

# Vedder Road Widening Project

## Keith Wilson – Watson Road

### Frequently Asked Questions

**Q1: I thought Vedder from Keith Wilson to Watson/Promontory was in the budget last year, why has it not started yet?**

**A1:** In order to widen the road, the City had to purchase a strip of land from the adjacent properties. The time frame for property valuation, negotiations and as a last resort, expropriation, took a year.

**Q2: Why isn't Vedder Road being widened to six lanes, especially with the projected residential growth in Sardis?**

**A2:** Following the update to the Sardis Neighbourhood Plan, the City will review the traffic modeling and design of Vedder Road from Spruce/Britton to Knight to ensure the future plans for that section of the corridor account for the projected development.

**Q3: How will the widening handle all the population growth happening on Promontory and Vedder Road?**

**A3:** The current project was designed to accommodate the projected growth in the City's Official Community Plan.

**Q4: Why widen Vedder Road when it reduces to one lane across the Vedder Bridge?**

**A4:** Other than seasonal traffic to Cultus Lake, most of the traffic on Vedder Road turns at South Sumas, Watson/ Promontory Road or Keith Wilson Road. Currently the traffic volume on Vedder Road south of Keith Wilson Road is half of the traffic volume north of Keith Wilson Road. This pattern is expected to continue as there is very little development happening in Chilliwack south of the Vedder River.

**Q5: When are intersection improvements at Vedder and South Sumas taking place? Why is it delayed?**

**A5:** The City plans to construct left turn bays at Vedder Road onto South Sumas Road. The project was initially budgeted for 2017; unfortunately, land purchases to facilitate this project took longer than anticipated, but the City will be issuing the design-build contract that includes the Vedder/South Sumas intersection in early 2020.

**Q6: Why don't we spend more money to upgrade all our roads now?**

**A6:** In order to keep property taxes low, the City's policy is that growth pays for itself. Assuming future development is guaranteed and going into debt to build roads in advance increases the risk to current and future taxpayers. Instead, developers pay Development Cost Charges (DCCs) for roads and these pay for a significant portion of the costs associated with upgrading our major roads. This means development happens first, developers pay DCCs and then we upgrade roads.

**Q7: Why is the work taking place in the day time and not at night?**

**A7:** Under the City's Noise Bylaw, construction is allowed to take place Monday to Saturday 7am to 9pm. Night works are considered only when absolutely necessary. While we know there will be significant traffic disruption during this project, we are also sensitive to the nearby residents. Drivers can often choose a different route or leave their houses a bit earlier, but residents who live in the vicinity deserve the consideration of quiet hours from 9pm to 7am.

**Q8: Why aren't we investing in better transit and bike lanes instead of encouraging more people to drive by widening roads?**

**A8:** The Vedder Road widening includes bike lanes and sidewalks to improve safety and encourage all modes of travel. Adding vehicle lanes also reduces congestion to help increase the reliability of transit. The City continues to invest in transit and build our cycle network, independent of these major road upgrades.