Municipal Agreement (MMA) between the City and TransLink for the Surrey-Newton-Guildford (SNG) Light Rail Transit (LRT) project. The MMA would be a comprehensive document outlining the design approval process, the construction approval process, and traffic management strategies during and after LRT construction.

The Committee encouraged staff to find ways to build excitement around the project. It was suggested that the following be included in the information provided to the community:

- The benefits of LRT, and why the City has selected this mode of rapid transit over SkyTrain.
- Images and graphics to illustrate how LRT will support and integrate land use planning along the LRT corridors.
- A map illustrating the approved LRT lines, as well as the proposed long term vision for rapid transit in the City.
- Information regarding LRT travel time and the capability of LRT capacity to meet future demand.

3. Rapid Transit Vision

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

- Surrey's long range draft concept for the Rapid Transit Vision has a grid-based, high frequency network connecting major corridors and communities through the LRT with frequent B-Line buses to fill gaps and connect people to the rapid transit network. The total network length for LRT would be 140-150 kilometres.

- It is anticipated that 90-95% of people and jobs in Surrey will be within a five to ten minute walk from the LRT or B-Line.
- Based on current projections for Fraser Highway, the full buildout cost for 150 kilometres of LRT would be 16 billion dollars. That same amount allocated to implementing SkyTrain would provide only 100 kilometres of rapid transit.
- It is estimated that 217,000 more people and 38,000 more jobs would be served with an LRT system over a SkyTrain system.
- In the shorter term, using the \$6.3B investment in rapid transit outlined in the Mayors' 10 Year Plan as a benchmark, 50-55 kilometres of LRT could be constructed, extending into Langley and South Surrey. For the same funding amount, a SkyTrain system could be implemented along Fraser Highway; however, it would preclude the possibility of extending into South Surrey and White Rock.
- The LRT would allow for faster overall trip times for shorter local trips, as stops are designed to be stationed closer together which reduces walking time to transit.
- Placing a priority on connecting communities, or focusing on areas with the highest ridership corridors could be considered as a means to address priority for the transit network.
- Ridership modelling will be utilized in an effort to better evaluate the priorities of the community.
- Rapid transit lines will be implemented in phases, moving from buses with frequent stops, to B-Line transit and then finally to LRT.
- Next steps for the project include the development of a shared vision for South of Fraser with neighboring municipalities, work with TransLink on a Rapid Transit System (RTS) update, continue with ongoing development and ridership modelling, and to finalize the Rapid Transit Network Vision.

Staff provided an on-table handout of the draft concept for Surrey's Long-Range Rapid Transit Vision. The Committee suggested that the legend articulate the kilometres that are associated to the items in the legend.

In response to a question from the Committee, staff reported that implementing rapid transit across Agricultural Land Reserves (ALR) may be necessary, as agricultural land currently separates communities in Surrey.

4. Congestion Management Strategy

Doug McLeod, Transportation Planning Manager, provided a PowerPoint presentation regarding the Congestion Management Strategy. The following information was highlighted:

- The 10 Year Servicing Plan (10YSP) serves as the framework for transportation goals for the future.
- From the 10YSP, 557 million dollars is targeted towards congestion reduction through avenues such as arterial widening, arterial improvements, traffic signals and roundabouts, and bicycle and walking infrastructure.
- 121 million dollars of funding included in the 10YSP originates from external sources.
- Currently, the 10YSP is funded through Development Cost Charges (DCCs), Taxation, Road and Traffic Safety Levy, TranksLink and other external sources, such as provincial and federal government funding.
- Immediate plans regarding infrastructure investment are a priority for Surrey residents due to the rapidly increasing population in Surrey.
- Road construction is a multi-step process, with most major projects taking approximately three years from start to finish.
- The Congestion Management Strategy for 2019-2023 will add 120 lane kilometers to the Surrey road network by 2023. Themes for the strategy include:
 - Targeted corridor improvements;
 - Major regional infrastructure projects;
 - Investing in high-growth areas;
 - Supporting Surrey-Newton-Guildford Light Rapid Transit;
 - Growing active transportation;
 - Innovating with Intelligent Transportation systems; and,
 - Vision Zero.
- The Congestion Management Strategy would:
 - Deliver 178 million dollars of existing short and medium term projects from the 10YSP;
 - Accelerate 30 million dollars' worth of long-term projects; and
 - Allow for 81 million dollars to be allocated to projects not already included in the 10YSP.
- Benefits from the implementation of the Congestion Management Strategy include: targeted corridor improvements, investment in high growth areas, support for the Surrey-Newton-Guildford (SNG) LRT, and enhanced regional connections.
- Congestion management also includes investments in active modes of transportation, innovating and intelligent transportation systems and improvements in road safety (such as the Vision Zero project).

- Funding options to deliver the Congestion Management Strategy 2019-2023 could include the use of DCC reserves, internal DCC borrowing, and an increase in taxation for the Roads and Traffic Safety Levy.

F. Smith exited the meeting at 2:57 pm.

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

- An additional 1% increase in taxation for the Roads and Traffic Safety Levy would not amount to the 89 million dollars required to fulfill the 2019-2023 Congestion Management Strategy. Alternate options, such as the use of DCC reserves, and internal DCC borrowing, would also need to be considered to fully fund the Congestion Management Strategy.
- A full assessment regarding potential maintenance costs and asset management has not yet been completed.

The Committee requested that staff ensure that the amount being requested incorporates factors such as land acquisition, maintenance (per kilometer per year), and that roadwork projects adequately address ongoing congestion issues. Ensuring that funding is allocated to areas where Surrey residents will be achieving the biggest efficiencies is crucial.

With regard to the LRT line, the Committee suggested that completing the necessary roadwork and widening roads through land acquisition should be addressed in a timely and efficient manner. Expansions and extensions to the LRT line are important when looking at the future vision of the project.

The Committee requested that additional information be provided illustrating clear priorities and timelines for projects in the Congestion Management Strategy, how this works with plans for the LRT, and funding options to achieve these priorities.

D. NEW BUSINESS

Councillor Woods exited the meeting at 3:48 p.m.

1. City Centre Parking Policy

Ryan Gilmore, Transportation Planner, provided a PowerPoint presentation regarding the proposed changes to City Centre parking standards. The following information was provided:

- Surrey City Centre parking requirements are overdue for an update to reflect the increasing urban and emerging transit-oriented development in the area. City Centre parking requirements have not been updated since 1994.
- Current minimum parking requirements for City Centre are comparable to requirements in other Metro Vancouver municipalities; however, parking

studies indicate that all Metro Vancouver municipalities are oversupplying parking in town centres and in close proximity to transit.

- The proposed parking requirement updates are based on several parking studies, the most recent being the 2018 Metro Vancouver regional apartment parking study. This 2018 study confirmed the trend towards lower rates of car ownership region-wide, with parking being oversupplied by 45% in strata developments, and even more so where developments are in close proximity to rapid transit.
- Metro Vancouver's studies took a region-wide sample of buildings; however, they did not include a large sample from Surrey City Centre. To address this gap, Parking Services undertook its own City Centre-specific Study in 2017. Results indicated that parking in City Centre buildings were oversupplied by 50%
- The scope of the Parking Policy update would:
 - Reduce minimum parking requirements and introduce parking maximums, thus creating a new parking "range";
 - Formalize a Cash-in-Lieu of parking policy; and,
 - Formalize a car share incentive.
- The parking update would only be applied to non-ground oriented multiple unit residential uses in City Centre, Surrey-Newton-Guildford LRT Corridor, and Fraser Highway B-Line Corridor (such as apartment buildings with underground parking), and would not include ground-oriented townhouses or single family dwellings.
- The new minimum parking requirement recommended for City Centre & the LRT corridor is 0.9 stalls per residential unit, and 0.1 visitor stalls per unit.
- In addition to the parking minimum, it is also being recommended that a parking maximum be introduced. This would effectively establish a permitted parking "range." The permitted new maximum would be set to the current minimum for City Centre, which is approximately 1.1 stalls/dwelling unit on average.
- Along the Fraser Highway B-Line, the City is proposing a minimum parking requirement of 1.0 stalls/dwelling unit, and a maximum of 1.2 stalls/dwelling unit.
- The parking policy update would introduce new car share incentives. This would formalize and improve the pilot program already introduced in 2007.
- The proposed car share incentive would allow 5 parking stalls per car share vehicle that is provided as part of the development. Only two-way car share vehicles would be eligible for this incentive.

- A limit for the number of car share vehicles will not be implemented in the policy; however, the City would ensure that car share vehicles are actually provided using bonding and legal agreements, and a shared vehicle agreement with a service provider for a minimum duration (three to five years) would be required.
- The policy will also look into incentives for surface parking spaces and EV charging stalls for car share vehicles.
- As part of the implementation process, design guidelines and construction standards for share vehicle parking would be developed.
- The parking policy update would also introduce a new Cash-in-Lieu of Parking option, formalizing and improving an existing process.
- Cash-in-Lieu Parking (CIL) provides voluntary cash contributions in exchange for not building a parking stall. This practice allows for developers to not build parking spaces in cases where it is too costly or considered unnecessary to do so.
- Currently there is no formalized CIL policy, as developments are negotiated on a case-by-case basis.
- Recommendations for the CIL policy include:
 - An amendment to the Zoning By-Law to formalize the existing practice;
 - The maximum permitted parking stall reduction using CIL is proposed to be 10% of the minimum requirement (from the new parking minimum).
 - Developments located in City Centre would be eligible for an additional 10% reduction (20% in total) when Transportation Demand Management measures are provided (e.g. car share);
 - The CIL amount is proposed to be increased to 20 thousand dollars (currently CIL amount is ten thousand dollars).
 - Funds acquired through CIL are to be invested in local parking and transportation investments.
- Benefits of implementing the City Centre and Rapid Transit Parking Policy include support of affordable housing, support of the development of family sized units, increased transparency, flexibility and certainty for developers, and a reduction in the need for variances.

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

- In an effort to monitor car sharing spaces, an operating agreement to maintain the vehicle for three to five years would be necessary.
- If a developer were to request a greater parking supply than the maximum rate of 1.1, a Development Variance Permit would be required.

- Parking studies in Metro Vancouver and City Centre are consistent. Issues with street parking, or a lack of parking, are not anticipated.
- The City Centre and Rapid Transit Parking Policy has been supported by the Development Advisory Committee.

The Committee supported the updated City Centre and Rapid Transit Parking Policy. Staff informed that a Corporate Report regarding the City Centre and Rapid Transit Parking Policy would be provided to Council for their consideration.

The Committee requested that staff further research underground parking connectivity in areas such as Vancouver and Toronto, and limited parking initiatives by development corporations in Calgary to better assess how these types of changes could affect the City.

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, September 24, at 2:00 p.m. in 2E Community Room A.

J. ADJOURNMENT

It was

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

Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Committee adjourned at 4:12 p.m.

Jane Sullivan, City Clerk

Councillor LeFranc, Chair