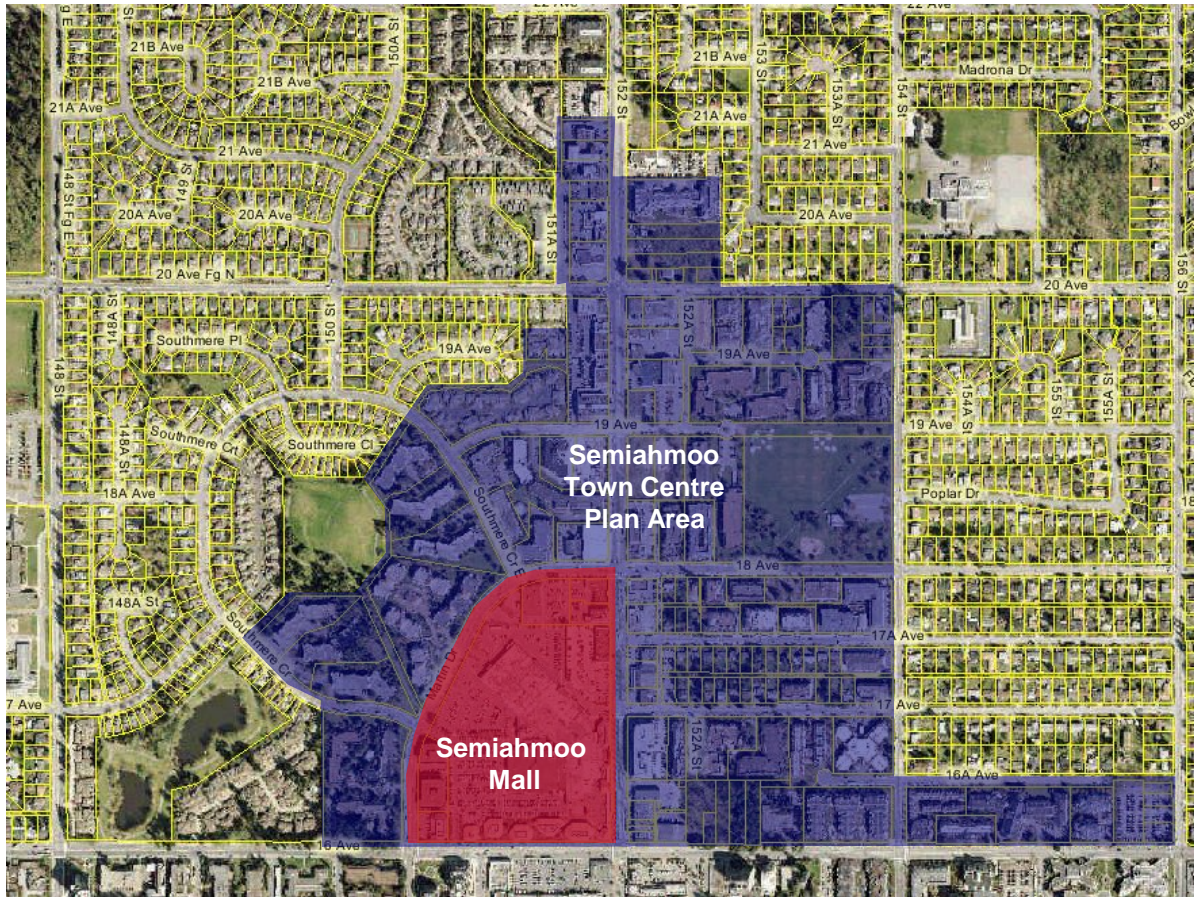
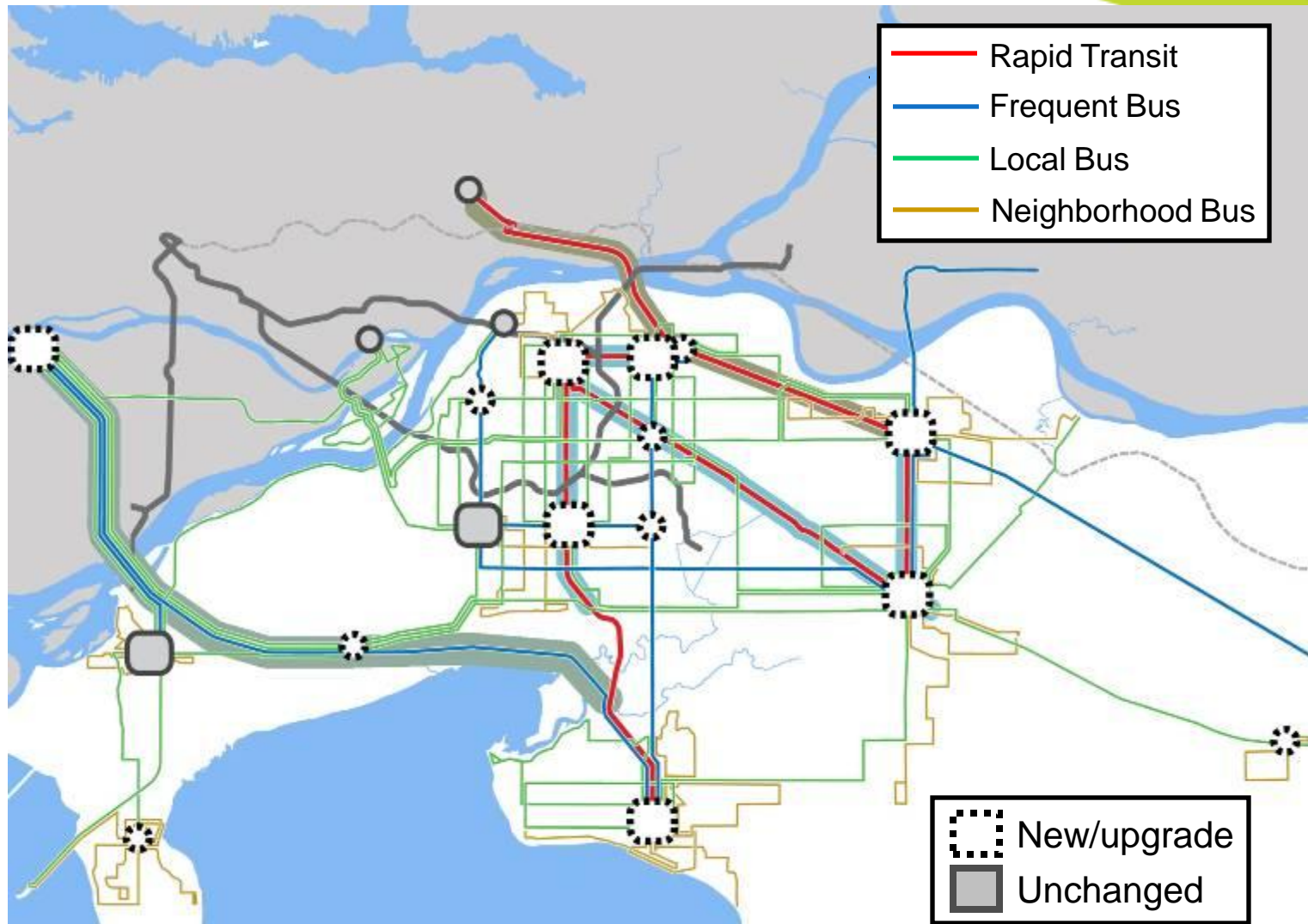


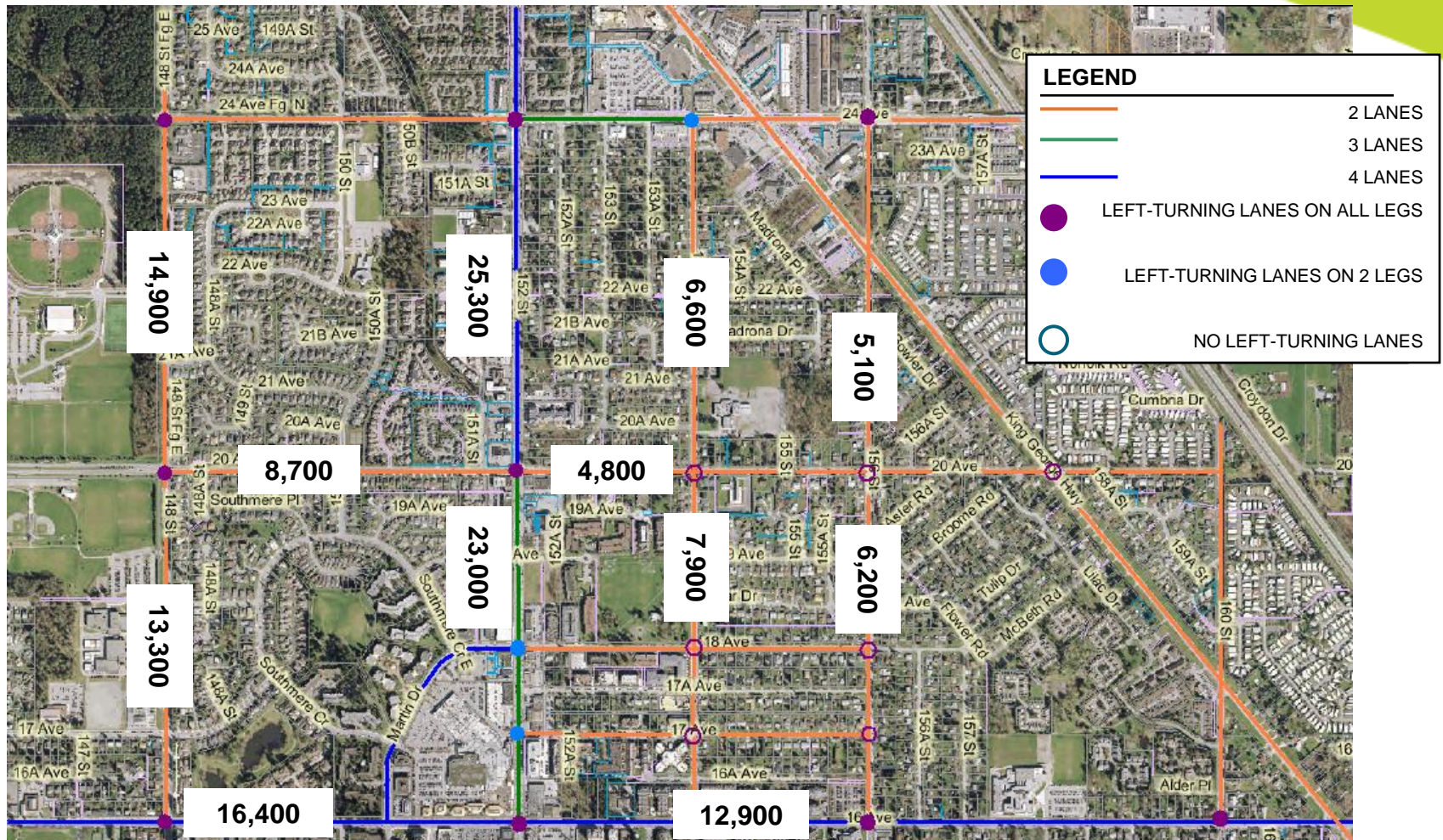
Semiahmoo Town Centre Transit Update



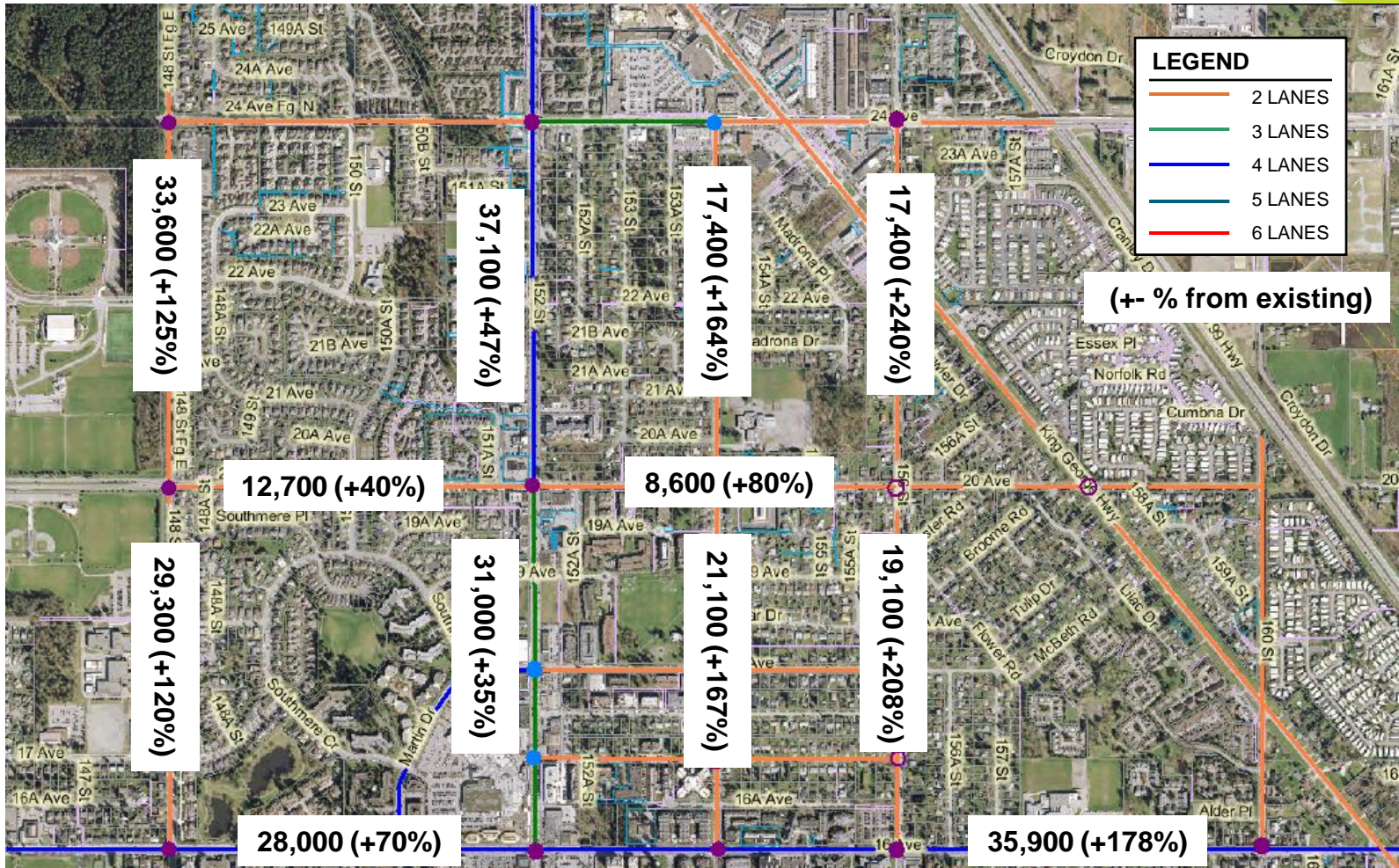
2031 Regional Transit Network



Traffic Volume: Existing (2007) - Laning, & Volumes (AADT)



Traffic Volume: 2031 Modeled Laning & Volumes

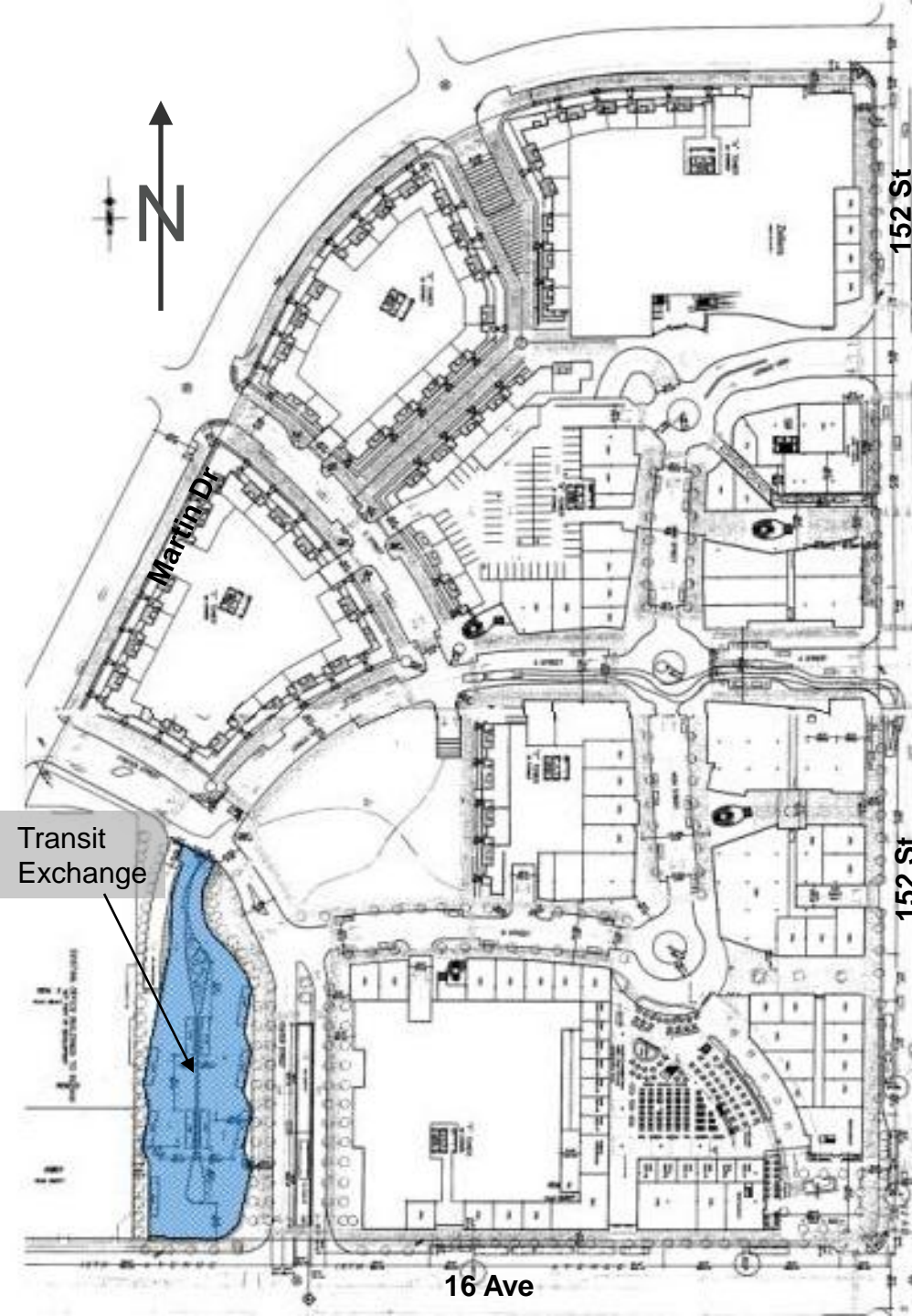


Semiahmoo/ White Rock Area Transit plan

- South of Fraser ATP has defined targets for 2031
- Regional Scope of Semiahmoo Exchange
 - Important transit node for the region
 - King George Hwy Bus Rapid Transit (BRT)
 - Frequent Commuter Service (to Canada Line)
 - Hub for all local routes
 - High pedestrian volumes

Semiahmoo Mall :Transit Exchange

- Facilities loading and unloading on-street
 - Close proximity to stores
 - Open to natural day-light
- Bus layovers are in a separate underground facility close by:
 - Provides storage
 - Turning facility
 - Cleaning location



Exclusive Transit Lanes on 152 St

- Agreement for 4 General Purpose Travel Lanes
- TransLink & Provincial Transit Plans Call for Rapid Bus along this corridor
- Council and Town Centre plan support an increase in modal split
- Requires Exclusive Bus Lanes to achieve 27km/hr operating speed (45min to City Centre)

152 Street Cross Section

4 GP & 2 Bus Lanes

- Road network could handle growth in traffic with the assumption of 4 lane cross section for 148 St
- 148 St is the only arterial alternative to relieve traffic along 152 St
- 154 St & 156 St are around 20,000 vpd and could remain as 2 Lanes
- 152 St will require protection for wider road allowance
- Can be achieve through redevelopment in the Town Centre and have interim implementation with BOSA Development
- A long term implementation strategy will be required north of 20 Avenue

Modeling and Analysis

- Evaluated impact of lane changes:
 - Interim layout - 2GP & 2 Transit
 - Full build out – 4GP & 2 Transit
- Impact analysis for the provision of Left Turn facilities
 - Efficiency
 - Safety
 - Location : 16-20 Ave

Transportation Plan Updates

- Urban Systems have been engaged to refine the S.Surrey/ White Rock EMME/2 model
- Conclusion of impact analysis (previous slide)
- Stage 2 Transportation Study required to determine requirements for:
 - Local pedestrians
 - Cyclists
 - Transits
 - Road Infrastructure
 - Costs
- Development of Pedestrian and Cycling Plans