

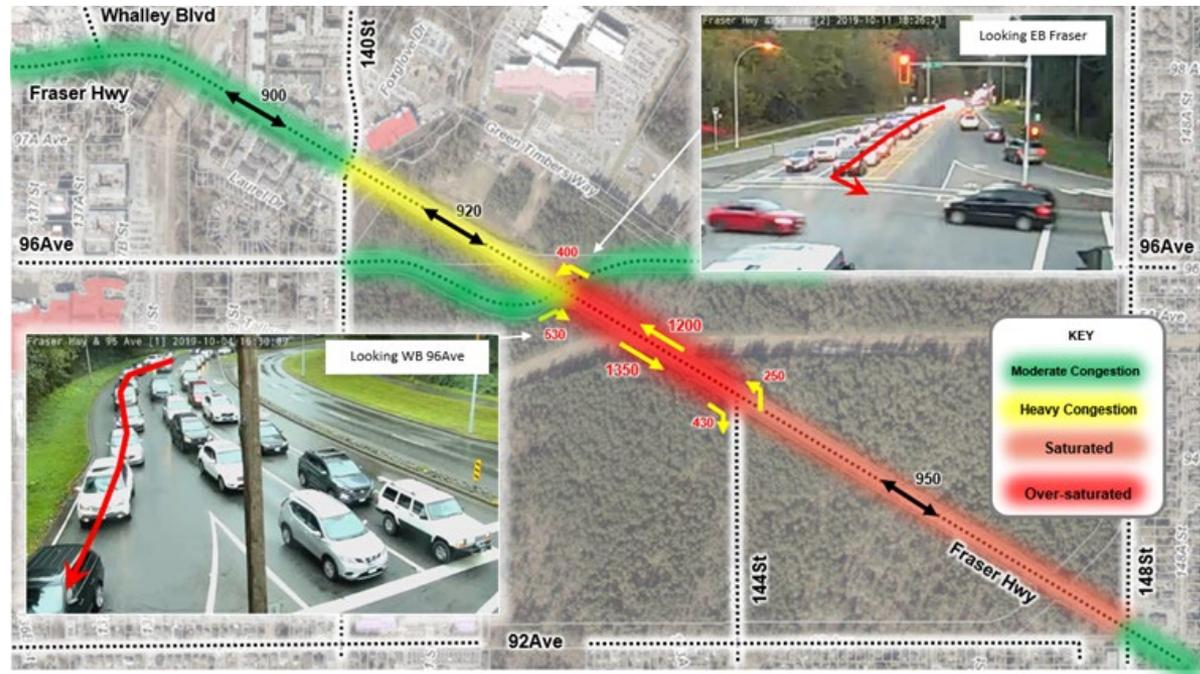
Fraser Highway Road Widening: 140 Street to 148 Street through Green Timbers



The Need for Road Widening: Reducing congestion now and into the future

Fraser Highway is part of TransLink's Major Road Network (MRN), a key corridor for the movement of people and goods for the region.

- This segment of Fraser Highway is currently one of the busiest two-lane roads in Surrey and Metro Vancouver
- Approximately 28,000 vehicles per weekday (2019)
- Traffic delays and vehicle idling are common during peak times



The Need for Road Widening:

Reducing congestion now and into the future

Surrey continues to be one of the fastest growing cities in the lower mainland.

- Traffic modelling shows that even with SkyTrain, the need for four lanes is required by 2035 due to growth and future density along the corridor
- 4-laning will provide a capacity of 45,000 vehicles per day, which meets the City's long-term horizon



Analysis shows that reducing congestion and idling could result in savings of 106 tonnes/yr of GHG's, equivalent to 8 acres of mature oak forest.

Planning for Widening

- Studies began in 1997
- Dialogue and meetings with Green Timbers Heritage Society (GTHS) & Green Timbers Urban Forest Advisory Committee (GTUFAC)
- 2004 Corporate Report: “4-lane widening best compromise solution”
- 2005 GTUFAC Position Paper:
 - In conjunction with RCMP E-Division development “accept the four-laning of Fraser Hwy” – with conditions
- 2015 Corporate Report:
 - “Authorize staff to proceed with detailed design of Fraser Hwy through GTUF to enable the completion of the [4-lane] widening project”
- 2019 Updated engagement with stakeholders given the change to SkyTrain technology and new Council
- 2020 GTHS provided their “cautious approval” for 4-laning in Green Timbers

4-Laning Design & Construction: Integrating with Surrey Langley SkyTrain Project

The City plans to widen Fraser Highway between 140 St and 148 St from two lanes to four lanes of vehicle traffic.

The City will work with TransLink in integrating the road widening with the Surrey Langley SkyTrain Project to:

- Optimize cross-section
- Ensure all the works are within the road allowance (not in the forest)
- Reduce capital costs
- Minimize impacts to commuters, business and the environment

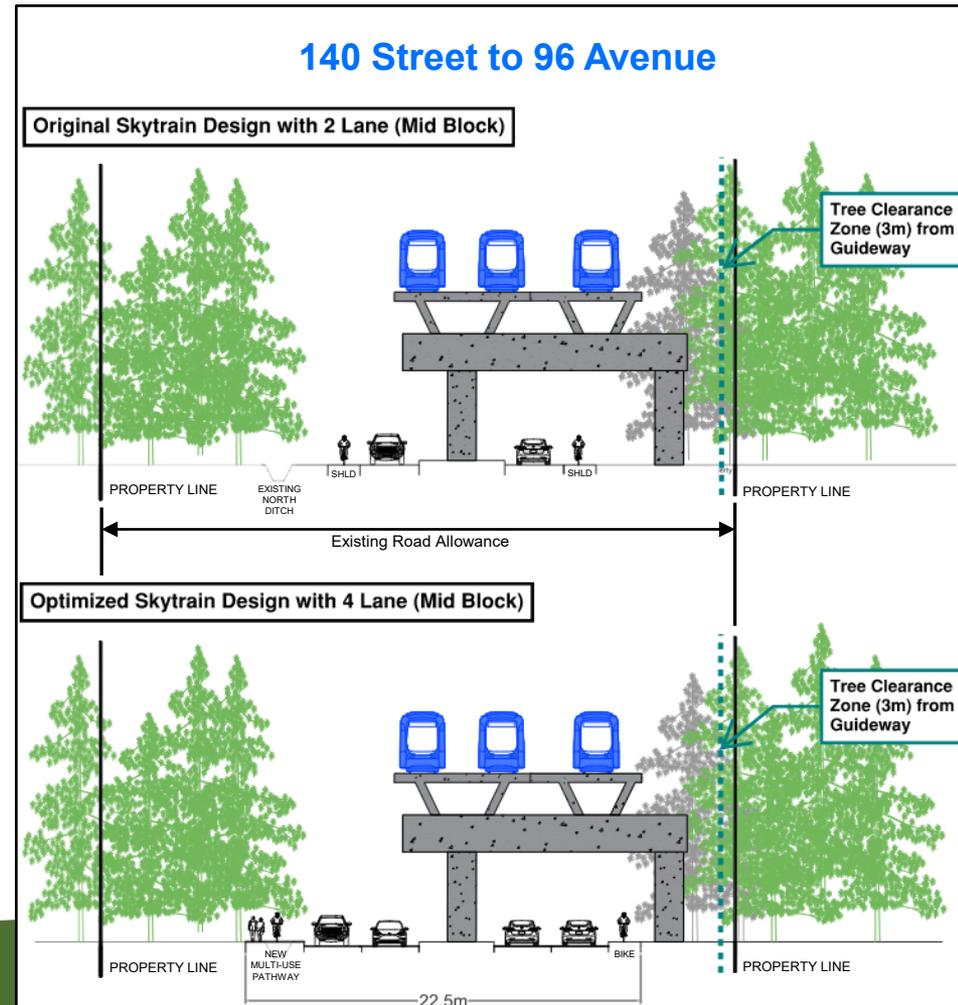


Image source TransLink

Optimal Design: Minimizing Impacts to Green Timbers

Optimal design selected after reviewing 28 cross-section options:

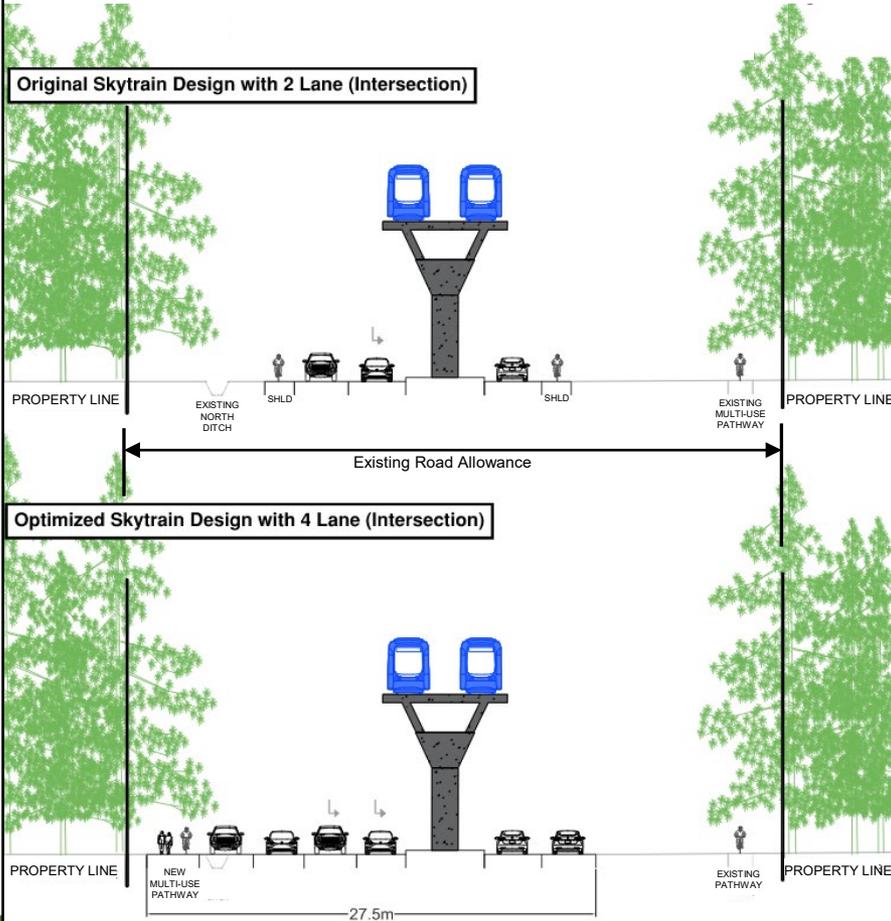
- Protect habitat and high value trees indicated by tree survey
- SkyTrain, 4 vehicle lanes and shared multi-modal paths will be built within the Road Allowance (no parkland/forest is required)
- Cross-section reduced significantly from City's 4-lane standards of 40m to 22.5m
- Only 40 more trees estimated to be impacted relative to TransLink's 2-lane design with SkyTrain
- Impacts 300-350 fewer trees than proposed LRT along Fraser Highway



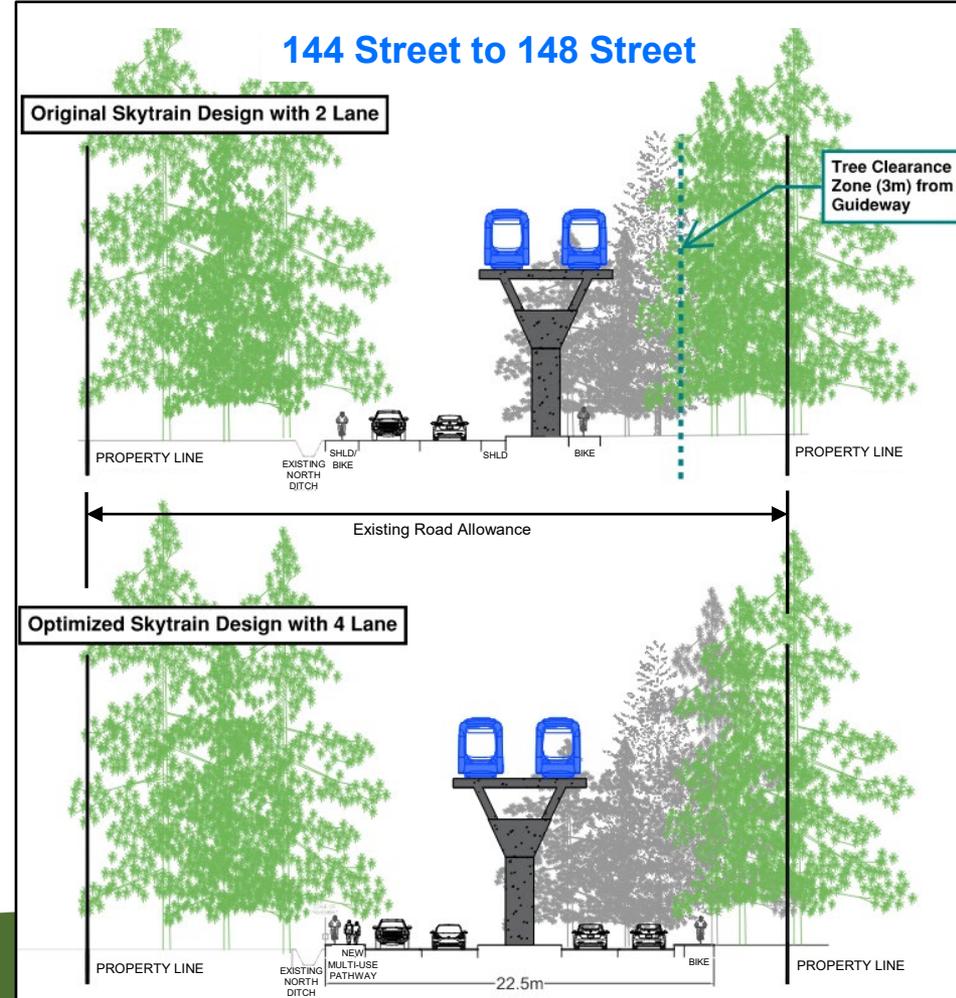
Images not to scale

Optimal Design: Minimizing Impacts to Green Timbers

96 Avenue Intersection



144 Street to 148 Street



Other Environmental Considerations

The City will work with TransLink on reviewing impacts to the environment including vegetation and wildlife and develop plans for mitigation.

Based on stakeholder feedback, we will review:

- Wildlife sensitive lighting
- Wildlife crossing options
- Noise mitigation

Let us know what else we should be considering at EngWebmail@surrey.ca



Questions or Comments

For more information on the Surrey Langley SkyTrain Project, visit surreylangleyskytrain.ca

For questions or comments on the City's Road Widening of Fraser Highway from 140 Street to 148 Street, email EngWebmail@surrey.ca