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REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **January 3, 2011**

FROM: **General Manager, Engineering**

FILE: **8630-40 (Strategic)**

SUBJECT: **2010 Report on Transportation in Surrey**

RECOMMENDATIONS

The Engineering Department recommends that Council receive as information the “2010 Report on Transportation in Surrey”, which is attached as Appendix I to this report.

INTENT

The purpose of this report is to document the significant progress made in the last year in implementing the vision of the Surrey Transportation Strategic Plan.

BACKGROUND

The Transportation Strategic Plan

In October 2008, Council adopted the City of Surrey Transportation Strategic Plan (TSP) (Corporate Report R206; 2008). The primary goal of the TSP was to establish a new perspective and new directions for transportation in Surrey. To achieve this goal, the Strategy includes a vision and overarching principles targeted toward a sustainable transportation system promoting mobility for all. These principles define the framework for building a world class transportation system and describe the all-encompassing impact that transportation has on the lives of people and on the environmental, social, health and economic aspects of Surrey. The Principles are:

- Effective and Efficient Network Management;
- More Travel Choice;
- Safer, Healthier Communities;
- Successful local Economies;
- Protection of our Built and Natural Environment; and
- Transportation integration.

Strategic Objectives with supporting Actions for Change have been developed for each of the six key Principles providing a clear indication of what the City wants to deliver and the means. The Actions for Change represent the more detailed projects, programs and initiatives that collectively will move the City forward in alignment with above principles. The TSP contains over 100 Actions for Change, a number of which have been identified as “Early Actions for Change” representing some of the first priorities of the TSP.

DISCUSSION

Consultation, Communication and Reporting on Progress

Significant progress has been achieved in forging partnerships and increasing communication around the focus of the TSP. Although the TSP is ultimately the responsibility of the City, for it to respond to the broader context and reflect other City policy areas, the City needs to work with other partners, bodies, stakeholders and the public to ensure its effective integration with the policies and actions of other stakeholders and to develop a proper understanding of the issues and priorities that are important to the broader community. Broad involvement brings with it as key benefits shared ownership, awareness and education and higher quality decisions.

A broadly based communication and educational strategy has been developed around the TSP, which includes:

- Making use of the City's web site for consultations, surveys and information sharing;
- The commencement of the new Surrey Transportation Lecture Program at SFU Surrey – the first of its kind in British Columbia and possibly in Canada;
- Regular attendance by staff at meetings of stakeholders including BIAs and the Surrey Board of Trade;
- The development of new relationships with agencies such as the RCMP and TransLink;
- The use of resident surveys and focus groups to examine transportation issues and attitudes; and
- The preparation of an annual progress report on transportation.

The 2010 Report on Transportation in Surrey

In accordance with the recommendations of the TSP staff has prepared the first annual report on Transportation in Surrey. The report is titled "The 2010 Report on Transportation in Surrey", a copy of which is attached as Appendix I to this report. The following sections provide a brief overview of the subject Report.

The Transportation Strategic Plan identifies a large number of projects, programs, and actions for change, many of which represent a significant addition to the services traditionally provided by the City. This expansion of initiatives reflects the changes in Surrey that have occurred over the 10 years since the previous transportation plan was developed. These changes include:

- An enhanced position for Surrey within the region associated with growth and its strategic location. Surrey is a key partner in the Surrey Rapid Transit Study and has played an active role in discussions around TransLink funding.
- Increasingly engaged and involved citizens and stakeholders interested in Transportation.
- An appreciation of the position a successful transportation system has in achieving the City's broader goals and objectives in areas of public safety, environmental protection, sustainability, economic development and overall quality of life.
- A growing number, range and complexity of transportation-related issues and challenges associated with a large city.
- Continuing rapid growth and development requiring on-going review and updating of policies, practices and service delivery methods.

The Engineering Department has successfully embraced this major expansion in services, initiatives and responsibilities with some additional staff resources. The 2010 Report on Transportation describes the successes and achievements made on the Early Actions for Change listed below as well as other Actions for Change contained in the TSP.

“Early Actions for Change’s” Status

The following “Early Actions for Change” as identified in the TSP have been acted upon or have been completed:

- Improve existing and establish new inter-agency relationships to promote joint working with key partners including TransLink, ICBC, RCMP, Ministry of Health and Ministry of Transportation and Infrastructure.
- Establish an expanded Traffic Control Centre supported by a program of traffic signal improvements and strategic corridor updates.
- Commence an annual program of school zone improvements.
- Undertake service reorganization related to transportation infrastructure maintenance using enhanced asset management and monitoring systems to better direct maintenance programs and achieve value for money.

The following “Early Actions for Change” are nearing completion:

- Partner with TransLink to establish the alignment, technology and timing for the implementation of rapid transit in the City (Complete 2nd quarter 2011).
- Initiate updates to major policy documents starting with the Bicycle Blueprint and Pedestrian Master Plan (to be completed in 1st quarter 2011).

The 2010 Transportation Report also describes successes in other new initiatives that have been developed since the TSP. Some of these other achievements are listed in the following sections as a sampling of the work that was completed in 2010:

In the area of “PLANNING for future needs and challenges” the following actions were taken in 2010:

- Completion of the R91 Major Road Classification Map;
- Development of new walking and cycling plans;
- Safe and Active Schools Program;
- Ongoing efforts to establish more diverse and secure funding sources for transportation;
- Development of new major road cross-section standards that reflect the City’s sustainability goals;
- Partnering with TransLink to establish the future alignment, technology and timing of rapid transit in the City;
- Collaborated on the development of the Newton Town Centre Phase 1 Land Use Plan; and
- Completion of the South Surrey Traffic model to assist in transportation planning in response to the continuing rapid growth in South Surrey.

In the area of “MANAGING and improving the efficiency and safety of transportation in our City” the following actions were taken in 2010:

- Implemented a new Traffic Control Centre with active management of the traffic signal network supported by 40 intersection cameras;
- Reorganized the Pavement Management System (PMS) to improve efficiency and service delivery;
- Commenced a City-wide Safe and Active Schools Program with the access systems to over 90 schools reviewed and 60 construction projects approved and budgeted for construction in 2011;
- Continued implementation of the City’s on street pay parking management program;
- Secured the introduction of red light cameras at 28 intersections across the City;
- Implemented a Transit “Queue Jumper” at King George Boulevard and 96 Avenue to improve transit service;
- Developed enhanced standards and procedures for temporary traffic management in and around construction work zones; and
- Promoted and achieved the City’s first car co-op program in each of 3 City centre developments.

In the area of “BUILDING essential infrastructure for our future prosperity” the following actions were taken in 2010:

- Widening of 96 Avenue between 156 Street and Hwy. 15;
- Widening of Fraser Highway and construction of a new bridge at the crossing of the Serpentine River;
- Widening of King George Boulevard south of Hwy. 10 including a new bridge at the crossing of the Serpentine River;
- Added an additional 18 km of bike lanes and greenways and commenced the construction of new pedestrian/cycle overpasses of Hwy. 1 and Hwy. 99; and
- Replaced existing bus shelters with new, modern shelters.

In the area of “EDUCATING, informing and engaging the public in the work we do” the following actions were taken in 2010:

- Completed a 10-week Surrey/SFU Lecture Program on transportation for the public and stakeholders;
- Implemented 3 school travel plans in partnership with the HASTE program;
- Conducted Public Open Houses and community consultation meetings on the 2010 capital projects and plans;
- Provided support and information to community and business associations; and
- Co-ordinated the City’s involvement in Bike to Work Week, Ride Share Week, Bike Month and the Commuter Challenge.

SUSTAINABILITY CONSIDERATIONS

The social, economic and environmental aspects of transportation are highlighted throughout the TSP. These three pillars that underpin the City’s Sustainability Charter are also embedded in the six core Principles of the TSP. The Actions for Change contained within the TSP broadly support the achievement of many of the goals and action items contained within the City’s Sustainability Charter.

CONCLUSION

The TSP is focused on the delivery of a balanced and sustainable transportation system for Surrey residents and businesses. The TSP includes performance measurement component that allows staff to monitor progress, adjust programs and target available resources effectively. Extensive public and stakeholder consultation helped guide the development of the Plan and it is important that feedback be provided to these transportation stakeholders on the progress that has been made in achieving the goals and objectives of the Plan. The “The 2010 Report on Transportation in Surrey”, a copy of which is attached to this report as Appendix I, provides an overview of the actions that have been taken by the City in 2010 in support of the principles, objectives and recommended actions contained in the City of Surrey Transportation Strategic Plan.

Vincent Lalonde, P.Eng.
General Manager, Engineering

VL/PB/brb/jkb

Appendix I - 2010 Report on Transportation in Surrey



2010 REPORT ON TRANSPORTATION



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INTRODUCTION FROM THE GENERAL MANAGER OF ENGINEERING

I am pleased to present the Engineering Department's first report since the publication of Transportation Strategic Plan on our progress in creating a transportation system that supports the growth and well being of the City along with the people and businesses that settle here. As a City that is at the forefront of innovation and change, our Transportation Strategic Plan reflected that spirit by examining transportation in the context of the broader goals, objectives and priorities of the City.

The Plan took a fresh look at how we plan, fund and deliver transportation and identified the value of monitoring our progress and achievements to demonstrate best value and gauge the success of the Strategy. This update is the first of what will be annual reports on progress as we move forward.

Transportation is an essential public service that the City is responsible for providing and as Surrey continues to develop into one of the country's leading cities, our transportation systems, policies and programs need to be ready. The best cities need the best transportation systems and choices.

The TSP was different from any previous transportation policy document developed by the City. The Strategy was designed to allow Surrey's transportation needs to be looked at in a more inclusive way, with a focus on a number of key priorities which support more mobility, choices in the way people travel, increased accessibility and in doing so help to address the health, social and environmental challenges of too much car dependence.

The Plan was intended to be a reference point and inspiration to shape our decision making and provide the essential context in which we could develop our transportation programs. Our commitment was to demonstrate how the Plan would straight away start shaping our decision making. The TSP contains over 100 Actions for Change including 8 Early Actions which were identified as being our first priorities. This report identifies how well we have delivered on these Actions for Change, highlights a sample of the projects and programs that have been accomplished, identifies areas where continued attention and effort is needed, and introduces our next steps in continuing to improve and develop transportation in the City.

I trust you find the information contained in this report interesting and informative and that it demonstrates how the Engineering Department is helping to position Surrey as one of the great cities in Canada through its transportation.

Vincent Lalonde P.Eng, M.Sc. General Manager, Engineering



THE 2008 TRANSPORTATION STRATEGIC PLAN – “TRANSPORTATION WORKING FOR EVERYONE”

The Transportation Strategic Plan (TSP) was published at the end of 2008 and represented the first comprehensive look at our policies and service delivery in 10 Years. The Plan highlights our existing strengths and identifies over 100 Actions for Change to further elevate and improve our transportation systems and allow us to develop them in a way that supports the continued growth and success of the City and of those who live and work here.

Some of the actions target specific deliverables while others reflect a broader change in how we provide our services. The measures described in the TSP are not exhaustive and there is still considerable work to be undertaken. The City's Transportation Division is engaged in an increasingly broad and complex range of measures, initiatives and improvements and this report provides more information and background on these as well as identifies the next steps in continuing to move forward.

INVESTING IN THE FUTURE - MAJOR ACHIEVEMENTS AND INITIATIVES UNDERWAY

The Transportation Division continues to change the way it delivers its services and planning for the future of the City and this has been reflected in the growing number, range and complexity of issues and initiatives we have been tackling. These include:

“PLANNING FOR FUTURE NEEDS AND CHALLENGES”

- ▶ *Completion of the Major Road Classification and new Road Allowance maps*
- ▶ *Development of new walking and cycling plans*
- ▶ *Ongoing efforts to establish more diverse and secure funding sources for transportation*
- ▶ *Development of new major road cross-section standards that reflect our sustainability goals*

“MANAGING AND IMPROVING THE EFFICIENCY AND SAFETY OF TRANSPORTATION IN OUR CITY”

- ▶ *Initiated a new Traffic Control Centre with active management of the traffic signal network*
- ▶ *Reorganization of the Pavement Management System (PMS) to improve efficiency and service delivery*
- ▶ *Commencement of a City-wide Safe and Active Schools Program with over 50 school projects in Phase 1*
- ▶ *64 Avenue Pedestrian Crossing Project close to Lord Tweedsmuir Secondary School*

“BUILDING ESSENTIAL INFRASTRUCTURE FOR OUR FUTURE PROSPERITY”

- ▶ *Added an additional 18 km of bike lanes and greenways*
- ▶ *Commencement of major walking and cycling linkages over Highway 1 and Highway 99 with funding provided by the City and the Provincial and Federal Governments*
- ▶ *Widening of 96 Avenue between 156 Street and 176 Street*
- ▶ *Widening of Fraser Highway between 168 Street and 180 Street and construction of a new crossing of the Serpentine River*
- ▶ *Widening of King George Boulevard south of Highway 10 including a new crossing of the Serpentine River*

“EDUCATING, INFORMING AND ENGAGING THE PUBLIC IN THE WORK WE DO”

- ▶ *Implementation of school travel plans through HASTE program*
- ▶ *Commencement of the Surrey/SFU Lecture Program for the public and stakeholders*
- ▶ *Public Open Houses and community consultation on capital projects and plans*
- ▶ *Active involvement with community and business associations*

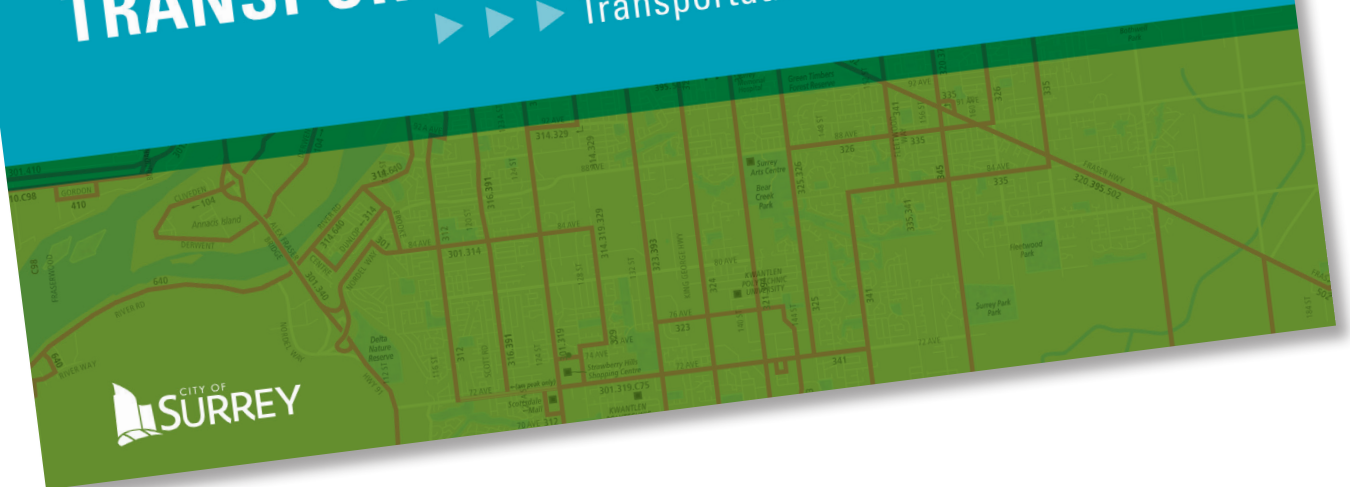
Within the 2008 Plan, a commitment was given to ensuring that reports on progress were undertaken. Reporting is important, as it keeps decision makers and stakeholders informed of successes, failures, and challenges as circumstances change. As a start to this process, a selection of the Actions for Change was identified to move forward immediately. By identifying them as “Early Actions for Change”, it ensured the Plan did not “sit on the shelf” and gave focus to the decisions being made and the progress towards achieving our goals and objectives. Progress on these “Early Actions for Change” is included within this report.

INTRODUCTION TO THE TRANSPORTATION STRATEGIC PLAN



TRANSPORTATION STRATEGIC PLAN

▶▶▶ Transportation Working For Everyone



Through the framework of the Transportation Strategic Plan (TSP), the City aims to promote a balanced transport system that gives sustainable choices in the way we travel to, from and within Surrey and which fully integrates and complements other policy areas associated with the environment, health and safety, economic well-being, and land development.

THE TRANSPORTATION PRINCIPLES

How the transportation system is planned, improved, and operated is fundamental to achieving strategic City Objectives. To reflect the importance transportation has in delivering these, a number of core principles were developed that represent what a good transportation system should achieve:

- ▶ *EFFECTIVE AND EFFICIENT NETWORK MANAGEMENT*
- ▶ *MORE TRAVEL CHOICE*
- ▶ *SAFER, HEALTHIER NEIGHBOURHOODS*
- ▶ *SUCCESSFUL LOCAL ECONOMIES*
- ▶ *PROTECTION OF OUR BUILT AND NATURAL ENVIRONMENT*
- ▶ *TRANSPORTATION INTEGRATION*

OUR TRANSPORTATION VISION

The above principles are articulated within our Transportation Vision for Surrey. The Vision reflects Surrey’s social, environmental, sustainability and economic aspirations that are all key elements of our six Transportation Principles, which in turn support the City’s community objectives. The Vision establishes our direction and describes what we will achieve and why it is important to do so. The details of the Vision are addressed through the Strategic and Service Objectives for each of the Transportation Principles contained in the TSP.

Surrey has a Transportation System that is efficient, equitable, safe and sustainable.

There is more choice and better access to transport, land uses that emphasize compact and complete communities and a modern and well funded infrastructure.

Our communities are safe, livable and healthy with good access to local jobs, education, services and recreation.

We continue to move forward by having an informed and engaged public, strong partnerships with others, supportive political leaders and sustainable investment.

“Transportation Working For Everyone”

THE STRATEGIC AND SERVICE OBJECTIVES AND ACTIONS FOR CHANGE

The Vision was developed using the six Transportation Principles as a framework to organize the issues and priorities identified by the public and stakeholders. In response, the City developed a range of accompanying Strategic Objectives which provide the high level direction for how we want transportation to move forward in the City. For each of these, there are specific Service Objectives which describe in more detail how we plan to turn our Vision into policies and actions for change.

EFFECTIVE AND EFFICIENT NETWORK MANAGEMENT



With a growing City comes an increase in both the amount and complexity of transportation infrastructure, higher use and demands placed upon it and the need for increasingly sophisticated and varying approaches to manage it.

It is important that there is a clear appreciation of the fundamental importance that a well-operated and maintained transportation infrastructure has in the delivery of the City's Transportation Vision and the increasing demands of keeping assets working efficiently, serviceable, and preserved for the future. As public expectations rise, the amount of infrastructure that is in place expands and the use and demands placed upon it rise. The proportion of budgetary demands from the total "transportation pot" will likely have to increase if the City is to avoid a deteriorating transportation infrastructure in the future.

TSP STRATEGIC OBJECTIVE

- *Efficiently manage, maintain and improve the transportation system for all modes*

TSP SERVICE OBJECTIVES

1. *Maintain and improve the transportation asset and promote best value in asset maintenance and rehabilitation*
2. *Establish sustainable and predictable funding streams*
3. *Establish a Geographic Information System (GIS) database for improved tracking and management of infrastructure*
4. *Enhance and expand monitoring systems to better direct maintenance programs and achieve value for money*

HIGHLIGHTS AND ACHIEVEMENTS

The City's management of the transportation asset continues to improve with the creation of additional sources of funding, examination of our approach to the monitoring and assessment of the transportation asset, and re-organization of decision making to a single point to provide the most cost effective delivery of this important service. In 2008, the City introduced a new Transportation Utility Charge. This was the first step towards developing a secure and sustainable funding mechanism for our management of the transportation asset, thus allowing the delivery of the growing and increasingly complex range of transportation services.

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<i>Enhance and expand monitoring systems to better direct maintenance programs and achieve value for money.</i>	► <i>Undertake service design review to all levels of maintenance through enhanced asset management and monitoring of systems.</i>	ON TRACK <i>Transfer of all pavement management monitoring, project identification and programming under a single Pavement Management System (PMS) including patching and crack sealing.</i>	<i>Introduced comprehensive neighbourhood reviews of transportation infrastructure in 2010 and plan to build on this approach through 2011. Continued development of our PMS possibly incorporating other areas of maintenance including sidewalks and greenways.</i>
<i>Maintain and improve the transportation asset and promote best value</i>	► <i>Develop on-street parking management plan.</i>	ON TRACK <i>Phase 1: On-street pay parking introduced at the end of 2009. Phase 2: Implementation in Winter 2010.</i>	<i>Additional sites will be reviewed for consideration through 2011.</i>

MORE TRAVEL CHOICE



The primary function of the transportation system is the provision of mobility for people to access services, recreation, jobs, food, and other people. An inadequate transportation system disproportionately affects the young, elderly, low waged or recent immigrants. Having safe, convenient, and affordable transportation helps ensure that everyone can participate in society fully and equally.

TSP STRATEGIC OBJECTIVE

- ▶ *Promote alternative and sustainable travel choice and provide better accessibility to jobs, education, health, and recreation for all*

TSP SERVICE OBJECTIVES

1. *Promote alternatives to the car by improving walking and cycling opportunities*
2. *Promote alternatives to the car by improving transit*
3. *Protect and improve transportation infrastructure in support of strategic transit expansion and upgrades*
4. *Integrate behavioral change initiatives with transportation improvements*

HIGHLIGHTS AND ACHIEVEMENTS

Detailed planning of the City’s road network and identification of missing links have been completed with the update to the City’s Road Classification Map and work is continuing on the development of the Road Allowance Map. New standards for the City’s Arterial and Collector roads have been developed that will provide wider bicycle lanes to international standards, additional sidewalk width to enhance pedestrian comfort and accessibility for those with mobility disabilities, and increased boulevard width to promote the development of larger trees. All three of these improvements will enhance our sustainability objectives of more walking, cycling, and greener streets.

2010 saw a complete freeze in the expansion of bus service that had been experienced in the previous 3 years under the South of Fraser Area Transit Plan (SoFA TP). Funding could not be secured to allow for any expansion of service, and this stopped the progress being made towards the City catching up with other parts of the region.

The City project managed the design and implementation of two pedestrian and cycling overpasses of Highway 1 and Highway 99 with construction starting in the Summer of 2010. These bridges, due to open in the Spring of 2011, will provide important connections within the City’s growing cycling and walking networks.

**“safe, convenient,
and affordable transportation”**

MORE TRAVEL CHOICE

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p>Promote alternatives to the car by improving walking and cycling opportunities.</p>	<ul style="list-style-type: none"> ▶ Initiate early updates to major policy documents starting with the Bicycle Blueprint and Pedestrian Master Plan. 	<p>SUBSTANTIALLY COMPLETE</p> <p>Through 2010, public and stakeholder consultation has been undertaken on the development of new walking and cycling plans. Publication of the walking and cycling plans is expected early in 2011.</p> <p>Update to the City's Strategic Road Network Plan (R91) completed in Summer 2010.</p> <p>Development of a new Major Road Allowance Map with approval anticipated in early 2011.</p> <p>Planned completion of Design Criteria Manual by Winter 2010.</p>	<p>Work will commence on the City-wide review of speed limits, plus a review of the Traffic Calming policies and practices.</p>
<p>Protect and improve transportation infrastructure in support of strategic transit expansion and upgrades.</p>	<ul style="list-style-type: none"> ▶ Partner with TransLink to establish the future alignment, technology and timing of the implementation of Rapid Transit in the City. 	<p>SUBSTANTIALLY COMPLETE</p> <p>At the end of 2009, TransLink commenced Phase 1 of the Surrey Rapid Transit Alternatives Assessment (SRTAA) with completion planned for early 2011. The study will identify a preferred Rapid Transit network for Surrey along with accompanying technology(ies). Through 2010, there has been public and stakeholder consultation and the filtering of multiple network and technology options. Identification of a preferred network and technology solution expected by early 2011.</p>	<p>Phase 2 of the study will be undertaken with continued City participation, representing the needs and priorities of Surrey and based on its importance to helping shape sustainable growth. The City will continue to advocate for early implementation of rapid transit in Surrey.</p>

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p>Promote alternatives to the car by improving walking and cycling opportunities.</p>	<ul style="list-style-type: none"> ▶ Continue implementation of strategic bicycle network. 	<p>SUBSTANTIALLY COMPLETE 2010: 18 km of new routes approved or under construction</p> <p>Commencement of two pedestrian and walking overpasses of Highway 1 and Highway 99 providing key linkages.</p>	<p>2011 – Approximately 12 km of new routes planned for construction.</p>
<p>Promote alternatives to the car by improving transit.</p>	<ul style="list-style-type: none"> ▶ Actively participate in funding discussions with TransLink, the Provincial and Federal Governments to ensure the full and timely implementation of SoFA TP. 	<p>ON TRACK TransLink funding not resolved with senior levels of government.</p> <p>The City has been an active participant in these discussions.</p>	<p>Surrey will continue to advocate for TransLink to achieve a fair, sustainable and adequate funding model and service level for south of Fraser Highway.</p>
<p>Protect and improve transportation infrastructure in support of strategic transit expansion and upgrades.</p>	<ul style="list-style-type: none"> ▶ Complete strategic road network and promote finer grid system for transit service. ▶ Seek additional right-of-way on strategic corridors for future rapid bus or rail transit service through the land development process. ▶ Collaborate with transit service providers to deliver the implementation of supporting infrastructure including transit exchanges and maintenance depots. 	<p>ON TRACK Identified priorities, completed R91 strategic road network map. Completion of some strategic links not achieved.</p> <p>ON TRACK Ongoing through development application process.</p> <p>ON TRACK Obtained City approval for expansion of Surrey Transit Centre. Examination of future needs included within Town Centre planning process including Newton TC.</p>	<p>Production of a forthcoming Road Allowance map will confirm additional rights-of-way.</p> <p>Surrey Central part of TransLink 2011 supplement (not endorsed by Mayors' Council).</p> <p>Liaise with TransLink on Stage 2 Newton Town Centre plan on future transit exchange.</p>
<p>Integrate behavioural change initiatives with transportation improvements.</p>	<ul style="list-style-type: none"> ▶ Encourage the adoption of school travel plans. ▶ Advocate personalized travel planning recognizing the value of promoting tailored travel plans for individuals. 	<p>SUBSTANTIALLY COMPLETE City partnership with HASTE. First 3 schools adopted plans in 2010.</p> <p>ON TRACK To be offered to employees as part of planning for future move of City Hall to City Centre.</p>	<p>4 further schools in 2011.</p> <p>City will continue to advocate for TransLink "TravelSmart" program to be developed.</p>

SAFER, HEALTHIER COMMUNITIES



Promoting safer communities is a key element of the Transportation Strategy and it looks at safety both in terms of the risk of being hurt when using the transportation system but also in terms of personal safety and security.

STRATEGIC OBJECTIVE

- ▶ *Improve Community Safety, Health, and Quality of Life*

SERVICE OBJECTIVES

1. *Undertake physical measures to improve safety for all road users*
2. *Support the increased enforcement of speed limits and traffic laws*
3. *Promote a culture of road and community safety into all aspects of engineering services*
4. *Raise awareness of road safety and encourage safer travel in partnership with others*
5. *Reduce Crime and the Fear of Crime*
6. *Improve Community Health and Quality of Life*



HIGHLIGHTS AND ACHIEVEMENTS

Over the last two years, Surrey has been working on a major initiative to undertake a safety review of every school in the City. The program, believed to be the largest of its kind in the Country, has already covered almost 100 schools and a program of projects to improve road safety has been promoted with 26 School Safety Zone projects implemented so far and approval given for a further 29 to be constructed in 2011. Implementation of red-light cameras commenced in the summer of 2010 at 28 intersections.

“Promoting safer communities is a key element of the Transportation Strategy”

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p><i>Undertake physical measures to improve safety for all road users.</i></p>	<p>▶ <i>Commence an annual program of school zone improvements.</i></p>	<p>DELIVERED <i>During 2009 and 2010, over 95 schools received and participated in a full road safety review by the City.</i></p> <p><i>3 schools (Bridgeview Elementary, George Greenaway Elementary and Strawberry Hill Elementary) have developed School Travel Plans. This program has been jointly offered by the City in partnership with HASTE (Hub for Action for School Transportation Emissions).</i></p> <p><i>The first package of over 60 construction based improvement projects has been designed and funded with work underway in 2010 and continuing through 2011.</i></p> <p><i>A further 25 signing and pavement marking improvement projects have been completed.</i></p>	<p><i>In 2011, the next package of construction based projects will be designed and construction commenced.</i></p> <p><i>In 2010, the primary focus of the school reviews has been on elementary schools.</i></p> <p><i>Through 2011, secondary schools will increasingly feature in the program. 4 additional schools, Berkshire Park Elementary, HT Thrift Elementary, Hazelgrove Elementary and Cedar Hills Elementary will participate in the HASTE School Travel Plan program.</i></p>
<p><i>Raise awareness of road safety and encourage safer travel in partnership with others.</i></p>	<p>▶ <i>Commence a City-wide speed limit review allied with educational and enforcement efforts in collaboration with the Police and ICBC.</i></p>	<p>ON TRACK <i>There has been some delay in starting the speed limit review due to other policy document reviews, revisions and updates. At the end of 2010, the City will commence discussions with the RCMP on a range of road safety shared priorities in advance of the planned speed limit review during 2011.</i></p>	<p><i>In 2011, work will commence on the City wide review of speed limits. A public information and educational strategy in conjunction with partnership agencies will be developed to accompany implementation of changes. In addition, there will be a planned review of the Traffic Calming policies and practices.</i></p>

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p><i>Undertake physical measures to improve safety for all road users.</i></p>	<ul style="list-style-type: none"> ▶ <i>Improve pedestrian routes used to access transit.</i> <hr/> ▶ <i>Promote an annual program of community identified traffic calming projects.</i> <hr/> ▶ <i>Introduce accessible, integrated and safe bus stop infrastructure.</i> 	<p>ON TRACK <i>2010 accessibility audit of all City transit stops.</i></p> <hr/> <p>DELIVERED <i>2009 – 29 projects approved for construction.</i> <i>2010 – 30 projects approved for construction.</i></p> <hr/> <p>SUBSTANTIALLY COMPLETE <i>2010 – Installation of 185 new bus shelters as part of major new bus stop and street furniture contract.</i></p>	<p><i>Planned priority within 2011 sidewalk program.</i></p> <hr/> <p><i>2011 – Review of traffic calming adjacent to parks.</i></p> <hr/> <p><i>2011 – Installation of a further 35 new shelters.</i></p>
<p><i>Support the increased enforcement of speed limits and traffic laws.</i></p>	<ul style="list-style-type: none"> ▶ <i>Support the use of new technology including speed and red-light cameras on the road network at high crash locations.</i> 	<p>DELIVERED <i>ICBC/Province/RCMP/Surrey partnership. Implementation of red-light cameras at 28 intersections within Surrey Fall 2010. Assessing various measures and technologies to improve intersection safety.</i></p>	<p><i>2011 – Continued partnership with RCMP on promoting road safety through education and enforcement.</i></p>



SUCCESSFUL LOCAL ECONOMIES



Transportation plays a significant role in supporting Surrey's economic development. Within Surrey, we want to see a modern, responsive and efficient transportation system that is capable of supporting the competitiveness of our businesses and boost productivity and access to local, national and international markets. The existing and future capacity, location, and alignment of transportation infrastructure within Surrey and its efficient linkages to the region, ports, and border crossings are critical factors that will influence the demand for and success of business in Surrey.

STRATEGIC OBJECTIVE

- ▶ *Reduce congestion, facilitate goods movement, and support the sustainable economic development and vitality of Surrey*

SERVICE OBJECTIVES

1. *Promote access to employment lands for workers and goods*
2. *Provide transportation infrastructure and services that support sustainable economic growth*
3. *Relieve congestion*
4. *Influence and manage transportation demand and supply*

HIGHLIGHTS AND ACHIEVEMENTS

Through 2010, the City further developed the framework for a vibrant and economically successful Surrey. At street level, 40 intersections are now monitored in real time from a central traffic control centre by CCTV cameras supplemented by a growing program of strategic corridor traffic signal co-ordination plans to reduce delays and keep traffic moving. Close to \$30 million of road improvement projects were constructed and greater attention is being given to the planning and operation of temporary obstructions on our roads. New bus "queue jumpers" on King George Boulevard at 96 Avenue have been introduced. At the planning level, completion of the South Surrey Traffic Model and the incorporation of the Frequent Transit Network (FTN) and future rapid transit corridors within the draft Official Community Plan (OCP) will help ensure protection is given to strategic corridors allowing the flexibility for future transportation improvements along with the land use densities and mixes that support transit.

**"we want to see a modern,
responsive and efficient
transportation system"**



SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p><i>Relieve congestion.</i></p>	<p>► <i>Establish an expanded Traffic Control Centre supported by a program of traffic signal improvements and strategic corridor upgrades.</i></p>	<p>DELIVERED <i>2009: 8 intersection cameras installed at key intersections.</i></p> <p><i>2010: 32 intersection cameras installed.</i></p> <p><i>2009-2010: 16 strategic corridors under full traffic signal co-ordination.</i></p> <p><i>2009-2010: Uninterrupted Power Supply (UPS) systems installed at 17 traffic and rail signals.</i></p> <p><i>2009: New Traffic Control Centre established with expansion through 2010.</i></p>	<p><i>2011: an additional 15 intersection cameras are planned.</i></p> <p><i>2011: an additional 5 traffic signal coordination corridors planned.</i></p> <p><i>Ongoing planning for expanded Traffic Control Centre within new City Hall 2013.</i></p>

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p>Promote access to employment lands for workers and goods.</p>	<ul style="list-style-type: none"> Promote a grid road network and completion of missing links. 	<p>ON TRACK 2010 – Completion of strategic road network review and R 91 Road Classification Map.</p>	<p>Ongoing development of finer grid road network through land development process.</p>
<p>Provide transportation infrastructure and services that support sustainable economic growth.</p>	<ul style="list-style-type: none"> Support spatial planning of new development that better aligns with transit and active transportation opportunities. Undertake intersection and link upgrades and widening that assist traffic flows. Incorporate transit priority measures on FTN routes. 	<p>ON TRACK New NCPs allow for transit penetration and feature improved walking and cycling connections.</p> <hr/> <p>DELIVERED 2009 – 110 transportation projects valued at \$28 million constructed or commenced construction</p> <p>2010 – 113 projects valued at \$70 million constructed or commenced construction. (Including Federal Stimulus Project)</p> <hr/> <p>ON TRACK Summer 2010 – New transit “queue jumper” installed at KGB/96 Ave.</p>	<p>2011 – OCP updated to reference FTN and future rapid transit corridors.</p> <hr/> <p>2011 – Large capital program will be delivered including commencement of large infrastructure projects for the Roberts Bank Rail Corridor overpasses.</p> <hr/> <p>2011 – planned transit priority measures at KGB/88 Avenue</p>
<p>Relieve congestion.</p>	<ul style="list-style-type: none"> Develop a corridor-based traffic signal improvement strategy. When on FTN to include transit priority measures. Make better use of traffic signal technology available to the City. 	<p>DELIVERED 2009-2010 – 16 new strategic corridors were fully coordinated and optimized.</p> <p>Ongoing GPS monitoring and 3 monthly updates and adjustments.</p> <hr/> <p>ON TRACK 2009-2010 – Expanded use of City traffic controllers to count traffic flows to assist with signal timing reviews & strategic planning.</p>	<p>2011 – Continued expansion of co-ordinated corridors.</p> <hr/> <p>Further investment in new traffic signal technology and ITS systems for strategic corridors.</p>
<p>Influence and manage transportation demand and supply.</p>	<ul style="list-style-type: none"> Plan for strategic road improvements and protect necessary road rights-of-way based on traffic modeling. Establish construction zone and temporary obstructions management strategy. 	<p>ON TRACK 2009 – Completion of South Surrey Traffic Model. Results were incorporated within Neighbourhood Concept Plans and Surrey Road Allowance Map.</p> <hr/> <p>SUBSTANTIALLY COMPLETE Developed new standards and procedures for traffic management for construction. Filled two positions to review plans and monitor and enforce traffic management standards.</p>	<p>2011 – Commence North Surrey Traffic model.</p> <hr/> <p>Continued attention given to temporary traffic management during construction.</p>

INTEGRATION OF TRANSPORTATION



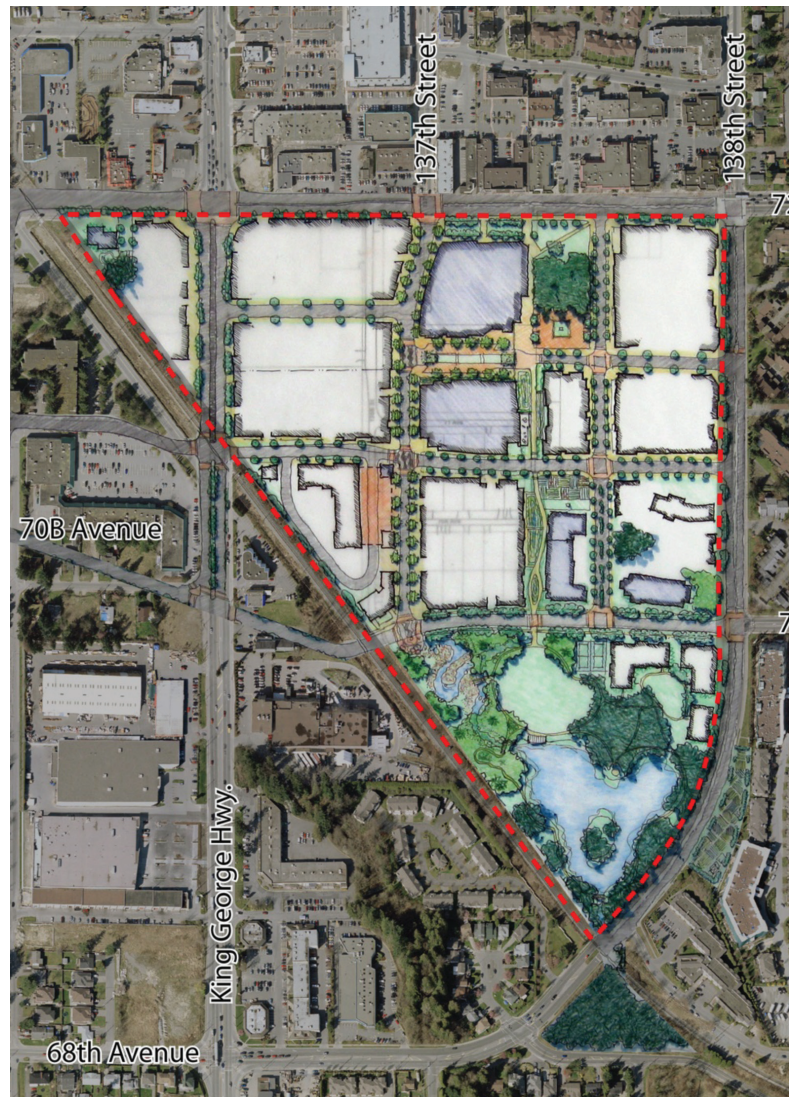
As the responsible authority for guiding development in Surrey, the City is a key player in promoting sustainable, pedestrian, cycle and transit friendly communities that are well served by all aspects of the transportation system. How and where we plan and direct growth in the City is one of the most fundamental drivers of the nature and scope of the City's transportation system. With the high growth rates that characterize Surrey, there is significant potential to bring about a positive change.

STRATEGIC OBJECTIVE

- ▶ *Promote integration between transportation and land use planning*

SERVICE OBJECTIVES

1. *Co-ordinate transit investment with land use planning in support of high density, mixed use, and compact development*
2. *Promote integrated and universal transportation elements within development projects so that modes other than only the private car are supported and improved*
3. *Improve and enhance Surrey's Town Centres and City Centre by promoting integration with transit*



HIGHLIGHTS AND ACHIEVEMENTS

Phase 1 of the joint study between the City and TransLink within Newton Town Centre was completed in 2010 with a plan calling for a more connected grid of streets, mixed-use development, and the relocation of the Newton Transit Exchange to a new site beside King George Boulevard. The City's first car co-op program was introduced close to Gateway SkyTrain station with approvals given for two further programs at City Centre locations.

“sustainable, pedestrian, cycle and transit friendly communities”

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p><i>Co-ordinate transit investment with land-use planning in support of high-density, mixed-used, and compact development.</i></p>	<p>▶ <i>Undertake a review of the strategic road network “missing links” and identify priorities for completion of the planned network.</i></p>	<p>ON TRACK <i>2010 completion of R91 Strategic Road Map including identification of future connections within the network.</i></p>	<p><i>Work will commence on review of parking standards for new development. Includes further car co-op, the unbundling of parking within new developments, and incentives for people to use transit more frequently through the provision of subsidized transit passes.</i></p>



SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p><i>Co-ordinate transit investment with land-use planning in support of high-density, mixed-used, and compact development.</i></p>	<ul style="list-style-type: none"> ▶ <i>Promote community connectivity for all modes through the development of a finer grid network and reduction in the number of cul-de-sacs.</i> 	<p>ON TRACK 2010 – Completion of strategic road network review and R 91 Road Classification Map.</p>	<p><i>Ongoing development of finer grid road network through land development process.</i></p>
<p><i>Promote integrated and universal transportation elements within development projects so that modes other than only the private car are supported and improved.</i></p>	<ul style="list-style-type: none"> ▶ <i>Incorporate TDM measures within new development including initiatives for car co-ops and the application of maximum parking standards.</i> 	<p>ON TRACK Car co-op approved at 3 developments within City Centre. First program implemented Fall 2010.</p>	<p><i>Planned review of parking standards for new development through 2011-2012.</i></p>
<p><i>Improve and enhance Surrey's Town Centres and City Centre by promoting integration with transit.</i></p>	<ul style="list-style-type: none"> ▶ <i>Collaborate with the transit service providers to ensure integrated and high quality transit exchanges as part of Town Centre improvements.</i> ▶ <i>Secure transit infrastructure close to activity generators and destinations.</i> 	<p>ON TRACK Partnering with TransLink on planning studies at Newton, Semiahmoo and Guildford Town Centres as well as City Centre.</p> <p>ON TRACK Protecting corridors by working with TransLink on possible exchange and depot locations.</p>	<p><i>More detailed review as part of Stage 2 planning of Newton.</i></p> <p><i>Ongoing.</i></p>

“... well served by all aspects of the transportation system”

MOVING FORWARD



TRANSPORTATION DIVISION ORGANIZATION

As the City continues to grow and the range and complexity of transportation services we provide increases, the Engineering Department has made a number of changes in the way transportation is delivered. Since the TSP was published at the end of 2008, Surrey has welcomed another 20,000 people to our City and a number of significant regional transportation planning studies have either started or moved into the implementation stages.

The Transportation Division of the Engineering Department is responsible for a broad range of services including:



- ▶ *The development of strategic transportation policy, including the TSP and other daughter plans related to cycling, walking, transit, road safety and transportation demand management*
- ▶ *Providing transportation advice and input into the land development process*
- ▶ *Identifying and planning the annual and longer term programs of capital construction*
- ▶ *Reviewing and approving capital design projects*
- ▶ *Protecting Surrey's interests and representing our constituents' needs within regional transportation planning exercises, including transit*
- ▶ *Managing the day to day operation of the City's transportation networks*
- ▶ *Engaging and communicating with the public and stakeholders on a range of projects and initiatives*

Contact: Jaime Boan, Manager, Transportation (JABoan@surrey.ca)

“Since 2008 Surrey has welcomed another 20,000 people to our City”



The Transportation Division is organized into three sections:

RAPID TRANSIT AND STRATEGIC PROJECTS SECTION, RESPONSIBLE FOR:

- ▶ *Transit planning, including Rapid Transit projects in partnership with TransLink*
- ▶ *Transportation funding*
- ▶ *Strategic projects (e.g. Pattullo Bridge, B-Line implementation, and future interchanges)*
- ▶ *Strategic modeling of the transportation network for future planning purposes*

Contact: Paul Lee, Rapid Transit and Strategic Projects Manager (PLee@surrey.ca)

TRANSPORTATION PLANNING SECTION, RESPONSIBLE FOR:

- ▶ *Development of strategic planning and policy development for vehicle traffic, the movement of goods, cycling, walking, transit and parking*
- ▶ *Providing strategic and operational transportation advice for land development and land use planning including NCPs and Town Centre Plans*
- ▶ *Identification and planning of annual capital programs for all modes*
- ▶ *Management of the annual traffic calming program*

Contact: Philip Bellefontaine, Transportation Planning Manager (PBellefontaine@surrey.ca)

TRAFFIC OPERATIONS SECTION, RESPONSIBLE FOR:

- ▶ *Management and operation of City traffic signals including signal controlled pedestrian crossings*
- ▶ *Identification and promotion of new traffic signals, 4-way stops and pedestrian crossings*
- ▶ *Management of on-street parking*
- ▶ *Design of on-street signing and pavement markings*

Contact: Sinisa Petrovic, Traffic Operations Manager (SMPetrovic@surrey.ca)

PARTNERSHIPS WITH SENIOR GOVERNMENT & AGENCIES

The position of Surrey in the centre of the region means that we are impacted by several major projects including the widening of Highway 1, the construction of a new Port Mann Bridge and continued engineering preparation works for the South Fraser Perimeter Road. In addition, there has been the announcement by TransLink of the replacement of the Patullo Bridge, and the commencement of the Surrey Rapid Transit Alternatives Assessment Study by TransLink. All these projects have a significant part to play in shaping the future of the City and this is why we are fully and effectively represented in these initiatives to ensure that the needs and priorities of our communities are promoted.

The Transportation Division has been restructured to reflect the breadth of the work undertaken with the creation of a Rapid Transit and Strategic Projects Section tasked with ensuring the City is able to fully participate and engage with other levels of government and other transportation agencies and to ensure the needs and interests of the City are properly articulated and represented.

PUBLIC ENGAGEMENT AND COMMUNICATION

Enhancing our engagement with the public and stakeholders has been identified as a strategic priority for the Transportation Division. We recognize the value of having a well informed and active community as it ensures our decision making does not take place in a vacuum and we better understand the issues and priorities of the many different users of our network and the different stakeholders. This year, we launched our Lecture Program, the first of its kind in British Columbia, in which the City provides a 10-week course on transportation within the City. The course covers all aspects of transportation, from the City's position within the region and the relationship between land use and transportation, to the day-to-day management and operation of our roads. This year, 30 participants

have taken part in the course with representatives from the community, business, consultancies, and others interested in transportation from outside of Surrey.

In 2011 we will continue to explore additional ways to improve communication and will establish other communication tools including the use of surveys and focus groups on specific aspects of the services we provide and our policies and strategies for the future of the City.

FUTURE PROGRESS REPORTS

This report represents the first of what is intended to be an annual update on progress on the transportation services we provide. Over time, the report is expected to change as the City moves towards more formal monitoring of the work we do and our success at achieving change. Although much of what is undertaken is difficult to quantify, it is possible to identify clear indicators for the work we do and to attach targets to some to help measure success. This gradual move towards performance measurement will allow the City to better understand how well it is performing and ensure that we are heading in the right direction, having confidence that progress is being made towards achieving the City's goals.

Our approach will remain flexible and relevant to what will undoubtedly be changing and sometimes unforeseen circumstances. We expect the Transportation Strategic Plan will change over time and this annual report will provide the opportunity to update decision makers, the public and other stakeholders on any changes or potential risks in delivering what the Strategy has identified. During the life of the Strategic Plan, circumstances and conditions will change and how we deliver the objectives of the Plan must also be able to change. This annual report will allow these changes to be explained and understood.



2010 REPORT ON TRANSPORTATION

For more information on the wide range of transportation policies, programs and initiatives in Surrey go to:

www.surrey.ca/transportation



“Transportation Working For Everyone”

