

# South Fraser Perimeter Road

## Taking Trucks Off Local Roads

### Why now, why this corridor?

Metro Vancouver has seen tremendous change over the past two decades. Our population has grown by 750,000 in the past 20 years to over 2 million and is expected to exceed 3 million people by 2031.

The number of vehicles is increasing at a rate of 20,000 per year.

Employment growth in Metro Vancouver is projected to continue, increasing by approximately 500,000 jobs by 2031.

The area south of the Fraser River in particular will see significant growth. Congestion in Delta and Surrey communities and highways increases every year, with growing impacts to residents, the environment and the economy.

Major transportation infrastructure improvements are needed to address previous growth and build for future generations.



Large container trucks on community roads create noise and make safety an issue for local traffic and residents.



The South Fraser Perimeter Road will improve movement and reduce truck traffic in our communities.

Approximately 40km long, the South Fraser Perimeter Road will be a new four-lane, 80 km/h route along the south side of the Fraser River beginning at Deltaport Way in Southwest Delta to 176 Street in Surrey, with connections to Highway 1, and to TransLink's future Golden Ears Bridge, which is currently under construction.

The SFPR will offer goods movers an efficient transportation corridor while helping to reduce the volume of through-traffic and trucks on community streets, improving quality of life for residents and commuters.

### Community consultation

The SFPR has been part of provincial regional and local plans for more than 20 years. It was a key element of the 1996 Livable Region Strategic Plan for planned transportation improvements.

More than 5,000 people have taken part in 16 open houses, 40 small group meetings, and ongoing meetings with key stakeholder groups.

Consultation has intensified over the past two years to ensure current community, economic, agriculture and environmental values are reflected in the SFPR Project.

### Benefits of the South Fraser Perimeter Road

The SFPR has been carefully located recognizing the importance of community, agricultural and environmental values as well as opportunities for business and economic development.

Detailed analysis and provincial studies show the preferred alignment will help to protect the environment, respect community values and support economic growth.

The SFPR has been developed to provide significant regional and local benefits including:

- ▶ Reduce truck traffic in our communities
- ▶ Improve movement of people and goods
- ▶ Reduce east-west travel times
- ▶ Improve connections to major trade gateways
- ▶ Reduce traffic noise through neighbourhoods
- ▶ Improve safety and reliability

### Keeping in touch

To help us provide you with regular information and updates about project activities, please visit the Gateway Program website at:

[www.gatewayprogram.bc.ca](http://www.gatewayprogram.bc.ca) and subscribe for electronic updates, or email us at:

[info@gatewayprogram.bc.ca](mailto:info@gatewayprogram.bc.ca)

604-775-0471

604-775-0348

**Metrotower I**  
Suite 2400—4710 Kingsway  
Burnaby, BC V5H 4M2

# South Fraser Perimeter Road

## Safer Communities, Stronger Economy

### Working together to enhance agriculture in the Lower Mainland

Delta has an agricultural legacy of fertile farm lands. These farms provide a distinctive rural character to the community as well as providing some of British Columbia's best vegetables, berries, and other agricultural products.

Agriculture is part of the community's rich history. Colourful fields, hardworking farmers and farm vehicles are evidence of the community's commitment to agricultural tradition.

The SFPR has been strategically located to minimize impacts to agriculture in Delta. We are committed to working with the Ministry of Agriculture, the Delta Farmers' Institute and individual farmers to

develop a strategy that will enhance agricultural productivity in the area.

Some specific enhancements to agriculture include:

- ▶ Improved drainage and irrigation for agricultural land
- ▶ Improved transportation, access for farmers and farm vehicles
- ▶ Improved safety for farm vehicles on local roads
- ▶ New drainage and storm water model for South Delta to improve long term storm water management



Colourful fields, hard working farmers and farm vehicles are evidence of the community's agricultural tradition.

### Building local businesses, improving the provincial and national economy

The SFPR will play an important role in business development in the Lower Mainland.

Delta is home to two of the top four business parks in Metro Vancouver: Annacis Island Industrial Park and Tilbury Industrial Park. Together, Annacis Island and Tilbury are home to over 700 businesses that employ nearly 20,000 people.

Surrey has more than 16,000 businesses and offers a diversified industrial manufacturing and service base with easy access to the Lower Mainland's labour force of over one million people.

The SFPR is designed to help serve these growing industrial areas with:

- ▶ Improved movement of goods and people
- ▶ Improved access to industrial lands
- ▶ Rehabilitation of former landfill areas to create new industrial land
- ▶ 3,500 new jobs in Delta and 4,000 in Surrey by 2021
- ▶ Potential to increase land values throughout the corridor as a result of new developments in the area.



The South Fraser Perimeter Road provides a new route that will take industrial truck traffic off River Road.

### North Delta's historic transportation corridor

North Delta has a history of being an important transportation corridor for the Lower Mainland. Together with the Annieville area, it shares a remarkable history as a centre of industrial development.

Annieville emerged along the Fraser River as a fishing camp and cannery in the 1890s. Growing industrial activity along the river continued and the Great Northern Railway was built. Through Annieville, the railroad runs along the shore of the Fraser River on the old River Road.

Today, River Road starts in Surrey and travels through North Delta, the centre of the residential community of Annieville and the Sunbury industrial area.

Large container trucks manoeuvre the windy and steep streets of the Annieville neighbourhood, making safety an issue for local traffic and residents.

The SFPR provides a new route that will take this industrial truck traffic off local roads and give the neighbourhood of Annieville a safer, quieter River Road for local use.

# South Fraser Perimeter Road

## Our Commitment To The Environment

### Preserving Burns Bog and protecting wildlife habitat

Burns Bog is a raised peat bog located in Delta. Considered the largest undeveloped urban landmass in North America, the bog is home to valuable plants and wildlife.

In recognition of its important ecological value, the Gateway Program is committed to protecting and supporting the restoration of Burns Bog:

- ▶ The SFPR alignment does not impact the Burns Bog Ecological Conservancy Area.
- ▶ The B.C. Government is committed to a comprehensive environmental program related to the SFPR corridor.

In addition to not impacting the protected area of Burns Bog, the SFPR provides an

opportunity to define and limit future industrial growth adjacent to the Bog. The SFPR will act as a barrier to the undeveloped natural areas of the bog and defend the protected ecological lands from future development.

The Burns Bog Ecological Conservancy Management Plan is currently underway to guide the protection and management of Burns Bog and its hydrological areas, plant and wildlife communities along with necessary access, habitat enhancement and possible restoration requirements.

As part of the B.C. Government's ongoing commitment to protect and restore Burns Bog, the Gateway Program will provide significant technical and financial resources to support the implementation of the Plan.

In March 2004, federal, provincial, regional and municipal governments purchased and designated an area of Burns Bog five times larger than Stanley Park for ecological conservation.



### The SFPR will reduce congestion-related idling, one of the biggest contributors to reduced regional air quality

One of the main objectives of the Gateway Program is to reduce congestion-related idling. By freeing up the traffic movement south of the Fraser River, the South Fraser Perimeter Road will reduce congestion-related pollution.

The SFPR will draw trucks and regional traffic out of communities where congestion contributes to noise, accidents, and pollution. Taking congestion from communities will reduce the impact of these factors and improve quality of life.

Expanded transit services, HOV lanes, and \$50 million in cycling improvements provided by the Gateway Program will largely offset emissions.

- ▶ Improved efficiency and higher emissions standards will further reduce vehicle related pollution in Metro Vancouver.
- ▶ An overall improvement in regional air quality is predicted in 2021 due to a reduction in traffic-related emissions compared to today.

#### Cycling improvements

- ▶ The Gateway Program is investing \$50 million in cycling improvements, the biggest such investment in B.C.'s history.
- ▶ The SFPR cycling improvements will connect both local and regional cycling routes, enhancing the regional cycling network.



### Improvements to Burns Bog drainage/hydrology

- ▶ As recommended by the Burns Bog Scientific Advisory Panel, the SFPR Project will develop pond ecosystems and ditch systems adjacent to the Bog to protect Bog water and regulate drainage that will considerably improve the existing uncontrolled drainage from Burns Bog.
- ▶ A long term monitoring program in collaboration with the Burns Bog Management Planning Committee and Scientific Advisory Panel will monitor water levels and chemistry to ensure drainage improvements are successful.

### Wildlife and wildlife habitat

- ▶ The SFPR includes numerous wildlife crossings along the corridor for the wide variety of species requiring such crossings. These include significant structures such as a 450m bridge over a wetlands area in Fraser Heights, bridges over watercourses through North Delta and several new wildlife crossings throughout the corridor.

# South Fraser Perimeter Road

## Keeping You Informed

### What's happening next?

The Gateway Program is committed to a comprehensive public consultation program and ongoing dialogue with interested parties.

Next year, preliminary design consultation will involve more specific elements of the project beyond conceptual improvements. A key outcome will be community feedback on preliminary designs for consideration by the project team and highway designers in developing detailed plans.

In the meantime, the SFPR Project Team will keep the public informed of planning advancements and site preparation works.

### Community relations

The South Fraser Perimeter Road has a dedicated Community Relations Program to ensure that interested parties can provide input and have their questions answered on an ongoing basis.

Upcoming activities undertaken as part of the Community Relations Program include Community Updates, Fact and Information Sheets, presentations to community groups and associations, responding to questions and the Gateway Program Information Line.

If you would like to learn more about the South Fraser Perimeter Road and the Gateway Program, please contact us:

✉ [info@gatewayprogram.bc.ca](mailto:info@gatewayprogram.bc.ca)

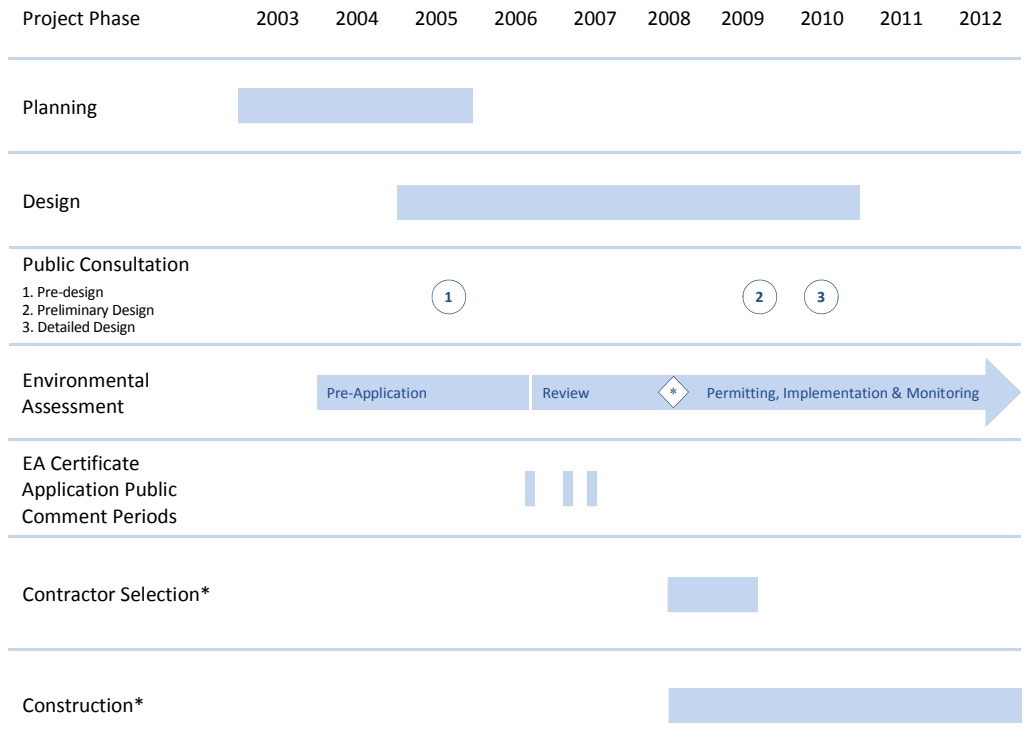
☎ 604-775-0471

🌐 [www.gatewayprogram.bc.ca](http://www.gatewayprogram.bc.ca)

📞 604-775-0348

📍 **Metrotower I**  
Suite 2400—4710 Kingsway  
Burnaby, BC V5H 4M2

### South Fraser Perimeter Road Project Schedule



### Start of construction this summer

Upon receiving environmental approvals, the SFPR Project will begin preload work for some sections along the SFPR alignment in 2008.

Preload is important in that it reduces future highway maintenance by lessening the risk of uneven road surfaces. Much of the corridor is supported by peat and softer soils which are highly compressible and if not addressed before roadway construction, will lead to long term instability, pavement slumping and dips in the road.

Preload involves adding fill to the “footprint” or designated area of the new road to allow the soft underlying soils to settle before road construction begins.

This settlement will take place over a period of up to two years.

There are two main benefits to ground strengthening at this time:

- ▶ Soft soils can compress in a controlled manner well ahead of roadway construction, providing a firm foundation for the roadway.
- ▶ Settlement data will be collected providing the construction contractor with valuable information on the timing of roadway construction.

The Gateway Program website ([www.gatewayprogram.bc.ca](http://www.gatewayprogram.bc.ca)) will be updated with more information as work progresses.