

160 STREET WIDENING: 26 AVE TO 32 AVE PROJECT DESIGN UPDATE

Have a question?

Here are some answers...

160 Street Widening Project

Draft project improvement designs were presented online and through a Public Information Meeting on September 25, 2018 for the purpose of receiving input into final design. We received comments from neighbourhood residents and based on feedback, design refinements are being made to address concerns raised.

Key Project Objectives

- Provide additional arterial road capacity to help manage congestion
- Improve comfort, accessibility and safety for people on foot, on bikes and taking transit
- Upgrade road safety through LED street lighting and intersection improvements
- Protect and enhance fish passage at Willis Brook

Summary of proposed improvements

- Upgrade of 160 Street to a proper 4 lane arterial standard
- New pedestrian crossing at 27 Avenue
- New full movement signalized intersection at Mountain View Drive/ 30 Avenue
- New grade-separated cycle tracks on both sides of 160 Street
- New sidewalks to increase neighbourhood connectivity and support active travel
- Improved transit stops
- New left turn bays at both 28 Avenue and 30 Avenue/Mountain View Drive

What we heard

- Significant agreement to widening 160 Street
- Overwhelming support for the addition of sidewalks and LED street lighting, and some support for separated cycle tracks on 160 Street
- Strong support for the implementation of a new full movement traffic signal and for new left turn bays
- Concerns about the removal of on-street parking
- Desire for extended left turn bays at 28 Avenue for Sunnyside Elementary School traffic
- Support for left turn in movements to residences, but significant opposition to left turn out restrictions.

What's changed as a result of Public Engagement

- Addition of left turn out merge lane to 160 Street for residents of BLU and Prima
- Addition of traffic circle at Morgan Creek Way & Canterbury Drive providing U-turn capability for residents of Wills Creek
- New advanced left turn arrow phase for the northbound traffic signal at 32 Avenue
- Traffic study initiated to assess extended left turn bays at 28 Avenue

****Check out the Revised Project Designs which are presented in draft concept and will now prepared in detailed design***

Questions raised

Q1. What can be done to remove the proposed left turn out restrictions?

A1. The input and feedback provided through this engagement process not only helped our project team confirm the project's strengths, but also identified unintended impacts. We've evaluated alternatives to address the concerns raised and want to share rationale for the above highlights:

1. *Addition of a short left turn out merge lane for residents of BLU and Prima.*

This solution is proposed in consideration of the shared access between the two sites and the collective number of units impacted by the restriction. While options to provide a U-turn facility or roundabout at Mountain View Drive were also reviewed, neither of these could be safely or practically accommodated due to location topography, negative impacts to parkland and cost factors.

2. *Addition of a traffic circle at Morgan Creek Way and Canterbury Drive.*

This solution is proposed to provide southbound access on 160 Street for the Wills Creek townhomes. Residents of the 25 units will need to travel north on 160 Street through 32 Avenue to Canterbury Drive and use the traffic circle to make a U-turn movement to return southbound on 160 Street. The 500m detour is consistent with access restrictions in locations that have well connected grid road network. A two-way left turn lane option was also reviewed, but proved to be an unacceptable alternative due to safety concerns that would result from conflicting turning movements.

Q2. Why is it necessary to provide median separation and multi-modal improvements on 160 Street?

A2. 160 Street is an arterial road. As the main roads through the city, arterials are designated to carry higher volumes of multi-modal traffic and used by public transit and emergency services. Our first priority is helping road users travel safely and we design and operate our roads to achieve this goal.

Crashes involving drivers who cross into oncoming lanes of travel are severe and often fatal. Medians are part of the City's arterial design standard to separate opposing traffic, limiting the potential for head-on crashes and headlight glare. They are also used to limit driveway turning options, shifting these movements to safer locations and keeping traffic flowing smoothly.

Taking a complete streets approach to the City's arterial and collector roads, where possible, is another City standard. Complete Streets are designed to be safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities. Complete streets are cost effective, sustainable, and safe. The raised and separated one-way cycling facilities being applied to 160 Street will improve local transportation options by appealing to and encouraging a wider demographic to consider cycling. Similar facilities are planned with improvements on 32 Avenue from Croydon to 160 Street helping to connect the off-street network in South Surrey.

Q3. Why isn't access from 160 Street being provided to the development proposal north of Hearthstone?

A3. The townhouse development proposal ([Planning Report 7818-0136-00](#)) for 3063 160 Street immediately north of Hearthstone is being provided right-in right-out access only to 160 Street. Additional access into the new development could be provided through an existing shared access easement registered on title for Hearthstone in the Park. This easement agreement was part of the rezoning requirements for Hearthstone in 2013 through development application ([Planning Report 7907-0078-00](#)), and is similar to the shared access easement that exists between BLU and Prima. While requiring shared access easements is not always the preferred solution, it is often necessary in the absence of property consolidation through development.

While we understand that this may not be desirable to Hearthstone residents, the City must balance these concerns with its responsibility to protect environmental sensitivities of Wills Brook and its riparian area. As part of the project's environmental mitigation efforts, the median at this location is being narrowed in order to shorten the length of two culvert crossing improvements for Wills Brook providing safe fish passage. This median narrowing would not

accommodate a left turn bay from 160 Street into the proposed development. Further, a left turn in movement would be inconsistent with the City's Design Criteria which only accommodates this type of movement only for multi-family sites of 200 or more units or developments which include shared driveways for multiple properties.

Q4. How will you solve parking issues for residents and visitors to the area's strata developments?

A4. City streets are a shared resource, so finding the right balance of use can be a challenge. Street parking may be convenient, but it can also negatively affect traffic operation safety and road capacity. Our street network performs best when roads are operated to serve their intended purposes. For arterial roads like 160 Street, that's the efficient and safe movement of vehicles, buses and bicycles, not vehicle storage. Collector and local roads, however, often provide some parking supply.

Residential on-site parking standards meet most needs most of the time. The residential developments adjacent to this portion of 160 Street exceed the required parking supply of two spaces per owned unit and seven visitor spaces. For example, 15989 Mountain View Drive has a total supply of 58 resident and 9 visitor spaces for 29 dwelling units on its site. All stratas are encouraged to maintain their required supply of visitor parking and to encourage residents to use garage space as intended for vehicle storage.

Next Steps

Revised Project Designs presented here as draft concepts will now be taken through detailed design.

Stay informed! Check for updates and revised document links on the [project webpage](#).

Have questions we haven't answered here or want to provide further comment on these design updates? Contact Goran Corda, Project Manager at 604-598-5853 or gcorda@surrey.ca.