

NO: R197

COUNCIL DATE: September 17, 2018

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## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **September 13, 2018**

FROM: **General Manager, Engineering**

FILE: **5460-19**

SUBJECT: **Surrey Vision Zero Safe Mobility Plan Update**

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## RECOMMENDATION

The Engineering Department recommends that Council:

1. Receive this report for information; and
2. Support in principle the Safe Systems Approach and priority areas for action in Surrey's Vision Zero Safe Mobility Plan; and
3. Endorse the continued development of the Surrey Vision Zero Safe Mobility Plan 2019-2023 for presentation to Council in December 2018.

## INTENT

The purpose of this report is to update Council on the development of the Surrey Vision Zero Safe Mobility Plan 2019-2023 (the "Plan"). This report serves as a precursor to the Plan's launch later this year.

## BACKGROUND

### *Vision Zero*

Vision Zero emphasizes that road deaths and serious injuries are preventable and unacceptable. It recognizes that humans are fallible and will make mistakes, but these should not result in serious injury or death. The design of the system should be forgiving of human error and protect people when errors occur. Anticipating human failings and errors in judgement, the approach prioritizes safety by designing safe roads, slowing speeds, improving vehicle design, educating people and enforcing the rules of the road to encourage safer road user behaviours. The four pillars of the Safe Systems Approach are: Safe Roads; Safe Speeds; Safe Vehicles and Safe Road Users.

This approach was first initiated in countries like Sweden, Norway, and the United Kingdom. It has since gained momentum in North America. Countries that adopt a Safe System Approach to road safety have proven records of the lower rates of motor vehicle crash fatalities. Sweden, for example, has achieved an 80% traffic fatality reduction despite a more than tripling of traffic volumes since the 1950s.

Vision Zero is now being embraced in the United States at national and regional levels with cities such as New York, Portland, San Francisco, Chicago, Los Angeles and Seattle all working towards zero fatalities and injuries on their roads. Canada joined the movement by adopting Vision Zero as a federal strategy in 2015. At the provincial level, BC was the first jurisdiction to adopt Vision Zero as a provincial strategy and is leading the way with its stated commitment of having the safest roads in North America by 2020. The Province has also published “Moving to Vision Zero: Road Safety Strategy Update and Showcase of Innovation in British Columbia” (Road Safety BC, 2016). The cities of Edmonton, Calgary, Toronto, Montreal and Vancouver have aligned to pursue the goals of this mandate.

In November 2017, Surrey Mayor and Council endorsed the completion of a Surrey Vision Zero Safe Mobility Plan. Throughout 2018, the Transportation and Infrastructure Committee has received regular updates on the Plan’s development and provided guidance and recommendations for actions to be incorporated (see Appendix I).

### **SURREY’S SAFE MOBILITY ACTIONS TO DATE**

Safe mobility has long been a priority area for the City and we have expended considerable effort and funding to improve results in Surrey. A few key examples include:

- Safe & Active Schools Program - the City has invested almost \$20 million since 2010 to improve safety for pedestrians and cyclists around schools;
- Traffic Management Centre – over 450 cameras for monitoring traffic and incidents enables staff to implement real-time traffic signal timing changes, use video for collision analysis and provide accurate and timely information to help the public;
- ICBC Road Safety Program – the City has worked with the Insurance Corporation of British Columbia (“ICBC”) to improve the safety of road designs and operations by implementing safety initiatives such as roundabouts, higher reflectivity for signals and signs and skid resistant pavement treatments. ICBC has typically contributed approximately \$1 million per year to Surrey for road safety improvements; and
- Walking Program – the City invests over \$7 million per year for additional sidewalks and new and upgraded pedestrian crossings.

Despite these considerable investments and efforts, we recognize that there is much more to do and as a lead partner in road safety, we are dedicating more resources to get the job done. Work to date has been very important in increasing the safety and comfort of our citizens; however, injury collision rates in Surrey have risen by 26% over the last 10 years. In addition to the personal tragedy suffered by families and people behind the statistics, there are also very broad societal costs resulting from road collisions: policing and fire service costs; immediate and longer term healthcare and disability costs; legal and court costs; increased insurance premiums; loss of earnings; reduced or lost productivity at work; travel delays; and other related impacts. These “costs to society” are estimated by ICBC to be over \$400M/year for Surrey’s collisions alone. This injury collision increase is due to numerous complex factors such as rapid development, population and traffic growth, and the prevalence of higher risk driving behaviours. The City is determined to reverse this trend. The development of a new, holistic and evidence-based approach to road safety is critical to enabling a fundamental shift in road safety and saving lives. Surrey’s innovative approach to moving people safely will be detailed in the Surrey Vision Zero Safe Mobility Plan.

## DISCUSSION

### Surrey Statistics:

On average, 20 people are killed on City of Surrey's road each year. 12,000 people are injured.

The City of Surrey's traffic injury rates are the second highest in British Columbia. Furthermore, the city has had more traffic fatalities than any other municipality in the province. Between 2012 and 2016, Surrey had 12 more fatalities than Vancouver.

### In Surrey:

- Every hour one person is injured;
- Every day crashes cost over \$1 million;
- Every month more than one person dies on our roads; and
- Every year injury collisions are increasing by 3%.

### Burden of injury:

- 100% of pedestrians involved in a traffic collision are injured or killed;
- 88% of cyclists involved in a traffic collision are injured or killed;
- 73% of motorcyclists involved in a traffic collision are injured or killed; and
- 78% of all fatal and injury collisions in Surrey occur at intersections.

## SURREY'S APPROACH

Since November 2017, significant work has been undertaken by staff to create a Plan that is collaborative; informed by resident concerns; driven by Surrey-specific data; and aligned with researched best practices. Activities undertaken include:

- Hosting three stakeholder consultation sessions which provided the opportunity for input from City of Surrey Departments; Business Improvement Associations; Community Groups; and key stakeholder organizations;
- CitySpeaks survey on road safety;
- Detailed data analysis of Surrey's collision trends; and
- One-to-one meetings with key stakeholders to foster collaboration in road safety efforts.

(See Appendix II for more details)

The Plan expands on the principles identified in the 2008 Transportation Strategic Plan that recognize the importance of providing safer and healthier communities. It also supports the principles and policies of the City's Official Community Plan, Public Safety Strategy and Sustainability Charter 2.0. It recognizes that Killed and Seriously Injured ("KSI") incidents are a both a public health issue and social issue which impacts Surrey families, Surrey neighbourhoods, and our community as a whole.

The Plan also builds on the successes of existing road safety work completed by the City. While city-wide injury collisions are increasing, road safety improvements at specific locations have been achieved through protected left turn phases; data driven and targeted intersection safety

improvements; LED streetlight upgrades; traffic calming; new cross walks; pedestrian countdown timers; separated bike lanes; and many other measures.

While the foundation of this Plan is a holistic, data driven and evidence based approach to improving road safety, it must be complemented with robust community engagement because road safety is a shared responsibility and something that affects us all. The City needs to ensure the approaches we take resonate with the community in order to achieve the support and collaboration needed to be successful.

### ***Road Safety Stakeholder Engagement/ Public Consultation***

During the development phase of the Surrey Public Safety Strategy, public consultation revealed Road Safety and Mobility as a major concern for residents and a high priority for action. The majority of the 1,600 residents and stakeholders attending consultation sessions identified the following public concerns as they relate to safe mobility:

- Instill a sense of freedom to move;
- Ensure safe streets and transit;
- Reduce fear of harm while moving through the City on foot, bike, wheelchair or car; and
- Design infrastructure and buildings to foster safety, such as lighting, surfaces, visibility.

The findings of Surrey RCMP's 2017 public survey showed that road safety issues account for three of the top ten areas of concern, particularly: impaired driving (89%); distracted driving (87%); and speeding/dangerous driving (88%).

Building on previous work, and in keeping with the City's philosophy of inclusion and consultation, we reached out to our partners and stakeholders in order to explore issues and opportunities related specifically to road safety.

Four different groups were included in the process:

- Internal staff from across the City;
- Not-for-profit organizations, interest groups and community groups;
- Business Improvement Associations ("BIA"s) representing different neighbourhoods; and
- Organizational level stakeholders such as RCMP, ICBC, the Surrey School District, Coroners Service of BC, Road Safety BC, Fraser Health Authority, Provincial Health Services Authority and the BC Injury Research and Prevention Unit.

The City received clear support for the development and implementation of a Vision Zero approach to road safety in Surrey. Serious injury and loss of life on Surrey's roads was not acceptable to participants. Feedback was categorized under the four pillars of Safe Systems Approach: Safe Roads, Safe Speeds, Safe Vehicles and Safe Road Users. Highlights of the feedback are included in Appendix III. Some key concerns which emerged include:

- Speeding (biggest concern);
- Distracted driving;
- Need for more enforcement (including automated);
- Vulnerable road users (pedestrians and cyclists specifically);
- Need for more Engineering interventions and maintenance; and
- Lack of education.

## THE PLAN

The Surrey Vision Zero Safe Mobility Plan will be a strategic document outlining the City's overarching approach to move towards the goal of zero people killed and seriously injured within the transportation network. It will set out the vision, mission and strategic objectives to move Surrey towards having the safest roads in British Columbia. Through enhanced strategic partnerships and collaborations leveraging the broader road safety community, the City will embrace a Safe Systems Approach as a guiding principle to examine all factors contributing to safer roads. Safety will become integrated into the longer term planning of the city's transportation system and the city as a whole.

The Plan will move the City of Surrey towards being:

**“A city with zero deaths and serious injuries, where human life is valued above all else in the transportation network”**

The Plan will respond to community concerns around safety and be aligned to recommendations made by local, regional and provincial stakeholder groups. The Plan's development has received positive support from stakeholders ranging from RCMP, Fire, Health, ICBC, BC Injury Research and Prevention Unit, Coroners Service of BC, and Road Safety BC.

The Plan is being developed using a data-led, evidence-based approach, informed by international best practices research. The outcome of this development process will be a holistic Plan that utilizes a partnership approach to proactively prioritize high injury road networks and addresses the needs of all road users including the most vulnerable who suffer a greater burden of injury.

### Surrey's Focus Areas for Road Safety

Data analysis and research clearly demonstrates that in order to reduce serious injuries and fatalities on our roads, Surrey's road safety focus must be centred around four focus areas:

- Pedestrians
- Cyclists
- Motorcyclists; and
- Intersection locations where most people are killed or seriously injured.

The actions taken within this Plan will be accountable and transparent to our citizens. Through regular monitoring and evaluation we will produce annual Vision Zero reports to demonstrate how effective our road safety interventions have been. They will also provide an outline of future actions and engage citizens in a shared commitment of moving towards the goal of Vision Zero.

## NEXT STEPS

The next steps, including timeframe, are:

- September to October 2018: Further engagement with partners and the public;
- November 2018: Finalize the Surrey Vision Zero Safe Mobility Plan 2019-2023;
- December 2018: Present the final Plan to Council; and
- December 2018: Subject to Council approval, conduct a public launch of the Plan.

## SUSTAINABILITY CONSIDERATIONS

The development of the Plan supports the objectives of the City's Sustainability Charter 2.0. In particular, the development of the Plan relates to the Sustainability Charter 2.0 theme of Public Safety by creating a city in which all people live, work, learn and play in a safe and engaging environment. Specifically, the approach, objectives and focus areas outlined in this report support the following Desired Outcomes ("DO"):

- Community Safety and Emergency Services DO5: Surrey is recognized and perceived as a leader in establishing and maintaining collaborative partnerships for community safety and well-being;
- Transportation Safety DO9: Transportation network supports and provides safe mobility for all ages and abilities; and
- Transportation Safety DO10: Surrey is part of a coordinated effort to reduce the risk of harm for all road users, with attention to those who are most vulnerable, including pedestrians and cyclists.

## CONCLUSION

The Engineering Department recommends that Council:

1. Receive this report for information; and
2. Support in principle the Safe Systems Approach and priority areas for action in Surrey's Vision Zero Safe Mobility Plan; and
3. Endorse the continued development of the Surrey Vision Zero Safe Mobility Plan 2019-2023 for presentation to Council in December 2018.

Fraser Smith, P.Eng., MBA  
General Manager, Engineering

JB/SA/NB/RAS/ggg/jma

Appendix 'I' - Transportation and Infrastructure Committee Plan Updates

Appendix 'II' - Activities Undertaken in Creation of the Surrey Vision Zero Safe Mobility Plan

Appendix 'III' - Stakeholder Feedback Categorized Under the Four Pillars of Safe Systems Approach

## COMMITTEE REPORT

NO: P010

DATE: November 27, 2017

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### PUBLIC SAFETY COMMITTEE

TO: Mayor & Council

DATE: November 24, 2017

FROM: General Manager, Engineering

FILE: 5460-19

SUBJECT: Surrey Safe Mobility Plan – Vision Zero

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### RECOMMENDATION

The Engineering Department recommends that the Public Safety Committee:

1. Receive this report for information;
2. Endorse adoption of the Vision Zero philosophy as a basis for Surrey's Safe Mobility Plan; and
3. Endorse staff completing the Safe Mobility Plan on the basis of this report for Council's consideration in 2018.

### INTENT

The purpose of this report is to update the Public Safety Committee on the development of the Surrey Safe Mobility Plan - Vision Zero (The "Plan").

### BACKGROUND

In recognition of the enormous impacts on society of road injuries and deaths, road safety is increasingly becoming a priority for governments and cities across the world and within Canada. This is reflected in Canada's *Road Safety Strategy 2025: Towards Zero: Having the Safest Roads in the World* and the BC Provincial "Moving to Vision Zero" Road Safety Strategy.

According to ICBC data for 2010-2015, 11,000 people, on average, are injured every year (17 people per day) in traffic collisions on Surrey roads and 20 people lose their lives. With the rapid growth of the City and the associated increase in users of our transportation system over recent years, the City has seen increases in collision rates.

The impacts of injuries and deaths are far reaching, and for every injury or death, dozens of others whether family, friend or co-worker are affected, and the impacts on individuals and their social networks can be life altering. There are also very broad societal impacts resulting from road collisions associated with: policing and fire service costs; immediate and longer term healthcare and disability costs; legal and court costs; increased insurance premiums; loss of earnings; reduced or lost productivity at work; travel delays; etc. These "costs to society" are estimated by ICBC to be \$380 M/year for Surrey's collisions alone.

The most recent data from ICBC (2010-2015) highlights a concerning trend with total collisions per 100,000 population going up 13% in Surrey. Furthermore, severe collisions per 100,000 population have seen a 17% rise in Surrey. The Provincial Health Officer's Annual Report *Where the Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Wellbeing in BC* shows Surrey to have the highest number of traffic fatalities in Metro Vancouver (BC Trauma Data 2006-2015): Surrey 209; Vancouver 167; Langley 84; Richmond 65; and Burnaby 64. In terms of serious injuries, Surrey fared slightly better: Vancouver 564; Surrey 349; Burnaby 129; and Richmond 104.

While the Provincial government leads road safety in BC, the Motor Vehicle Act gives local governments the power to improve road safety in their communities in numerous ways. Through collaboration with our partners and adopting a holistic approach to road safety which utilises a multi-pronged, evidence-based approach that incorporates the Five 'E's underpinning efforts to improve road safety: Engineering; Enforcement; Education; Engagement; and Evaluation.

## **DISCUSSION**

### **Vision Zero**

Vision Zero is an international campaign that emphasizes that no loss of life in road transport is acceptable. The Vision Zero approach was founded in the Netherlands in 1992, and has since been adopted by many of the world's leading road safety jurisdictions. This approach was first initiated in countries like Sweden, Norway and the United Kingdom, and has since gained momentum in many other countries. These countries have the lowest rates of motor vehicle crash fatalities in the world. Vision Zero is now being embraced in the United States at a national level, in addition to New York City, Portland, San Francisco, Chicago, Los Angeles and Seattle. In January 2016, Canada adopted Vision Zero as a federal strategy. The Province of BC also updated their strategy in 2016, "Moving to Vision Zero: Road Safety Strategy Update and Showcase of Innovation in British Columbia" (Road Safety BC).

Historically, road safety analyses focused on a reduction in all collisions, including less serious collision types such as property-damage-only collisions. In contrast, Vision Zero Plans focus on reducing the collisions that result in death and serious injuries.

Vision Zero has been recognized by the World Health Organization ("WHO") as an effective road safety policy and is recognized for its ability to significantly reduce traffic fatalities and serious injuries. The City of Surrey is committed to Vision Zero and accepts its fundamental message: fatalities and serious injuries on the City's roads are preventable and the City must strive to reduce traffic-related deaths and injuries to zero.

### **Alignment with City Priorities**

Similar to the Public Safety Strategy, the Plan, which is being done in collaboration with the Surrey RCMP, is framed around evidence-based strategic initiatives and collaboration, and has clear linkages with other City strategic plans. The Plan aligns closely with the Public Safety Framework by emphasizing integration and innovation, as well as using data and evidence to identify priorities. Within Surrey, the Public Safety Strategy, Transportation Strategic Plan, Official Community Plan and Sustainability Charter clearly identify road safety as a high priority. In order to establish Surrey as a municipal leader in road safety and one of the first municipalities



in BC to strategically adopt Vision Zero, it is imperative that the Plan be given the appropriate priority and associated resources to ensure its success in reducing road deaths and injuries in Surrey.

### **Road Safety Public and Stakeholder Engagement**

During the development phase of the Public Safety Strategy, public consultation revealed Road Safety and Mobility as a major concern for residents and a high priority for action. The majority of the 1,600 residents and stakeholders attending consultation sessions identified the following public concerns as they relate to safe mobility:

- Instill a sense of freedom to move;
- Ensure safe streets and transit;
- Reduce fear of harm while moving through the City on foot, bike, wheelchair or car; and
- Design infrastructure and buildings to foster safety, i.e., lighting, surfaces, visibility, etc.

The findings of Surrey RCMP's 2017 public survey show that road safety issues account for 3 of the top 10 areas of concern, particularly: impaired driving (89%); distracted driving (87%); and speeding/dangerous driving (88%). The CitySpeaks version of the RCMP survey demonstrated similar results.

### **Safe Mobility Plan Overview**

The Plan is structured around a number of guiding principles including:

- Applying "Safer Systems Approach" ("SSA");
- Data-driven and evidence-based focus;
- Leadership, collaboration and advocacy;
- Continuous improvement and innovation;
- Involving and mobilizing the community; and
- Relevant and responsive to change.

The aim of a SSA is to reduce the overall level of risk for human trauma in a multi-sectoral, multi-faceted way. The premise of this approach is that Motor Vehicle Collisions ("MVCs") will undoubtedly occur, but that associated fatalities and serious injuries are preventable. It recognizes that road users will inevitably make mistakes that may lead to crashes and that human beings have a limited tolerance for physical force; thus, it emphasizes the need for a comprehensive system designed to anticipate and accommodate human error, and reduce the risk of death and serious injury to road users when an MVC occurs. The SSA has been recommended by the WHO and the Organisation for Economic Co-operation and Development, and has been adopted by several countries such as Australia, New Zealand and Canada. All stakeholders of the road system contribute to the SSA through legislation, education, enforcement, road design, collaboration, licensing programs, research, innovation and communication (see Appendix "I" for more detail).

To ensure the Plan has the greatest impact on reducing injuries, the Plan is aligned around the three focus areas which the evidence suggests are contributing factors to injuries and deaths in Surrey:

1. Locations of Harm - A Focus on Intersections: Data analysis using GIS hotspots indicates approximately 80% of collisions occur at intersections and have a higher chance of injury occurring.
2. Victims of Harm - A Focus on Vulnerable Road Users: 57% of fatalities in Surrey involve pedestrians, cyclists or motorcyclists.
3. Perpetrators of Harm - A Focus on Driver Behaviour including Impaired, Distracted and Speeding Drivers: In the Lower Mainland, impaired driving is responsible for 17% of fatal collisions, and distracted driving 27%.

## **Collaboration**

In line with the principles of the Public Safety Strategy, partnerships and collaboration are essential for the Plan to meet its objectives and for the greatest progress to be achieved. A number of very strong partnerships exist with others including ICBC, Fraser Health and the RCMP, and these will continue to be developed and strengthened and new ones established.

The Plan has identified two strategic partnerships that need to be emphasised in order to significantly impact the number of injuries and deaths on our roads.

### ***City of Surrey and RCMP***

Experience in other jurisdictions has shown that the role of the police enforcement is a major driver of reducing collisions. One of the strategic initiatives in the Public Safety Strategy is the implementation of a new pilot enforcement initiative called DDACTS (Data-Driven Approach to Crime and Traffic Safety). DDACTS is based on an operational model developed in other North American cities for deploying dedicated city and police resources using data related to criminal activities and traffic collisions to deploy those resources. The focus of those efforts is on overlapping “hot spots” of crime and traffic collisions.

Indeed, jurisdictions across North America, most notably in the United States, have adopted evidence-based tactics and demonstrated that this type of strategic deployment of resources has shown a high return on investment. Evaluations of DDACTS have shown reductions in calls for service, increased deterrence, reductions in crime rates, in addition to a reduction in fatalities and serious injuries. Specific details around a made-in-Surrey data driven model will be finalized as part of development of the plan. For example, further collaboration with the Surrey RCMP, and direction from the OIC Surrey Detachment, will allow for enforcement strategies to be determined.

### ***Advocacy with the Provincial Government***

Recently, strategic level engagement of the Provincial government has taken place in order to garner support for the more fundamental changes that need to take place in order for Surrey to become a Provincial leader in road safety. In the development of the Plan, City staff met with senior management at the Ministry of Public Safety and Solicitor General, ICBC and Road Safety BC to ensure the development and sustainment of the Plan is fully supported by Provincial leaders during its 5 year implementation from 2018 to 2022.

While stakeholder relations will continue to strengthen, in the short term they have led to the City of Surrey's road safety management being invited to join as a participating member of the Road Safety BC - Road Safety Strategy Communities Working Group.

The Plan provides the opportunity for an enhanced and innovative partnership to be established with the Province. Through its *British Columbia Road Safety Strategy "2015 and Beyond"*, the Provincial government has identified support for casualty reductions as a priority.

Staff have begun engagement with the Provincial government to identify shared priorities and a local "toolbox" of measures and powers needed to support Surrey's road safety vision. Issues requiring provincial commitment going forward include:

- Changes in how traffic fine revenues are distributed to local jurisdictions and police services so that sufficient resources are allocated to allow local government to focus on local needs and casualty reduction priorities;
- Exploring options to enhance resources and tools specific to traffic safety enforcement, so as to increase resources for road safety and ensure deployment is based on local needs, priorities and targets;
- A full re-evaluation of the use of photo radar, both mobile and static, for the enforcement of speeding drivers at high collision locations; and
- A timely and full review of ICBC's capacity for collision data sharing and accuracy.

The City already takes a proactive role in the Provincial Road Safety Working Committees to achieve Province-wide improvements to data collection, reporting methodologies and legislative changes. Staff have also established a commitment from several Provincial executives for participation on a Road Safety Advisory Committee for Surrey.

### **Plan Implementation and Governance**

To effectively implement the Plan and deliver on its key objectives, it is critical to establish an effective governance structure to provide oversight, direction and reporting. Similarly, the adoption of the SSA must include a governance structure that reflects a shared responsibility within the wider road safety community. Staff will bring forward a governance model with the Safe Mobility Plan for council's consideration in 2018.

Regular collaboration amongst all who have a role to play in road safety will ensure efficiency is maximized and that interventions are effective. Synergies between initiatives will be maximized through adoption of a "global lens" on road safety and open dialogue between the various levels of government.

Organizational changes within the Engineering Department have also been made with the creation of a dedicated Road Safety Team within the Transportation Division with responsibility for implementing the Plan in cooperation with key partners like the RCMP. This will involve ongoing stakeholder development, advocacy, research and evaluation of best practices, as well as the development of the most appropriate and fiscally responsible responses to Surrey's road safety issues. The Road Safety Team will be responsible for delivery of the various strategic initiatives identified within the Public Safety Strategy priority of Ensuring Safe Places.

### **Monitoring and Evaluation of Progress**

Mechanisms for the monitoring and evaluation of the various initiatives within the Plan have been established in part through the Public Safety Strategy Scorecard Performance Measures Framework which will be forwarded to Council for review. The evaluation of progress towards additional initiatives will be ongoing as and when they are incorporated into the Plan. The Plan itself includes high level road safety targets, which will be monitored and reported out.

### **SUSTAINABILITY CONSIDERATIONS**

The development of the Plan supports the objectives of the City's Sustainability Charter. In particular, the development of the Plan relates to the Sustainability Charter theme of Public Safety by creating a city in which all people live, work, learn and play in a safe and engaging environment. Specifically, the priorities and objectives outlined in this report support the following Desired Outcomes:

- Community Safety and Emergency Services DO5: Surrey is recognized and perceived as a leader in establishing and maintaining collaborative partnerships for community safety and well-being;
- Transportation Safety DO9: Transportation network supports and provides safe mobility for all ages and abilities; and
- Transportation Safety DO10: Surrey is part of a coordinated effort to reduce the risk of harm for all road users, with attention to those who are most vulnerable, including pedestrians and cyclists.

### **CONCLUSION**

The development of the Surrey Safe Mobility Plan – Vision Zero will provide a comprehensive, broad-based framework for the City to strive towards zero fatalities and zero injuries on our roads. Adoption of the Vision Zero philosophy will establish Surrey as an innovative partner for the Provincial government and its Road Safety Vision. The City will be well positioned to benefit from future investments envisioned in the form of road safety initiatives and pilots. Furthermore, by establishing a culture of being evidence-led and collaborative, the City will ensure that maximum benefits are derived from investments in road safety.

The guiding principles enshrined within the Safe Mobility Plan reflect a Safe System Approach and will ensure a cohesive and holistic methodology which builds on the strengths of the City departments and the RCMP. Safe roads are at the heart of public safety. Through the enhancement of public spaces, a reduction of harm experienced on roads and provision of safe mobility, the City of Surrey will demonstrate how it has heard, listened and responded to one of the number one concerns of its citizens.

Therefore, based on the above, it is recommended that the Public Safety Committee:

- Receive this report for information;
- Endorse adoption of the Vision Zero philosophy as a basis for Surrey's Safe Mobility Plan; and
- Endorse staff completing the Safe Mobility Plan on the basis of this report for Council's consideration in 2018.



Fraser Smith, P.Eng., MBA  
General Manager, Engineering

JB/PB/SA/cc

Appendix "I" - Safe System Approach

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**Note: Appendix I available upon request**

## Appendix 'II'

### Activities Undertaken in Creation of the Surrey Vision Zero Safe Mobility Plan

Date	Activity	Details
November 27, 2017	Corporate report to Public Safety Committee	Council endorses the create of a Vision Zero Safe Mobility Plan for Surrey
December 11, 2017	Transportation Infrastructure Committee	Update presentation on intersection safety in Surrey
March 19, 2018	Transportation Infrastructure Committee	Presentation on speed management and the Vision Zero Safe Mobility Plan
April 13 – May 1, 2018	CitySpeaks Survey promoted on Social Media	Survey on road safety available for over two weeks to Surrey residents. Over 160 responses were received.
April 16, 2018	Transportation Infrastructure Committee	Presentation introducing Vision Zero and the Safe Systems Approach
April 17, 2018	Consultation Session	Consultation session with Surrey staff members from across City departments
April 19, 2018	Consultation Session	Consultation session with Business Improvement Associations and Community Groups
April 19, 2018	Consultation Session	Consultation session with various road safety stakeholders, including ICBC, Health, Fire, RCMP, B.C. Injury Prevention, Road Safety B.C, and others
April 20, 2018	Presentation	Presentation to the Surrey Board of Trade on the development of the Vision Zero Safe Mobility Plan
June 8, 2018	Presentation	Presentation to the Surrey Urban Indigenous Leadership Committee on the development of the Vision Zero Safe Mobility Plan
June 8, 2018	Transportation Infrastructure Committee	Presentation on the consultation process and feedback received from the community
June 10 – 13, 2018	Conference	Present at the Canadian Association of Road Safety Professionals annual conference on the development of Surrey's Vision Zero Safe Mobility Plan
June 20, 2018	Senior Management Advisory Team	Update presentation on Surrey's Vision Zero Safe Mobility Plan
July 10, 2018	Senior Management Team	Presentation on Surrey's Vision Zero Safe Mobility Plan

## APPENDIX “III”

### Stakeholder Feedback Categorized under the Four Pillars of Safe Systems Approach

<p><b>SAFE ROADS</b></p> <ul style="list-style-type: none"><li>• Safety and quality of roads;</li><li>• Vulnerable road users: cyclists and pedestrians;</li><li>• Concerns about lack of separation between pedestrians, cyclists and motor vehicles; and</li><li>• Engineering interventions and maintenance frequently suggested to improve safety</li></ul>	<p><b>SAFE SPEEDS</b></p> <ul style="list-style-type: none"><li>• Safe speeds key issue in the consultation process;</li><li>• Concerns about excessive speeds through residential areas and near schools or seniors centres;</li><li>• Enforcement and education rank as contributing to the current lack of safe speeds in Surrey;</li><li>• Automated speed enforcement suggested as a proven method of creating safe speeds; and</li><li>• Engineering interventions and road design recognized by as contributing to travel speeds.</li></ul>
<p><b>SAFE VEHICLES</b></p> <ul style="list-style-type: none"><li>• Safe vehicles received less attention in the consultation process than the other safe systems pillars; and</li><li>• Commercial vehicle safety and potential pilots of automated vehicles.</li></ul>	<p><b>SAFE ROAD USERS</b></p> <p>Road user behaviours contributing to unsafe roads:</p> <ul style="list-style-type: none"><li>• Distracted driving, pedestrian jaywalking and cyclists riding on the sidewalk;</li><li>• Education and enforcement identified as important strategies in addressing unsafe road user behaviours; and</li><li>• Emphasized benefits of a collaborative and co-ordinated approach.</li></ul>