Surrey Rapid Transit Study Findings

Surrey and surrounding communities are forecast to attract 28% of the region's new jobs and 26% of new residents in the next three decades. Currently, 84% of trips between urban centres in Surrey and surrounding communities are by car.

WHAT IS THE SURREY RAPID TRANSIT STUDY?

Launched in 2010, the study reviewed alternatives for rapid transit service in Surrey and surrounding communities.

The study aimed to identify rapid transit alternatives that meet three goals:

**SHAPE TRAVEL DEMAND**
Meet, shift and help shape travel demand through improved transit service quality.

**SHAPE LAND USE**
Shape future land use in keeping with the Regional Growth Strategy and municipal plans.

**RAISE TRANSIT RIDERSHIP, LOWER EMISSIONS**
Help achieve mode share and emissions targets.

WHO SPONSORED THE STUDY?

TransLink and the Province of British Columbia sponsored the study, in partnership with the City of Surrey, City of Langley, and Metro Vancouver.

WHAT WERE THE STUDY'S GOALS?

Each alternative was evaluated on seven accounts for benefits and impacts:

**ECONOMIC DEVELOPMENT**

**ENVIRONMENT**

**FINANCIAL**

**SOCIAL & COMMUNITY**

**TRANSPORTATION**

**DELIVERABILITY**

**URBAN DEVELOPMENT**

These alternatives best address the study goals, and are highlighted for further consideration.

WHAT ALTERNATIVES DID WE IDENTIFY?

**BRT 1**

Light Rail Transit (LRT) on Fraser Highway, King George Boulevard, and 104th Avenue

**LRT 5**

LRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue

**LRT 1A**

LRT on Fraser Highway, 104th Avenue, and King George Boulevard south to Newton, with BRT from Newton to White Rock

**RRT 1B**

Rapid Rapid Transit (RRT) on Fraser Highway, and BRT on King George Boulevard and 104th Avenue

**BRT on Fraser Highway, King George Boulevard, and 104th Avenue**

**LRT on Fraser Highway, and BRT on King George Boulevard**

**LRT on Fraser Highway, 104th Avenue, and King George Boulevard**

**BRT on King George Boulevard and 104th Avenue**

**LRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue**

ANNUAL OPERATING COST (in 2041)

$47 million

$43 million

$39 million

DAILY BOARDINGS (in 2041)

180,000

180,000

166,000

NEW DAILY TRANSIT RIDERS/TRIPS (2041)

13,500

12,500

12,000

LENGTH OF BRT

18 km

27 km

13 km

LENGTH OF LRT

40 km

24 km

13 km

CAPITAL COST

$0.9 billion

$1.68 billion

$2.18 billion

TRAVEL TIME

Surrey Centre to Langley Centre

30 minutes

29 minutes

29 minutes

Base case = 54 minutes

Surrey Centre to White Rock

37 minutes

37 minutes

38 minutes

Base case = 59 minutes

WHAT ALTERNATIVES DID WE IDENTIFY?

RRT 1A

RRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue

DESCRIPTION

LRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue

**RRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue**

**LRT on Fraser Highway, 104th Avenue, and King George Boulevard**

**LRT on Fraser Highway, 104th Avenue, and King George Boulevard**

**BRT on King George Boulevard and 104th Avenue**

**LRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue**

**RRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue**

**BRT on King George Boulevard and 104th Avenue**

**LRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue**

**BRT on King George Boulevard and 104th Avenue**

**LRT on Fraser Highway, and BRT on King George Boulevard and 104th Avenue**

$0.9 billion

$1.68 billion

$2.18 billion

$1.3 billion

$1.8 billion

$2.2 billion

$2.5 billion

$3 billion

$3.5 billion

$4 billion

$4.5 billion

$5 billion

$5.5 billion

$6 billion

$6.5 billion

$7 billion

$7.5 billion

$8 billion

$8.5 billion

$9 billion

$9.5 billion

$10 billion

TRAVEL TIME

Surrey Centre to Langley Centre

30 minutes

29 minutes

29 minutes

Base case = 54 minutes

Surrey Centre to White Rock

37 minutes

37 minutes

38 minutes

Base case = 59 minutes

$0.9 billion

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$3.5 billion

$4 billion

$4.5 billion

$5 billion

$5.5 billion

$6 billion

$6.5 billion

$7 billion

$7.5 billion

$8 billion

$8.5 billion

$9 billion

$9.5 billion

$10 billion

What are the next steps?

Now that the study has identified four alternatives for consideration in Surrey, it's up to the region to consider trade-offs and competing regional investment priorities, and decide on what level of rapid transit investment the region should make. TransLink will facilitate this discussion through the Regional Transportation Strategy process in 2013, which will ask the region to clarify a shared vision for its long-term transportation future, and identify what we can do now to take us there.

PUBLIC CONSULTATION BY THE NUMBERS

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