



Corporate Report

NO: R067

COUNCIL DATE: May 4, 2009

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **May 1, 2009**
FROM: **General Manager, Engineering** FILE: **8630-30(trucks)**
SUBJECT: **Proposed Additions to the Truck Route Network**

RECOMMENDATION

The Engineering Department recommends that Council:

1. Receive this report as information;
2. Approve an amendment to Highway and Traffic By-law, 1997, No. 13007, as documented in Appendix II to this report, which will act to designate 140 Street between 96 Avenue and 108 Avenue and 96 Avenue between 160 Street and 176 Street as truck routes;
3. Approve the removal of Barnston Drive East, between 176 Street and 96 Avenue, from the Major Road Network (MRN) and the addition of 96 Avenue, between 152 Street and 176 Street, to the MRN;
4. Authorize the City Clerk to bring forward for the required readings the appropriate amendment By-law related to Recommendation 2. above; and
5. Authorize staff to forward an application to TransLink on behalf of the City for amendments to the MRN as described in Recommendation 3 above.

INTENT

The purpose of this report is to inform Council about and seek Council approval for additions to the City's truck route network and amendments to the MRN.

BACKGROUND

In 1998, the City adopted a truck route network to direct truck traffic to routes that were better able to handle such traffic. This has provided benefit to traffic flow along the non-truck-route network routes and has reduced pavement deterioration and rutting on many roads throughout the City. It has also allowed the City to develop standards for truck routes that allow for the traffic to be managed more efficiently to the benefit of both truck owners and the public at large.

Since the introduction of truck routes, the City has continued to experience rapid growth that has resulted in new and upgraded roads. It is appropriate that the City re-evaluate the truck route network from time to time. Such a review has been recently completed.

DISCUSSION

Two additions are proposed to the truck route network, being 140 Street between 96 and 108 Avenues and 96 Avenue between 160 and 176 Streets. These additions follow the addition of 192 Street between 32 Avenue and 16 Avenue earlier this year. The addition of 192 Street, between 32 Avenue and 16 Avenue, was necessary to accommodate the growing volume of truck traffic generated by the Campbell Heights Industrial area. 192 Street links with the truck routes to the north (Highway 10) and south (16 Avenue) and diverts truck traffic away from 24 Avenue to the east and west of Campbell Heights.

The City has the authority to add a road to the truck route network; however, once added, GVTA legislation requires that GVTA approval is needed to remove a road from the truck route network.

140 Street between 96 Avenue and 108 Avenue

The City Centre Land Use Plan has identified King George Highway as a key corridor that provides North-South traffic carrying capacity; however, it is also critical that the King George Highway not act to divide the Surrey City Centre by virtue of its design and use. In this regard, it is viewed as being essential that the volume of trucks travelling along King George Highway through the City Centre be reduced.

Located to the west of King George Highway within City Centre, 132 Street is already a designated truck route; however, there is no parallel truck route to the east of King George Highway in City Centre. As such, it is considered important that 140 Street, between 96 Avenue and 108 Avenue, be added to the truck route network. Such an addition would provide an alternative City Centre bypass for commercial vehicles from Fraser Highway and 96 Avenue. This proposal was presented at public open houses related to the City Centre Land Use Plan. There were no negative responses from the public in relation to this proposal.

96 Avenue between 160 Street and 176 Street

The Golden Ears Bridge (GEB) project is nearing completion and is scheduled to be open to traffic this June. This project includes a four-lane divided connector roadway connecting 96 Avenue at 176 Street to the GEB. As this route will provide a direct link

between the population centres to the northeast with the major employment area of Surrey City Centre and Guildford, 96 Avenue will become an important link for goods movement and should support economic development in these.

The new GEB connector will also increase the traffic volumes on 96 Avenue at 176 Street from approximately 11,000 to an estimated 25,000 vehicles per day (further increasing to over 30,000 vehicles per day over the next twenty years).

The section of 96 Avenue, between 160 Street and 176 Street, was originally excluded from the Truck Route Network to prevent the potential for trucks to bypass the Highway No. 1 truck weigh scale. However, as part of the Gateway project this weigh scale is being closed and a system of “Weight in Motion” scales will be introduced.

The Golden Ears Bridge Project will elevate the stature of 96 Avenue as a very important regional connection. On May 29, 2008, the TransLink Board of Directors approved an amendment to the Major Road Network By-law to add 96 Avenue between 152 Street and 176 Street to the Major Road Network contingent on the following:

- Surrey agreeing to amend the City’s Highway and Traffic By-law to designate 96 Avenue, between 160 Street and 176 Street, as a truck route; and
- Surrey Council approving the removal of Barnston Drive East, between 176 Street and 96 Avenue (at approximately 18400 block), from the MRN at the same time as 96 Avenue between 152 Street and 176 Street is added to the MRN.

TransLink has advised that it will adjust the City’s 2009 MRN Operations, Maintenance and Rehabilitation payment to reflect the expanded MRN in Surrey upon City approval of the above MRN and truck route changes. The proposed MRN changes will immediately increase the lane-km for TransLink OM&R funding by approximately 8 lane-km and upon completion of the 96 Avenue widening, this will increase to approximately 17 lane-km. It provides the City with 50/50 cost sharing for the upgrade of 96 Avenue from a 2 lane rural cross-section to a 4 lane urban arterial standard.

The removal of Barnston Drive East from the MRN is appropriate, as it will no longer have a regional function with the opening of the Golden Ears Bridge Connector and completion of the SFPR project. These projects eliminate the connection of Barnston Drive East to 176 Street/Highway 15 and reduce the connectivity to 96 Avenue to a simple T-intersection. Through traffic from the Port Kells area will be directed toward the SFPR connector and the GEB Connector with these changes.

Approval of 96 Avenue between 160 Street and 176 Street as a truck route is consistent with its design and will support the redesignation of 96 Avenue from 152 Street to 176 Street as part of the MRN, which brings with it partial funding from TransLink for operations, maintenance and rehabilitation.

CONCLUSION

Based on the above, it is recommended that Council:

- Approve an amendment to Highway and Traffic By-law, 1997, No. 13007, as documented in Appendix II to this report, which will act to designate 140 Street, between 96 Avenue and 108 Avenue, and 96 Avenue, between 160 Street and 176 Street, as truck routes;
- Approve the removal of Barnston Drive East, between 176 Street and 96 Avenue, from the Major Road Network (MRN) and the addition of 96 Avenue, between 152 Street and 176 Street, to the MRN;
- Authorize the City Clerk to bring forward for the required readings the appropriate amendment By-law related to Recommendation 2.; and
- Authorize staff to forward an application to TransLink on behalf of the City for amendments to the MRN as described in Recommendation 3.



Vincent Lalonde, P.Eng.
General Manager, Engineering

VL/GMC/JB/brb

Appendix I - Truck Route Network Additions Plan

Appendix II - Amendment to Schedule C of Highway and Traffic By-law, 1997, No. 13007

APPENDIX I



PRODUCED BY ENGINEERING, GIS SECTION: April 3, 2009, CS



TRUCK ROUTE NETWORK ADDITIONS PLAN

ENGINEERING DEPARTMENT

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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APPENDIX II

Amend Schedule C (Truck Routes), Highway and Traffic By-law, 1997, No. 13007, as follows:

1. Add the following sentences to the list of roads:

140 Street between 96 Avenue and 108 Avenue

96 Avenue between 160 Street and 176 Street