

NO: **R170** COUNCIL DATE: **July 23, 2012**

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **July 19, 2012**
FROM: **General Manager, Engineering** FILE: **8630-40 (Strategic)**
SUBJECT: **2011 Report on Transportation in Surrey**

RECOMMENDATIONS

The Engineering Department recommends that Council receive as information the “2011 Report on Transportation in Surrey” a copy of which is attached to this report as Appendix I.

INTENT

The purpose of this report is to provide information on progress made during 2011 in implementing the vision of the Surrey Transportation Strategic Plan.

BACKGROUND

The City of Surrey 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 is 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. The 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 well-being of Surrey. The principles are:

- Effective and Efficient Network Management;
- More Travel Choice;
- Safer, Healthier Communities;
- Successful Local Economies;
- Protection of the Built and Natural Environment; and
- Transportation Integration.

Strategic Objectives with over one hundred supporting Actions for Change have been developed in relation to these six key Principles providing a clear indication of what the City wants to deliver and the means by which it will do so. The Actions for Change represent the more detailed projects, programs and initiatives that collectively will move the City forward in alignment with the above principles.

DISCUSSION

The 2011 Report on Transportation in Surrey

In accordance with the recommendations of the TSP, staff has prepared a second Report on Transportation in Surrey. The report, titled “The 2011 Report on Transportation in Surrey”, is attached as Appendix I to this report.

The Transportation Strategic Plan identifies hundreds of projects, programs, and actions for change, many of which represent a significant addition to the services traditionally provided by the City. These are based on the following factors:

- An enhanced position for Surrey within the region associated with growth and its strategic location;
- Increasingly knowledgeable and involved citizens and stakeholders with an interest in transportation requiring innovative and comprehensive forms of engagement;
- A broader recognition of the position a successful transportation system has in achieving the City’s broader goals and objectives in areas of public health and safety, environmental protection, sustainability, economic development and overall quality of life for its citizens;
- A growing number, range and complexity of transportation-related issues and challenges associated with a large and growing city; and
- 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. The 2011 Report on Transportation describes the successes and achievements made on the Actions for Change contained in the TSP.

The 2011 Transportation Report also describes other new initiatives that have been developed since the TSP was adopted. Some of these other achievements are listed in the following sections as a sampling of the work that was completed in 2011:

In the area of “PLANNING for future needs and challenges” the following actions were undertaken in 2011:

- The Walking Plan was completed and the development of a cycling plan was commenced;
- Sustainable funding for transportation was established by way of a strategy that involves the continued phasing in of a Transportation levy, which over time will provide secure and transparent funding for the City’s transportation needs into the foreseeable future;
- Staff continued to work with TransLink to establish the future alignment, technology and timing of rapid transit in the City;
- Improved existing inter-agency relationships and established new inter-agency relationships with a view to improving transportation in Surrey including relationships with TransLink, ICBC, the RCMP, the Fraser Health Authority and the Ministry of Transportation and Infrastructure;
- Created a new property acquisition data base related to the acquisition of future strategic road connections including related costs; and
- Established new arterial and collector road cross-section standards that reflect the City’s sustainability objectives.

In the area of “MANAGING and improving the efficiency and safety of transportation in our City” the following actions were taken in 2011:

- Further expanded the Traffic Control Centre with active management of the traffic signal network supported by 70 intersection cameras;
- Completed the first phase of the City-wide Safe and Active Schools Program with over 100 school projects having been completed;
- Continued enhancements to the City’s on-street pay parking management program including preparing for the introduction of “pay by phone” that will be activated later this year;
- Implemented a Transit “Queue Jumper” at King George Boulevard and 96 Avenue to improve transit service;
- Implemented new processes and traffic control plan requirements for construction work zones to assist in moving traffic efficiently through construction zones during construction; and
- Added staff with expertise in the area of Transportation Demand Management to develop innovative means of managing travel demand.

In the area of “BUILDING essential infrastructure for our future prosperity” the following actions were taken in 2011:

- Added 40 km of on-street and off-street bicycle lanes;
- Widened King George Boulevard between Colebrook Road and Highway 99;
- Widened Fraser Highway between the 17300 block and 180 Street and constructed a new bridge crossing of the Serpentine River;
- Completed the design and construction of two signature walking and cycling overpasses at Highway 1 and Highway 99 that were cost-shared with the Provincial and Federal Government; and
- Constructed sidewalks at 27 locations across the City, being the largest ever annual sidewalk program implemented in the City, with a value of approximately \$3 million.

In the area of “EDUCATING, informing and engaging the public in the work we do” the following actions were taken in 2011:

- Completed the second annual 10-week Surrey/SFU Lecture Program on transportation for the public and stakeholders;
- Continued the Schools Travel Plans Program with pedestrian/cycling travel at participating schools increasing by as much as 30%;
- Expanded and improved the Transportation webpage and increased the use of social media in relation to communications about transportation in Surrey;
- Increased the City’s involvement with Community and Business Associations; and
- Coordinated the City’s involvement in Bike to Work Week, Ride Share Week, Bike Month and the Commuter Challenge.

Consultation, Communication and Reporting on Progress

With a view to ensuring that the TSP supports the broader goals of the City and society’s broader interests, staff work with other agencies, stakeholders and the public to better understand how the priorities, policies and actions of other stakeholders and the community can be supported by the TSP. Broad involvement brings with it as key benefits shared ownership, awareness, education and higher quality decisions.

A broad based communication and educational strategy has been developed in support of the TSP, which includes:

- Making full use of the City's web site for consultations, surveys and extensive information sharing;
- The continuation of the Surrey Transportation Lecture Program at SFU Surrey, the first of its kind in Canada;
- Regular attendance by staff at meetings of stakeholder organizations including, among others, BIAs and the Surrey Board of Trade;
- The introduction of a transportation "Green Sheet" for Planning reports to Council on development applications, which highlight transportation needs and opportunities associated with the approval of development applications;
- The use of resident surveys and focus groups to examine transportation issues and attitudes; and
- The preparation of an annual progress report on transportation.

ON-GOING ACTIVITIES

Staff is working on the development of a Safe Mobility Plan, the continuation of improvements at bus stops to demonstrate Surrey's regional leadership in providing fully accessible transit stops and the implementation of a series of focus groups to better understand the attitudes of citizens on a range of key transportation issues.

SUSTAINABILITY CONSIDERATIONS

The three pillars (Environmental, Economic and Socio-Cultural 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 support the achievement of the goals and many of the scope action items contained within the Sustainability Charter.

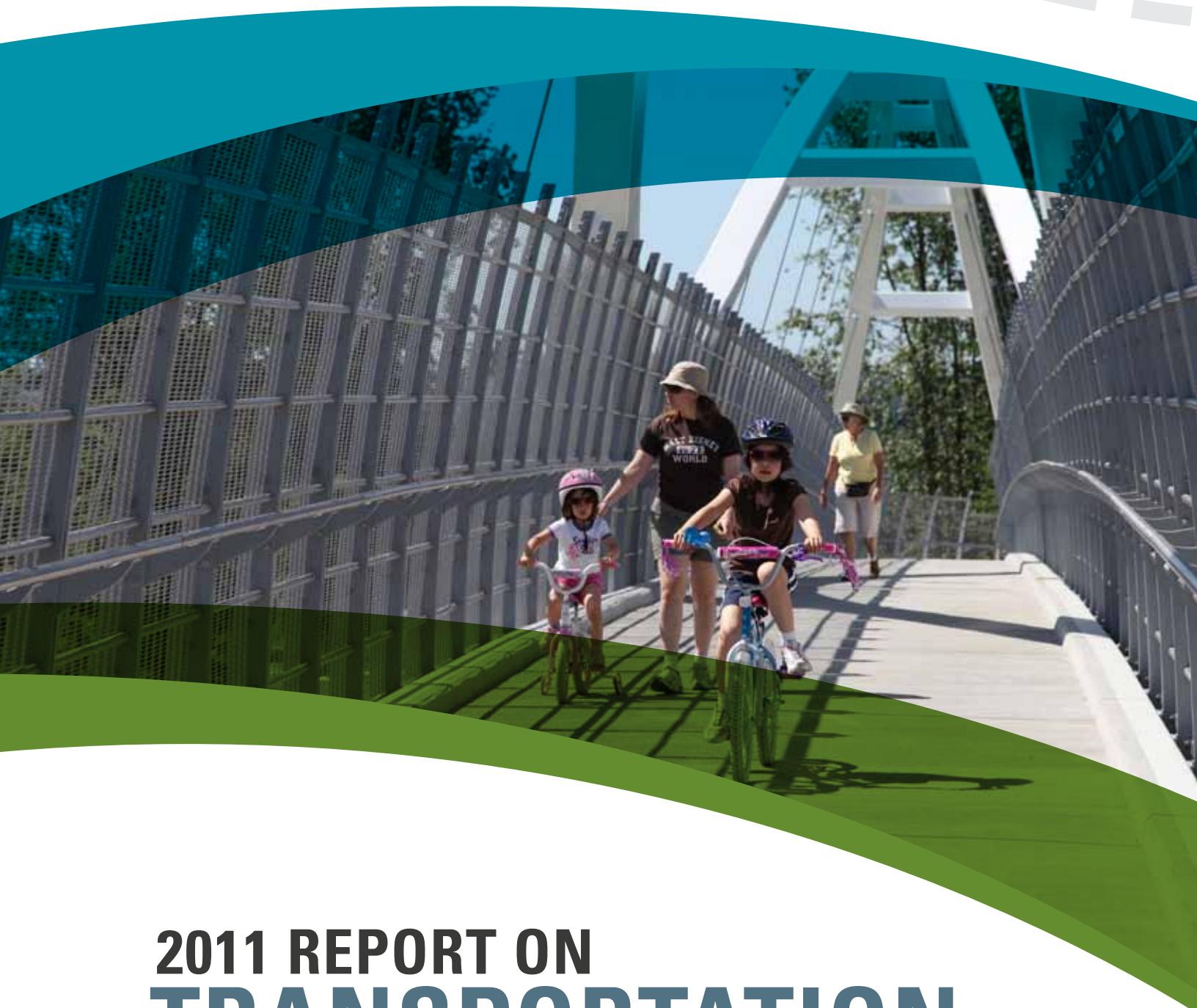
CONCLUSION

The TSP is focused on the delivery of a balanced and sustainable transportation system for residents and businesses of and visitors to Surrey. Monitoring and assessing progress toward the objectives of the TSP is important so that adjustments can be made in a timely manner to respond to changing conditions and so that available resources can be used to maximum benefit. Extensive public and stakeholder consultation helped guide the development of the Plan and it is important that feedback be provided to these stakeholders on the progress that has been made in achieving the goals and objectives of the Plan. "The 2011 Report on Transportation in Surrey" provides an overview of the actions that have been taken by the City in 2011 in support of the principles, objectives and recommended actions contained in the City of Surrey Transportation Strategic Plan and demonstrates that the City is on-track in meeting the Plan targets.

Vincent Lalonde, P.Eng.
General Manager, Engineering

JB/PB/brb

Appendix I - 2011 Report on Transportation in Surrey



2011 REPORT ON **TRANSPORTATION**

2011 REPORT ON TRANSPORTATION





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INTRODUCTION FROM THE GENERAL MANAGER OF ENGINEERING

Welcome to the second annual Engineering Department Report on Transportation within Surrey. This report provides further updates on the progress being made on the Actions for Change contained within the 2008 Transportation Strategic Plan (TSP). During 2011 several new initiatives and areas of work emerged further broadening the breadth and variety of transportation services provided by the City.

Through the TSP a commitment was made to show how it would guide our decision making. The TSP contains over 100 Actions for Change. This update reports on 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 describes our next steps as we continue to enhance the transportation services we provide and in turn further support the current successes of the City and get the conditions right to ensure Surrey continues to develop into one of the great cities in Canada.

As in previous years, the importance of Transportation in delivering the broader goals and objectives of the City and the role it has in enhancing everyone's quality of life, remain core principles in helping shape and prioritize the transportation improvements that are being undertaken.

I hope you find the information interesting and informative and that it shows how transportation continues to play a central role in the lives and well being of the citizens and businesses within Surrey.



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 identifying the next steps in continuing to move forward.



INVESTING IN THE FUTURE - MAJOR ACHIEVEMENTS AND INITIATIVES OF 2011

Surrey is a rapidly growing and changing City and this requires the Transportation Division to modify and adjust the way it delivers its services and planning for the future. Since the 2008 TSP, the number, range and complexity of issues and initiatives has continued to increase.

“PLANNING FOR FUTURE NEEDS AND CHALLENGES”

- ▶ *Created a new property acquisition database for future strategic road connections to identify funding needs and allow long range planning and prioritization of future transportation connections*
- ▶ *Published the new Walking Plan with the Cycling Plan following in 2012.*
- ▶ *Established sustainable funding needs and a strategy that through the Transportation Levy will provide secure and transparent funding for transportation into the future*
- ▶ *Began the application of the new arterial and collector road cross-section standards for new development and road construction that reflect our sustainability goals*

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

- ▶ *Further expanded the Traffic Control Centre with 70 intersections cameras to provide increased capabilities to actively manage the traffic signal network*
- ▶ *Enhanced Traffic Signal Management to optimize traffic flow along King George Boulevard, 152 Street and Scott Road*
- ▶ *Completed the first phase of the City-wide Safe and Active Schools Program with over 100 school projects undertaken*
- ▶ *Installed a bus “queue jumper” lane with enhanced pavement treatment at 96 Avenue and King George Boulevard*

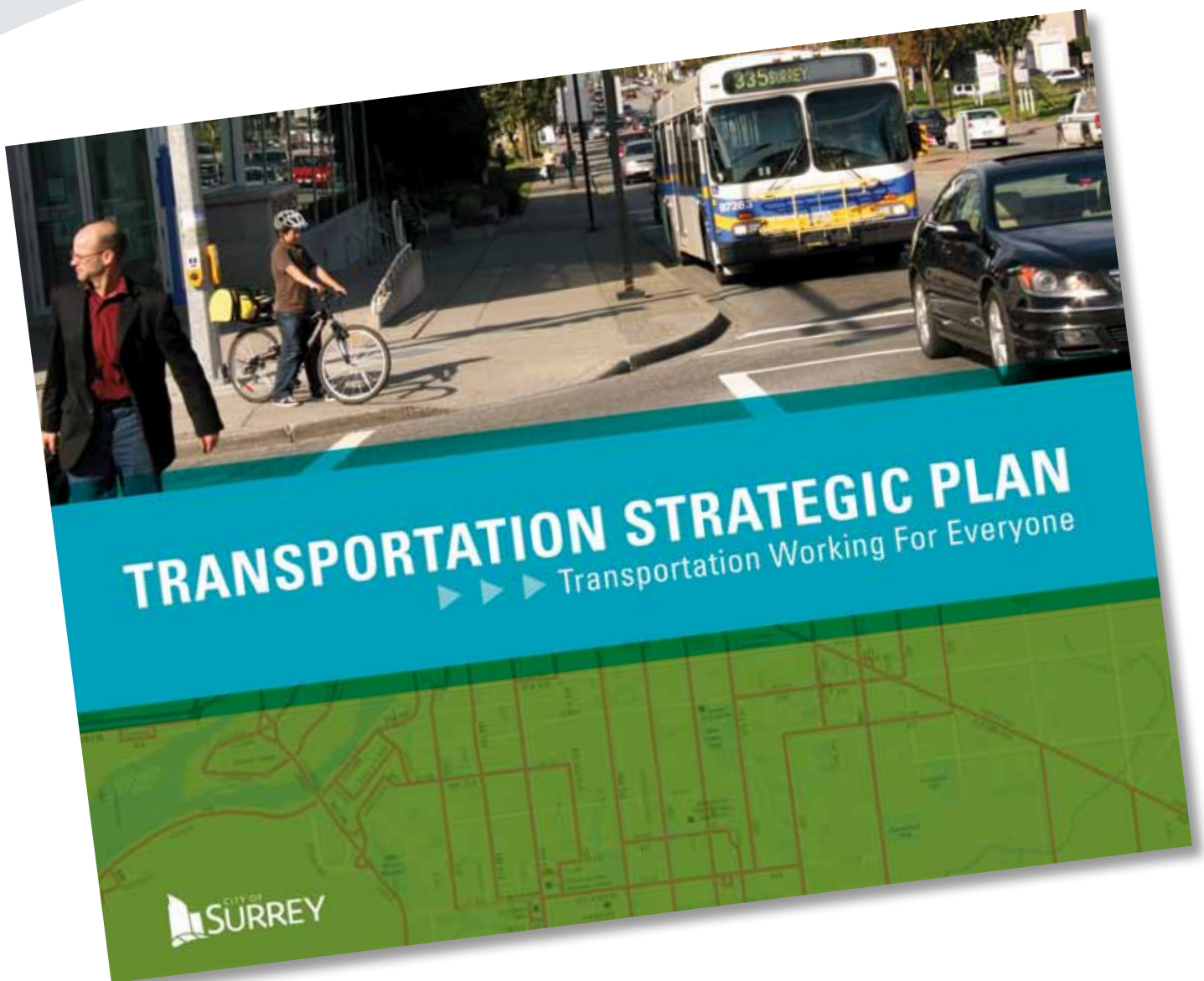
“BUILDING ESSENTIAL INFRASTRUCTURE FOR OUR FUTURE PROSPERITY”

- ▶ *Added a further 40 km of on and off street bike lanes and greenways since 2010*
- ▶ *Through the Engineering Department’s Design and Construction Group, completed the construction of two signature walking and cycling overpasses at Highway 1 and Highway 99 with funding provided by the City, Provincial and Federal Governments*
- ▶ *Completed the widening of King George Boulevard between Colebrook Road and Highway 99*
- ▶ *Widened Fraser Highway between 17300 blk. and 180 Street and constructed a new crossing of the Serpentine River*
- ▶ *Constructed the City’s largest ever sidewalk program with 27 projects valued at approximately \$3 Million*

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

- ▶ *Continued the School Travel Plans Program with active travel at participating schools increasing by as much as 30%*
- ▶ *Completed the second year of the Surrey/SFU Lecture Program for the public and stakeholders*
- ▶ *Held Public Open Houses and community consultation on capital projects and plans*
- ▶ *Cemented our involvement with community and business associations*
- ▶ *Expanded and improved the Transportation Web Page and increased the use of social media*

INTRODUCTION TO THE TRANSPORTATION STRATEGIC PLAN



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 transportation, 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

Progress continues on the management of the transportation asset with the establishment of additional sources of funding, refinements to our monitoring and assessment of the transportation asset, and the successful 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 which was the first step towards developing a secure and sustainable funding mechanism for the maintenance and management of the transportation asset, allowing the delivery of the growing and increasingly complex range of transportation services.

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
Maintain and Improve the asset of the transportation network and promote best value in asset maintenance and rehabilitation.	<ul style="list-style-type: none"> ▶ Service design review to undertake all levels of maintenance and replacement through PMS. ▶ Examine alternative and cost effective maintenance strategies. 	<p>ON TRACK Continued work on the transfer of all pavement management monitoring, project identification and programming under a single Pavement Management System (PMS).</p> <p>ON TRACK Introduced comprehensive neighbourhood reviews of transportation infrastructure in 2010 and continued to build on this approach through 2011.</p> <p>2011 saw the implementation of an extended crack sealing program to extend pavement life and reduce the need for repaving.</p>	<p>Broadening into separate "asset management" systems to potentially incorporate other areas of maintenance including sidewalks and greenways</p> <p>Continued to build on this approach through 2011.</p> <p>Resumption of crack sealing program in late summer 2012.</p>
Establish secure, sustainable and predictable funding streams.	<ul style="list-style-type: none"> ▶ Develop Transportation Utility Charge. ▶ Establish additional and alternative funding sources for transportation. 	<p>DELIVERED Surrey has developed a transportation levy with plans for annual increases until transportation is self funding.</p> <p>ON TRACK Phases 1 and 2 of pay parking program completed.</p>	<p>Monitor changing needs to adjust funding level recommendations.</p> <p>Modest expansion of pay parking program through 2012 supported by new "pay by 'phone" technology.</p>

MORE TRAVEL CHOICE



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

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

Strategic protection and planning of the City's road network continued through 2011 building on the new City Road Classification Map. 2011 saw completion of the Road Allowance Map incorporating new standards for the City's Arterial and Collector roads which 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 support the City's sustainability objectives of more walking, cycling, and greener streets.

In support of the City's long term, strategic planning, a new registry of properties located on future transportation connections was created to allow the timely and efficient acquisition of properties.

Against the backdrop of the region wide 2010 freeze in funding for the expansion of bus services, Surrey saw modest improvements to some local services in 2011 as a result of TransLink's regional Service Optimization Review including additional service on busy routes such as Fraser Highway and Scott Road. Significantly, through Surrey's successful advocacy for improved transit, as part of TransLink's 2012 Moving Forward Funding Supplement, approximately 200,000 service hours are planned to be allocated to the South of Fraser area representing approximately 48% of the additional service hours expansion within the entire region. In addition, TransLink has made funds available for improvements and expansion of Surrey Central and Newton transit exchanges with construction work commencing at Newton in the summer of 2012.

The highlight of the 2011 cycling year was the construction of two pedestrian and cycling overpasses of Highway 1 and Highway 99 with completion of the projects in Spring of 2011. Eliminating these missing links will provide added impetus to continue the development of the City's Greenway network in the coming years supported by the upcoming Greenways Plan later this year. Continued improvements to the on street bicycle network will be implemented building on the city-wide installation of bicycle route signage which occurred in Spring 2011.

2011 also saw the introduction of the City's first neighbourhood bicycle route between the communities of Ocean Park and Semiahmoo. Using the local road network and supplemented by low impact signing and pavement markings, these routes provide an alternative for those who are less comfortable cycling on busier roads.

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"> ▶ Review and Update Pedestrian Master Plan. ▶ Review and Update Bicycle Blueprint. ▶ Develop School Safety Zone and Safe Routes to School Program. ▶ Continue implementation of the strategic bicycle network. 	<p>COMPLETE Walking Plan published at beginning of 2011.</p> <p>SUBSTANTIALLY COMPLETE Cycling Plan expected to be published mid 2012.</p> <p>See “Safer, Healthier Communities” section.</p> <p>ON TRACK 2011: 8 km of new routes approved or under construction (2010 - 18 km). Completion of two pedestrian and cycling overpasses of Highway 1 and Highway 99 providing key network linkages. Implementation of City's first neighbourhood bicycle route between Ocean Park and Semiahmoo Town Centre. Implement on street bicycle parking within Newton TC.</p>	<p>Planning and construction of additional network linkages during 2012.</p> <p>Planning of implementation of new pedestrian and cycling overpass over the new South Fraser Perimeter Road at 112A Avenue, near Pattullo Bridge.</p> <p>Identify, plan and implement a second neighbourhood route in north Surrey.</p> <p>Identify, plan and implement further on street bicycle parking within Town Centres and City Centre.</p>
<p>Promote alternatives to the car by improving public 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 transit. 	<p>ON TRACK TransLink funding not resolved with senior levels of government. Modest service improvements as a result of TransLink's Service Optimization Review. No further service expansion planned until funding sources are identified and agreed. A new service between Semiahmoo TC and Langley Centre was introduced in April 2012.</p>	<p>As part of TransLink's 2012 Moving Forward Funding Supplement, approximately 200,000 service hours were planned to be allocated to the South of Fraser area representing approximately 48% of the additional service hours expansion within the entire region. If delivered, this will provide improved service on existing high demand routes plus the introduction of a new B-Line service on King George Boulevard.</p>

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
	<ul style="list-style-type: none"> ▶ Support the expansion and effectiveness of the TransLink FTN by developing a Transit Improvement Plan. ▶ Provide an appropriate level of transit infrastructure funding to match the expansion of bus services within the City identified within the SoFA TP. 	<p>ON TRACK Development of a transit priority plan commenced in 2011 to examine how it can complement new TDM efforts, impacts and costs, the functionality and adaptability of the City's Traffic Operation capabilities to allow transit priority and identify candidate corridors, funding needs, and priorities.</p> <p>DELIVERED Through the Translink TRIPP program \$368,000 was invested in the construction of 20 new bus stops including locations along the route of the new Semiahmoo to Langley Centre bus service implemented in April 2012.</p> <p>Through 2011 an additional 20 Bus shelters were introduced in addition to the 190 shelters already existing.</p>	<p>Planning work will continue through 2012.</p> <p>In collaboration with Coast Mountain Bus Company, the identification, planning and construction of a further 25-30 bus stops is planned during 2012.</p> <p>Approximately 20 new bus shelters are expected to be introduced during 2012.</p>
<p>Protect and improve transportation infrastructure in support of strategic transit expansion and upgrades.</p>	<ul style="list-style-type: none"> ▶ Work with TransLink to establish future alignment, technology and timing of rapid transit within the City. 	<p>ON TRACK Completion of Phase 2 of the Surrey Rapid Transit Alternatives Assessment (SRTAA) is scheduled by Translink for the summer of 2012. The study is intended to identify a preferred rapid transit network for Surrey with accompanying technology(s). Through 2011 through into 2012, there have been technical assessments to filter down the multiple network and technology alternatives. The City's participation in the study has helped ensure the needs and priorities of Surrey are promoted including the importance of rapid transit to shape sustainable growth.</p>	<p>Phase 3 of the study, if undertaken by Translink, will be done during 2012 and into 2013 with continued City participation and will involve more comprehensive engineering and cost assessments on the preferred alternatives identified in Phase 2.</p>

MORE TRAVEL CHOICE

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p><i>Protect and improve transportation infrastructure in support of strategic transit expansion and upgrades.</i></p>	<ul style="list-style-type: none"> ▶ <i>Give priority to transit infrastructure at sites where competition for curb space exists.</i> <hr/> <ul style="list-style-type: none"> ▶ <i>Protect strategic corridors for future rail service.</i> 	<p>ON TRACK <i>New bus stops introduced within Semiahmoo TC, Newton TC and City Centre at locations where on street parking previously existed to support expansion of transit service.</i></p> <p><i>Timely and efficient approval provided by City for construction of bus turnaround facility in Newton Town Centre.</i></p> <hr/> <p>ON TRACK <i>Completed R91 Strategic Road Network Map and the Road Allowance Map. Allows strategic protection of transportation corridors including future rapid transit routes and provides certainty to developers of road requirements.</i></p>	<p><i>Continue to liaise with TransLink and Coast Mountain Bus Company to assess other on street locations that may be required in the future.</i></p> <hr/> <p><i>Continue to protect strategic transit corridors in support of future higher order rapid transit services.</i></p>

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
	<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 Creation of property acquisition register for future strategic transportation connections and improvements.</p> <p>ON TRACK On-going through development application process with successful securing of road allowance notably on King George Boulevard and Fraser Highway. New NCPs also identify future rapid transit corridors.</p> <p>ON TRACK Examination of future needs included within Town Centre planning process including Newton Town Centre.</p> <p>Worked with transLink on the planning and design of the upgraded Newton Town Centre Transit exchange improvements. Includes new shelters, paving, seating, trees and pedestrian crossing locations.</p>	<p>Continued protection of these strategic corridors will be achieved through the land development process.</p> <p>Expansion of Surrey Central transit facility part of TransLink 2011 supplement with planning study commencing in early 2012.</p> <p>Construction of improved exchange during Summer 2012 with completion prior to commencement of planned KGB B-Line service.</p>
<p>Integrate behavioural change initiatives with sustainable transportation infrastructure and service improvements.</p>	<ul style="list-style-type: none"> ▶ Encourage adoption of School Travel Plans. ▶ Advocate for personalized travel planning recognizing the value of promoting tailored travel plans for individuals. 	<p>Through 2011, elementary schools continued to be featured within the program. 4 additional schools, Berkshire Park Elementary, HT Thrift Elementary, Hazelgrove Elementary and Cedar Hills Elementary participated in the School Travel Plan Program.</p> <p>ON TRACK To be offered to employees as part of planning for future move of City Hall to City Centre.</p>	<p>3 additional schools, Cambridge Elementary, Riverdale Elementary, and Beaver Creek Elementary will participate in the School Travel Plan program in 2012.</p> <p>City support for TransLink "TravelSmart" program and develop supporting material and programs.</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

2011 saw completion of the safety review of all elementary schools within the City and the construction of a large program of school safety projects. By year end 139 Projects had either been completed or were programmed for construction adding to the 68 projects implemented in 2010. This program is believed to be the largest of its kind in the Country and has been undertaken in tandem with the new school travel planning work for schools described in the “More Travel Choice” chapter.

An additional 29 red-light cameras were introduced during 2011 at intersections within the City adding to the 28 cameras introduced in 2010

“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>	<ul style="list-style-type: none"> ▶ <i>Develop School Safety Zone Program and Best Routes to School Program.</i> <hr/> <ul style="list-style-type: none"> ▶ <i>Improve pedestrian routes used to access transit.</i> 	<p>ON TRACK <i>By year end 2011, over 44 construction based improvement projects have been constructed.</i></p> <p><i>A further 61 signing and pavement marking improvement projects have been completed.</i></p> <hr/> <p>ON TRACK <i>As a result of new initiatives identified within the Walking Plan, improved coordination between the TRIPP bus infrastructure program and the City's sidewalk program has led to improved pedestrian connections to transit.</i></p>	<p><i>In 2012 the next package of construction based projects will be designed and construction commenced.</i></p> <hr/> <p><i>Continued cross-cutting planning and design of transit and walking infrastructure will take place in future years.</i></p>
<p><i>Improve community health and quality of life.</i></p>	<ul style="list-style-type: none"> ▶ <i>Promote an annual program of community identified traffic calming projects.</i> 	<p>DELIVERED <i>A total of 41 community requested traffic calming projects were constructed during 2011. These were in addition to the school safety projects identified above.</i></p>	<p><i>Identification, planning and construction of further traffic calming projects during 2012.</i></p>



SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p>Raise awareness of road safety issues and encourage safer travel by working in partnership with others.</p>	<ul style="list-style-type: none"> ▶ Develop road safety educational programs with partners. <hr/> ▶ Support the use of new technology including speed and red-light cameras and reader boards on the road network at high crash locations. <hr/> ▶ Commence a City-wide speed limit review allied with educational and enforcement efforts in collaboration with the Police and ICBC. 	<p>ON TRACK Delivery of 12,000 leaflets on safe and respectful driving in and around schools in conjunction with Surrey Fire Department community safety outreach program.</p> <hr/> <p>ON TRACK ICBC, Province, RCMP and Surrey partnership. Implementation of red-light cameras at 28 intersections within Surrey in Fall 2010. During 2011, an additional 29 intersections were included within the program.</p> <hr/> <p>ON TRACK Work was completed on the city-wide review of speed limits with a comprehensive assessment of existing speed limits and comparison with new speed limits identified within new TAC assessment.</p>	<p>Plans to continue to partner with Surrey Fire Department in future years.</p> <hr/> <p>Implement use of speed reader boards with enforcement support at key locations around the City</p> <hr/> <p>Further investigation and consultation with stakeholders and public is required to better understand the public's views on changing speed limits.</p>
<p>Reduce crime and the fear of crime.</p>	<ul style="list-style-type: none"> ▶ Ensure adequacy of graffiti removal contract to ensure timely removal of graffiti. <hr/> ▶ Liaise with Transit operators on transit security 	<p>ON TRACK At the beginning of 2011 the responsibility for graffiti removal from City infrastructure was transferred to Engineering Operations.</p> <hr/> <p>ON TRACK One of the fundamental design parameters for the improved Newton Transit Exchange being constructed in 2012 has been applying Crime Reduction Through Environmental Design (CPTED) Principles.</p>	<p>Assess the cost savings through transfer of responsibility as well as the general reduction of graffiti across the City.</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

During 2011, investment in the management and operation of the City's transportation networks continued with an additional 21 intersection cameras installed which added to the 40 intersections already being monitored from the central traffic control centre at City Hall. Traffic signal corridor co-ordination plans were added and existing ones updated to reflect the changing traffic conditions on many of the city's corridors. Close to \$45 million of road improvement projects were constructed and greater attention is being given to the planning and operation of temporary obstructions on our roads. Building on the success of the bus queue jumper on King George Boulevard at 96 Avenue planning has started on the development of a Transit Priority Plan. With completion of the Road Classification Map (R91) and the Road Allowance Map, long term, strategic protection is being given to strategic corridors allowing the flexibility for future transportation improvements. Planning work has commenced on a comprehensive assessment of modeling needs to support long range strategic planning of the transportation system.

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



SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
<p>Relieve congestion.</p>	<p>► Establish an expanded Traffic Control Centre supported by a program of traffic signal improvements and strategic corridor upgrades.</p>	<p>ON TRACK 2011: 26 intersection cameras installed at key intersections. (2010: 32 intersection cameras installed). 5 new fully traffic signal coordinated corridors implemented. (2009-2010: 16 corridors under full traffic signal co-ordination). Uninterrupted Power Supply(UPS) systems added to 62 Traffic signals. (2009-2010: UPS systems installed at 17 traffic and rail signals).</p>	<p>2012: an additional 50 intersection cameras are planned. Ongoing planning for expanded Traffic Control Centre within new City Hall 2013. 2012: an additional 2 traffic signal coordination corridors planned. 2012: Supply UPS systems to an additional 15 locations, bringing the total number up to 77 Traffic signals.</p>
<p>Promote access to employment lands for workers and goods.</p>	<p>► Promote a grid road network and completion of missing links.</p>	<p>ON TRACK 2011 Additional refinements made to R 91 Road Classification Map to reflect new strategic road connections. 96A Avenue roadway constructed through development area levy.</p>	<p>Development of several key roadways, such as 103 Avenue in conjunction with the New City Hall, the design of the 137 Street road between Surrey Memorial Hospital and King George SkyTrain lands and the design of 70 Avenue within Newton Town Centre.</p>
<p>Provide transportation infrastructure and services that support sustainable economic growth.</p>	<p>► Support spatial planning of new development that better aligns with transit and active transportation opportunities.</p>	<p>ON TRACK New OCP update will include reference to FTN and future rapid transit corridors.</p>	

SERVICE OBJECTIVE	ACTION FOR CHANGE	COMMENTS	NEXT STEPS
	<ul style="list-style-type: none"> ▶ <i>Undertake intersection and link upgrades and widening that assist traffic flows.</i> <hr/> ▶ <i>Incorporate transit priority measures on FTN routes.</i> 	<p>ON TRACK 2011 – 114 transportation projects valued at \$54.9 million constructed or commenced construction.</p> <hr/> <p>ON TRACK 2010 – New transit “queue jumper” installed at KGB/96 Ave.</p>	<p>2012 - \$40 million program of transportation capital construction projects in support of the Transportation Strategy mobility goals.</p> <hr/> <p>2012 – Planning and design of transit priority measures at further intersections along King George Corridor.</p>
<p><i>Relieve congestion.</i></p>	<ul style="list-style-type: none"> ▶ <i>Develop a corridor-based traffic signal improvement strategy. When on FTN to include transit priority measures.</i> <hr/> ▶ <i>Make better use of traffic signal technology available to the City.</i> 	<p>ON TRACK 2009-2011 – 21 new strategic corridors were fully coordinated and optimized. Ongoing GIS monitoring and updates and adjustments every 3 months.</p> <hr/> <p>ON TRACK 2011 – Expanded use of City traffic controllers to count traffic flows to assist with signal timing reviews & strategic planning.</p>	<p>2012 – Two new signal corridors will be coordinated: 96 Avenue and an extension of 104 Avenue. This will bring the number of signal coordinated corridors to 23.</p> <hr/> <p>2012 – Scheduled Implementation of Adaptive Traffic Control System (ATCS) along 72 Avenue between Scott Road to King George Boulevard. Upgrade of 73 signalized intersections to enable permanent real-time traffic volume counts.</p>
<p><i>Influence and manage transportation demand and supply.</i></p>	<ul style="list-style-type: none"> ▶ <i>Plan for strategic road improvements and protect necessary road rights-of-way based on traffic modeling.</i> <hr/> ▶ <i>Establish construction zone and temporary obstructions management strategy.</i> 	<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>ON TRACK 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>2012- Commencement of comprehensive assessment of modeling needs to support long range strategic planning of the transportation system.</p> <hr/> <p>Further development of traffic management practices to better accommodate the needs of pedestrians and cyclists.</p>

INTEGRATION OF TRANSPORTATION



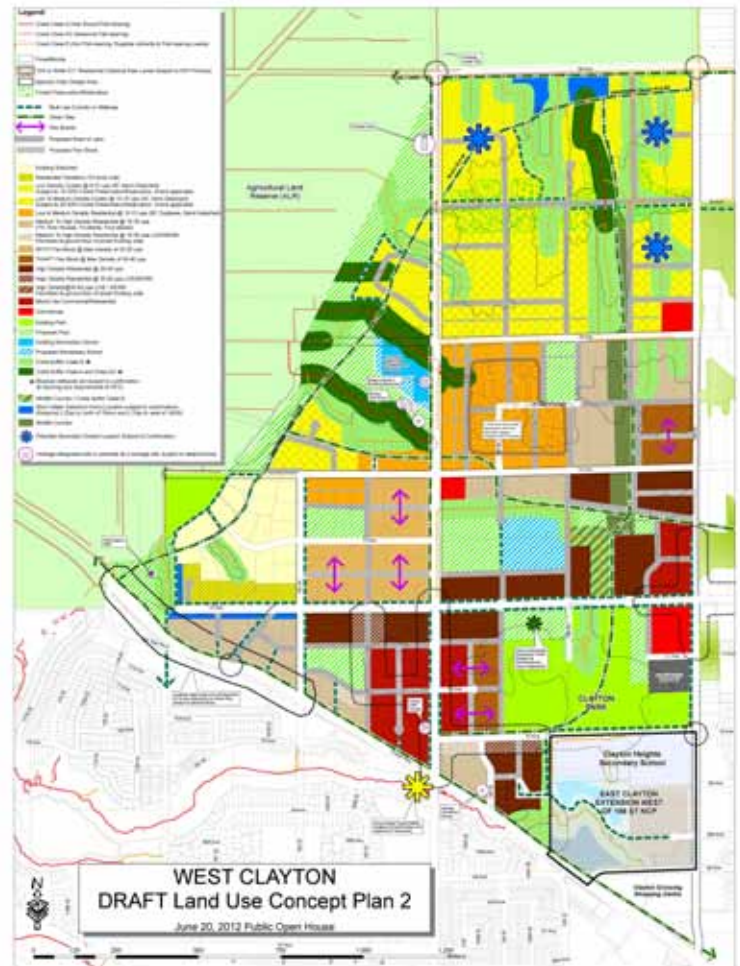
As the responsible authority for guiding development in Surrey, the City is a key player in promoting sustainable, pedestrian, cycle and transit friendly communities that are well served by all aspects of the transportation system. How and where we plan and direct growth in the City is one of the most 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

Initial planning work has been started by TransLink on improvements to the Central Surrey SkyTrain station and the transit exchange building on the principles of the Transit Village Plan. This location is expected to be an increasingly important transit hub to support the expansion of all levels of transit service including future rapid transit. With the construction of the new City Hall and other major development applications moving forward, plus the potential for SFU to expand, the need for planning now has become increasingly important.

Car co-op sites have been established within three City Centre developments and the first “on street” car co-op station has been introduced at Surrey Central SkyTrain station.

“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 with minor refinements made in 2011. Work has commenced on a review of parking standards for new development. Includes further car co-op, the unbundling of parking within new developments, and an examination of cash in lieu for parking.</i></p>	<p><i>This work will continue to respond to the improving transit services within the city centre and the pressure for reduced parking provision within new development.</i></p> <p><i>Work will involve a detailed review of land use plans and densities along key transit corridors.</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 support 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>Implement Travel Demand Management (TDM) web page on City website.</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>Ongoing.</i></p> <p><i>Ongoing.</i></p>

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

MOVING FORWARD



TRANSPORTATION DIVISION ORGANIZATION

As the City has grown, the range and complexity of transportation planning, implementation and management responsibilities has increased. The Transportation Division has been organized to reflect this and allow effective and responsive service delivery as well as strong planning capabilities for both the shorter term growth of the city as well as the longer term. Since the TSP was published at the end of 2008, Surrey has welcomed close to another 30,000 people to our City and a number of significant regional transportation planning studies have continued to move forward all of which have an impact on the City.

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. New 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 location of Surrey in the region and being key to border and port connections means that we are impacted by several major projects including the widening of Highway 1 and the construction of a new Port Mann Bridge due to be completed in early 2013 and construction well underway of the South Fraser Perimeter Road. The planning work for the replacement of Pattullo Bridge has been on-going through 2011. 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

2011 saw another full year in terms of our engagement with the public and other stakeholders. In 2011, we successfully ran our second Transportation 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, 25 participants completed the course adding to the 30 who "graduated" last year with representatives from the community, business, consultancies, and others interested in transportation from outside of Surrey.

We also increased our representation at community events such as Party for the Planet in April 2011 in the City Centre, as well as the Canada Day Celebrations in Cloverdale and supported the 1st annual Engineering Open House in June. In the Summer of 2012, we look forward to hosting our own VeloCity Bike Tour through North Surrey as part of the VeloCity Cycling Conference in Vancouver.

During 2012, the Transportation pages of the City's website will be further improved with additional user friendly sources of information, surveys and competitions and more "live" pages showing the transportation network at work. Further public surveys will take place on a range of transportation issues and we will continue to explore additional ways to engage with and better understand the needs and issues of citizens by employing other communication tools including the use of 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 second edition of what will continue to be regular updates on the progress of 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 continue to remain flexible and relevant to what will be changing and often unforeseen circumstances. This report will provide the opportunity to update decision makers, the public and other stakeholders on any changes or potential risks in delivering the Strategic Plan. Circumstances and conditions will change and this report will allow these changes to be explained and understood.



2011 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”

