



vehicles. The minimum pavement width requirement to accommodate all of these functions is in the order of 8.0 metres. To address traffic movement safety considerations and emergency vehicle accessibility requirements, Traffic Operations prohibited parking along 99A Avenue between 154 Street and 156 Street.

Several months later, the Engineering Department began receiving requests from the residents of the houses that front the south side of this section of 99A Avenue, to reinstate on-street parallel parking on the south side of 99A Avenue in front of their homes. In response to these requests, staff implemented a change in the operation of the street from a two-way traffic operation to one-way westbound traffic only, which permitted the reinstatement of on-street parallel parking along the south side in front of the single family homes.

The majority of the affected residents and representatives of the William F. Davidson Elementary School supported and accepted these newly introduced traffic and parking regulations as a satisfactory solution. After implementation, immediate follow-up with residents and school representatives confirmed that traffic operations and safety had been improved. They observed reduced congestion and significantly fewer cars parked illegally on the sidewalk adjacent to the school blocking access for pedestrians and students, which had been a problem before the change.

However, local residents advised Engineering staff that some motorists were not respecting the traffic signs and were driving in the wrong direction on the one-way street. The City's By-law Enforcement and RCMP traffic control officers were directed to observe the p.m. peak hours traffic operations and increase enforcement efforts in the area with a view to encouraging the proper use of the street. On average, on each day of enforcement within a few hours, between 50 and 60 tickets were issued for traffic violations on the street with up to 150 traffic tickets being issued on some days. It is not practical to sustain an enforcement presence for long periods of time on a single section of street, and residents reported that traffic violations re-occurred when the officers left the location.

To mitigate this safety hazard and physically make it more difficult for motorists to travel in the restricted direction on the street, the Engineering Department closed half of 99A Avenue at the intersection with 154 Street by installing a no-post concrete barrier. At the outset, the impact of the barrier improved the situation, but over time, drivers reverted to their previous behaviours, particularly during the afternoon peak hour (i.e., school pick-up hour).

As this road segment is only a half-road cross-section, City staff has attempted to acquire additional land from the parcel located along the north side of 99A Avenue with a view to implementing a widening to the pavement that will allow two operations and parallel parking on one side. The City's Realty Services Division has spent considerable time and effort in this regard but that owner has not been cooperative in this regard. A voluntary dedication of the road right-of-way widening requirement of 3 metres has not been achieved nor does it seem likely at the present time.

To deal with the issue of non-compliance with the one-way traffic flow by some motorists, the fronting residents have requested that 99A Avenue be closed to all through

traffic by the installation of gates across 99A Avenue at the west boundary of the school site (approximately mid-block between 154 and 156 Streets).

## **DISCUSSION**

The following options have been reviewed with respect to addressing the current challenges:

- Option 1: Gate 99A Avenue to close it to through traffic until 99A Avenue is completed to a full road standard (i.e., the property to the north develops).
- Option 2: Retain one-way traffic flow and continue to undertake enforcement as police resources allow.
- Option 3: Reinstate two-way traffic and prohibit parking to allow appropriate access for emergency vehicles.

Option 1 was proposed by the fronting residents and is the option most supported by them.

These options have also been discussed with representatives of the Parent Advisory Council of the school and their preference is Option 2. Option 1 is not supported as they hold the view that it would result in too much of a severance of the school with the remainder of the neighbourhood. They also do not support the reinstatement of two-way traffic as they hold the view that it could create safety issues related to vehicles driving on the sidewalk on the south side of 99A Avenue due to oncoming traffic (narrow pavement width and a rollover curb at the pavement edge).

From staff's perspective, gating the road and eliminating it from the through local road network will create some short term traffic operations issues, especially for the pick-up and drop-off traffic to/from the school. All of the school traffic would need to be managed through the intersection of 99A Avenue and 156 Street, which is already operating at capacity during the peak hours. After dropping off and picking up school children, drivers who do not use the school drop-off area or the school parking lot would likely try to turn on 99A Avenue in front of the school; such a turn would encroach onto the sidewalk and this would negatively affect student/pedestrian safety. In addition, 99A Avenue is an important connection for emergency vehicles in the neighbourhood and severing this connection could increase emergency response times.

Closing roads, even on an interim basis as requested, in order to mitigate local issues has a spill-over effect on other roads in the vicinity and could be seen to be a precedent for other similar neighbourhood requests. It may also be difficult to remove the gates when the road is widened in the future when the property to the north develops, as the residents on the south side will have become accustomed to a "dead end" street and may feel that their environment is being compromised by the reintroduction of through traffic on the street at the time the gates are removed and two-way traffic flow between 154 and 156 Street is reinstated.

The option of returning the road to two-way traffic and prohibiting parking is a way of solving the motorist non-compliance issue with the one-way traffic flow, but this is not supported by either the residents or the Parent Advisory Council.

## **CONCLUSION**

No option for the operation of 99A Avenue fully addresses all the concerns and needs of the fronting residents, the school and the broader community. City staff has actively pursued an agreement with the property owner to the north for the use of a strip of land adjacent to 99A Avenue to accommodate an interim road pavement widening that would allow two-way traffic operation and parallel parking; however, the adjacent owner has not agreed to such a road widening nor has the City received any application for development of the property to date. In the absence of additional road allowance, it appears that the best option is to retain one-way westbound traffic flow and allow parallel parking along the fronting residences.

Paul Ham, P.Eng.  
General Manager, Engineering

PH/VL/SP/mpr/brb:kd

Appendix I - Site Map



# APPENDIX I AERIAL PHOTOGRAPH OF SITE



PRODUCED BY ENGINEERING, GIS SECTION: March 26, 2008, CS

Date of Aerial Photography: April 2007



## 99A AVENUE

## ENGINEERING DEPT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey.

This information is provided for information and convenience purposes only.

Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.

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