

NO: R109

COUNCIL DATE: May 31, 2021

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## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **May 27, 2021**

FROM: **General Manager, Engineering**

FILE: **8510-01**

SUBJECT: **Surrey City Centre Protected Cycling Network “Quick-Build” Projects**

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## RECOMMENDATION

The Engineering Department recommends that Council receive this report for information.

## INTENT

The intent of this report is to inform Council of the planned “Quick Build” components of the Surrey City Centre Protected Cycling Network.

## BACKGROUND

Surrey currently has an extensive network of cycling routes. HUB Cycling’s 2019 State of Cycling report (“HUB report”) identified 1,133 lane km of bikeways (the majority painted shoulder bike lanes) which is almost double that of Vancouver’s 613 km. However, Surrey has one of the lowest cycling mode share in Metro Vancouver of approximately 0.5%. Additionally, ICBC collision data indicates those who cycle in Surrey are three to four times more likely to be hit by a car than cyclists in Vancouver, which is why the City’s Vision Zero Strategy includes a focus on safety of all road users.

### Need for Protected Cycling Routes

Most of the lane km of bikeways in Surrey are painted shoulder bike lanes on higher speed, higher volume roads and do not provide the protection cyclists need to feel safe. According to the HUB report, 28% of the cycling network in Surrey is comfortable for most people, this includes protected bike paths, bike lanes, multi-use-pathways, and local neighbourhood routes.

Additionally, most of the multi-use paths and are oriented towards recreation and are less useful for commute trips to/from work or school. As a result, most of the network is designed for the 2-6% of the population that is comfortable on streets without protected bicycle routes), as shown below in Figure 1.

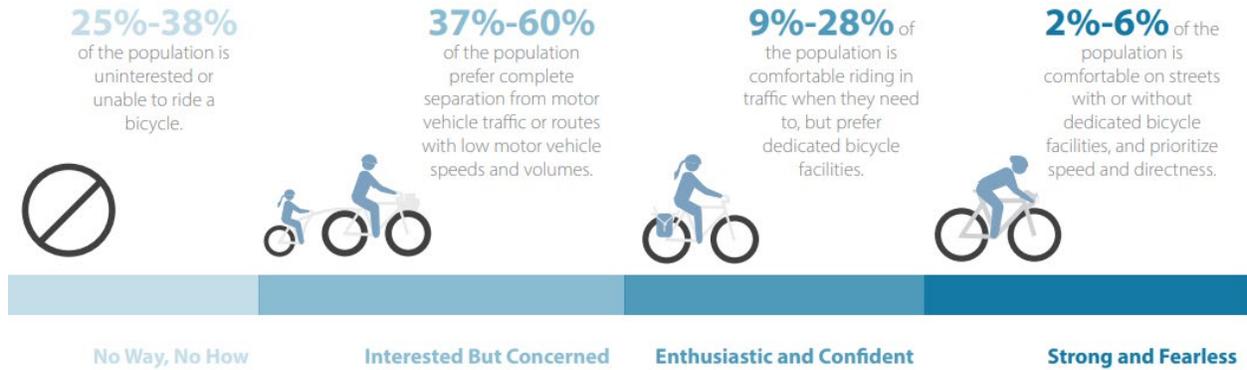


Figure 1. BC Active Transportation Design Guide Figure B-4 Bicycle Rider Spectrum

Recent feedback from consultation process for the new Surrey Transportation Plan indicated that 60% of residents were interested in cycling more. To make the cycling network more comfortable and attractive to cyclists, Surrey needs a more extensive network of cycling routes that is protected, connected and continuous in the locations that have the greatest cycling potential.

Surrey has already been incrementally building a protected cycling network with a focus on Surrey City Centre. Protected cycling routes provide enhanced protection for cyclists through physical separation from other road users. Recent capital projects within City Centre have provided protected cycling routes on 100 Avenue between King George Boulevard and 148 Street, and 105A Avenue between City Parkway and 144 Street. These two corridors total 9 lane kilometres and are effective east/west corridors; however, City Centre lacks north/south cycling connections to allow people to access and use the cycling route as a continuous network.

In the short-term time frame (2-5 years), 10 lane kilometres of protected cycling routes are planned for City Centre through a combination of road widening projects and cycling-specific projects outlined in Surrey's 10 Year (2021-2030) Servicing Plan. These corridors include:

- Fraser Highway between Whalley Boulevard and 148 Street;
- 100 Avenue between 128 Street and 132 Street;
- 104 Avenue between 132 Street and University Drive; and
- 102 Avenue between Whalley Boulevard and 140 Street.

The significant expansion of the protected cycling routes in Surrey City Centre is a positive step towards providing safe comfortable cycling. In addition to expanding protected cycling in City Centre, in 2021 staff are developing a strategy to address key cycling gaps across the City.

## DISCUSSION

### TransLink Bicycle Infrastructure Capital Cost Sharing (BICCS) Recovery Stream Funding

On October 1, 2020, the TransLink Mayors' Council endorsed a report identifying COVID-19 impacts and opportunities on long term transportation planning. The Mayors' Council requested that TransLink continue to explore near term actions which included supporting increased active transportation in Urban Centres through rapidly deploying protected bikeway networks.

To support this request, TransLink developed the BICCS COVID-19 Recovery Program. This program supplements the existing BICCS allocated and competitive programs, from which Surrey receives more than \$2 million annually. The BICCS COVID-19 Recovery stream program is focused on rapid implementation using a “lighter, quicker, cheaper” approach that may be upgraded over time with projects potentially receiving up to 100% funding. Examples of “Quick-Build” protected cycling options that are quicker to implement, and lower capital cost are shown in Figure 2 below.

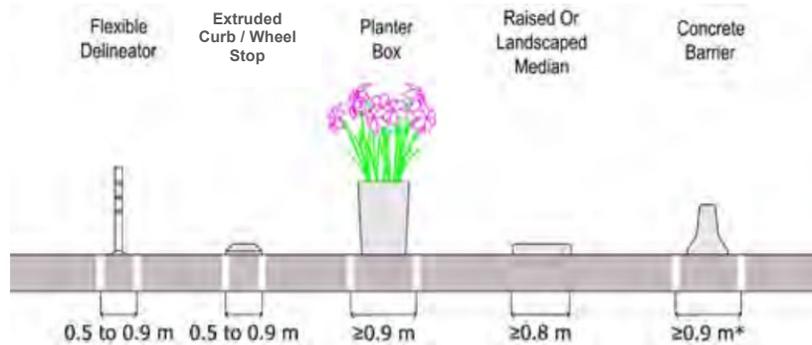


Figure 2: Types of Separation (Protection) Used in the Street

An application in the amount of \$992,000 was made to the BICCS COVID-19 Recovery funding program for 5 locations as identified in Appendix I, Surrey City Centre Protected Cycling Network “Quick Build Projects”. These 5 locations will add approximately 6 kilometres of protected cycling routes and with the planned capital projects create a cohesive and direct network that is protected and continuous. TransLink recently advised that Surrey was successful and will be awarded the \$992,000 in funding for the design and construction of the Surrey City Centre “Quick-Build” project.

### “Quick-Build” Project Scope & Considerations

The installation of “Quick-Build” protected cycling routes is intended to provide safer more comfortable cycling; therefore, project elements will prioritize safety for cyclists in conflict zones such as driveways and intersections. As the “Quick-Build” measures are intended to be fast and lower cost, working within existing curbs will be done to the greatest degree possible. It is anticipated the “Quick-Build” cycling routes are temporary and will be replaced with a more permanent construction through a City capital project or through adjacent redevelopment.

*Key Project Principles – Safety, Cost Control, Minimizing Impacts.*

The “Quick-Build” projects will use a variety of construction methods with a focus on extruded curbs and planters. The projects will also be designed to minimize impacts to on-street parking and access to local businesses. In some locations, and for short sections, the consolidation of on-street parking to one side of the street may be required to provide room for the safety components of the cycling route. In all cases where on-street parking is planned to be consolidated, parking studies will be completed to verify sufficient capacity exists to accommodate reductions in on-street parking. A summary of the corridors, extents, planned protection and impacts are identified in Table 1.

**Table 1: Surrey City Centre “Quick-Build” Cycling Network Projects Summary**

“Quick-Build” Corridor	Project Extent	Planned Protection	Impacted On-Street Parking Stalls	Off-Street Parking Available
132 Street	Green Timbers Greenway to 108 Avenue	Extruded curbs	None	N/A
108 Avenue	132 Street to University Drive	Planters	None	N/A
100 Avenue	132 Street to 134 Street	Multi-use path	13 (on-street parking to be consolidated on south side of road)	Yes
City Parkway	105A Avenue to 108 Avenue	Planters and extruded curbs	23 (on-street parking to be consolidated on east side of road)	Yes
Whalley Boulevard	100 Avenue to 105A Avenue	Extruded curbs	14 (on-street parking to be consolidated on east side of road)	Yes

*Public Engagement and Marketing*

The implementation of the “Quick-Build” components will include consultation with residents and local businesses and key stakeholders, such as the Downtown Surrey Business Improvement Association. Information about the project will be available online where staff will gather feedback from the public and provide answers to frequently asked questions. Surrey seeks to minimize the impact this project will have and will incorporate feedback received through consultation into the delivery of the project.

A marketing and education campaign in 2022 to promote the use of the upgraded cycling network for Surrey City Centre will follow the installation.

**SUSTAINABILITY CONSIDERATIONS**

Providing active transportation opportunities for people of all ages and abilities is fundamental to Surrey’s aspirations for enhanced sustainability. The Surrey City Centre Protected Cycling Network, including the “Quick-Build” infrastructure outlined in this report, supports the City’s Sustainability Charter 2.0. In particular, these projects relate to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Infrastructure, Public Safety, Economic Prosperity and Livelihoods, and Health and Wellness.:

- 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;
- Neighbourhoods and Urban Design DO4: Surrey’s neighbourhoods are safe, accessible, well-connected, walkable and bike friendly;
- Transportation DO1: 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;
- Transportation Safety DO9: The transportation network supports and provides safe mobility for all ages and abilities;
- 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;
- Economy DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy; and
- Wellness and Recreation DO9: Pedestrian and cycling infrastructure promotes walking and cycling for travel to work, school, services and recreation.

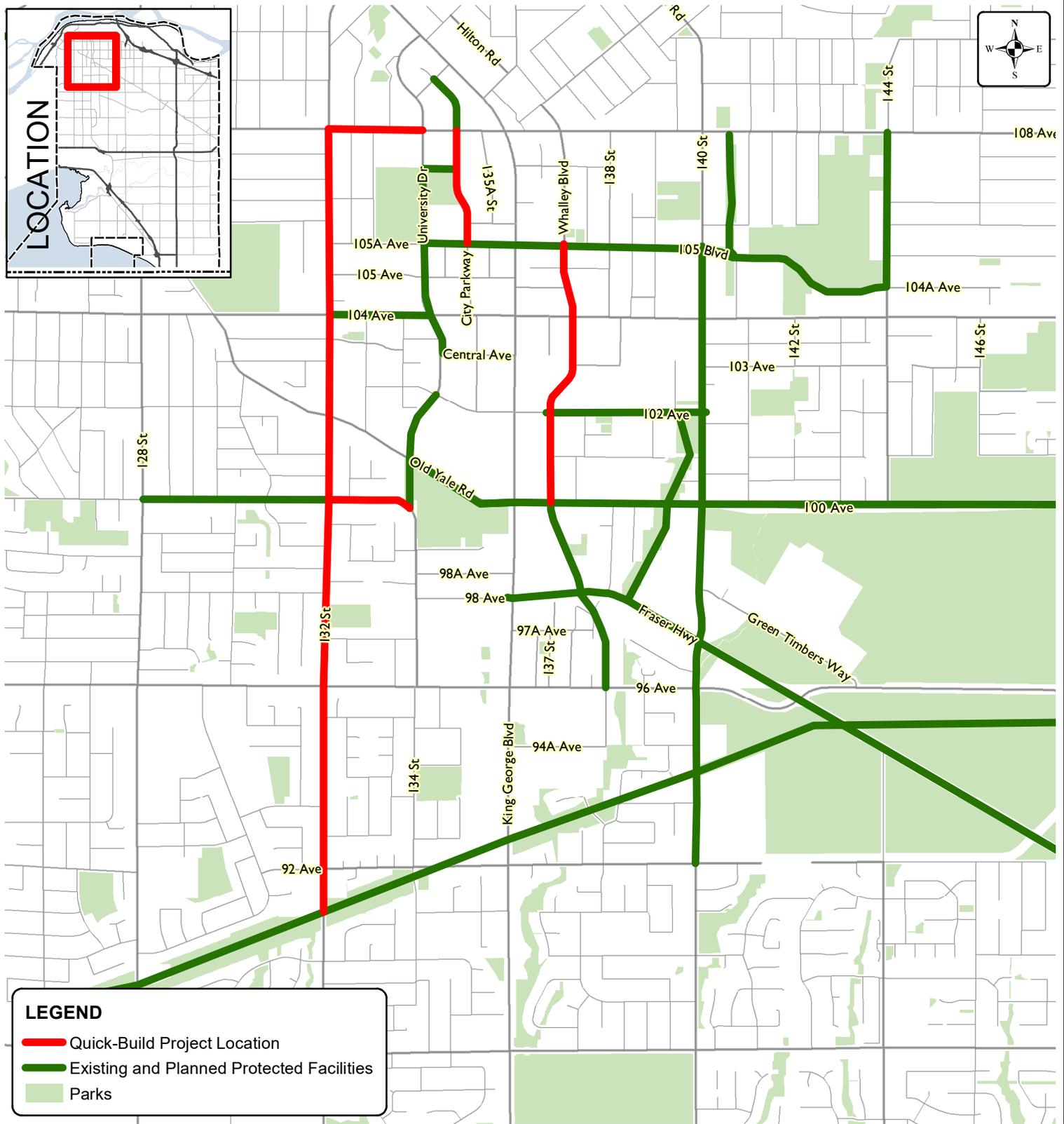
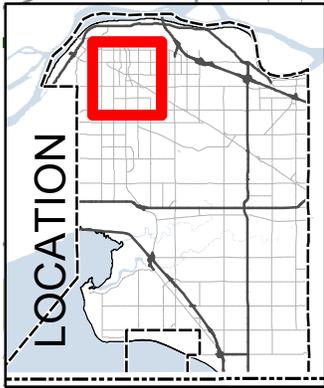
## CONCLUSION

Surrey has successfully applied to TransLink's BICCS COVID-19 Recovery Program and has been awarded \$992,000 to design and construct 6 kilometres of "Quick-Build" cycling routes on 5 corridors in Surrey City Centre. These projects will complete gaps in the protected cycling network using low-cost methods such as planters and temporary curbs. There will be small, localized impacts to on-street parking. Parking analysis will be completed to confirm adequate parking capacity is available both on and off-street and through outreach to local businesses and residents.

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RV/DM/PK/cc

Appendix "I" - Surrey City Centre "Quick Build" Projects Map



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Scale: 1:23,000 0 210 M



## Surrey City Centre "Quick Build" Projects

ENGINEERING  
DEPARTMENT