

Surrey Langley SkyTrain Public Engagement

May 9 to June 9, 2022



Welcome!

Thank you for your interest in the Surrey Langley SkyTrain Project, which is a key priority for the region. In this phase of public engagement, you will learn about:

Project background,
objectives and
benefits

Transit-oriented
development and
active transportation
opportunities

Alignment
and stations

Advance works
before construction

Environmental
Screening
Review (ESR)

Engagement with
Indigenous groups,
stakeholders and
the public

Timeline and
next steps

How to provide
feedback and
stay in touch

Project Background

2014 Mayors' Council Vision

By 2050, the combined population of the City of Surrey, the City of Langley, and the Township of Langley is projected to increase by 420,000 people. In the same time frame, employers will create 147,000 new local jobs.

Public transit is essential to manage planned growth. In 2014, the Mayors' Council on Regional Transportation identified three priority corridors south of the Fraser for rapid transit. Fraser Highway is one of those corridors.

2018-2020 TransLink

Between 2018 and 2020, TransLink undertook planning for a Surrey Langley SkyTrain that would extend the Expo Line 7 km to 166 Street in Fleetwood.

At the time, the first 7 km extension was expected to be in service in 2025, but planning and financing to extend the SkyTrain by another 9 km to Langley City Centre was yet to be finalized.

2020-2028 Province of BC

We Are Here



In 2020, the Province of BC saw an opportunity to deliver the full 16 km SkyTrain extension.

In July 2021, the Province secured up to \$1.3 billion in federal funding.

Work is underway to deliver the full 16 km extension by 2028 – two years earlier and \$500 million less than if the project was constructed in stages.



Project Objectives

As Metro Vancouver and the area south of the Fraser River continue to grow, so does the need for more infrastructure. The Surrey Langley SkyTrain will:



Provide sustainable, multi-modal transportation choices to connect communities



Support transit-oriented development



Foster healthy communities and a healthy environment



Create economic development and job growth



Deliver on the 10-Year Vision by the Mayors' Council on Regional Transportation

Project Benefits

The Surrey Langley SkyTrain will provide sustainable rapid transit that will connect the region with south of Fraser town centres. This will create opportunities to develop housing, jobs and services. Project benefits will include:



22 mins

Travel time between King George Station & Langley City Centre



65 mins

Travel time between Langley City Centre & Waterfront Station



~24,000

Total annual direct and indirect jobs



14 km

New active transportation pathways



Project Benefits

The Surrey Langley SkyTrain project will also have long-term benefits. By 2050, project benefits will include:



80,000

Average weekday ridership



330,000

Average daily reduction in vehicle KMs travelled



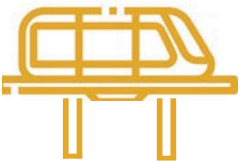
20,000+

New jobs accessible by transit



100,000

Residents living within 800 metres of the new stations



10.3M

More transit trips per year



106,000 tonnes

Reduction in GHG emissions

Transit-oriented Development



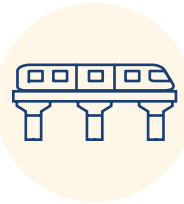
Marine Drive Transit-oriented Development

Transit-oriented development is a type of urban development that concentrates housing, jobs, services and leisure activities close to transit stations. This promotes active transportation and transit use, increases access to a variety of housing options and improves people's lives by reducing the time they spend commuting.

Transit-oriented development close to Surrey Langley SkyTrain stations will promote livable communities and make it safer and more convenient for pedestrians, cyclists or people who use mobility aids to access the nearest transit hub. There are successful examples across the region that serve as models for this type of integrated development, including the Marine Drive Station as shown in the picture.

Transit-oriented Development

We know that transit-oriented development will benefit local residents, businesses, families and the environment through:



Promoting transit ridership and reducing greenhouse gas emissions by locating housing, jobs and services close to Surrey Langley SkyTrain stations



Promoting healthier lifestyles through developing neighbourhoods that facilitate walking and other modes of active transportation



Ensuring developments include active transportation parking and storage, and new active transportation facilities that connect to existing municipal networks



Increasing affordable housing stock and purpose-built rentals



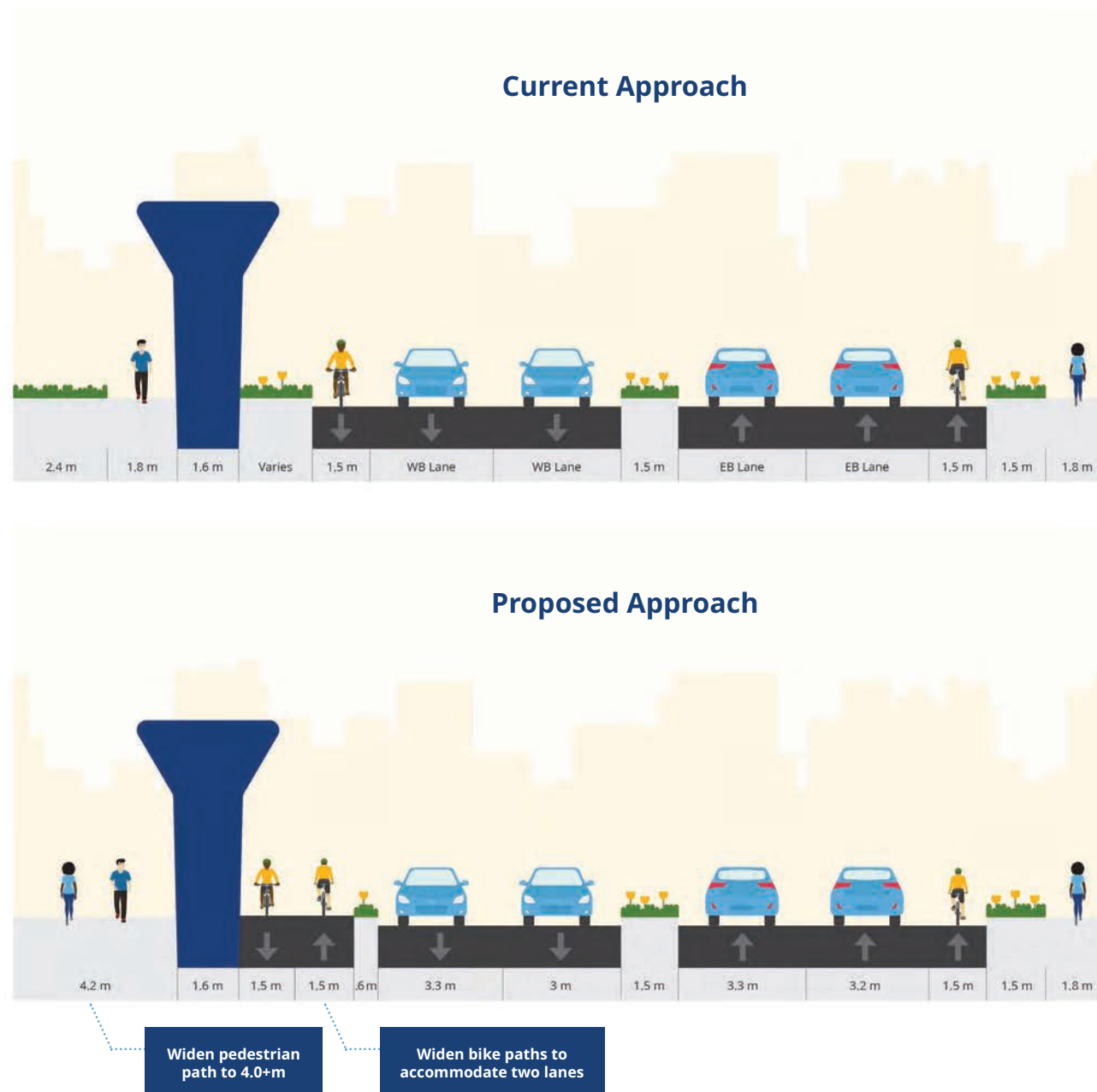
Encouraging the development of affordable communities close to SkyTrain stations that include convenient services such as grocery, employment space, child-care and health-care centres, educational facilities, public spaces, recreation and entertainment

Transit-oriented Development



Active Transportation

Active transportation means using your own body to move from place to place. It includes walking, cycling or using assisted mobility devices. The Province has committed to doubling the percentage of active transportation trips, while reducing greenhouse gas emissions (GHGs) in the transportation sector by 23-30% by 2030.

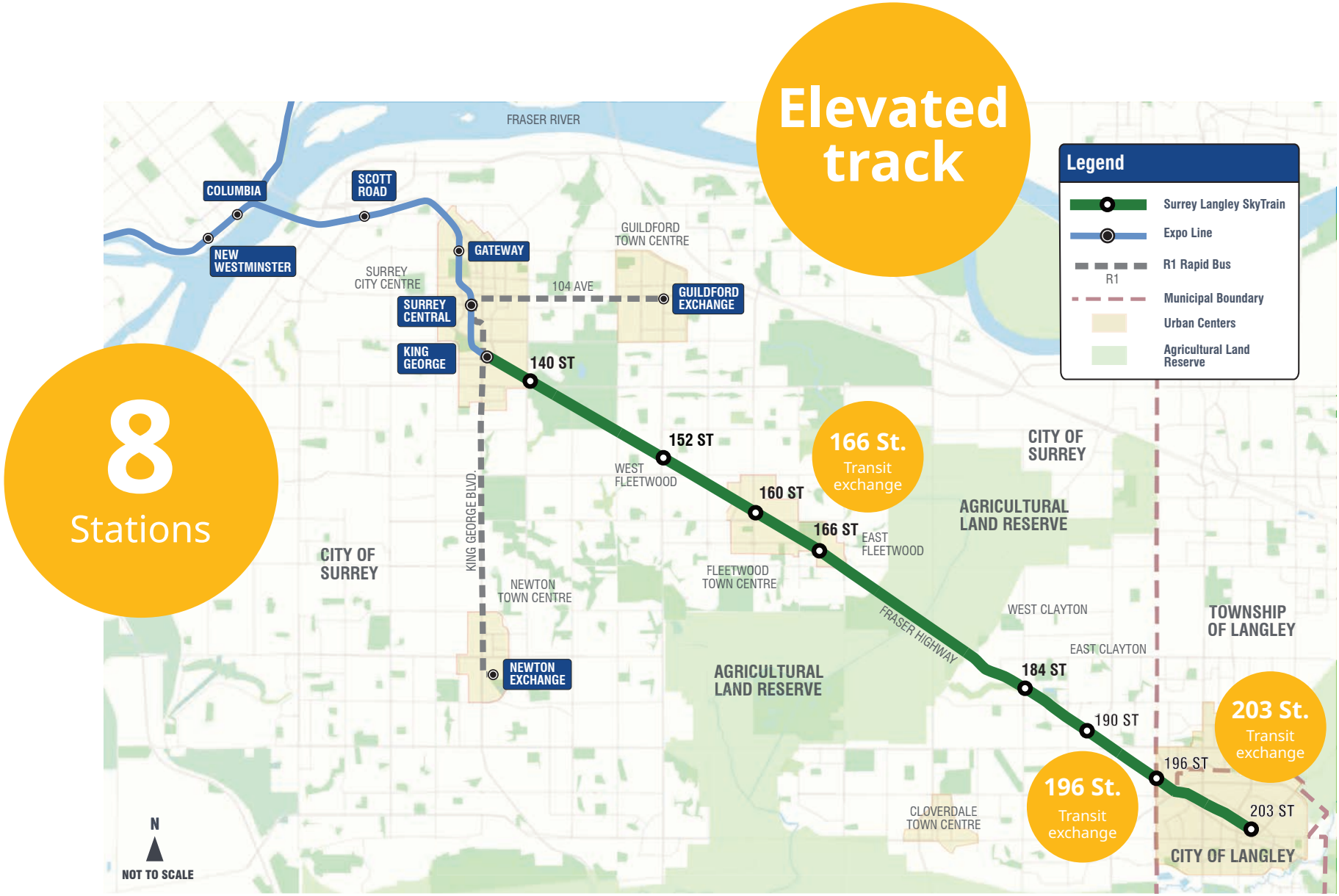


The project provides opportunities to partner with the City of Surrey, City of Langley and Township of Langley to:

- Enhance local active transportation facilities that are safe, accessible and convenient
- Connect active transportation infrastructure to existing and future municipal networks
- Connect people to housing in sustainable ways
- Provide affordable connections to transit
- Provide accessible, safe and convenient facilities to end a trip at a station
- Promote active transportation in the region and set an example for other areas across B.C.

Project Overview

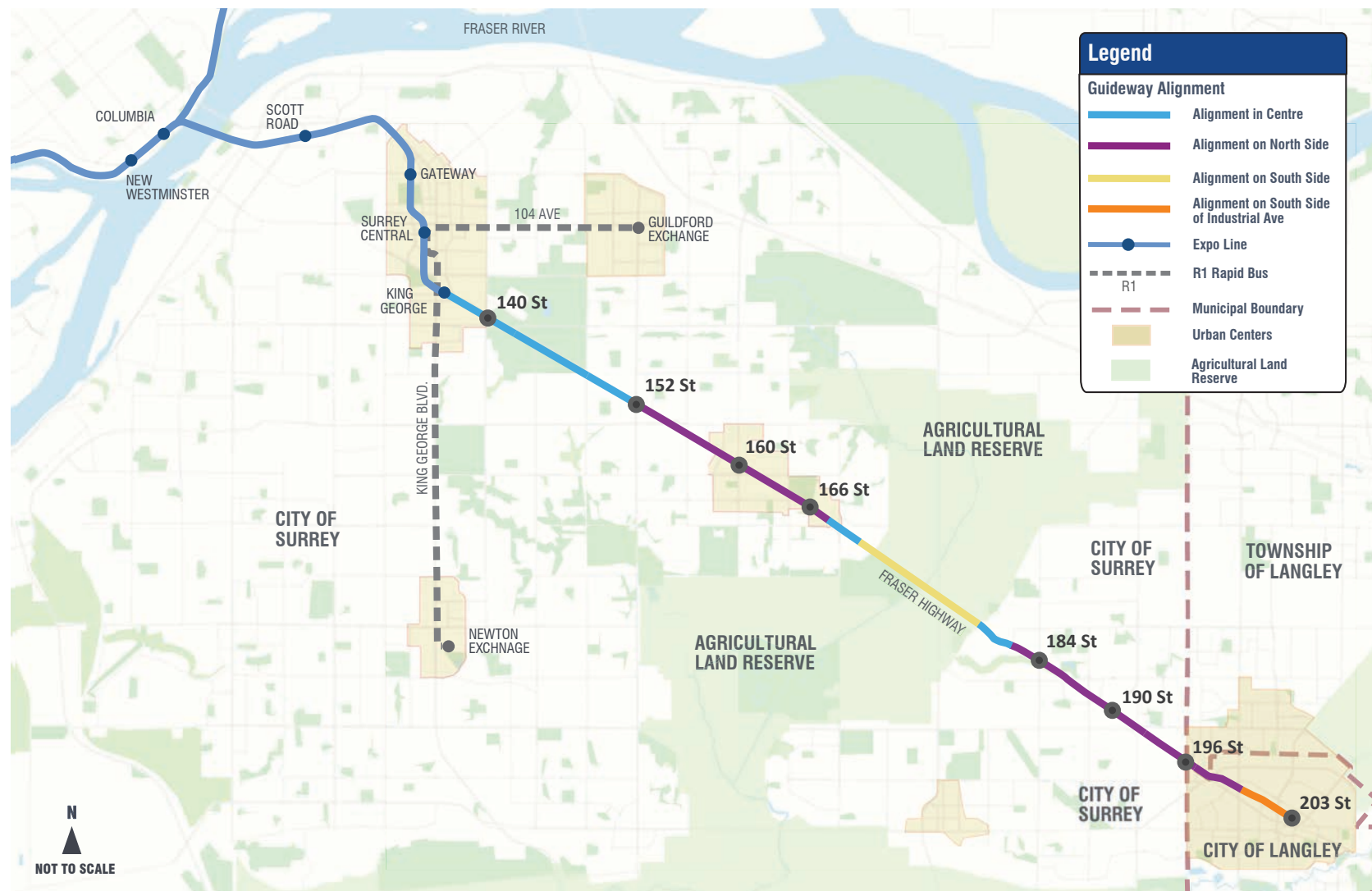
The Surrey Langley SkyTrain will extend the Expo Line 16 kilometres from King George Station in Surrey to 203 Street in Langley City.



As much as possible, the SkyTrain will be located within the right of way of the road, enabling the project to plan for safe, user-friendly, and accessible facilities for pedestrians and cyclists accessing stations and the surrounding areas.

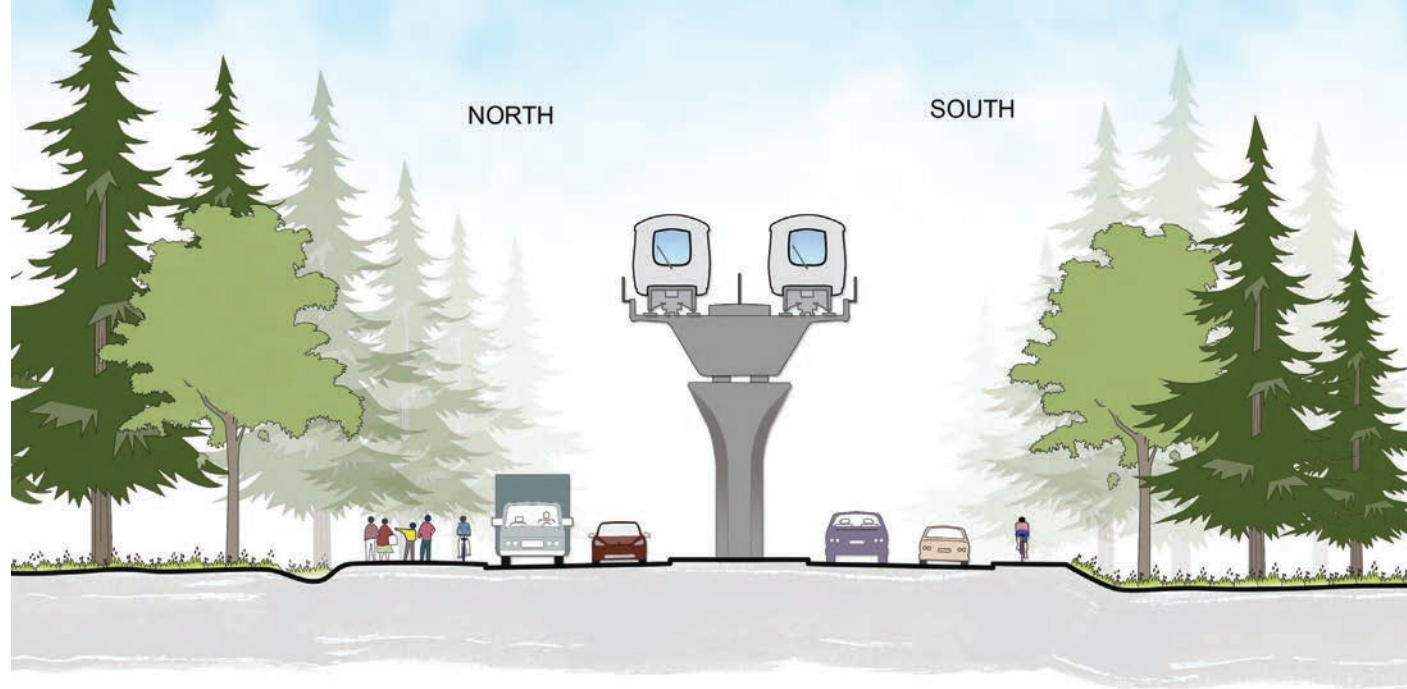
Alignment

“Alignment” describes the route and physical location of the SkyTrain extension. On different sections of Fraser Highway, the elevated SkyTrain guideway will run on the north or south side of the roadway, or in the centre above the median.



Considerations in determining the guideway alignment included:

- Environmentally sensitive areas
- Property impacts
- Project-related costs
- Ease of construction
- Number of Fraser Highway crossings
- Traffic flow

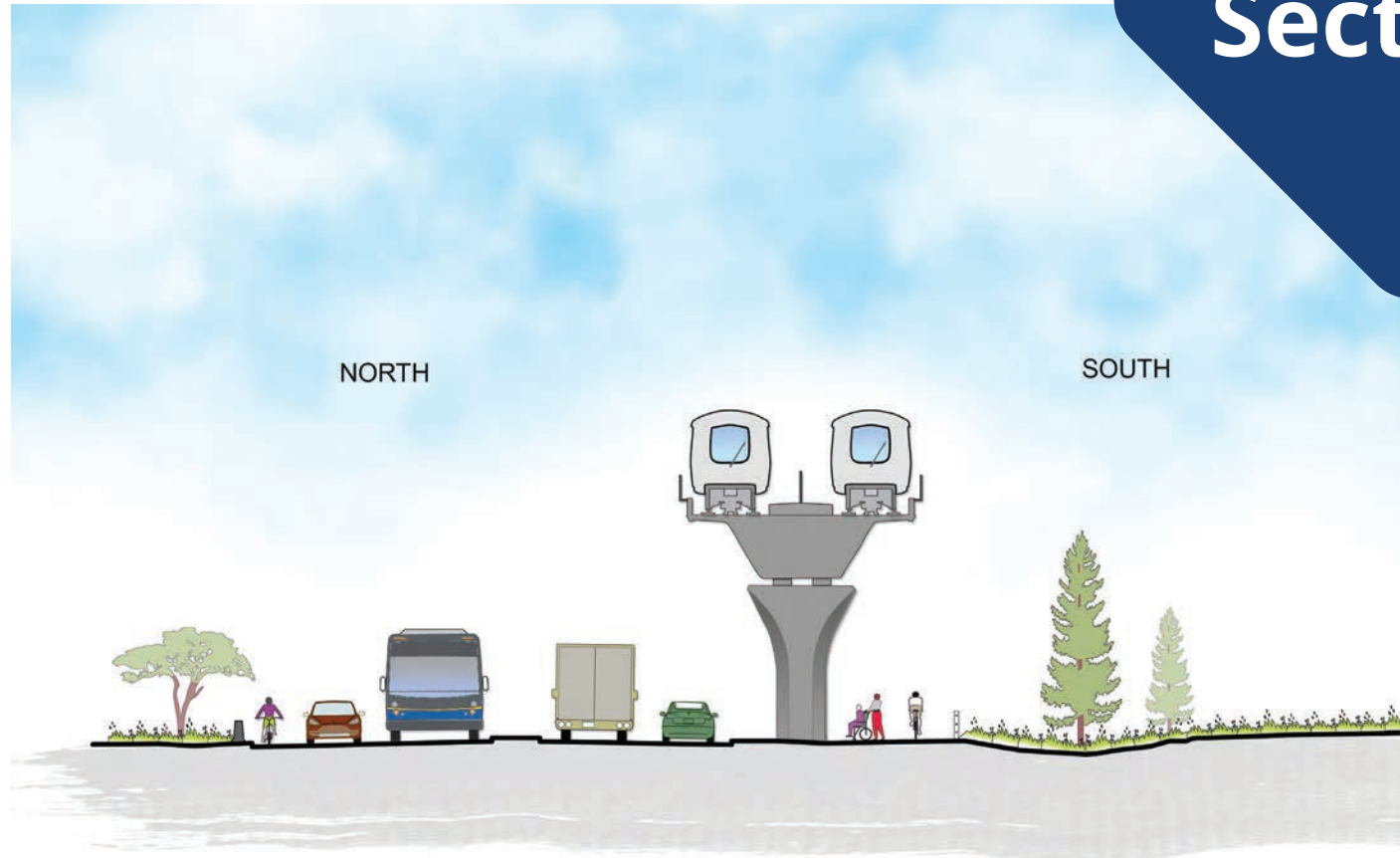


CROSS SECTION OF TYPICAL CENTRE RUNNING GUIDEWAY
IN GREEN TIMBERS URBAN FOREST

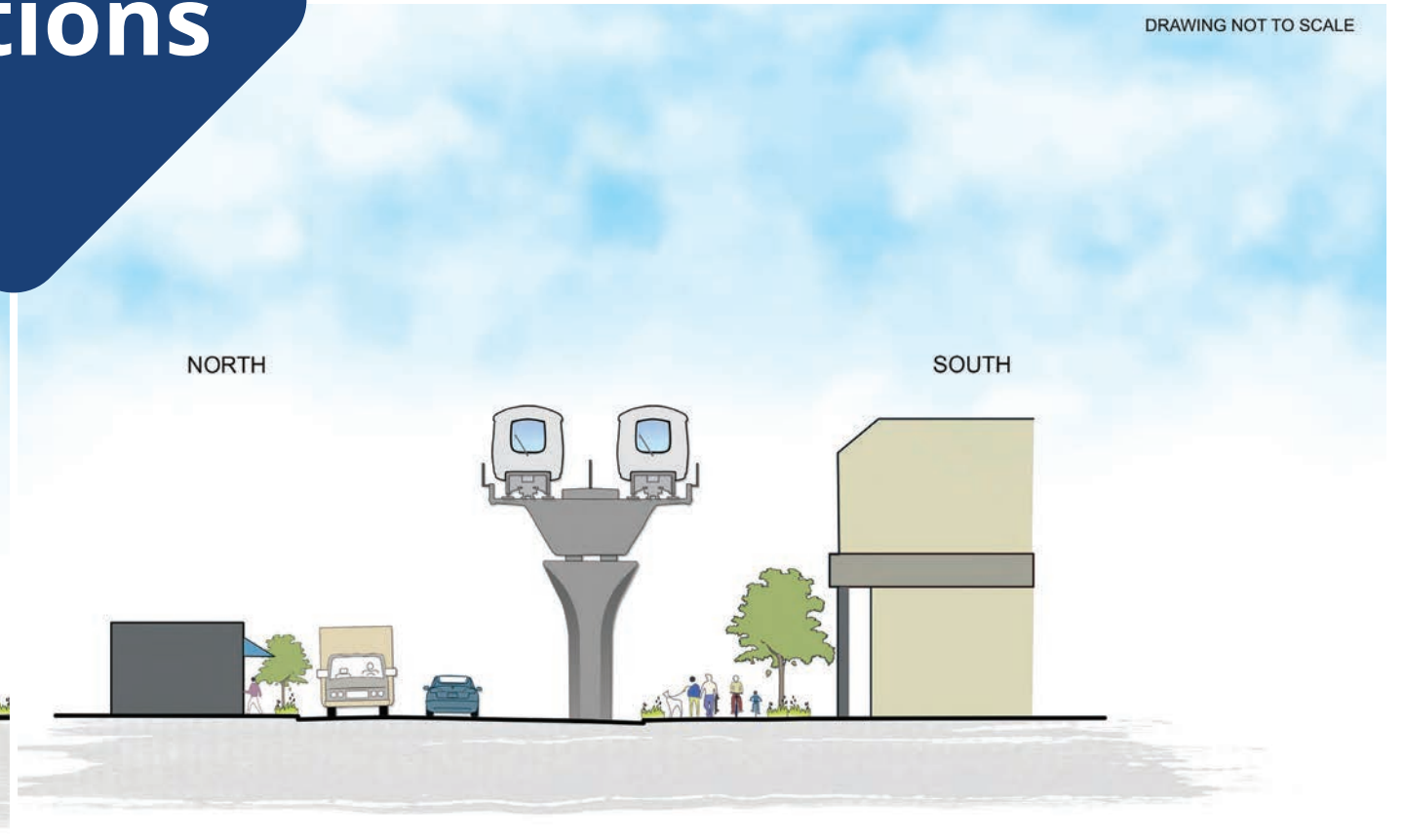


CROSS SECTION OF TYPICAL NORTH RUNNING GUIDEWAY
ON FRASER HIGHWAY NEAR 152 ST

**Cross
Sections**



CROSS SECTION OF TYPICAL SOUTH RUNNING GUIDEWAY
THROUGH THE AGRICULTURAL LAND RESERVE (ALR)



CROSS SECTION OF TYPICAL SOUTH RUNNING GUIDEWAY
ALONG INDUSTRIAL AVENUE

Stations

Considerations in determining station locations included:



Maximize potential ridership



Address design and technical requirements



Connect communities to public and active transportation easily



Cost efficiency



Minimize property impacts



Support long-term city planning

140 Street Station

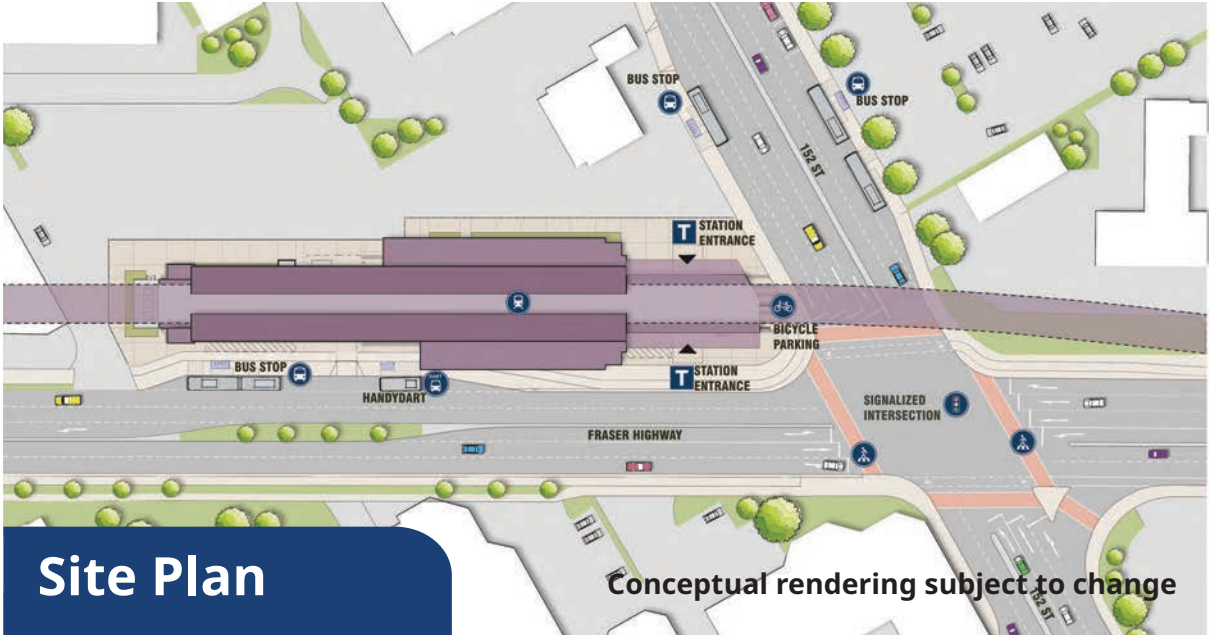


Site Plan



Rendering

152 Street Station



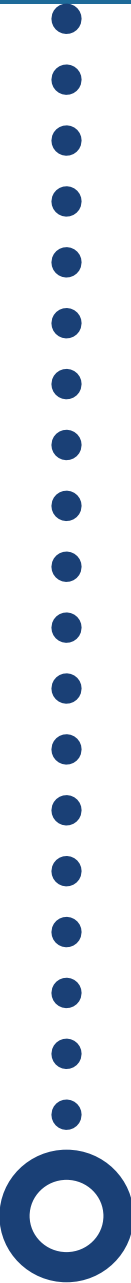
Site Plan

Conceptual rendering subject to change

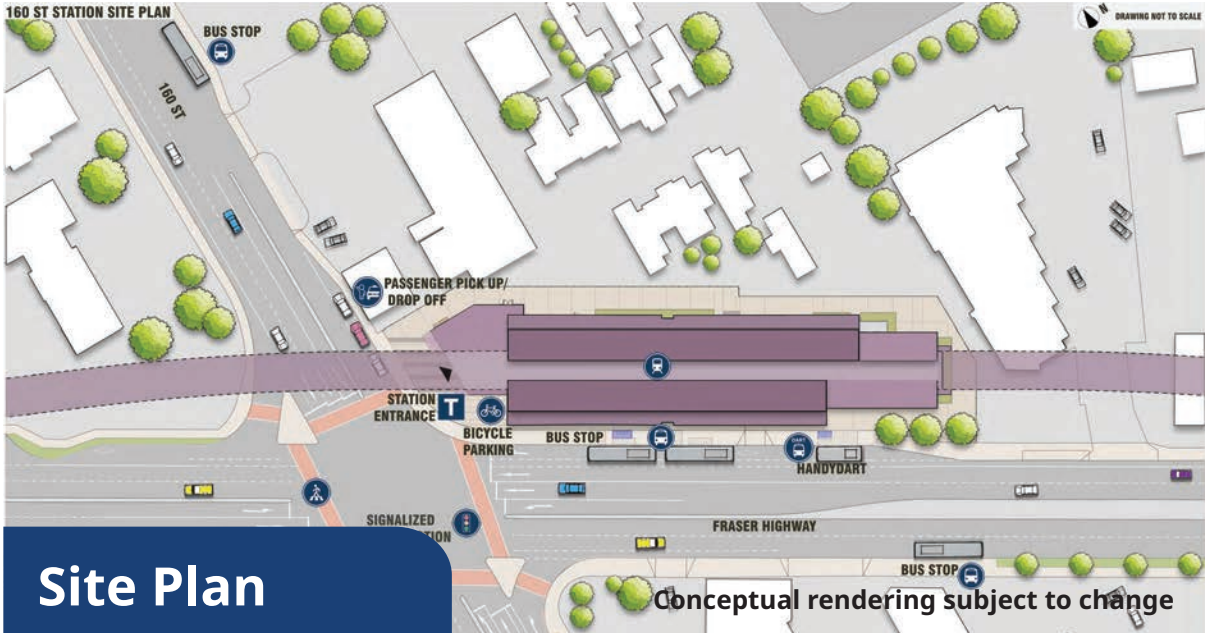


Rendering

Conceptual rendering subject to change



160 Street Station

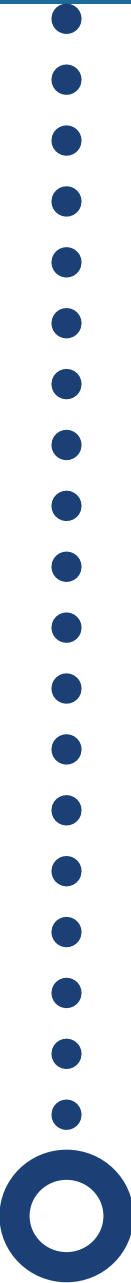


Site Plan

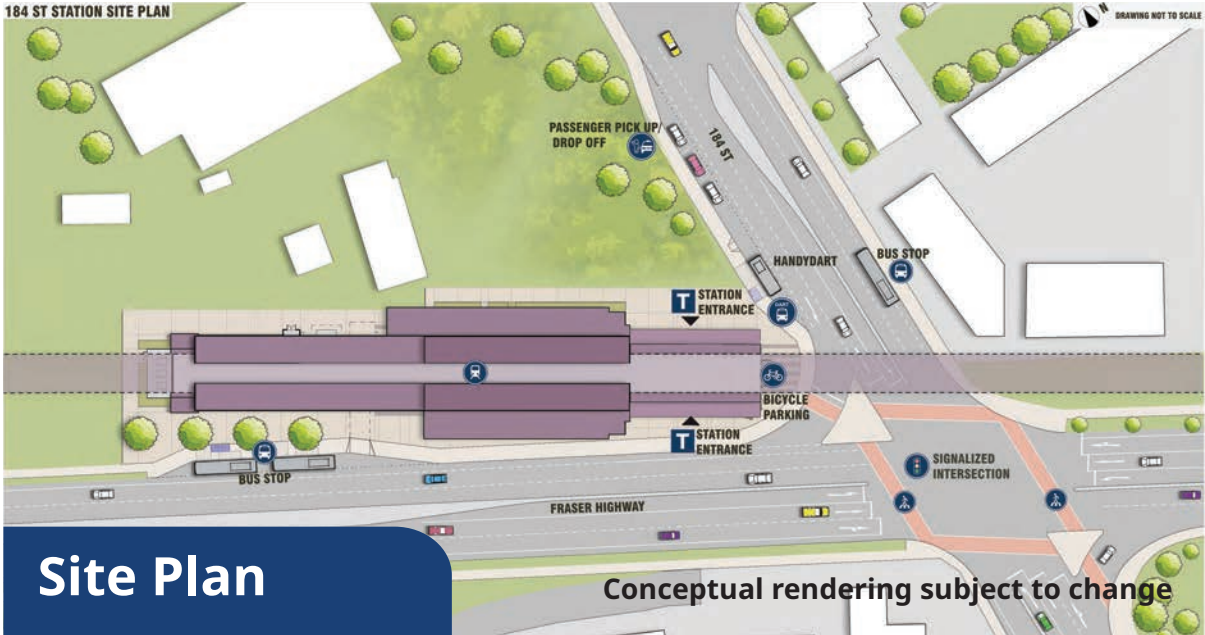


Rendering

166 Street Station



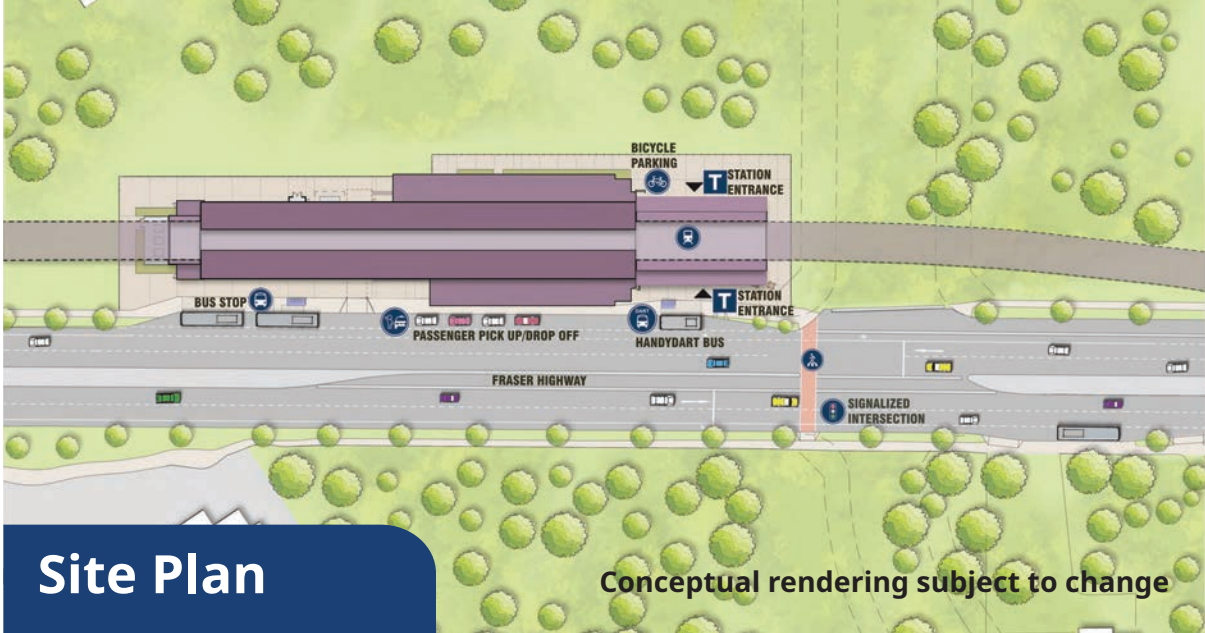
184 Street Station



Site Plan



190 Street Station



Site Plan

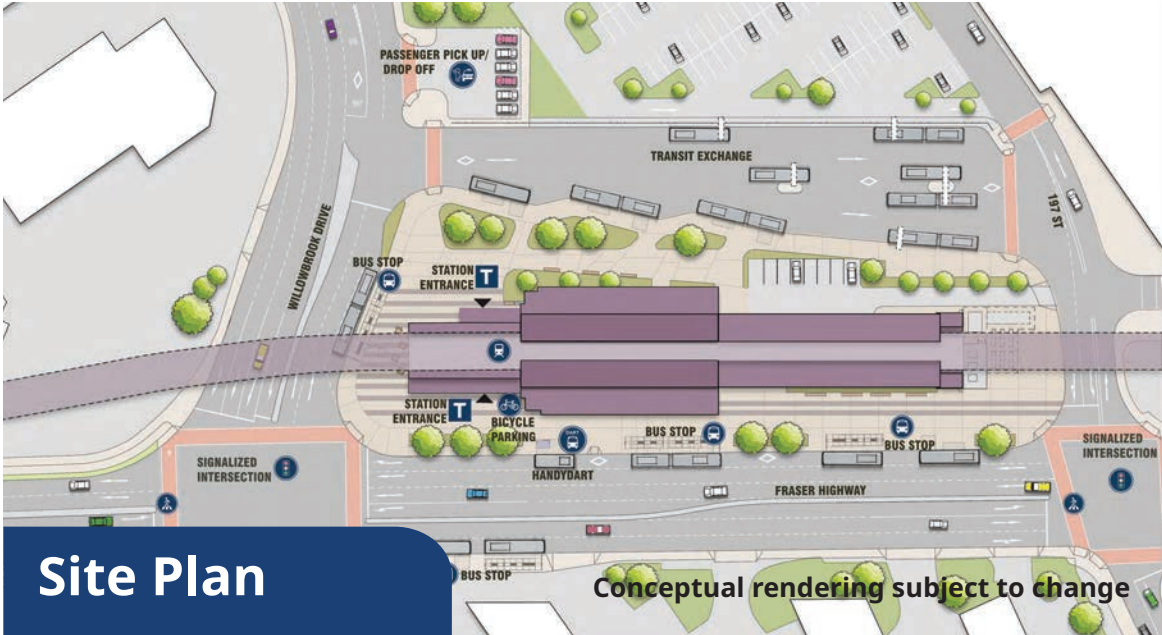
Conceptual rendering subject to change



Rendering

Conceptual rendering subject to change

196 Street Station



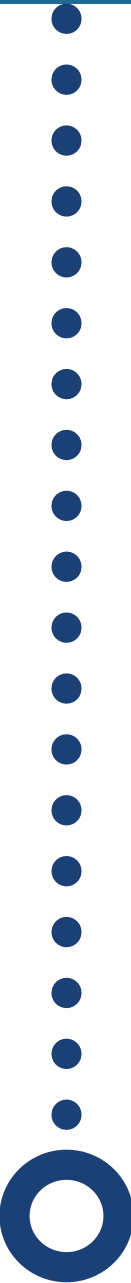
Site Plan

Conceptual rendering subject to change

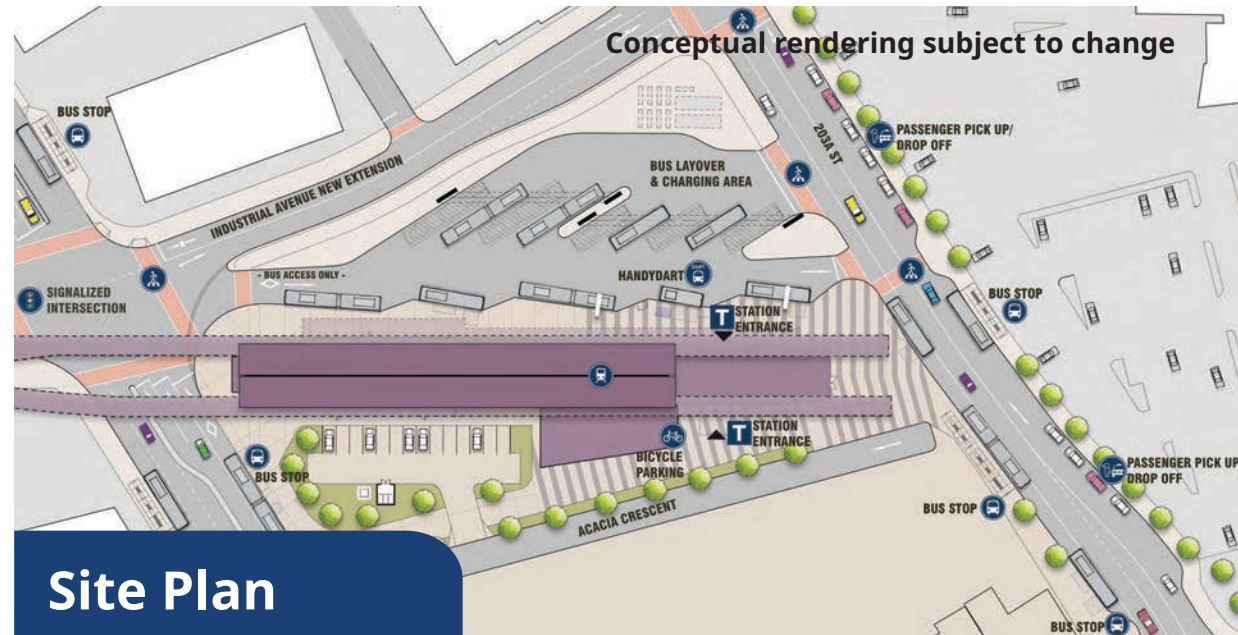


Rendering

Conceptual rendering subject to change



203 Street Station



Site Plan



Rendering

Advance Works

We are carrying out advance works, such as relocating utilities, to prepare for major construction. This will provide greater certainty about site conditions and mitigate the potential for cost increases and schedule delays. This \$128 million advance work includes:



Partnering with the City of Surrey on phase two of Fraser Highway road widening



Design and relocating BC Hydro power lines and structures in Surrey and Langley



Design and relocation of other utilities



Property acquisition

About the Environmental Screening Review (ESR)



We are undertaking an ESR to inform environmental management for the project



The Province is committed to analyzing potential environmental effects and developing mitigations to help inform design, construction and operation



In addition to this public engagement, we are engaging Indigenous groups, municipalities and stakeholders



Feedback is considered in the ESR and incorporated where appropriate and feasible

Environmental Screening Review (ESR) Process



Where we are now:

- Completed an ESR Terms of Reference and environmental baseline studies
- Updating ESR and Construction Environmental Management Plan (CEMP) Framework for the full 16 km SkyTrain extension



Feedback to date:

- 93% of survey respondents think that the ESR process is sufficiently thorough
- Request to incorporate visual assessment in the ESR process

Participants were interested in:

- Tree preservation in Green Timbers Urban Forest
- Noise and light mitigation
- Wildlife and aquatic habitats
- SkyTrain's carbon footprint
- Meaningful engagement with Indigenous groups
- Sustainable construction waste disposal



Next steps:

- Consider feedback from public engagement
- Continue engagement with Indigenous groups and stakeholders
- Complete ESR and CEMP Framework

Timeline:

- ESR report: Summer 2022
- Draft CEMP Framework: Summer 2022

Preliminary Environmental Screening Review (ESR) Findings

	Effect	Mitigation
Noise	<ul style="list-style-type: none">• Construction: Temporary increases in daytime and night-time noise levels• Operation: Comparable noise levels to existing SkyTrain	<ul style="list-style-type: none">• Schedule construction to minimize noise in residential areas• Notify residents in advance of noisy construction activities• Use hardened steel rail and noise barriers and other measures recommended in TransLink's Noise Study
Visual	<ul style="list-style-type: none">• Changes to views from residential and green spaces due to elevated SkyTrain stations and guideway	<ul style="list-style-type: none">• Choose architectural finishes and landscaping that support visual screening at stations
Archaeology	<ul style="list-style-type: none">• No impacts to registered archaeological sites	<ul style="list-style-type: none">• Adhere to management recommendations and protocols for chance finds during construction
Vegetation	<ul style="list-style-type: none">• Effects to existing trees along the alignment	<ul style="list-style-type: none">• Protect trees and replace trees if removed

Preliminary Environmental Screening Review (ESR) Findings

	Effect	Mitigation
Wildlife	<ul style="list-style-type: none"> • Construction: Green Timbers and Serpentine Valley are key areas to monitor wildlife • Operation: Minimal anticipated effects 	<ul style="list-style-type: none"> • Design stations to minimize potential bird strikes • Minimize wildlife attractants during construction
Fisheries and aquatics	<ul style="list-style-type: none"> • Construction: Minimal effects on fish and fish habitat • Operation: No anticipated effects 	<ul style="list-style-type: none"> • Control sediment and erosion • Time instream work during least sensitive periods
Air quality and greenhouse gases (GHGs)	<ul style="list-style-type: none"> • Construction: Temporary minor increase during construction • Operation: Net benefit from replacement of gas and diesel-powered cars and buses with an electrically-powered SkyTrain 	<ul style="list-style-type: none"> • Use measures to minimize GHG emissions such as anti-idling protocols, electric equipment and ultra-low sulphur diesel • Minimize embodied carbon in construction materials

Engaging with Indigenous Groups

The Province is committed to meeting its obligations to Indigenous groups and is working closely with Katzie First Nation, Kwantlen First Nation, Matsqui First Nation, Musqueam Indian Band, Semiahmoo First Nation and Tsawwassen First Nation on the project.

To date, Indigenous groups have participated in archaeology work, provided input into the Environmental Screening Reviews (ESR) and on the Reference Concept Design (RCD) .

The Province will continue to engage Indigenous groups, including exploring economic development, cultural recognition and other opportunities during project delivery.



Engaging with Stakeholders and the Public

Stakeholder Engagement

The Province is in the process of engaging project partners and key stakeholders, including local governments, community organizations, advocacy groups, businesses, residents and institutions in areas of health and education.

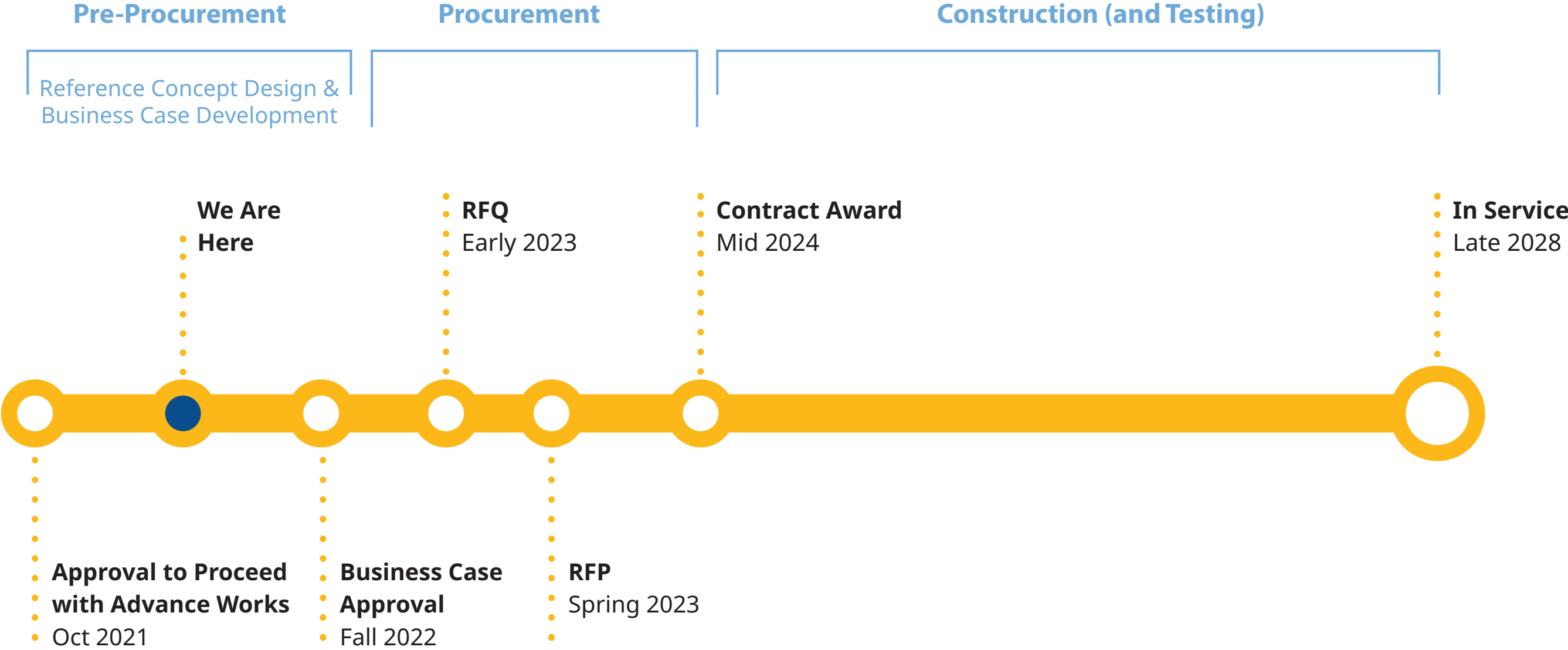
Public Engagement

The Province will continue to engage residents and the public on this important project. Stay tuned for project developments and engagement opportunities.



The Province is engaging diverse and often underrepresented audiences through an equity analysis process. We will continue to engage equity-deserving communities through the project's design development, procurement and construction phases.

Project Timeline



Thank You!

We look forward to your comments. Please provide your feedback through the online form at <http://engage.gov.bc.ca/surreylangleyskytrain> by June 9, 2022.

Thank you for your interest in the project and participation in this public engagement. As this project progresses, there will be future engagement opportunities to provide feedback. Please stay in touch via:



Our project website:

<https://gov.bc.ca/surreylangleyskytrain>



Email:

surreylangleyskytrain@gov.bc.ca

