



Corporate *NO: R112*

Report *COUNCIL DATE: May 15, 2000*

REGULAR COUNCIL

TO: Mayor & Council **DATE: May 5, 2000**

FROM: General Manager, Engineering **FILE: 2152-08400**

SUBJECT: Median on 84 Avenue: 128 Street to 132 Street

RECOMMENDATION

That Council:

1. Receive this report for information.
2. Authorize staff to proceed with the removal of the median at the locations noted in the report with funding to come from the Arterial Roads Unallocated fund.

INTENT

To apprise Council of the recommended course of action to remediate the operational problems regarding access to adjacent properties along 84 Avenue between 128 Street and 132 Street.

BACKGROUND

At the March 29, 1999, Council meeting, the Engineering Department was requested to further review the concerns of adjacent business and property owners regarding the median and access on 84 Avenue from 128 Street to 132 Street.

Subsequently, staff met with the property owners and distributed a survey to all of the business and property owners along this portion of 84 Avenue. The majority of the business owners did not respond to the survey but those that did indicated that there are three problems in this area:

1. Driving the wrong way down the street.
2. Illegal left turns across the median.

3. Riding up onto the median to access the sites.

Considering these issues, the Engineering Department retained the services of a consultant to develop options and associated cost estimates in an effort to address the issues.

DISCUSSION

The consultant evaluated three options to alleviate the noted problems: replace the median with a centre-two-way left turn lane, widen existing driveways, and create median breaks at selected locations.

OPTION 1 - Centre-Two-Way Left Turn Lane

Replacing the median with a centre-two-way-left-turn-lane (CTWLTL) would provide the greatest freedom of movement for all adjacent businesses but would negate the substantial investment that Surrey has made in the treed median. Based on comments from the adjacent businesses as well as field observations of the location of the driveways, it does not appear that CTWLTL would be the optimal solution.

Cost to Surrey: \$75,000

OPTION 2 - Widen Existing Driveways

Allow owners to widen existing driveways is an alternative to mitigate the damage to the median caused by trucks entering/exiting the adjacent businesses. By widening the driveways, the turning radii for longer trucks are more efficiently accommodated. The disadvantage of this option is that it does not address the request of adjacent business owners for left turn access into and out of their sites. This option also does not address the issue of vehicles making illegal maneuvers.

Cost to Surrey: \$0

OPTION 3 - Create Median Breaks at Selected Locations

Median breaks could be accommodated at two locations: at 13042 - 84 Avenue, and at 13078/13112 - 84 Avenue (please see Attachment A). These median breaks would facilitate left turn access to the adjacent properties on both sides of 84 Avenue. In addition, the breaks would also significantly reduce the damage to the medians caused by left turning traffic and would preclude illegal maneuvers currently being made. These two locations are also the only two properties currently known to have large trucks making pick-ups and deliveries.

Cost to Surrey: \$35,000

CONCLUSIONS

The consultant retained to evaluate the situation, in consultation with staff, has evaluated three different options to address the issues of: driving the wrong way down the street; illegal left turns across the median; riding up onto, and damaging, the median to access the sites. The options included removing the entire median, widening existing driveways and removing selected portions of the median. It is recommended that the third option, removing selected portions of the median, be implemented to address both City and business

owner issues. This option will provide better access to businesses on both sides of 84 Avenue and will address the needs of large trucks to access the sites.

Jorgen Johansen, P. Eng.

General Manager, Engineering

GV/brb

Attachments

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