

Welcome to the South of Fraser Transportation Priorities Engagement

A robust and reliable highway network is needed to serve the needs of a growing population and diverse economy. The Ministry of Transportation and Infrastructure is seeking input and ideas from local government, First Nations and key business and community stakeholders to understand transportation priorities south of the Fraser River.

Building on the goals outlined in *B.C. on the Move: A Ten-Year Transportation Plan*, the focus of this engagement is how investments in provincial infrastructure can tie into and support local and regional transportation priorities, particularly as they relate to traffic congestion, population growth, highway safety, cycling connections and port traffic.

Our goals:

- Enhance safety, mobility and reliability by monitoring highway performance and investing in improvements to address high risk locations
- Improve infrastructure in order to drive economic growth and trade by addressing mobility challenges on routes servicing major economic gateways
- Ensure British Columbia's transportation sector is globally competitive by investing in and developing Canada's Pacific Gateway

The information gathered through this engagement will inform future provincial planning and help define specific priorities for provincial infrastructure in the area.

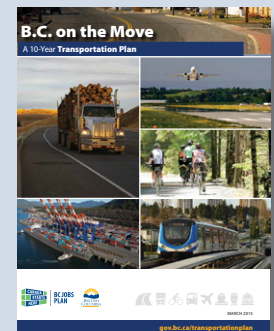
Planning for the Future: B.C. on the Move

B.C. on the Move is the Government of B.C.'s 10-year plan for the improvement of the province's transportation network.

The plan was developed by government with input gathered during an extensive engagement process in fall 2014. The engagement included a public survey that drew over 12,500 responses from throughout B.C. and over 100 meetings with representatives of local governments, First Nations, chambers of commerce, port and airport authorities and other stakeholders.

The actions prioritized in the plan will grow the economy, improve safety, maintain and improve aging infrastructure and support trade.

You can read the full plan at engage.gov.bc.ca/transportationplan



Investments to-date and planning for the future

Over the last decade, the **population of the Lower Mainland has increased by 16% from 2.4 to 2.8 million people**. Through this period, the Ministry has made significant investments south of the Fraser including a new Highway 17 (South Fraser Perimeter Road), border crossing improvements and the Roberts Bank Corridor projects.

Building on these investments, the Ministry is looking to **enhance safety, mobility and connectivity** to keep pace with population and employment growth, rapidly expanding resource sectors, and to ensure that transportation improvements remain a priority.

The Ministry continues to work with local and regional agencies to **plan major capital projects throughout the Lower Mainland** – such as the George Massey Tunnel replacement, border crossing improvements, and the Surrey and UBC Rapid Transit Lines – however, **other major and minor capital projects and rehabilitation initiatives** need to be considered to support long-term goals and objectives.



Highway 17 (SFPR) near Delta port



41B Street Overpass along the Roberts Bank Rail Corridor



Artist's rendering of a new bridge to replace the George Massey Tunnel

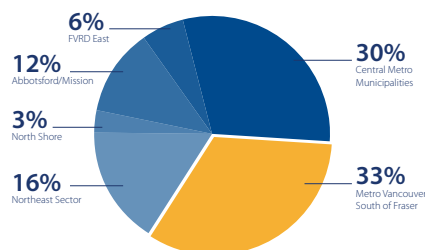
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Why are investments needed south of the Fraser?

- **Population and employment growth south of the Fraser:** The population of Metro Vancouver is expected to grow by one million people over the next 25 years, with communities south of the Fraser River supporting the highest growth in population and employment (an additional 320,000 people and 170,000 jobs over the next 20 years)
- **Increased trips:** With this population and employment growth, there would be an associated growth in trips for people and goods movement across modes (vehicles, transit and goods movement)

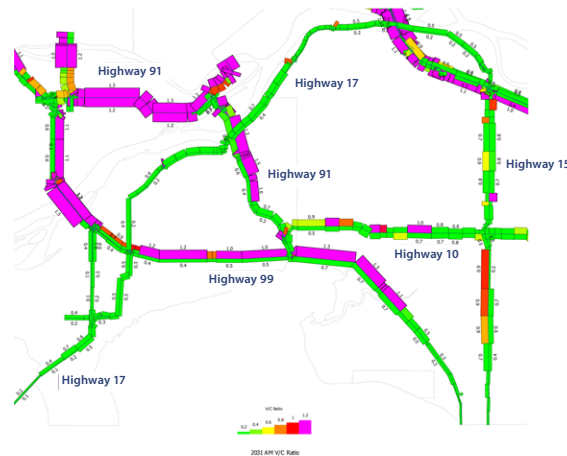
Population change to 2031



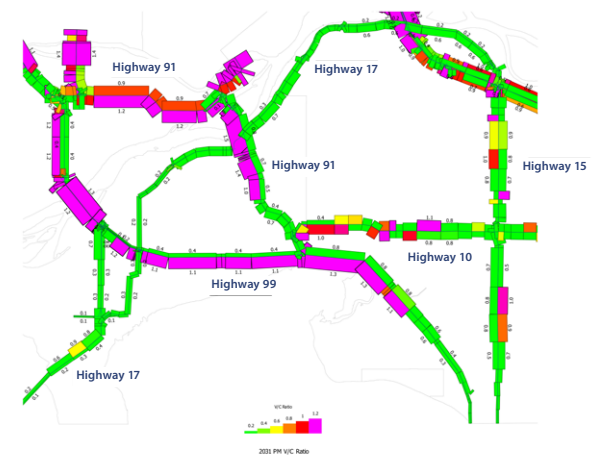
The maps below show forecasted mobility conditions in 2031, without further investments, including constrained capacity and growing levels of recurring delays and congestion during the morning and afternoon peak periods, specifically along Highway 99, Highway 91 and Highway 17 corridors. Green indicates where there would be sufficient capacity for forecasted volumes, and pink shows where volumes would exceed capacity.

2031 peak hour volume/capacity ratios

Morning

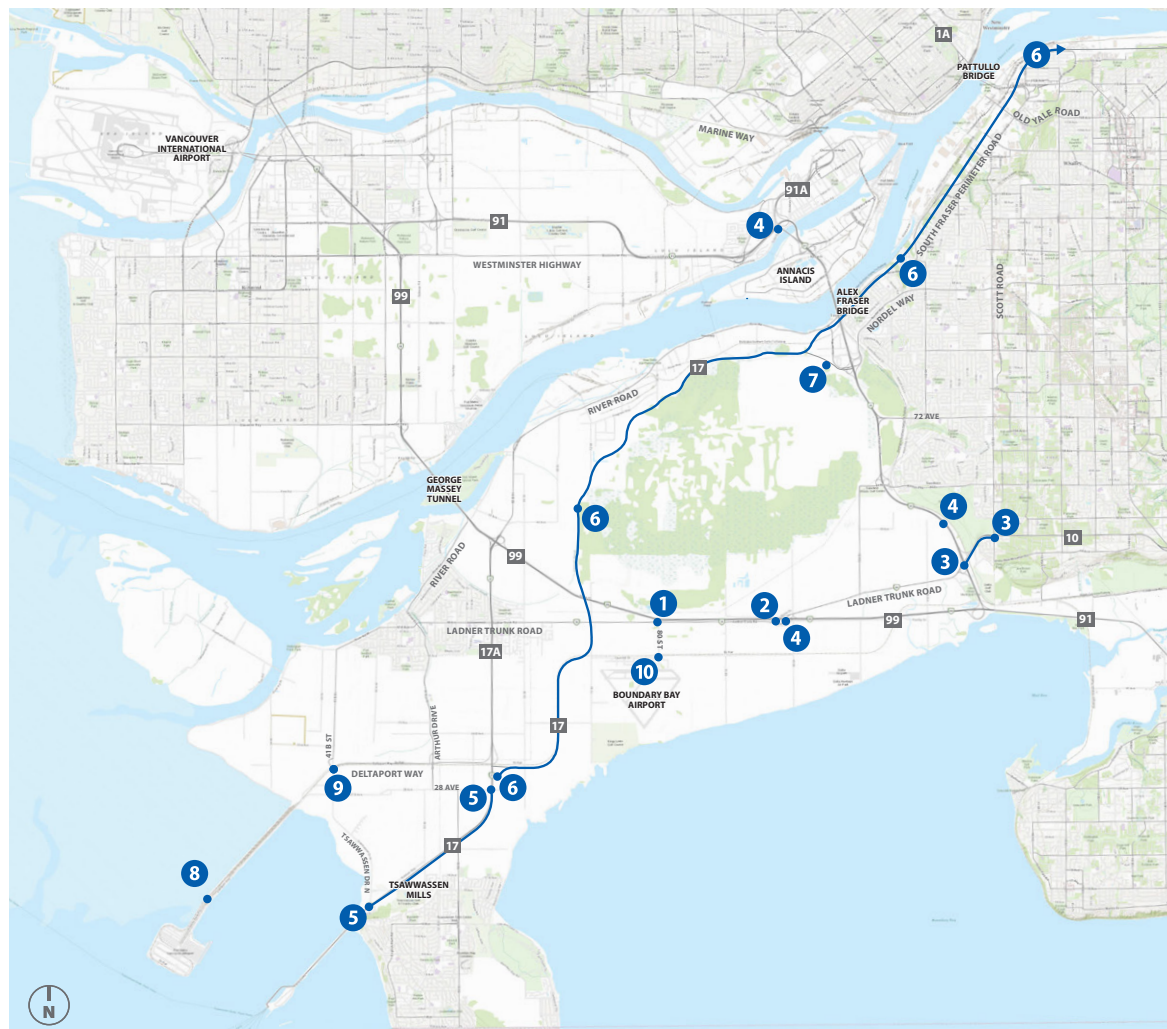


Afternoon



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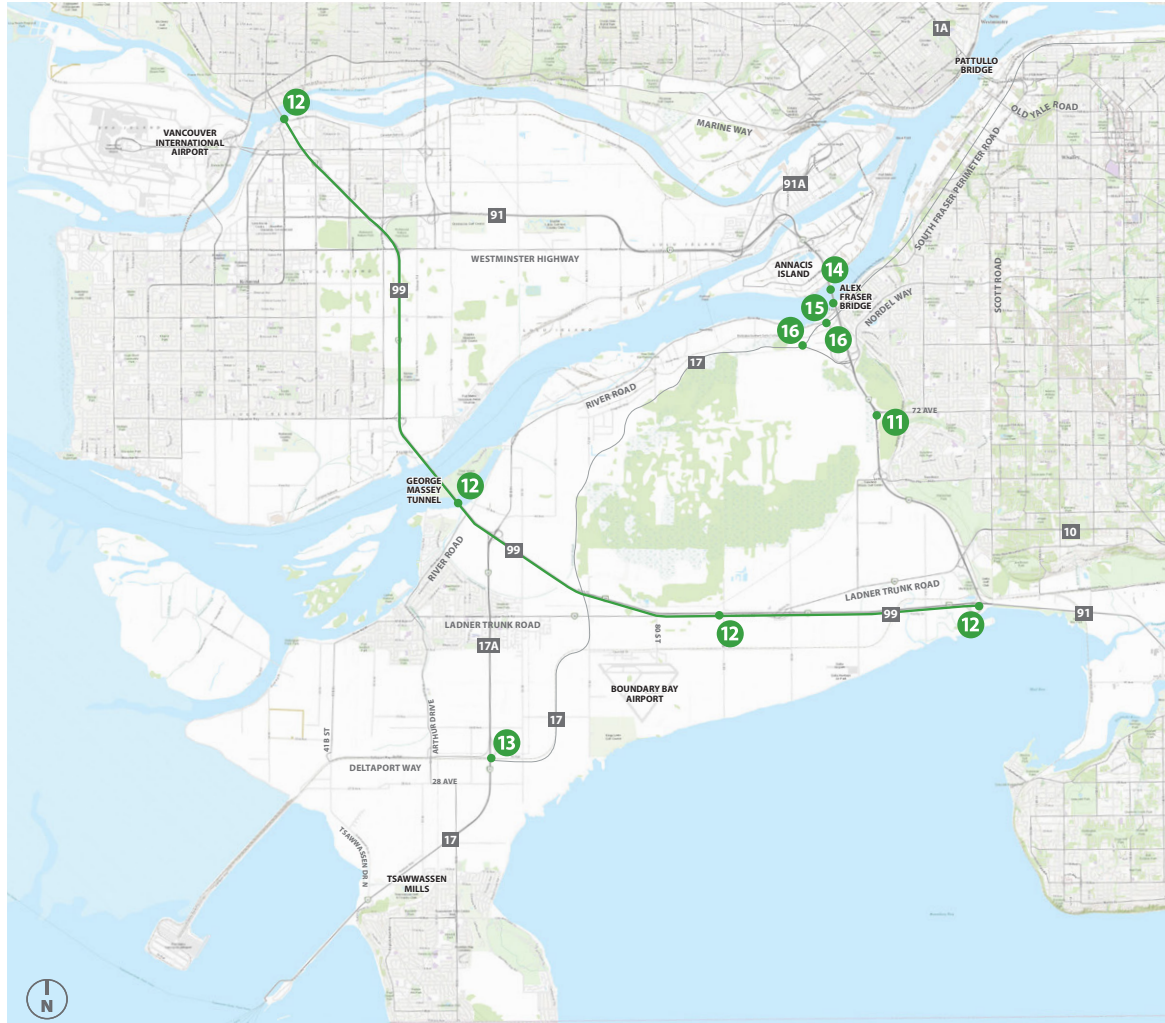


Recent Investments

- 1 Highway 99 off-ramp at Ladner Trunk Road/80 Street (May 2014)**
\$2.5 million Provides direct access to Boundary Bay Airport and industrial area
- 2 Highway 99/Matthews Interchange Improvements (Oct 2014)**
\$7.5 million Safety improvements
- 3 Highway 10 Safety Improvements (Mar 2016)** \$2.15 million
Concrete median barrier between Scott Road and Highway 91
- 4 Mobile Weigh Scale Sites** \$600,000
Improved commercial vehicle safety enforcement:
 - Highway 99 at Ladner Trunk Road (Apr 2016)
 - Highway 91 EB onto Highway 91A NB (Apr 2016)
 - Highway 91 NB North of Highway 10 (Oct 2015)
- 5 Highway 17 widening between 28 Avenue and Tsawwassen Drive (Oct 2016)** \$18.5 million (Delivered by Tsawwassen First Nation)
Improved access to Tsawwassen Mills
- 6 South Fraser Perimeter Road (Highway 17) (June 2014)**
\$1.26 billion New route to reduce congestion and improve access to key economic gateways
- 7 Nordel Truck Parking (Nov 2016)** \$8.7 million Commercial truck amenities
- 8 Deltaport Terminal, Road and Rail Improvement Project Causeway Overpass (Nov 2014)** \$45 million (Delivered by Vancouver Fraser Port Authority) Rail/road separation to improve commercial access
- 9 41B Overpass at Deltaport Way (2010)** \$24 million
Improved safety and reduced noise through road/rail separation
- 10 80 Street Rail Overpass (Jun 2012)** \$13 million
Improved safety and reduced noise through road/rail separation

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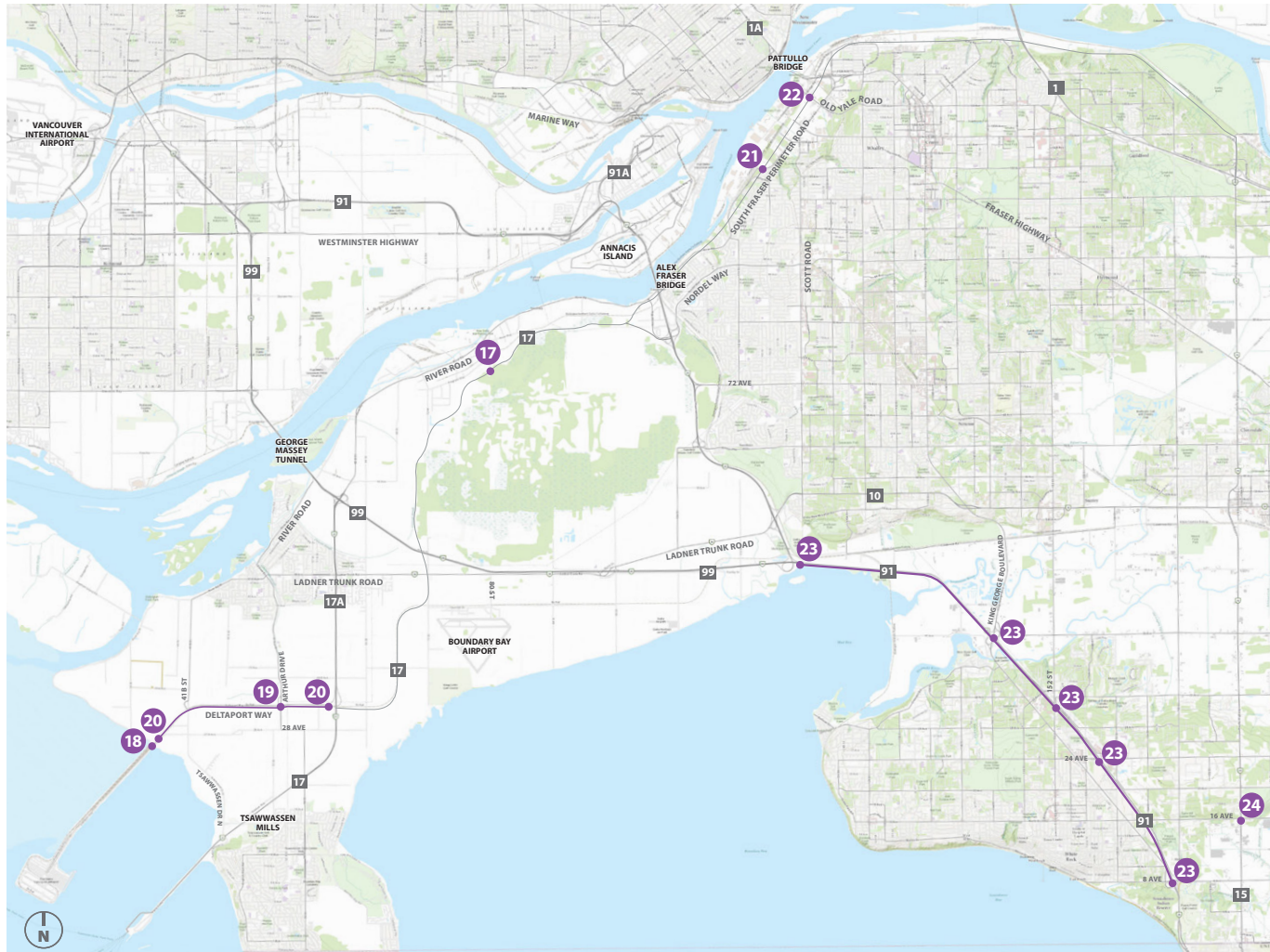


Investments Underway

- 11 **Highway 91/72 Avenue Interchange (Winter 2018)** **\$30 million**
Reduced congestion and improved safety
- 12 **George Massey Tunnel Replacement Project (2022)** **\$3.5 billion**
Reduced congestion and access improvements for all users
- 13 **Deltaport Truck Staging Area at Highway 17A and Deltaport Way (Aug 2017)** **\$16.3 million** Improved safety
- 14 **Alex Fraser Bridge 7-lane and counter-flow (Spring 2018)**
\$70 million Reduced congestion
- 15 **Alex Fraser Bridge de-icing system (Winter 2017)**
- 16 **Sunbury and Nordel Interchanges**

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Potential Future Investments

- 17 Tilbury Intersection Improvements and Future Interchange
- 18 27B Improvements
- 19 Arthur Drive Bridge Replacement
- 20 Deltaport Way
- 21 Plywood Road/Grace Road Interchange with Highway 17
- 22 Old Yale Road Underpass at Highway 17
- 23 Highway 91 to 8 Avenue (12 kms) Widening Highway 99 from 4 lanes to 6 lanes. Construct/reconfigure interchanges: King George Boulevard, 152 Street, 24 Avenue
- 24 16 Avenue Interchange

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