

NO: R119

COUNCIL DATE: June 24, 2019

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## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **June 17, 2019**

FROM: **Acting General Manager, Engineering**

FILE: **8630-01**

SUBJECT: **Launch of a New Transportation Strategic Plan**

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## RECOMMENDATION

The Engineering Department recommends that Council

1. Receive this report for information; and
2. Authorize staff to initiate the development of a new Transportation Strategic Plan, as documented in this report.

## INTENT

The intent of this report is to request Council to authorize staff to proceed with an update of the City's 2008 Transportation Strategic Plan.

## BACKGROUND

### **The 2008 Transportation Strategic Plan**

The City's existing 2008 Transportation Strategic Plan (the "Plan") is the long-range policy document that is intended to guide decision making on the development and operation of transportation services, programs and facilities for Surrey residents. The Plan contains six fundamental principles:

1. Effective and Efficient Network Management;
2. More Travel Choice;
3. Safer, Healthier Communities;
4. Successful Local Economies;
5. Protection of Our Built and Natural Environment; and
6. Transportation Integration.

A robust public engagement strategy shaped the development of the 2008 Plan and led to the adoption of the following four priorities:

1. The Plan should facilitate choice, mobility and balance in transportation;
2. In doing this, the Plan should promote attractive, safe, affordable and convenient alternatives;
3. Surrey should plan and invest for the long-term and for substantial growth; and
4. Sustainable and secure funding for transportation should be achieved.

Successful outcomes of the current Plan include the creation of accompanying stand-alone walking and cycling plans, establishing a secure funding source through the Roads and Traffic Safety Levy, establishing the Safe and Active Schools Program, and developing the recently adopted Vision Zero – Safe Mobility Plan.

## **DISCUSSION**

### **The Need for a New Plan**

The Plan is now 11 years old and requires updating to reflect the significant emerging trends in transportation, as well as to respond to changes in the City's policies and transportation network since 2008. New transportation infrastructure built since the 2008 Plan includes a new Port Mann Bridge and HOV lanes on Highway 1, South Fraser Perimeter Road, and a number of significant projects to come, including an expanded Massey Tunnel, new Pattullo Bridge, and a Surrey-Langley Skytrain line. Developing a new Plan to reflect these changes is a top priority for the Engineering Department's Transportation Division.

Emerging trends to be addressed include the shift to electric vehicles, micro-mobility such as electric scooters, car sharing, and connected and autonomous vehicles, as envisioned in the City's Smart Cities Challenge bid.

A substantial number of City priorities will also be incorporated into the updated Plan, including:

- The Community Energy and Emissions Plan (2013), which identifies approaches and specific actions and targets to reduce greenhouse gas emissions and criteria air contaminants that cause global climate change and local air pollution, respectively;
- The Vision Zero Surrey Safe Mobility Plan (2019), which has a mission to work in collaboration with partners to take equitable, data-driven and evidence-based actions to ensure that City resources are spent where they will have the greatest impact on creating safer streets; and
- Smart Growth, which requires a balanced transportation system to help shape how the City grows. Transportation is also key to supporting the City's regional competitiveness, as decisions about business location within a region consider overall network accessibility.

Increasingly, cities will be in a position to own and manage the data that will be used by others to deliver multi-modal mobility options and create mobility-as-a-service platforms (apps that allow users to book and pay for a variety of mobility options, such as car share, e-bikes and ride hailing services).

## **Anticipated Outcomes**

The new Plan will be inclusive, visionary and sustainable, clearly identifying community values and prioritizing safety. The Plan will articulate a long-range vision, and be a reference that guides decision-making for everyone involved in transportation.

It is intended to expand beyond the existing high-level policy document to introduce:

- Baseline metrics that support performance evaluation;
- Evaluation of multiple long-range scenarios;
- A long-range rapid transit vision that supports TransLink's Transport 2050;
- Medium-range targets;
- Actions for delivering the plan including focus areas; and
- A robust evidence-based decision-making framework to inform day to day decision making.

It also supports the City's participation in external endeavours, such as the ISO Sustainable Cities and Communities Certification and the National Transportation Benchmarking Initiative.

The Plan is intended to be a public document that balances the values and interests of Surrey stakeholders along with a robust technical analysis that takes into account local, Provincial and national interests. It will outline a clear roadmap supporting Surrey's evolution into an urbanized city with a rich array of safe mobility choices that helps move the City toward the carbon limits agreed to in international treaties.

The revised Plan will incorporate Vision Zero principles and have sufficient walking and cycling policies and objectives to replace the need for stand-alone modal plans. It will also introduce medium-range targets and an action plan set for 10 years. This matches some of the City's other strategic plans, such as the Parks, Recreation & Culture Strategic Plan 2018 – 2027, and signals the role of this Plan as a bridge between today's transportation system and a safer, multi-modal, low carbon and automated transportation future.

The Plan will also contain a financial component, giving high-level direction on funding priorities to align with stated objectives.

## **Plan Delivery and Timeline**

The future work plan will be divided into three phases, with a report to Council at the end of each phase. Phase One will take place over the Summer and Fall of 2019 and includes summarizing the City's existing transportation programs and policy, capital spending categories, and identifying new emerging trends, such as electrification of the vehicle fleet.

Phase Two will begin in late 2019 and carry into the Spring of 2020 and involves developing hypothetical long-range scenarios for the future that complement the Regional Transportation Strategy long-range scenarios, but with a more detailed focus on outcomes for Surrey. A draft decision-making framework will also be developed. A robust technical analysis using the draft decision-making framework will assess the outcomes of the long-range scenarios.

Phase Three will take place over the Summer and Fall of 2020 and includes refining the long-range scenarios and decision-making framework and using these to develop medium-range targets for the next 10 years. The full process will be summarized in a new Draft Transportation Plan for approval by Council.

To achieve the objectives, the strategic planning process will be informed by a parallel, comprehensive stakeholder consultation program.

### **Public Engagement**

Staff will be working in Summer 2019 to develop a robust and innovative stakeholder consultation program. It will also comprise of three phases, as illustrated in Appendix "I" and described below:

1. Phase One will take place in October and November of 2019 and will be scheduled to avoid the Surrey-Langley SkyTrain project consultation, which is scheduled for September 18 to October 4, 2019. This timing also compliments TransLink's Transportation 2050 Regional Transportation Strategy ("RTS") consultation, which ends in September 2019. The first phase of consultation will identify attitudes and values related to the existing transportation system and emerging trends;
2. Phase Two in the Spring of 2020 will seek feedback on various possible future scenarios and a draft evaluation framework, again scheduled to avoid the short window of the final phase of the Surrey-Langley SkyTrain project consultation; and
3. Phase Three in the Fall of 2020 will confirm support for a draft plan and identify improvements and missing components.

Staff have identified an opportunity to align with the work of the Public Engagement Task Force in order to maximize efficiencies and pilot processes/techniques in-stream. Also, coordinating the consultation with TransLink's RTS process allows the City to be proactive and use significant local community feedback to inform the City's input into the RTS update. This is preferable to TransLink's process occurring prior and the City having to react to their proposals, relying on their engagement with Surrey residents.

### **SUSTAINABILITY CONSIDERATIONS**

Development of a new Transportation Strategic Plan will support the objectives of the City's Sustainability Charter 2.0. In particular, this new Plan will relate to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Public Safety, Economic Prosperity and Livelihoods, Infrastructure and Health and Wellness. Specifically, the update supports the following Desired Outcomes ("DO") and Strategic Directions ("SD"):

- Neighbourhoods and Urban Design DO2: Surrey is well-connected within the city and to the rest of the region by fast and efficient public transit and active transportation infrastructure for all ages and abilities;
- Transportation Safety DO9: Transportation network supports and provides safe mobility for all ages and abilities;
- Economy DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy;

- Transportation DO11: An integrated and multi-modal transportation network offers affordable, convenient, accessible and safe transportation choices within the community and to regional destinations;
- Transportation DO12: Surrey residents of all ages and abilities have access to active transportation options, enabling them to participate fully in society without the use of a private automobile; and
- Wellness and Recreation DO9: Pedestrian and cycling infrastructure promotes walking and cycling for travel to work, school, services and recreation.

## FUNDING

Funding to complete all work associated with this project is available in the Transportation Budget.

## CONCLUSION

Based on the discussion above, it is recommended that Mayor and Council:

- Receive this report for information; and
- Authorize staff to initiate the development of a new Transportation Strategic Plan, as documented in this report.

Staff will report back as each phase of the project moves forward.

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JB/DB/cc

Appendix "I" – 2019 – 2020 Transportation Engagement Timeline

