

Welcome to this virtual open house for the 84 Avenue Improvements



Overview

These boards provide information on:

- 84 Avenue Improvements
- Phase 1 of the Project
- Key project benefits
- Protecting Bear Creek Park and the environment
- Options under consideration
- How to share your input

Your input is important

Please review these presentation boards and complete the online survey before **May 19, 2021**.



84 Avenue Improvements

The City plans to complete road connections on 84 Avenue from 120 Street to Fraser Highway to **improve road safety, increase connectivity and provide travel options**. Construction will be done in phases over the next five years. This engagement will focus on **Phase 1**.

Phase 1: King George Boulevard to 140 Street (2021-2022)

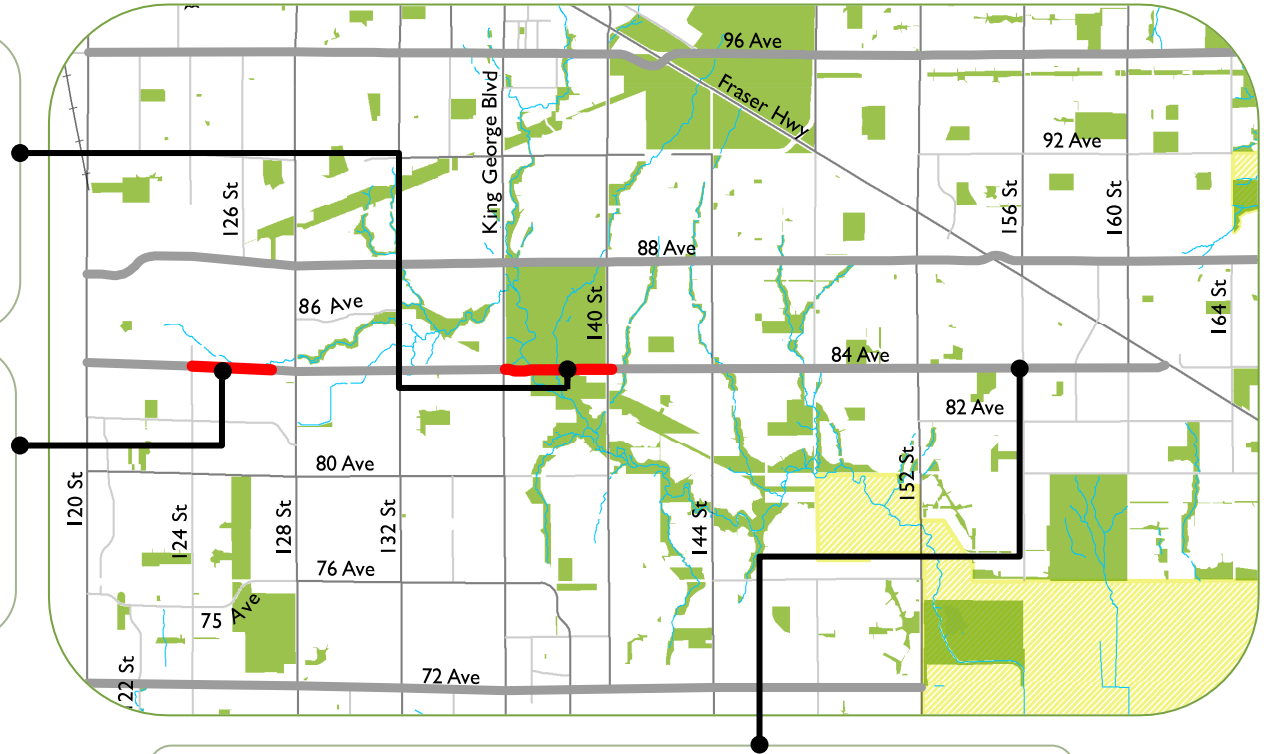
New road connection with vehicle lanes, sidewalks and cycling paths

Phase 2: 120 Street to 128 Street (2022-2023)

New road connection with vehicle lanes, sidewalks and cycling paths, and upgrades to existing road segment

LEGEND

- Proposed Road Connection
- Arterial Roads
- Creek
- River
- Parks
- gricultural Land Reserve



Phase 3: 152 Street to Fraser Highway (2024-2025)

Upgrades with new sidewalks and cycling paths

Phase 1: King George Boulevard to 140 Street

About the Project

The proposed improvements for 84 Avenue will create an **important alternate east-west route, to improve neighbourhood connectivity**. Currently, only 64 Avenue and 88 Avenue provide this option, resulting in a gap in connectivity.

The vehicle lanes will be built **within the existing road allowance** and under the BC Hydro power lines, not in the Bear Creek Park Reservation Area (see map and photo of existing conditions).

City Council has approved field investigation, preliminary designs and **public engagement** to seek feedback.



Phase 1: King George Boulevard to 140 Street

Why 84 Avenue?

Five technically-feasible alternatives were considered between 2005 and 2009 to ease congestion and reduce crashes at 88 Avenue and King George Boulevard. While each met the traffic safety objectives, **84 Avenue was identified as the preferred alternative** because it best meets the City's financial, environmental and property objectives.

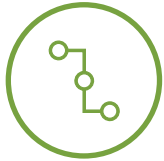
Alternative	Est. Cost (\$2021)	Property Requirements	Park Reservation Area Impacts	Environmental Challenges
Six-lane 88 Ave from Scott Rd to Fraser Hwy	\$50M	High	High	Low
Grade separate King George Blvd at 88 Ave	\$30M	High	High	Medium
Multi-lane roundabout at King George Blvd at 88 Ave	\$25M	Medium	High	Medium/Low
84 Ave improvements from King George Blvd to 140 St	\$13M	None	None	Medium
80 Ave improvements from King George Blvd to 152 St	\$50M	High	None	High

Phase 1: King George Boulevard to 140 Street

Key Project Benefits



Improved road safety



Enhanced connectivity and reliability



Better transportation options



Additional parking and amenities within Bear Creek Park





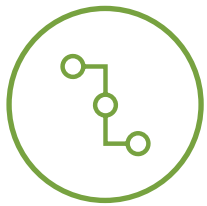
Phase 1: King George Boulevard to 140 Street

Benefit: Improved Road Safety

This alternate east-west route will help save lives by **alleviating heavy congestion on 88 Avenue and King George Boulevard**, so important safety improvements like fully protected left-turn phases, can be installed. This can reduce the number of people killed or injured in left-turn type crashes by up to 100%.

King George Boulevard and 88 Avenue statistics

- **#1** most dangerous intersection in Surrey
- **#3** crash location in the Lower Mainland
- Over **2,000** collisions between 2009 and 2019
- Every **2** days, there is a **collision**
- Every **4** days, there is a **person killed or injured**



Phase 1: King George Boulevard to 140 Street

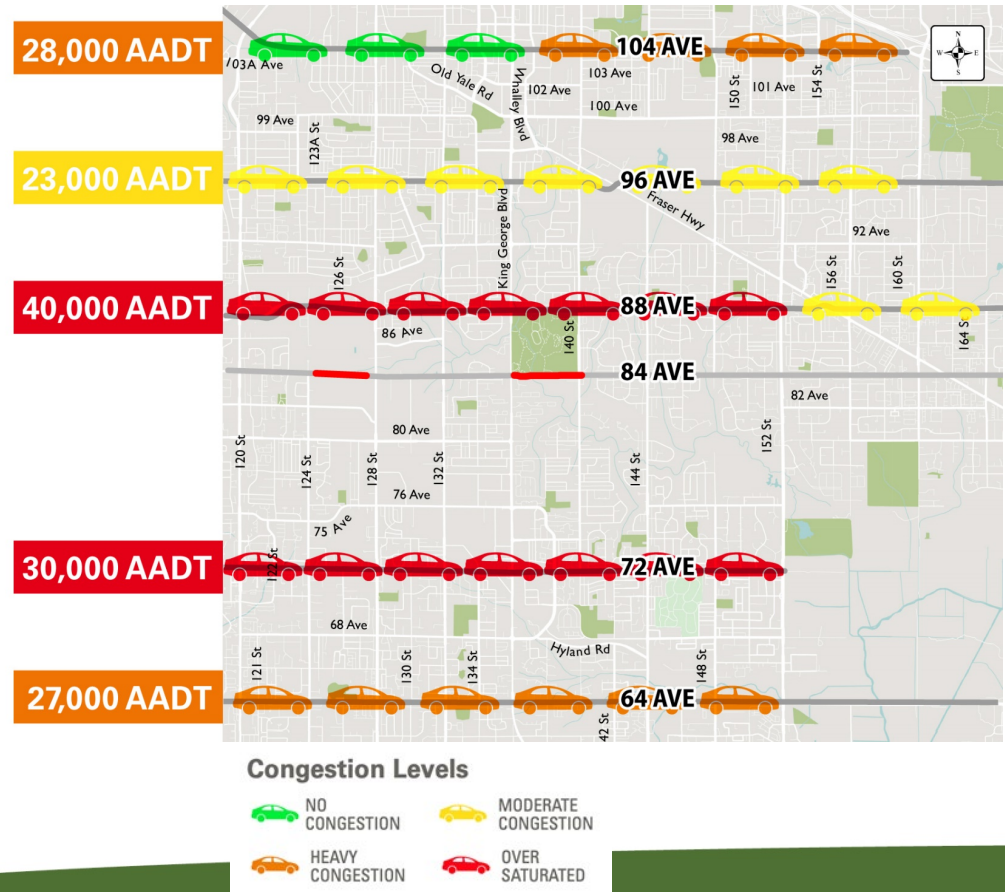
Benefit: Enhanced Connectivity

The City of Surrey grows by approximately 1,000 new residents a month. More than 300,000 new residents will make Surrey home by 2050. We must make sure our transportation network is able to serve our growing community.

88 Avenue is the City's busiest east-west corridor with more than 40,000 vehicles travelling the road each day.

This project will **help distribute traffic more evenly** throughout the City and **save travel time** for residents and commuters.

Vehicle volumes and congestion levels on east-west routes between 120 Street and 160 Street





Phase 1: King George Boulevard to 140 Street

Benefit: Better Transport Options



Walking and cycling paths along 84 Avenue for more travel choice to support healthier lifestyles.



A more **direct east-west cycling route** across the City to help complete the [bike network](#).



Easier access to rapid transit including the R1 RapidBus along King George Boulevard, the planned RapidBus on Scott Road and the future Surrey Langley SkyTrain along Fraser Highway.



A continuous corridor will support **increased transit service** on 84 Avenue in the future.



Increased access for **recreation in Bear Creek Park**.





Phase 1: King George Boulevard to 140 Street

Benefit: Additional Parking for the Park

Bear Creek Park is popular with local residents and visitors from all over the Lower Mainland. Finding parking can be difficult at times. **The new route will make it easier to access the park by car, transit and bike.**

As the City continues to grow, there are plans to upgrade athletics facilities in Bear Creek Park. **Preliminary studies indicate an additional 200 parking stalls are needed to serve facility users.**

During the COVID-19 pandemic, there has been a significant increase in demand for more and better access to parks, including more trails and paths for walking and cycling. This trend is expected to continue.





Phase 1: King George Boulevard to 140 Street

Benefit: New Park Amenities

The project provides an opportunity to add new amenities within Bear Creek Park. The following amenities are being considered:

- Walking trails expansion
- Dog off-leash area
- Public seating
- Public art on the new Bear Creek Bridge



Phase 1: King George Boulevard to 140 Street

Protecting Bear Creek Park

Minimizing impacts to Bear Creek Park is a key priority. The road extension will be built **within the existing road allowance** and under the BC Hydro power lines, not in the Bear Creek Park Reservation Area.

The City will also modify the standard road design to **minimize the road footprint to achieve a context-sensitive design.**



Phase 1: King George Boulevard to 140 Street

Protecting the Environment

Protecting the environment is another key priority for the City. The City has initiated **environmental studies** to ensure potential effects are understood and addressed. The City will also obtain **regulatory permits** and incorporate best management practices during construction.



The 84 Avenue designs will strive to incorporate:

- Context-sensitive road design that limits tree removal and avoids the historical landfills
- A bridge over Bear Creek and oversized culvert on King Creek to protect these watercourses
- Wildlife crossing(s) to maintain connectivity for mammals, reptiles and amphibians
- Bioswales along the road to naturally treat runoff and maintain drainage patterns
- Landscaping, including removing invasive plant species

Phase 1: King George Boulevard to 140 Street

Provide your input

The City of Surrey is seeking your input on options being considered for Phase 1. Provide your views on:

- Walking and cycling paths
- Street lights
- Median designs
- Additional parking
- Park amenities
- Public art themes



Phase 1: King George Boulevard to 140 Street

Options for Walking and Cycling

The City's design will strive to balance road safety and walking/cycling paths while minimizing effects on the environment. The following options are under consideration.



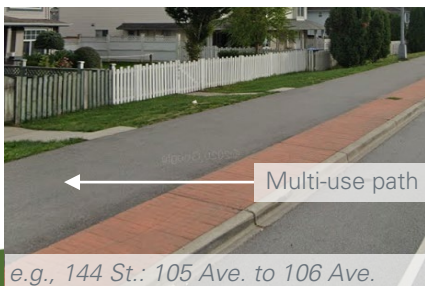
Separated cycling path and sidewalks, with landscaping

This results in the widest footprint and creates the safest pathways for pedestrians and cyclists.



Separated cycling path and sidewalks, without landscaping

This results in a smaller footprint as there is no landscaping and creates safe pathways for pedestrians from cyclists.



Shared cycling and walking multi-use path

Shared multi-use path, similar to existing trails within the park, resulting in the smallest footprint.

Phase 1: King George Boulevard to 140 Street

Options for Street Lights

The following street light options are being considered.



Decorative roadway streetlights

Lighting for the roadway, bike paths and sidewalks for highest visibility for safety. This option will cause some light intrusion in the park.



Decorative pedestrian lights

Lighting for bike paths and sidewalks, but not the roadway. This option will cause less light intrusion into the park as compared to roadway streetlights.



Low level wayfinding lights

Marginal lighting for pedestrian wayfinding. This will not provide sufficient lighting for the roadway and bike paths but will limit light intrusion in the park.

Phase 1: King George Boulevard to 140 Street

Options for Median Designs

The following median designs are under consideration.



Median with landscaping

This is the City standard as it improves road safety by separating opposing traffic. This style results in a wider road footprint.



Narrow median

A narrower median without landscaping to provide road safety while narrowing the road footprint.



No median

While this offers no physical barrier or landscaping, it is considered safe for travel. This option results in the narrowest road footprint.

Phase 1: King George Boulevard to 140 Street

Options for Additional Parking



Three options are being considered for additional parking:

Option 1: New parking lot in Bear Creek Park

Create a new parking lot within Bear Creek Park replacing the existing soccer field.

Option 2: On-street parking and expand the parking lot on 140 Street

Provide parking on 84 Avenue and expand the parking lot on 140 Street.

Option 3: On-street parking and expand existing parking in Bear Creek Park

Provide parking on 84 Avenue and expand existing parking lots in Bear Creek Park.

Phase 1: King George Boulevard to 140 Street

Options for Public Art Themes

The City is considering installing **public art along the new Bear Creek bridge**. A sample from elsewhere in Surrey is shown below.



Phyllis Atkins, *We Are All Connected To This Land*
2019, Surrey BC

Potential themes

- Celebrate the City's geographic setting and **natural features**
- Preserve the City's **natural heritage**
- Reflect the City's **history** and heritage
- Reflect **community values**, traditions, and experiences
- Celebrate the **diversity** of the City's residents

Share your input!

**Take the survey at
[surrey.ca/
84AvenueSurvey](https://surrey.ca/84AvenueSurvey)**

Survey closes May 19, 2021

Thank you!

