



Corporate NO: R062

Report COUNCIL DATE: April 8, 2002

REGULAR COUNCIL			
TO:	Mayor & Council	DATE:	April 3, 2002
FROM:	General Manager, Engineering	FILE:	5400-80(03200)
SUBJECT:	32 Avenue Status and Future Development		

RECOMMENDATION

It is recommended that Council receive this report for information.

INTENT

To provide information regarding the plans for future improvements to 32 Avenue between 152 Street and 168 Street, and regarding a number of specific questions/requests from the "32 Avenue Action Committee."

BACKGROUND

On March 11, 2002, a group of citizens calling themselves the 32 Avenue Action Committee appeared before Council-in-Committee to present their views and to request information and action regarding 32 Avenue, particularly with respect to 32 Avenue being a designated truck route. Council subsequently requested a report from staff to address the seven items raised by the delegation, plus a further two items raised by Council during their discussion with the delegation.

DISCUSSION

The items raised by the delegation were as follows:

Delegation Request: *That crosswalk lines be painted on the intersection of 32 Avenue and 160 Street.*

Background Information

These crosswalk lines were installed as part of the 32 Avenue upgrading project in 2000/2001 which included

signalizing the 160 Street intersection. Crosswalk lines were in place at the time of the delegation.

Proposed Action:

Crosswalk lines are in place – no further action is required.

Delegation Request: *The reposting of “No Truck” signs on 32 Avenue at the entrances of 152 Street and 176 Street.*

Background Information

The practice in Surrey, and almost all other municipalities, is to “positive sign” truck routes. That is, those relatively few roads which are designated truck routes are signed to indicate that trucks are permitted. “Negative signing” would mean that every road which is not a truck route would have to be signed to indicate no trucks permitted. When 32 Avenue was temporarily removed from the truck route network, in addition to removing the positive truck route signing, “no truck” signs were installed on a temporary basis to aid in making the trucking industry aware of the change.

In view of the further one-year extension of the truck route removal, such signs could be again installed for a temporary term.

Proposed Action:

Install ‘no through truck’ signs to the end of 2002 to inform the trucking industry of the continued prohibition on through trucks on 32 Avenue.

Delegation Request: *Increased vigilance regarding trucks on 32 Avenue between 152 Street and 176 Street.*

Background Information

By-law Enforcement and Licensing has been advised of this request and the level of enforcement has been increased.

Proposed Action:

Continue with increased level of enforcement.

Delegation Request: *That Council considers other viable alternative routes for trucks.*

Background Information

The only reasonably continuous east-west arterial routes through Surrey south of Highway 10 capable of taking truck traffic are 32 Avenue, 24 Avenue, and 16 Avenue. (40 Avenue, 8 Avenue east of 184 Street, and 0 Avenue are prohibited to trucks due to structural conditions and/or low geometric standard.) (See Figure 1.) Of these roads, 16 Avenue is the only designated truck route currently available. 24 Avenue has a much higher level of directly fronting residential development and driveway density, and does not extend east of 192 Street and connect to the Langley truck route network nor does it connect directly to Highway 99. Consequently, it was not designated as a truck route. 32 Avenue is directly connected to Highway 99 via an interchange, runs through the centre of the proposed Campbell Heights industrial area and connects through Langley to 200 Street. Limiting east-west truck routes to 16 Avenue and Highway 10 without the use of 32 Avenue adds up to an additional 8.6 kilometres travel distance to truck movements in the area.

The delegation suggested that Colebrook Road be established as an additional truck route. This road currently

does not exist east of 160 Street. The establishment of this road is being pursued with the Province as an alternative to upgrading Highway 10, and as part of an overall connector between Highway 1 and Highway 99. The section from 192 Street to King George Highway is estimated to cost \$70 million. However, the completion of this road is a low priority with the Province and is 10 years or more away.

Proposed Action:

Even though it may not be achievable for a decade or more, the City will continue to pursue a new highway on the Colebrook Road alignment as part of a connector between Highway 1, Highway 99, Campbell Heights and the US Border.

***Delegation Request:** Council's support in a motion to TransLink that 32 Avenue between 152 Street and 176 Street be permanently removed as a designated truck route.*

Background Information

32 Avenue is a direct link from Highway 99 to the designated Campbell Heights industrial area. The viability of development of this area will be dependent upon a high level of access for goods movement as well as employees. 32 Avenue has potential for inclusion in the regional Major Road Network which would qualify it for TransLink funding for operations, maintenance and future capital improvements to support Campbell Heights development. As a non-truck route, this road will not meet MRN eligibility criteria.

If 32 Avenue is permanently deleted as truck route, the impact of this decision on the potential development of the Campbell Heights area will need to be evaluated.

Proposed Action:

Refer consideration of the future role of 32 Avenue as a potential component of the Major Road Network to the Planning Sub-Committee of the GVTA Major Roads and Transportation Advisory Committee (MRTAC).

***Delegation Request:** Council's support of a change to the By-law which would allow a sound buffer to be erected on 32 Avenue from 160 Street to 164 Street.*

Background Information

The Planning and Development Department is willing to consider a noise attenuation fence along 32 Avenue, subject to resolution of matters of location, design, height, and aesthetics, and are currently processing an application for a Development Permit Minor Amendment and for a Development Variance Permit to allow such a fence to be constructed. Assuming the details as noted above will be resolved, these permits will come forward for Council approval.

Proposed Action:

DVP for noise attenuation fence to be brought forward to Council for consideration.

***Delegation Request:** Clarification and timely notification to what development is planned on 32 Avenue, particularly at this time between 160 Street and 168 Street.*

Background Information

It is planned to continue roadway improvements on 32 Avenue, from 160 Street to 168 Street, subject to available budget, in 2004/05. The proposed cross-section will be two lanes with wider shoulders, a sidewalk

and turn lanes at intersections. This work from 160 Street to 168 street is the only work on 32 Avenue identified in the City's Ten Year Servicing Plan. No further work on 32 Avenue between 152 Street and 176 Street is planned at this time other than routine pavement rehabilitation.

Proposed Action:

That the 32 Avenue Action Committee be informed of future proposed road works once Council has given the necessary budget approvals.

In addition to the items raised by the delegation, the following items were raised by Council:

- *That staff review the contents of the Reid Crowther report.*

Background Information

As one component of the process whereby the Surrey truck route network was developed and implemented in 1998, Reid Crowther and Partners Ltd. was commissioned to carry out a comparative ranking of the City's arterial and major collector networks for suitability as alternative potential truck routes. The ranking was based on criteria such as fronting land use and density, exposure to elementary schools, connectivity, continuity, road grades, clearance at underpasses, level of existing use, congestion, safety history, etc. Members of the delegation suggest that this report inaccurately ranks 32 Avenue relative to some of the other arterial corridors examined. This suggestion was made by members of the delegation at the time of their previous delegation to Council and the report was consequently reviewed by staff at that time. No inaccuracy was found which would materially affect the overall rationale for 32 Avenue being proposed as a truck route.

- *That staff review the issue of safety concerns along 32 Avenue.*

Background Information

The delegation voiced their principal safety concerns as being:

- schools near and along 32 Avenue bring children who may have to cross 32 Avenue,
- there is speeding on 32 Avenue,
- there is a potential for a future fatal accident if trucks continue to use 32 Avenue.

The recent upgrading of 32 Avenue between 152 Street and 160 Street, plus the planned upgrading between 160 Street and 168 Street as described above, has been directed towards both capacity and safety improvements. Work completed has included the addition of wider shoulders, a continuous centre left-turn lane, traffic signal at 160 Street, separate sidewalk/pathway along the north side, and improvements to the road profile and sight distances. There is no physical deficiency with respect to safety in the improved area.

The elementary school catchment area boundary lies along 32 Avenue which eliminates the need for children to cross 32 Avenue for schooling.

There is no statistical evidence to suggest that the presence of trucks on any street increases the probability of fatal accidents. On the contrary, collision statistics compiled by ICBC indicate that on the basis of either a percentage of vehicles or of total vehicle kilometres travelled, the overall collision rate for heavy trucks is lower than for passenger vehicles. Of the total number of collision accident claims in Surrey during 2001, almost 95% relate to non-commercial vehicles.

Speeding on an arterial is generally a matter for enforcement. It is probable that professional drivers have a higher rate of compliance than the general public and thus trucks in the traffic stream may serve to keep the passenger vehicle traffic within posted speed limits.

CONCLUSION

The delegation has raised a number of issues, some of which can be dealt with in the short-term (or have already been addressed), such as crosswalk lines, increased levels of enforcement, additional signage and a DVP for a noise fence. Others, such as pursuing alternative truck routes such as a new Colebrook Road (i.e., the Highway 1-99 connector), are longer term initiatives. Currently through trucks are prohibited from using 32 Avenue until the end of the year. It is suggested that the role that 32 Avenue plays in the regional road network be reviewed by the GVTA MRTAC Planning Sub-Committee to determine how best to respond to the delegation request that Council support a motion to the TransLink Board to permanently remove 32 Avenue as a truck route.

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Attachment

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