

NO: R071

COUNCIL DATE: May 15, 2023

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **May 11, 2023**

FROM: **General Manager, Engineering**

FILE: **5260-07**

SUBJECT: **Short-Term Transportation Priorities**

RECOMMENDATION

The Engineering Department recommends that Council:

1. Receive this report as information;
2. Endorse the proposed strategic Transportation short-term projects, as presented in this report;
3. Endorse staff to develop a strategy for advocating for increased transit service in Surrey; and
4. Direct staff to assess the feasibility, costs, benefits, and impacts of extending 72 Avenue between 152 Street and Highway 15.

INTENT

The intent of this report is to obtain Council endorsement of the short-term transportation priorities to support the City's growth, including direction on proceeding with a feasibility study of extending 72 Avenue east of 152 Street.

BACKGROUND

The Engineering Department's 10-Year Servicing Plan (2023-2032) was approved by Council at the Regular Council Meeting on March 6, 2023 through Corporate Report No. R031; 2023. The plan identifies the infrastructure investments required to support the City's anticipated population growth over the next ten years. At the March 6, 2023 Council Meeting, questions were raised by Council as to the ability to prioritize particular transportation projects in the short-term and the feasibility of extending 72 Avenue east of 152 Street. This report highlights the City's strategic transportation priorities and capital programming over the next few years.

DISCUSSION

Transportation's short-term capital program focuses on delivering \$300 million in transportation investments over the next four years, primarily funded through Development Cost Charges and the recently approved increase in Road and Traffic Levy. City funds are complemented by

financial support from TransLink for major road, bike and transit networks, and the Ministry of Transportation and Infrastructure for Highway 99 interchange improvements.

The following summarizes the recommended direction for key areas of investment:

1. Developing the arterial network to improve traffic movement, safety and integrated cycling-walking facilities where possible. The priority arterials are 20 Avenue, 32 Avenue, 72 Avenue, 80 Avenue, 132 Street, and 152 Street, as outlined in Appendix “I”;
2. Prioritizing protected cycling around SkyTrain stations and connecting City Centre to Guildford and Fleetwood, as outlined in Appendix “II”;
3. Working with TransLink and the Province to implement improved transit services essential for sustaining Surrey’s continuous growth, focusing on the Surrey-Langley SkyTrain Project, Bus Rapid Transit to Newton, and RapidBus on Scott Road, as outlined in Appendix “III”; and
4. Advocating for strategic regional connections to Highway 99 in South Surrey, as outlined in Appendix “IV”, to support population growth and manage congestion.

72 Avenue between 152 Street and Highway 15 (176 Street)

Over the past year, staff have received inquiries from both the public and Council regarding the need for additional east-west connectivity across the City, particularly the feasibility of connecting 72 Avenue. Two segments of 72 Avenue, 144 Street to 152 Street and Fraser Highway to 188 Street, are planned to be widened as part of the approved 10-Year Servicing Plan.

The central segment, between 152 Street and Highway 15, is not within the City’s 10-Year Servicing Plan. Along this 5 km segment, a 20m wide unopen road allowance exists through the Agricultural Land Reserve; however, a road through this area would require lengthy preloading, raising above the floodplain, and a bridge across Serpentine River. The estimated cost for this road segment is \$75 to \$95 million.

If Council desires, staff could commence a feasibility study of the costs, benefits, impacts, permit requirements, and project timeline for extending 72 Avenue east of 152 Street. This study would be completed by Q1 2024 and presented to Council.

CONCLUSION

Council’s approval of the proposed transportation short-term capital priorities will benefit residents and support growth across the City.

Scott Neuman, P.Eng.
General Manager, Engineering

RV/KS/AM/PK/BH/cc

Appendix “I” – Major Arterial Improvements

Appendix “II” – Cycling Connections

Appendix “III” – Rapid Transit

Appendix “IV” – Regional Projects

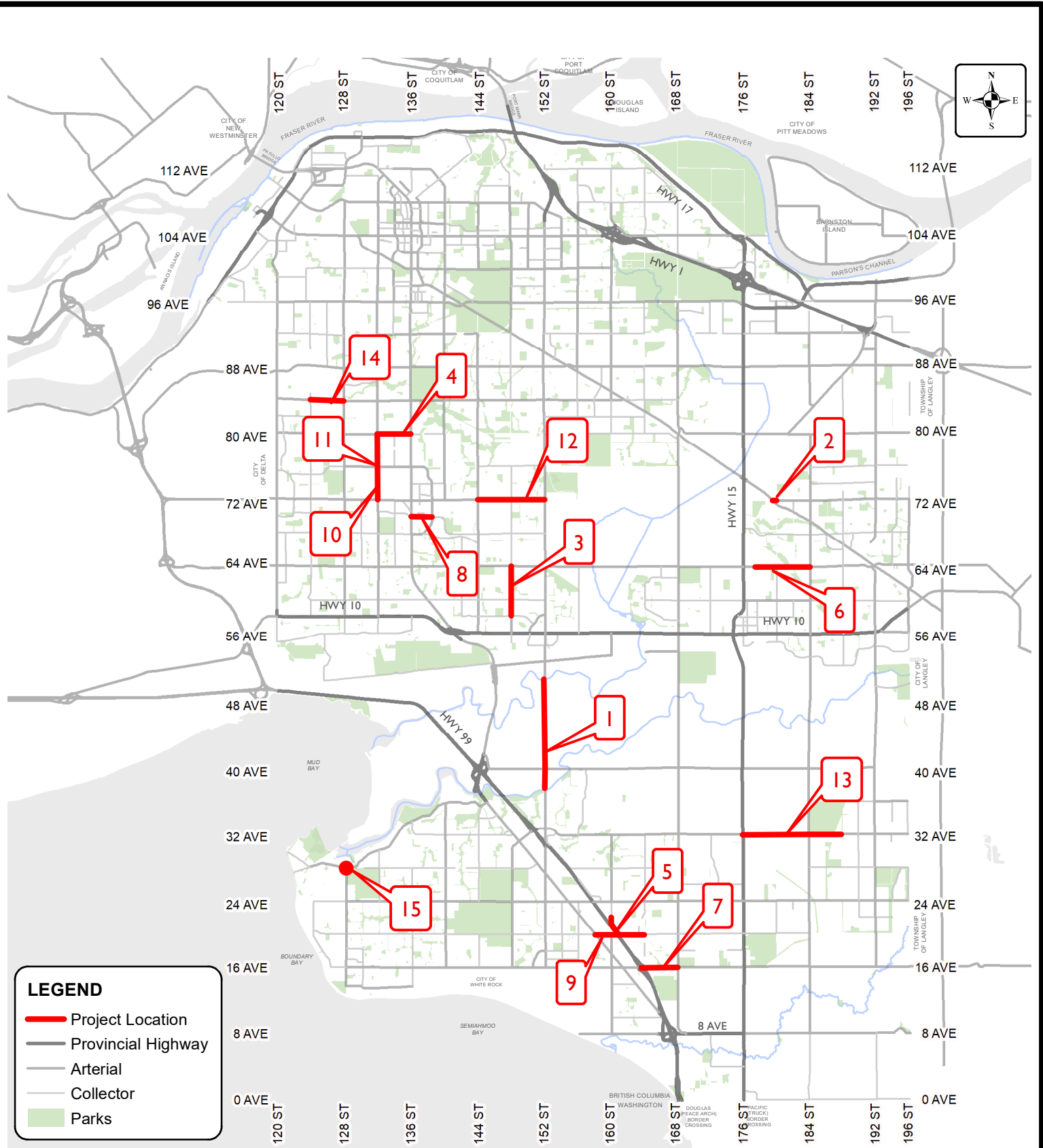
Major Arterial Improvements

On Major Arterial Improvements, the Engineering Department will be focusing on the development of 12 key corridors over the five-year term, as detailed in table below. The immediate corridor priorities include 152 Street, 80 Avenue, 64 Avenue, and 132 Street.

	Corridor	Project Location	Est. Cost (\$M)	2023	2024	2025	2026	2027
1.	152 Street	40 Avenue to 5000 Block	54.1					
2.	72 Avenue	180 Street to Fraser Highway	2.0					
3.	148 Street	58 Avenue to 64 Avenue	7.6					
4.	80 Avenue	132 Street to King George Boulevard	9.3					
5.	20 Avenue	Croydon Drive to 2200 Block	5.7					
6.	64 Avenue	177 Street to 184 Street	22.0					
7.	16 Avenue	16700 Block to 16900 Block	2.2					
8.	70 Avenue	King George Boulevard to 138 Street	2.9					
9.	20 Avenue	King George Boulevard to 16200 Block (overpass included)	19.2					
10.	132 Street	72 Avenue to 76 Avenue	6.5					
11.	132 Street	76 Avenue to 80 Avenue	8.1					
12.	72 Avenue	144 Street to 152 Street	13.9					
13.	32 Avenue	176 Street to 188 Street	21.1					
14.	84 Avenue	124 Street to 128 Street	13.2					
15.	Crescent Road	Crescent Road and 128 Street	2.6					

The proposed implementation strategy for each corridor identifies the status of the required projects, their expected delivery year and anticipated total cost, along with TransLink cost-sharing eligibility.

The short-term major Arterial Improvements are mapped in the attached map.



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Short-Term Major Arterial Improvements

ENGINEERING DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office. Source: G:\MAPPING\GIS\Maps\CorporateReps\Transp\North Surrey Protected Cycling Network\UX_Short-Term Major Arterial Improvements.mxd

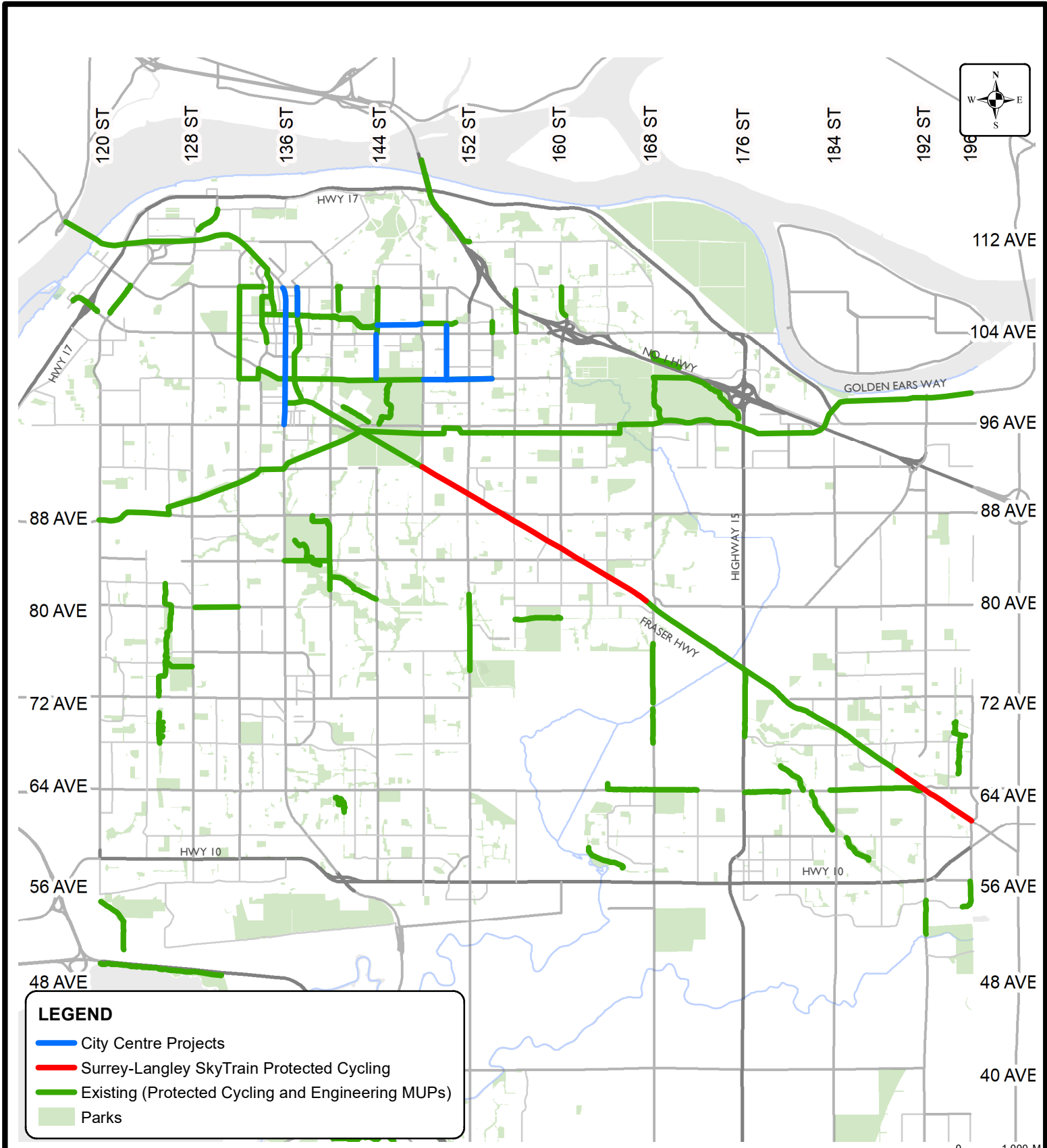
Cycling Connections

The Transportation Capital Program will continue to support the development of a connected network of protected facilities to promote safer cycling for all ages and abilities. The short-term projects aim to enhance the links between town centres and support the implementation of a bike share program. In particular, City Centre and Guildford will be prioritized, along with integrated connections to the Surrey-Langley SkyTrain.

Key protected cycling projects planned to be implemented over the next five years include:

1. King George Boulevard Safe Mobility Project: King George Boulevard between 96 Avenue and 108 Avenue contains six of the City’s Top 50 Vision Zero Intersections and connects City Centre to the Medical District and rapid transit. The City was successful in securing \$6.6 million from Infrastructure Canada, through their Active Transportation Funding Grant Application, which will target safer cycling infrastructure as well as operational safety improvements.
2. North Surrey Protected Cycling Network: With the City’s highest population, employment, and variety of services, North Surrey will be the primary focus of the initial protected network connecting City Centre to Guildford, with key corridor projects planned for Whalley Boulevard, 105 Avenue, 144 Street, and 150 Street.
3. Surrey-Langley SkyTrain on Fraser Highway: As part of the Surrey-Langley SkyTrain project, the Province will be building a protected cycling facility on Fraser Highway from 148 Street to the 17000 Block to connect to existing cycling facilities. This project will be an extension of the BC Parkway, which provides a continuous link across Metro Vancouver along the SkyTrain alignment.

These cycling connections are shown on the attached map.



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Short Term Protected Cycling Network

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Rapid Transit

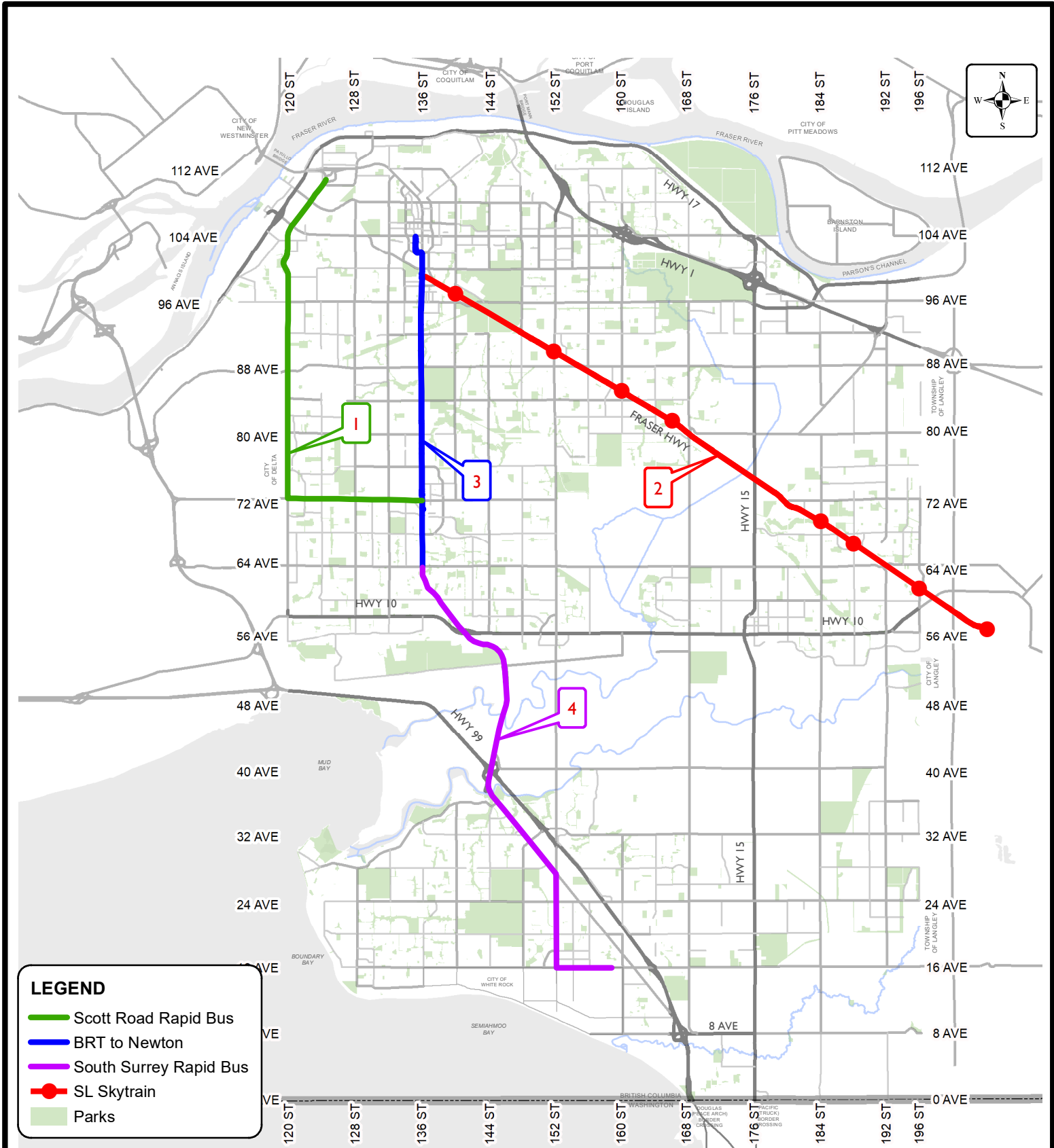
Compared to other cities in Canada with a population of over 500,000, Surrey has below average transit services levels and very poor inter-city connectivity. Regional statistics from TransLink’s Trip Diary show that over 75% of the trips generated in Surrey remain south of the Fraser. In addition, given the City’s rapid population growth and forecasts, it is critical to complement existing transit with local services to promote higher ridership and a more efficient use of the network.

Key initiatives to relieve overcrowding on critical routes, increase the hours of operation, and extend services to areas with limited access to transit will include:

1. R6 Scott Road: Implement RapidBus (R6) on Scott Road and 72 Avenue, between Scott Road Station and Newton Exchange (construction Spring 2023, service in early 2024).
2. Surrey-Langley SkyTrain: Deliver the Surrey-Langley SkyTrain and work with TransLink to update the South of Fraser Area Transit Plan and the Surrey-Langley SkyTrain Bus Integration Plan (which will focus on changes to the transit network required to support the Surrey-Langley Skytrain, including the reallocation of service hours within the study area).
3. R1 King George Bus Rapid Transit (“BRT”) to Newton: High-order transit with a dedicated busway or separate bus lanes, signal priority, and high capacity/efficiency stations from City Centre to Newton.
4. R1 RapidBus to South Surrey: RapidBus from Newton to South Surrey/Semiahmoo Town Centre.
5. Surrey/South of Fraser Area Transit Plan: Initiate an update to this 2007 Plan, focusing on reallocate of service hours within the study area and the integration of the bus network with the Surrey-Langley SkyTrain.

These initiatives fall under TransLink’s jurisdiction and support; therefore, their realization will require substantial advocacy efforts at all levels of government.

These transit projects are shown in the attached map.



LEGEND

- Scott Road Rapid Bus
- BRT to Newton
- South Surrey Rapid Bus
- SL Skytrain
- Parks

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Short Term Transit Priorities

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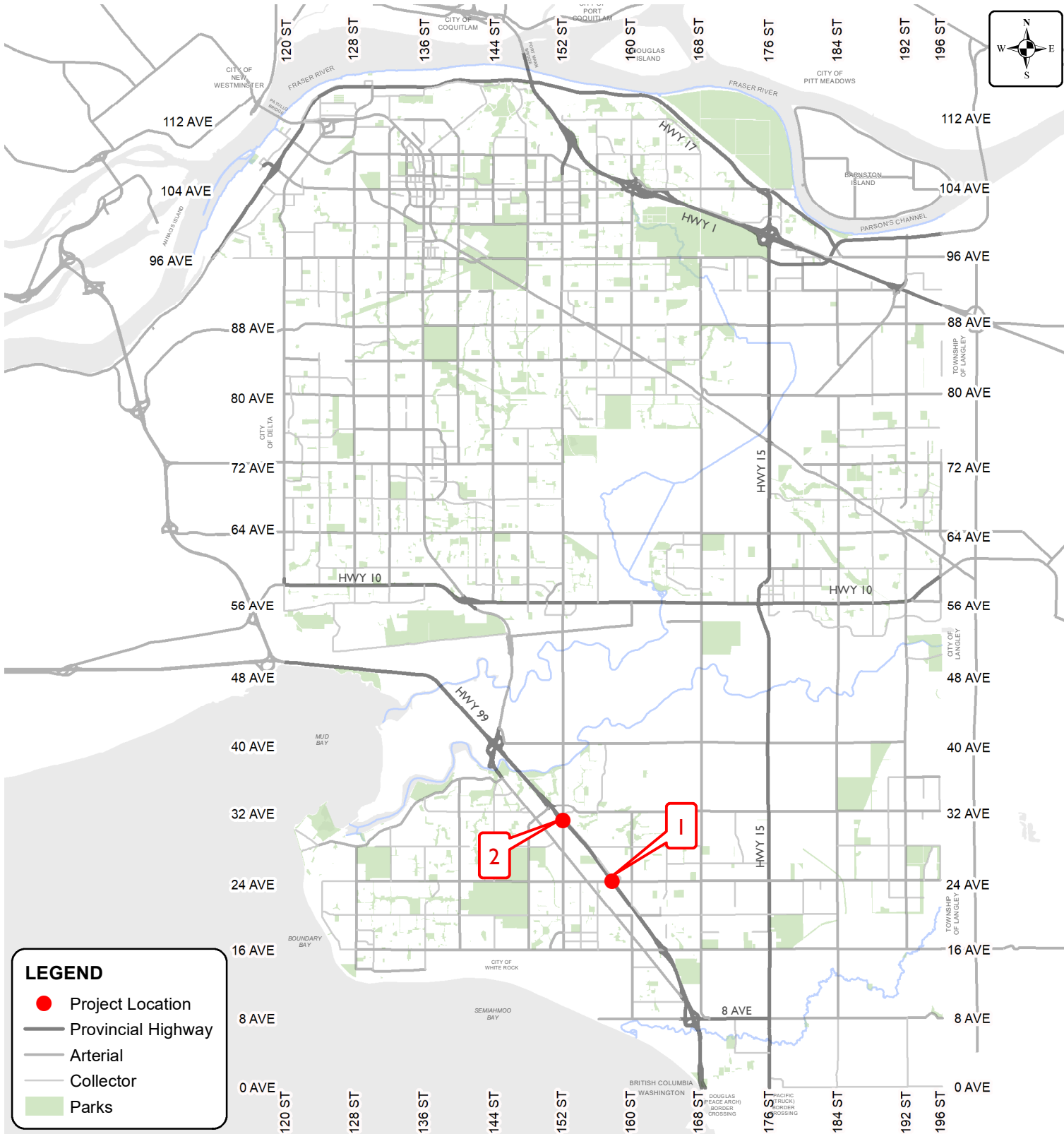
Regional Projects

The Ministry of Transportation and Infrastructure (“MOTI”) manages and maintains the Provincial highway network, with strategic connections within Surrey. These links play a crucial part of both the local and regional road network, requiring significant contributions.

Over the next four years, the City’s priorities for key connections to improve vehicle and goods movement and serve the growth the City, includes seeking funding from MOTI is for the following:

1. Interchange ramps at 24 Avenue and Highway 99; and
2. New overpass and complementary ramp improvements at 152 Street and Highway 99.

These regional projects are shown on the attached map.



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Short-Term Regional Projects

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