



Corporate Report

NO: C007

COUNCIL DATE: May 15, 2006

COUNCIL-IN-COMMITTEE

TO: Mayor & Council DATE: May 9, 2005
FROM: General Manager, Engineering FILE: 3805-550
SUBJECT: Traffic Calming Plan for Fraser Heights Neighbourhood, West of 176 Street and North of Highway 1.

RECOMMENDATION

It is recommended that Council approve the Fraser Heights traffic calming plan and associated strategy documented in this report.

INTENT

The purpose of this report is to seek Council approval of the proposed traffic calming plan implementation strategy for the Fraser Heights community.

BACKGROUND

Traffic calming has become a significant issue in Surrey over the last few years. A separate report on the overall traffic calming program is being submitted to Council for consideration concurrently with this report. The Fraser Heights area has reflected the citywide trend of increasing demand for traffic calming and Engineering has in the past received many requests for traffic calming on roads in Fraser Heights.

The main concern for residents in the area relates to the speed of traffic shortcutting through the neighbourhood to by-pass the Highway 1 traffic congestion in the morning peak period. Some drivers try to bypass much of the queuing by cutting through this neighbourhood between the freeway access points at 176 Street and 152 Street. Rather than dealing with multiple traffic calming requests individually, Engineering developed a traffic calming plan for the entire Fraser Heights Area (West of 176 Street and North of Highway 1) and presented it at a public open house.

Some elements of the traffic calming plan have been constructed. These are on 160 Street between 108 Avenue and 110 Avenue. It is proposed to implement measures on 110 Avenue (between 157A Street and 160 Street) and on 155 Street (between

108 Avenue and 110 Avenue) later this year in conjunction with planned improvements at the 110 Avenue/154 Street/Highway 1 on-ramp improvements.

Measures on 112 Avenue and 168 Street will also be promoted later this year as part of the City-wide 2006 traffic calming program.

The transit improvements on 110 Avenue from the Highway 1 on-ramp at 152 Street / 156 Street, which is part of the City's capital works program, was also presented at the open house, as these will influence the traffic pattern in the Fraser Heights neighbourhood.

The 156 Street underpass of Highway 1 which was recently presented to the public is not expected to affect the traffic calming plan, but minor amendments could be made if necessary.

DISCUSSION

Public Open House Results

A public open house was held at Erma Stephenson Elementary School on May 11, 2005 with residents encouraged to attend by means of public advertisement in local newspapers along with letters distributed with the 'Surrey Now' newspaper within the Fraser Heights Neighbourhood.

Three hundred eighty-eight (388) residents attended the open house and 194 households responded to all or part of the questionnaire. Their responses can be summarized as follows:

- 80% strongly or somewhat supported the traffic calming plan, 18% strongly or somewhat opposed the plan and the remainder had no opinion; and
- 76% of respondents felt that the traffic calming plan adequately or somewhat addresses resident concerns and complaints, 22% said no, while 2% had no opinion.

A significant number of respondents indicated the need for more traffic calming at specific locations. The notable requests are included in Appendix 1 along with the City's evaluation and conclusions.

The proposals presented to the public represented an overall plan for traffic calming in Fraser Heights. The principle for traffic calming was supported by the public although not surprisingly there were many and varied opinions expressed. It is the intention of staff to continue with the detailed design of the measures and it is anticipated that there will be further opportunity for residents of particular streets to comment prior to any measures being implemented.

Funding and Implementation

The demand for traffic calming from across the City is high and exceeds the funds currently available. Details of the City's traffic calming program, including funding issues, are described in a separate report. The estimated \$1.3 Million for traffic calming in

Fraser Heights represents the entire City traffic calming budget for the last two years. Therefore, staff recommend a phased implementation over approximately the next three years as part of the future citywide program of projects. The initial phasing based on current traffic conditions, public demand and coordination of projects is proposed to include 110 Avenue, between 157A Street and 160 Street, 155 Street (between 108 Avenue and 110 Avenue, plus sections of 112 Avenue and 168 Street. It is not possible to firmly establish phasing beyond this due to the need to remain responsive to factors including the possible traffic displacement from one street to another as a result of measures implemented, levels of public demand, ongoing consultation with the community, priorities within the overall City program, opportunities to include traffic calming as part of other construction in the area and broader changes to traffic conditions.

CONCLUSION

Public response generated by the Public Open House was quite high, indicating a level of concern about speeding and shortcutting traffic in the Fraser Heights neighbourhood. Staff recommend that Council approve the implementation of traffic calming on a phased basis in the neighbourhood as generally illustrated on the attached plan.

Paul Ham, P.Eng.
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APPENDIX 1

Below are specific requests from the public at the Open House for additional traffic calming or plan changes. Some of the requests have been incorporated, but some could not be. The City's evaluation and rationale are included below.

- A petition signed by 20 property owners on 168 Street, between 108 Avenue and 112 Avenue, was received after the open house, requesting more traffic calming measures on their street. Staff are proposing to re-design the traffic calming on this route to reduce the spacing between individual traffic calming features.
- Another petition, supported by the Principal of Bothwell Elementary School and signed by 13 property owners, requested a roundabout or a pedestrian signal at the intersection of 104 Avenue and 170A Street. This location does not meet the City's warrant criteria for a roundabout or pedestrian signal. However, a marked and signed crosswalk on 104 Avenue at 170A Street has subsequently been approved by the City and is programmed for construction later this year.
- 18 respondents asked for more traffic calming on 112 Avenue, between 154 Street and 164 Street. Engineering is proposing to re-design the proposed traffic calming on this route to reduce the spacing between individual features. However, 112 Avenue is designated as a collector road and both the form and level of traffic calming will reflect the role and function of this route.
- 25 respondents asked for a traffic signal or stop sign, instead of a roundabout, at the intersection of 104 Avenue and 168 Street. This intersection is highly suitable for a roundabout, due to high left turn volumes, balanced north-south and east-west traffic volumes and the presence of high number of pedestrians at this intersection. The concern is believed to be a result of unfamiliarity with roundabouts. It is also noted that a number of residents at the Open House supported the idea of a roundabout.
- 23 respondents asked for a traffic control measure, like all-way stop, roundabout or traffic signal at the intersection of 104 Avenue and 164 Street. An initial analysis of the intersection showed that neither a traffic signal or an all-way stop was warranted. However, a consultant has been retained to determine the best option for traffic control. This intersection is within the jurisdiction of the Ministry of Transportation so any proposals here would have to be acceptable to the Ministry. Once a best option has been determined and the community consulted, it will be included for consideration in the 2007 roads construction budget and the City would pursue cost-sharing from the MoT.
- 18 respondents opposed the installation of a proposed median blocking left turns from 176 Street to 100 Avenue and vice versa. It was viewed as too impactive to the local residents and those destined to Pacific Academy. The median has been removed from the proposed plan and speed humps have been added on Barnston Drive West, 170A Street, 172 Street and 103 Avenue, to discourage shortcutting and reduce speeds.
- Several respondents requested additional traffic calming measures on 108 Avenue, 110 Avenue, the 108 - 110 Avenue connector, Barnston Drive and 160 Street. These are arterial and collector roads and some are utilized by transit and for emergency response. Traffic calming is not permitted on arterial roads and is not supported on higher volume collector roads. Less restrictive traffic calming must be utilized on transit or emergency response routes to ensure suitable passage.

A roundabout will be constructed at the intersection of 108 Avenue and 158 Street, which will connect to 110 Avenue and the freeway access. Medians have been constructed on 110 Avenue, east of 154 Street and along the 108-110 Avenue connector. These have created the feeling of a narrower parkway and early observations show they have encouraged lower speeds.

- There were some other comments not directly related to this plan, which will be dealt with separately by the Transportation Section.