



# Corporate Report

NO: R268

COUNCIL DATE: November 1,

2004

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## REGULAR COUNCIL

TO: Mayor & Council                      DATE: October 28,  
2004

FROM: General Manager,  
Engineering                              FILE: 5400-80  
(00101)

SUBJECT: Fraser Highway through Green Timbers Urban  
Forest

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## RECOMMENDATION

That the City continue to work with the Green Timbers Urban Forest Advisory Committee and the Heritage Advisory Committee on approaches for dealing with capacity constraints in an environmentally sensitive manner, on the Fraser Highway corridor through Green Timbers.

## INTENT

The intent of this Corporate Report is to provide information to Council regarding past and ongoing planning work done on the Fraser Highway widening through Green Timbers

## BACKGROUND

Fraser Highway is a direct regional link through Langley City, north Cloverdale and Fleetwood to Surrey City Centre and the first station on the SkyTrain Expo Line. Consequently, this road serves both general traffic accessing the Surrey City Centre and will become a major transit route. Recognizing the significance of the Fraser Highway, TransLink included 100% funding in their 3 year plan to construct widening from 2 lanes to 4 lanes for the 11.6 km of Fraser Highway in Surrey. Green Timbers Urban Forest is a 200 ha park straddling a two-lane segment of Fraser Highway near the western terminus of Fraser Highway.

The City Engineering Department has begun designing or constructing the 4-laning of the remaining two lane sections of Fraser Highway outside of Green Timbers Urban Forest. Although one segment of Fraser Highway through western Green Timbers is on a 20-metre dedication, most of the dedication through Green Timbers is on a 40.0-metre right-of-way. The widening of Fraser Highway through Green Timbers has been the subject of numerous studies and discussion over the past ten years. The City of Surrey Engineering Department and Parks, Recreation & Culture Department have worked with the Green Timbers Urban Forest Advisory Committee (GTUFAC) on a number of these reports. The GTUFAC has advised the City that it still has questions regarding the various reports and their conclusions. In particular, the GTUFAC would like the City to review other options such as the widening of roads adjacent to Green Timbers (i.e., 92 Avenue). Therefore, although there is some agreement that the general corridor surrounding Fraser Highway needs to have additional capacity, there is not yet agreement on the best way to add capacity. The road network surrounding Green Timbers is illustrated in Figure 1.



**FIGURE 1: Green Timbers Park and Surrounding Road Network**

## DISCUSSION

Since 1997, there have been four major reports which have looked at the impacts of widening Fraser Highway on wildlife and trees. One report included a review of 7 alternatives for providing east-west transportation in this area of Surrey. That study concluded that there was no perfect solution that satisfied the mobility need but avoided widening of Fraser Highway through the park; however, the study concluded that widening Fraser Highway to 4 lanes through Green Timbers would be the best compromise solution. One of the studies quantified the number of trees that would be lost if Fraser Highway were widened; this study concluded that widening Fraser Highway to a four-lane cross-section with left turn bays at the intersections would result in a maximum loss of 76 trees and a total impacted area of 1.26 acres or 0.3% of the total Green Timbers Urban Forest (500 acres or 200 ha).

In 2002, in preparation for redevelopment of land along Fraser Highway and for the planned interim widening of Fraser Highway (outside of Green Timbers), the City Engineering Department created a plan for property acquisition and cross-sections for the ultimate design of Fraser Highway. By designing lanes that were further narrowed from 3.65 metres to 3.5 metres and putting bicyclists on the paved shoulder instead of on a wider outer lane, the cross-section of Fraser Highway would be reduced from 22.0 metres to 19.7 metres, in the undivided areas. Under this scenario, future rapid bus would be accommodated in the general purpose curb lanes (as opposed to in the median for the ultimate design of Fraser Highway, outside of Green Timbers). Rapid buses would be transitioned out of the median using queue jumper lanes on either side of Green Timbers. Due to the lesser right-of-way required, the number of trees impacted by this cross-section will be less than 76 but the exact number has not been determined, which could be further reduced if some turn movements (and turn lanes) are eliminated.

The City is in the process of retaining an independent consultant to work with the City Engineering and Parks, Recreation & Culture Departments and local community groups to address the issues raised by GTUFAC relating to the widening of Fraser Highway. The review will consider social, environmental and economic perspectives and will look at ways of reducing the impact of any road widening, including the widening of Fraser Highway, should this prove to be the optimum solution to the transportation need.

## CONCLUSION

Staff will work with the various stakeholder groups on approaches for dealing with capacity constraints in the Fraser Highway Corridor. Part of this process will include a detailed review on how tree loss in Green Timbers can be reduced as much as is practically possible.

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