

## Environmental Review Studies (Continued from page 3)

In addition to Gateway sponsored design stage consultation opportunities, the BC Environmental Assessment Office will lead a legislated public comment period following submission of the SFPR Application for an Environmental Assessment Certificate. We currently anticipate submitting our Application in December 2005. If you would like more information on any of the studies please contact us.

## Project Schedule

The tentative SFPR project schedule is as follows:

- |   |           |
|---|-----------|
| • Pre-design consultation for SW Delta section            | Complete  |
| • Pre-design consultation for remaining sections          | Fall 2005 |
| • Complete technical/environmental studies                | Late 2005 |
| • Determine preferred alignment                           | Late 2005 |
| • Application for an Environmental Assessment Certificate | Late 2005 |
| • Environmental assessment review and approval            | 2006      |

Following environmental assessment certification and confirmation of project funding, additional consultation will take place during preliminary and detailed design stages. The project will take about 4-5 years to construct after detailed design is complete.

## We want to hear from you!

The Gateway Program has an ongoing community relations program. If you want to learn more about the project, have questions, want to provide input on any aspect of the project, or simply want to be added to our information update list, we encourage you to please call our info line at 604-456-2420.

A comprehensive consultation process is also being undertaken to ensure that the project design considers community objectives as well as meeting primary project goals of congestion, movement and access. Public consultation, including small group meetings, open houses, and web-based consultation takes place at each of the three design stages — pre-design, preliminary design and detailed design.

### Contact Us

Your feedback is important to us. If you have questions or comments about SFPR, we want to hear from you. You can:

- Email your comments to [info@gatewayprogram.bc.ca](mailto:info@gatewayprogram.bc.ca)
- Phone our info line at 604-456-2420
- Fax us at 604-439-2585
- Write us at Metrotower II, 2010-4720 Kingsway, Burnaby, B.C. V5H 4N2

You can also contact our Community Relations Coordinator directly at either 604-456-2454 or [debra.lamash@gatewayprogram.bc.ca](mailto:debra.lamash@gatewayprogram.bc.ca).

**We look forward to hearing from you.**

Pre-design consultation was held for the Southwest Delta options in January and February 2005. Pre-design consultation for the remaining segments of the route is currently anticipated to be undertaken in the fall/winter of 2005. Details will be provided on our website and in future *Community Updates*.



## GATEWAY PROGRAM

Improving the movement of people, goods & transit throughout Greater Vancouver

# SOUTH FRASER PERIMETER ROAD COMMUNITY UPDATE

ISSUE NO. 1

MAY 2005

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

## Welcome to the first issue of the South Fraser Perimeter Road (SFPR) Community Update, a progress report on the SFPR.

The Ministry of Transportation, through its Gateway Program, is proposing to develop the SFPR, a primarily new, four-lane, 80 km/h route along the south side of the Fraser River extending from Deltaport Way in Delta to the Golden Ears Bridge Connector Road in Surrey.

*Community Updates* will be produced regularly to keep people who are interested in the project informed about important developments and to encourage two-way communication between the project team and residents, businesses and others. This issue of the *Community Update* contains important information about the Delta segments of SFPR.

We look forward to discussing SFPR with you as planning and development progresses. Information on how to contact us is contained on page 4 of this *Community Update*. The Gateway Program is committed to ensuring that community objectives are considered in developing this important transportation corridor. For more information about the SFPR, please continue reading. For more information about the Gateway Program, please visit our website at [www.gatewayprogram.bc.ca](http://www.gatewayprogram.bc.ca) or contact us directly (see page 4 for details).

## SFPR Project Goals

SFPR has long been part of provincial, regional and municipal transportation plans. The goals of SFPR are to:

**Improve the movement of people and goods through the region by providing improved connections to the Provincial highway network;**

**Reduce east-west travel times, particularly for heavy truck movements, by providing a continuous highway along the south side of the Fraser River;**

**Improve access to major trade gateways and industrial areas and facilitate development in designated industrial areas on the south side of the Fraser River;**

**Improve safety and reliability; and**

**Restore municipal roads as community connectors by reducing truck traffic on municipal road networks.**

## Southwest Delta Pre-Design Consultation Summary

In early 2005, the project team undertook pre-design consultation for the three alignments being considered in Southwest Delta: Upgraded Highway 17; Relocated Highway 17 (South Option); and Relocated Highway 17 (North Option). *Continued on page 2.*

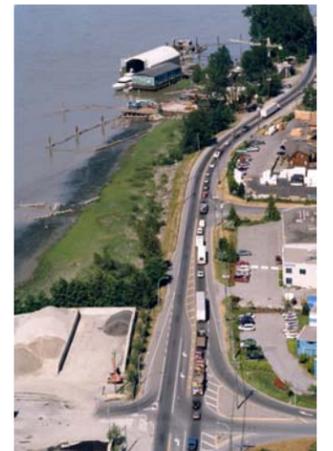


Photo: River Road through the Tilbury industrial area of Delta. The SFPR would provide an alternate route for through traffic, leaving River Road as a local access route.

### Southwest Delta Pre-Design Consultation Summary (Continued from page 1)

There was significant community interest and involvement with approximately 1,650 people participating in the consultation process. 753 feedback forms were received. Those who participated generally supported SFPR and 78.5% of those filling out feedback forms preferred the South Option. This was followed by 12.2% support for the North Option and 9.3% for the upgraded Highway 17 Option. The consultation report is now on the project website at [www.gatewayprogram.bc.ca](http://www.gatewayprogram.bc.ca).

During consultation, the community also indicated an interest in potential adjustments to the alignment options such as further exploring 72nd Street as a refinement of the Relocated Highway 17 Options. Although this concept was assessed previously, and not taken forward due to preliminary evaluation of access challenges, cost and potential conflict with Boundary Bay Airport flight paths, possible solutions that may incorporate portions of 72<sup>nd</sup> Street are being re-examined in light of the ongoing interest in this option.

The results of the consultation program will be considered along with other public input, technical studies and financial information with a view to identifying the preferred alignment option through Southwest Delta by the fall of 2005.

### Further Review of the Hoover/Naas Proposal is Underway

In 2004, Gateway received a proposal from local residents Greg Hoover and Olav Naas for a truck route that follows the rail right-of-way to Highway 91. The Gateway Program carefully reviewed the proposal and found that it did not meet all of the important goals for this corridor. For instance, proposed as a 2-lane truck only route, it would have only addressed about 10% of the traffic currently using Highway 17 through Ladner. The proposal would also have increased traffic volumes on Highway 91 resulting in longer travel times for trucks travelling to or from the busy Tilbury and Sunbury industrial areas. Improvements in access to these areas are vital as they contribute significantly to both the local and provincial economies. Further, it involved more water crossings with known fish habitat than does SFPR.

Mr. Hoover and Mr. Naas revised their proposal in early 2005 and the Gateway Program is currently reviewing it to determine whether it would meet the Ministry's goals for the project.

### North Delta Access Options Under Development

A key element in designing a new route is determining the appropriate number and location of connections or access points it will have to the existing road network. In North Delta, previous studies have identified Brooke



Growing port facilities at Fraser Surrey Docks are a significant economic driver for Surrey, Delta and the Province. Each year, millions of tons of cargo move through the facility.

Road, Terrace Drive, Delwood Drive, and Center Street as potential access points. Community response to these options has been mixed with a number of area residents indicating a preference for no access. In response to community input, the project team is currently re-examining potential access alternatives for North Delta, including emergency-only access. We will work with the Municipality, emergency service providers and the community to identify issues and interests that help develop viable solutions addressing the project's primary safety, movement and access goals, as well as community objectives.

A number of criteria need to be considered in determining the viability of alternatives, including; emergency access provisions, local access needs, ensuring Ministry design standards such as safety and reliability are met, and understanding impacts to other facilities such as Nordel Way. As well, the alternatives must be technically and financially feasible.

Over the coming months, the project team will assess potential options with a view to identifying viable alternatives. The alternatives identified, along with options for pedestrian and cycle pathways, will be presented to the community for input during pre-design consultation in North Delta, currently anticipated to take place in the fall/winter of 2005.

### Analysis of Potential North Delta Alignment Options

The current proposed route or "alignment" in North Delta starts on River Road at the Alex Fraser Bridge and follows River Road to Arpe Road where it heads north adjacent to the rail line. Alignment options that have been analyzed and shown not to be viable include tunneling SFPR under North Delta or constructing SFPR on the river side of the BNSF rail tracks.

In response to ongoing interest in a tunnel option under North Delta, both a road tunnel and train tunnel, which would allow vehicles to travel along the rail right-of-way, have been assessed. Both tunnel options were determined to be cost prohibitive, as the expense of tunneling approximately 4 kilometers would consume about 50% of the estimated budget for the entire 40 kilometre SFPR corridor.

Constructing the SFPR on the river side of the BNSF tracks is not being pursued due to unacceptable environmental impacts that would result.

### Environmental Review Studies

SFPR is subject to review under both federal and provincial environmental assessment legislation and is currently in what is known as the "pre-application stage" of the review.

The Gateway Program is committed to minimizing the environmental effects of the SFPR and is working with environmental permitting agencies and other stakeholders such as the Burns Bog Management Planning Committee and Delta Farmers Institute. Comprehensive studies are currently underway in a number of areas including:

- Fish, wildlife & vegetation
- Hydrogeology
- Water quality
- Air quality and public health
- Noise
- Socio-community and socio-economic
- Agriculture
- Archaeology
- Traffic and transport
- Cumulative effects

A copy of the study Terms of Reference is available on the BC Environmental Assessment Office (EAO) website at [www.eao.gov.bc.ca](http://www.eao.gov.bc.ca).

Once complete, study findings will be included in the SFPR Application for an Environmental Assessment Certificate and will be available on the Gateway Program and EAO websites. *Continued on back page.*