RECOMMENDATION

It is recommended that:

1. Council endorse the principles of the Transportation Association of Canada's “New Vision for Urban Transportation”; and

2. That Council's decision be forwarded to the Transportation Association of Canada and to the GVRD Policy and Planning Department, for their information.

BACKGROUND

The Transportation Association of Canada (TAC) is the primary organization for research and intergovernmental co-operation on transportation matters in Canada. The City of Surrey is a member of TAC. The Urban Transportation Council is one of several special purpose councils established by TAC to provide a focus for research and policy development in a particular field. One of the Council's first products was “A New Vision for Urban Transportation” published in 1993 (Attachment A), which sets out an approach to urban transportation which is environmentally and financially more sustainable than the traditional approaches. This document was followed with “Financing Urban Transportation” (Attachment B), and “Achieving Liveable Cities” (Attachment C), which deal in more depth with the financial and land use planning aspects of the vision.

Recently, the Urban Transportation Council republished the New Vision and distributed it to municipalities across Canada with a request for its endorsement. The New Vision was endorsed by the GVRD Board shortly after its initial publication and its principles had a strong influence on the development of the Liveable Region Strategic Plan, Transport 2021, and the establishment of GVTA / TransLink. On April 30, 1999, the GVRD Board moved to support the request by the TAC Urban Transportation Council that the GVRD member municipalities endorse the New Vision.
DISCUSSION

The “New Vision for Urban Transportation” recognizes that municipal leaders are challenged with delivering liveable and sustainable cities in the face of shrinking resources. Since transportation pervades almost every aspect of urban life, it is part of the challenge and must be part of the solution. The vision outlines 13 principles which point the way to a more desirable future in terms of economically viable and sustainable transportation systems. These call for a change from past practices in terms of land use and urban structure, the role of the single occupant vehicle relative to other modes, and transportation funding.

An overview of the Surrey Transportation Plan (STP), which is currently out for final public input, is premised on a vision, goals, and objectives which are in full harmony with the TAC vision. The principles which support the vision, as outlined above, have been embodied within the Surrey Transportation Plan, its policies and implementation program.

An overview of the principles of the TAC vision and specific goals or initiatives, which answer to these principals, contained within the Surrey Transportation Plan are provided below. Many of the goals/initiatives within the STP overlap with more than one of the TAC principals.

1. **TAC Principal:**

   Plan for increased densities and more mixed land use.

   **STP Goals:**
   - support land use planning that reduces the distances people need to travel to meet everyday needs (Goal #3);
   - consider amending OCP land use along King George Highway and Fraser Highway to higher density residential and commercial land uses to further support growth in transit market (under Goal #2);

2. **TAC Principal:**

   Promote walking as the preferred mode for person trips.

   **STP Goals:**
   - under Goal #1, provide sidewalks on most residential streets within denser urban areas;
   - provide sidewalks on a minimum of one side along local streets in industrial areas;
   - provide a recreational system at multi-use pathways coordinated with the “Greenways” linear park system.

3. **TAC Principal:**

   Increase opportunities for cycling as an optional mode of travel.

   **STP Goals:**
in short term, focus on development of off-street recreational cycling routes and provision of cycling lanes on roadway network (under Goal #1);

- in the medium term, focus on development of a secondary/collector road cycling network as an alternative to using roads with higher commuter and truck traffic volumes;
- develop and implement a community or yellow bike program.

4. **TAC Principal:**

    Provide higher quality transit service to increase its attractiveness relative to the private auto.

    **STP Goals:**

    - provide increased emphasis on transit supportive infrastructure such as shelters, bus stops, park and ride facilities, and transit signal priority (Goal #2);
    - provide RapidBus facilities along both King George Highway (104 Avenue - South Surrey) and 104 Avenue (King George Highway to Guildford) with future conversion to LRT or SkyTrain;
    - currently proceeding with a South of the Fraser Area Transportation Plan;
    - currently proceeding with the Community Bus 2000 initiative in South Surrey.

5. **TAC Principal:**

    Create an environment in which autos can play a more balanced role.

    **STP Goals:**

    - develop policies and procedures for implementing traffic calming measures within the City (Goal #1);
    - provide a richer menu of alternative road standards which enhance appearance, assist in traffic calming and provide mobility for all users, not just autos;
    - develop and implement a local TDM Program comprised of strategies and measures that influence travel decisions (pro-walking, pro cycling, pro-transit, pro-ride-sharing) (Goal #3).

6. **TAC Principal:**

    Plan parking supply and price to be in balance with walking, transit and auto priorities.

    **STP Goals:**

    - under Transportation Demand Management (Goal #3), promote parking management measures to reduce attractiveness of auto travel relative to other modes by ensuring the Zoning By-law stipulates maximum parking stalls permissible.

7. **TAC Principal:**
Improve the efficiency of the urban goods distribution system.

**STP Goals:**

- implement a truck route network that emphasizes the use of roads on the perimeter of communities and neighbourhoods (Goal #4);
- encourage and help industry to explore new technologies that can improve goods movement efficiency and enhance competitiveness while reducing community impacts;
- implementation of the South Fraser Perimeter Road.

8. **TAC Principal:**

Promote inter-modal and inter-line connections.

**STP Goals:**

- provide park and ride integration at transit exchanges and the provision of trip-end cycling facilities at transit exchanges (Goal #2);
- provide improved line-haul facilities or high quality frequent transit services between town centres and regional transit services (e.g., RapidBus);
- work with railway agencies to ensure the maintenance of an efficient rail-based goods movement system;
- assess the feasibility for re-introduction of passenger rail services on the old “InterUrban Line”.

9. **TAC Principal:**

Promote new technologies which improve urban mobility and help protect the environment.

**STP Goals:**

- provide increased emphasis on transit-supportive infrastructure such as transit signal priority;
- implement transportation system management measures, such as traffic and incident management plans, congestion management strategies and possibly driver advisory systems at critical locations, to optimize the operation of roadway facilities and maximize their available capacity;
- encourage trucking industry to explore new technologies to improve goods movement efficiency while reducing community impacts.

10. **TAC Principal:**

Optimize the use of existing transportation systems to move people and goods.

**STP Goals:**
- consider maintenance of existing transportation infrastructure in development of the annual transportation budget;
- under Goal #4, implement a truck route network that emphasizes the use of roads on the perimeter of communities and neighbourhoods;
- pursue consolidation/realignment of rail lines in South Westminster area in order to remove rail lines from the Fraser River foreshore and to eliminate level crossings with major roadways;
- implement transportation system management strategies;
- implement transit priority measures and transportation demand management measures.

11. **TAC Principal:**

Design and operate transportation systems which can be used by the physically challenged.

**STP Goals:**

- provide a richer menu of alternative local road standards which enhance appearance, assist traffic calming and provide mobility for all users.
- provide intersection designs that enhance safety for all modes of travel;
- provide a minimum effective sidewalk width of 1.5 metres, with a minimum of 1.0 metre separation from vehicular traffic (boulevard);
- ensure provision of sidewalks on at least one side of all roads, and on both sides for transit routes;
- provide frequent crossing opportunities and pedestrian connections to major activity centres.

12. **TAC Principal:**

Ensure that urban transportation decisions protect and enhance the environment.

**STP Goals:**

- Goal #1: People-friendly Transportation - cycling, traffic calming, pedestrians;
- reduce pavement widths and new right-of-way requirements for local residential streets;
- Goal #2: Improved Public Transit;
- develop and implement a local TDM Program that influences travel decisions;
- implement transportation system management measures.

13. **TAC Principal:**

Create better ways to pay for future urban transportation systems.

**STP Goals:**
- operate a Pavement Management System to ensure the most efficient and effective use of available funds for maintaining City's pavement infrastructure;
- support initiatives to increase auto user costs such as tolls and fuel taxation.

CONCLUSION

Surrey has progressed well beyond simply endorsing the principles of the TAC “New Vision for Urban Transportation”. The Surrey Transportation Plan embodies the principles and current initiatives already achieved in the implementation of the Plan and shows Surrey's commitment to achieving the vision.

A formal endorsement by Council of the New Vision will support efforts at the national level to achieve policy changes, particularly related to federal funding for sustainable urban transportation programs. As a result, it is recommended that a formal endorsement be made and this decision forwarded to the TAC Urban Transportation Council in support of their efforts, and to the GVRD Policy and Planning Department.

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Attachments

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