

ITEM 29
MANAGER'S REPORT NO. 49
COUNCIL MEETING 89/07/26

RE: REPORT OF THE GREATER VANCOUVER TRANSPORTATION TASK FORCE AND
THE GVRD DEVELOPMENT SERVICES COMMITTEE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1989 July 18

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 01.219

SUBJECT: Report of the Greater Vancouver Transportation Task Force and the GVRD Development Services Committee.

PURPOSE: To provide an initial response to a series of recommendations contained within reports from the GVRD Development Services Committee and the Greater Vancouver Transportation Task Force concerning proposed regional transportation improvements.

RECOMMENDATIONS:

1. THAT recommendations 1,2 and 3 of the Development Services Committee report to the GVRD Board be endorsed.
2. THAT the GVRD Board be requested to defer adoption of recommendations 4 and 5 of the Development Services Committee report pending the receipt of detailed comments from member municipalities on the phase 1 recommendations as contained in the Greater Vancouver Transportation Task Force report.
3. THAT a copy of this report and the Greater Vancouver Transportation Task Force report be forwarded to the Burnaby Transportation Committee for the development of a position paper on the details of the Task Force report for submittal to Council.
4. THAT a copy of this report be forwarded to the Development Services Committee, the GVRD Board, the Greater Vancouver Transportation Task Force and the Hon. Elwood Veitch, Minister of State for Mainland/Southwest.

R E P O R T

1.0 BACKGROUND

Appearing elsewhere on the agenda is a letter dated 1989 July 12 from the Manager, Development Services, GVRD, providing a copy of a report from the Development Services Committee to the GVRD Board of Directors for its meeting of 1989 July 26 in relation to the report of the Greater Vancouver Transportation Task Force. A copy of the initial report of the Task Force (including a summary report on Phase 1 containing the list of recommendations and a draft of Chapter 3) is available to Council under separate cover. A copy of this material is available for public viewing in the Planning & Building Inspection Department.

In 1988, the Ministry of Transportation and Highways undertook a review of the provincial transportation system. The product of this review was an 18 volume report entitled "A Transportation Planning Overview for the Province of British Columbia". One of the many recommendations of this study was that a comprehensive transportation study be undertaken for the Greater Vancouver area.

Subsequent to the original study, the Provincial Government requested that each of the eight Economic Development regions covering the entire province undertake more in-depth studies to establish regional transportation strategies and identify priority transportation projects.

As is mentioned in the Development Services Committee report, the Greater Vancouver Transportation Task Force was appointed by the Honourable Elwood Veitch, Minister of State for Mainland/Southwest in 1989 January. Phase 1 of the Task Force's work, which is the subject of this report, was to prepare a regional transportation strategy to the year 2001 including suggested priorities for provincial implementation. Phase 2 will be addressing longer term strategies and policies for road, rail, air and marine modes and identifying complementary initiatives for implementation by the federal, provincial and municipal governments. The Task Force will be completing the documentation of the remainder of its report on Phase 1 by mid-summer and work will begin on Phase 2 in the early fall.

The Task Force was given until 1989 July to complete the Phase 1 work. This was to allow provision for funding of recommended provincial actions within the 1990-91 provincial budget.

2.0 THE SUMMARY REPORT - AN OVERVIEW

The objective underlying the work of the Greater Vancouver Transportation Task Force is as follows:

To prepare an integrated transportation strategy for the Greater Vancouver region which will encourage orderly economic development at the lowest possible cost to tax payers and system users in a manner consistent with the maintenance of livability and environmental quality.

To meet this objective, the Task Force has endorsed 5 strategy elements:

STRATEGY ELEMENT 1: Make the best use of the investment that we already have in place.

STRATEGY ELEMENT 2: Support improvements to the public transit systems and programs to encourage its increased use as a means to respond to and influence the travel and mobility needs of the Region.

STRATEGY ELEMENT 3: In improving the capacity of the Region's roadway systems, give appropriate weight to the following factors:

- use by transit of the improved road
- goods movement
- continuity
- safety
- community and environmental effects
- efficient use of the automobile

STRATEGY ELEMENT 4: In addition to improving the capacity and operations of the transportation systems, focus on the management of the demands of the systems.

STRATEGY ELEMENT 5: Pursue funding, policy and institutional arrangements that support coordinated planning, development and improvement of the Region's transportation systems.

The report of the Task Force indicates that the application of these strategy elements has resulted in a balanced approach in relation to recommended road and public transit initiatives that reinforce the goals of the Livable Region Strategy.

2.1 Recommended Road Network Improvements to 2001

The attached Table 6.1 taken from the Volume 1-Summary Report shows the recommended regional road network improvements to 2001. Other road facilities considered to have merit in the longer term, but not included in the recommendations for the 2001 plan are a follows:

- Cambie Street Bridge-Highway 99 to Marine Drive;
- Boundary Road Bridge and Freeway-Richmond Freeway to Highway 1 at Grandview Highway;
- 72nd Street Bridge-Highway 99 to the Richmond Freeway;
- Grandview Cut-Extension from Clark Street to the Georgia and Dunsmuir Viaducts;
- Highway 99-Highway 1 connector through Surrey and Langley;
- David Avenue-extension to the west across Burrard Inlet and to the east across the Pitt River;
- Waterfront Road-Barnet Highway to downtown Vancouver.

Also included in the report are potential links with adjacent Regional Districts. These are not included in the recommended 2001 network and include:

- Abbotsford Airport-South Surrey link along either 16th Avenue or 24th Avenue;
- new Pitt River crossing linking Pitt Meadows to the Mary Hill Bypass;
- improving the "Sea to Sky Highway" between Horseshoe Bay and Lillooet via Squamish;
- new Fraser crossing linking Langley to Maple Ridge.

2.2 Priority Road Network Improvements 1991-1996

The priority road network improvements as recommended in the Task Force report are as shown on the attached Table 6.3. This table includes an estimated construction cost for each project, a priority rating and a proposed implementation timetable. The estimated construction cost for the recommended priority road improvements is \$835 million. This estimate does not include the costs of "committed" road improvements as outlined in section 4.3 of the Summary report.

2.3 Recommended Transit Network Improvements

The recommended transit network improvements to 2001 are shown on the attached Table 6.2, while the recommended priority transit system improvements for the 1991-96 period are shown on the attached Table 6.4. Also shown on Table 6.4 are the estimated capital costs and a proposed implementation schedule. The recommended funding for transit in the 1991-96 period is \$616 million of which \$510 million is intended for the Vancouver-Richmond rapid transit link.

3.0 IMPLICATIONS TO THE MUNICIPALITY OF BURNABY

The materials and proposals contained within the reports provided are numerous and complex in nature. Given the time available, staff have not had an adequate opportunity to assess the various implications as they relate to both the region in general and to the Municipality more specifically. From our initial overview, we have identified a number of issues relative to the recommendations made in relation to the adopted Burnaby Conceptual Transportation Plan and the process being followed in seeking municipal endorsements.

3.1 ISSUE: BALANCE OF ROAD AND TRANSIT IMPROVEMENTS

The material provided to the Task Force by the Municipality highlighted that its Comprehensive Transportation Plan places a major emphasis on the development and improvement of public transportation within the Municipality. In this regard, reference was made to the need and benefits of establishing commuter rail along the C.P. Rail right-of-way to ease commuter flows in the north Burnaby corridor. Also identified was the extension of the SkyTrain system to Lougheed Mall as well as an emphasis on the need to improve the bus system where roadway capacity for projected vehicular flows is limited. Separate bus lanes along the major provincial arterials to facilitate the movement of high occupancy vehicles was indicated as an additional potential initiative.

It is recognized that the achievement of a higher modal split for transit within the region is a challenging task given the reluctance of the large majority of commuters to forego the convenience of their private automobiles. However, from a local point of view, it is believed that unless strong initiatives are taken to increase the accessibility, convenience and use of public transit in the region, there will be little hope of addressing the municipality's primary transportation problem - commuter traffic congestion on both arterial and major collector routes and the spillover through residential neighbourhoods. This is not to diminish support for the widening of major arterial routes such as Highway 1 and Lougheed Highway which is in conformity with the adopted Transportation Plan for Burnaby, but rather is raised as a matter of emphasis in the overall allocation of priority.

In this regard, staff concur with Recommendation 3, as included by the Development Services Committee, which calls for a single budget process for improving roads and transit in Greater Vancouver, and that such a capital budget should support capital investment in public transit to increase significantly the modal split for transit.

3.2 ISSUE: THE NORTH BURNABY CORRIDOR

The report does not appear to have clearly addressed the issue of roads and transit improvements to the North-East sector and the related commuter flows. The focus is on improvements to Barnet Highway and Hastings Street without consideration of the impact of the Broadway widening project on Gagliardi Way and Parker/Curtis Streets. No priority or provision has been made for the Hastings/Gagliardi Way connector. Recommendation 12 of the Volume 1 Report recommends that commuter rail linking Port Coquitlam with downtown Vancouver not be implemented given the availability of more cost effective measures. The Burrard Inlet waterfront road is identified as a longer term proposal to be further examined in relation to this major corridor. Clearly, further examination of this corridor from both a transit and road perspective is required.

3.3 ISSUE: HASTINGS STREET WIDENING

Recommendations 20(d) and (e) of the Summary report propose the widening of Barnet Highway to four lanes and selective widenings and intersection treatments on Hastings Street between Barnet Highway and Boundary Road to achieve three through lanes in each direction.

The achievement of three through lanes on Hastings Street will require the implementation of parking restrictions. This issue will need addressing in the context of the overall plan of development being prepared for Hastings Street in the area between Willingdon Ave. and Boundary Road, as well as for the area east of Willingdon Avenue.

3.4 ISSUE: SKYTRAIN EXTENSION TO LOUGHEED MALL/COQUITLAM CENTRE

The report recommends that B.C Transit begin the detailed planning of the extension of the existing SkyTrain service to Lougheed Mall (phase 1) and Coquitlam Centre (phase 2). It is proposed that the planning and design phases of the Lougheed Mall extension occur in 1992 and 1994 respectively, with construction to occur in the 1996-2001 period.

In section 3.2.2 (page 7, paragraph 3) of the "Chapter 3" document, reference is made to the need for an early start and completion of rapid transit improvements from downtown Vancouver to the N.E. sector communities. Confirmation should be sought that a greater cost effectiveness would result if developing the Vancouver-Richmond or the Whalley extension rapid transit links rather than the Lougheed Mall extension.

The summary report indicates two conceptual alignments for the Lougheed Mall SkyTrain extension. One is an Edmonds corridor alignment, while the other would see an extension via New Westminster. Both would appear to have relative merits and demerits that would need to be explored in detail with Council and the local community before any decision were made.

3.5 ISSUE: STORMONT/McBRIDE CONNECTOR

The proposed Stormont/McBride connector is included in the priority road network improvements and shown for construction in 1994, with planning and design in 1991 and 1993 respectively. Assurances will need to be obtained that the "cut and cover" approach as provided for in the Comprehensive Transportation Plan will be implemented to minimize the disrupting effect of this arterial facility on the adjacent residential community.

3.6 ISSUE: PARK & RIDE FACILITIES

Included in the priority transit improvements are proposals for park and ride facilities at a number of transit focii including Metrotown and the Lougheed Mall in 1991 and 1992 respectively. While no size or specific location is mentioned in the report, there is concern that establishment of single purpose park and ride facilities at these locations could significantly add to the level of congestion in peak travel periods within these commercial/residential centres.

3.7 ISSUE: 10TH AVENUE

The Marine Way - 10th Avenue connection is shown as a "committed" project in section 4.3 of the report. As previously outlined, the Stormont - McBride connector is included as a priority road improvement in the recommended road network improvement program for the 1991-1996 period. There is however no mention made of the proposed upgrading of 10th Avenue connecting these two facilities. Inclusion of the upgrading of 10th Avenue between 19th/20th Street and the Stormont/McBride connector in the overall program would be consistent with the primary arterial status assigned to this route in the Municipality's Conceptual Transportation Plan.

4.0 REVIEW PROCESS

The Greater Vancouver Transportation Task Force is to be commended for the completion of their Phase 1 work in accordance with the very tight timetable imposed on it. The potential implications of the recommendations on the region and individual municipalities is enormous. The recommendations finally adopted and implemented will be instrumental in shaping the development of the region and its livability. It is with this in mind that staff are of the opinion that a thorough and careful review of the above and other issues should be addressed by member municipalities as part of the overall review process. It is therefore being recommended that this report be forwarded to the Burnaby Transportation Committee for the development of a position paper commenting on the details of the Task Force report. It is intended that the position paper be submitted to Council for forwarding to the GVRD Board and the Minister of State for Mainland/Southwest. Staff anticipate that this paper would be completed in the early fall.

5.0 DEVELOPMENT SERVICES COMMITTEE RECOMMENDATIONS

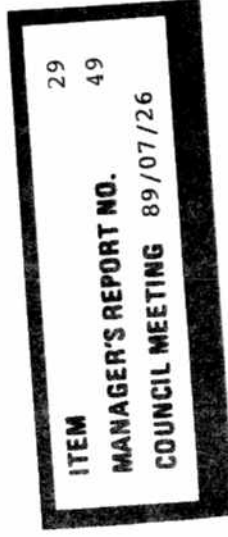
The GVRD Development Services Committee met on 1989 July 12, at which time it adopted the following five recommendations:

1. THAT the GVRD Board of Director receive this memorandum and the attached reports for information.
2. THAT the GVRD Board endorse Recommendation 1 of the Task Force which calls for the establishment of an ongoing transportation planning process in Greater Vancouver, and urge the Government of British Columbia to continue its support for such a process.
3. THAT the GVRD Board endorse Recommendation 2 of the Task Force which calls for a single capital budget process for improving roads and transit in Greater Vancouver, and that such a capital budget should support enhanced capital investment in public transit to increase significantly the modal split for transit.
4. THAT the Development Services Committee recommend that the GVRD Board advise the Minister of State for Mainland/Southwest that the list of transportation projects contained in Recommendations 20, 21 and 22 in the Summary Report should, subject to the priority indicated in Recommendation 3, be used as the basis for further stages of planning, design and construction of provincial transportation investment projects in the 1991-96 period, it being understood that such projects are subject to further review and refinement in consultation with affected municipalities, user groups and the general public.

(Note: Recommendations 20, 21 and 22 are shown in Appendix 1).

5. THAT the remaining recommendations of the Phase 1 Report of the Transportation Task Force be considered by the Development Services Committee at its September meeting as part of the ongoing regional transportation planning process.

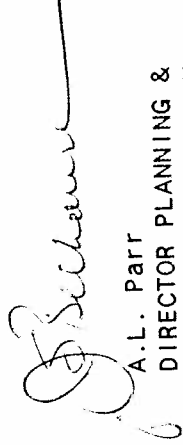
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In addition to adopting the five recommendations, the Development Services Committee directed that Municipal Councils be requested to comment on their report, including the five recommendations, that is being forwarded to the GVRD Board for its meeting of 1989 July 26.

On the basis of our preliminary overview, staff supports endorsement of recommendations 1,2 and 3 from the Development Services Committee report. At this time, staff are reluctant to recommend a blanket endorsement of recommendation 4 and 5 until the Burnaby Transportation Committee and Council have had an adequate opportunity to fully assess the implications of the Task Force report. Accordingly, staff would recommend that the GVRD Board be requested to defer adoption of recommendations 4 and 5 pending the receipt of detailed comments from member municipalities on the Phase 1 recommendations.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION


JSB/mcb
Attachs:

cc: Director Engineering

TABLE 6.1
 RECOMMENDED ROAD NETWORK IMPROVEMENTS TO 2001

| <u>FACILITY</u> | <u>ACTION</u> | <u>SEGMENT</u> | <u>NO. OF LANES</u> |
|----------------------|-------------------|---|------------------------------------|
| Highway 1 | Widen | 2nd Narrows Bridge | 8 |
| | Widen | 2nd Narrows - Lynn Creek | 8 |
| | Widen | Lynn Creek - Capilano Road | 6 |
| | Widen | 1st Ave. - Port Mann | 8 |
| | New | Stomont - McBride Connector | 4 |
| | New | Westbound on-ramp from Mary Hill Bypass | 4 |
| | Widen/New | Widen or Twin Port Mann Bridge | 4 |
| | New | Port Mann - Lougheed North Connector | 4 |
| | Widen | Port Mann - 152 St. | 2 |
| | Widen | 152 St. - 200 St. | 8 |
| | New | 216 St. Interchange and Connectors | 6 |
| | New | Connector from Bridgehead - Hwy. 1 | 4 |
| | Lions Gate Bridge | New | Connector from Bridgehead - Hwy. 1 |
| Lougheed | Widen | Boundary Road - Barnet Hwy. | 6 |
| Barnet Hwy. | Widen | St. Johns St. - Hastings St. | 4 |
| | New | Port Moody Bypass | 4 |
| Hastings St. | Widen | Barnet Hwy. - Boundary Rd. | 6 |
| | Widen | Scott Rd. - 192 St. | 4 |
| Highway 10 | Widen | Langley Bypass - 232 St. Interchange | 4 |
| | Widen/New | Railway Grade Separation (Langley Bypass) | 4 |
| Highway 17 | New | Direct connection to Highway 99 East | 4 |
| | Upgrade | Freeway Standards | 4 |
| Fraser Highway | Widen | King George Hwy. - 176 St. | 4 |
| | New | Railway Grade Separation (Langley) | 4 |
| 200th St. | New | Railway Grade Separation | 4 |
| Highway 91 | New | Interchange at Boyd St. | |
| | New | Interchange at 72nd Ave. | |
| Highway 91A | Upgrade | Interchange at Queensborough Bridgehead | |
| | New | Interchange at Hamilton St. | |
| Highway 99 | Widen | George Massey Tunnel | 6 |
| | Widen | Tunnel - Richmond Freeway | 6 |
| | New | Interchange at Blundell Rd. | |
| | New | Interchange at 152 St. or 24th Ave | |
| Granview Out | Upgrade | Highway 1 - Grandview | 4 |
| | Widen | Boundary - Slocan | 6 |
| Low Level Road | New | Slocan - Clarke Drive | 4 |
| | Widen/New | Main St. - Marine Drive | 4 |
| North Perimeter Rd | New | Nordel Way - Highway 1 | 4 |
| Knight St. Bridge | Widen | Bridgeport Rd. - Marine Dr. & Intersections | 6 |
| | New | Bridge and approaches from Marine Drive | 2 |
| Mitchell Is. Access | New | 6th St. - Columbia St. | 2 |
| Front Street | Widen | Brunette - Front | 6 |
| Columbia St. | Widen | Interchange at Russ Baker/Miller Road | 2 |
| | New | Highway 99 - Nordel Way | 4 |
| Arthur Laing Bridge | New | Highway 91 - Scott Road | 4 |
| River Road/River Way | Widen/New | | |
| 72nd Ave. | Widen | | |

TABLE 6.2

RECOMMENDED TRANSIT NETWORK IMPROVEMENTS TO 2001

| | |
|---|--|
| Rapid Transit | • Vancouver to Richmond |
| SkyTrain Extension | • To Coquitlam Town Centre via Lougheed Mall |
| Bus Lanes | • Highway 99 Northbound and Southbound to the George Massey Tunnel |
| | • Highway 91 northbound to Alex Fraser Bridge |
| | • Hastings St. between Boundary Rd. and Vancouver's CBD |
| | • Broadway between Cambie Street and Arbutus Street |
| | • Granville Street between 16th Avenue and the Granville Street Bridge |
| Bus Priority Measures | • Direct access from Phibbs Exchange to Second Narrows Bridge |
| | • Queue jumper for vehicles accessing the Barnet Highway from St. John's Street |
| | • Queue jumper for buses on McGill Street ramp at approach to Second Narrows Bridge |
| SeaBus Service | • Addition of a back-up vessel |
| Upgraded Bus Service | • All areas of Surrey to Scott Road and Whalley Stations |
| | • South Delta and Richmond to new Richmond LRT Stations |
| | • Port Coquitlam and Coquitlam to Vancouver's CBD and to New Westminster Station prior to opening of the SkyTrain extension to Coquitlam Town Centre |
| | • North Shore to SeaBus Terminal |
| | • North Shore to Phibbs Exchange and Vancouver's CBD |
| Park and Ride Facilities (at grade or multi-level) | • Phibbs Exchange |
| | • Capilano & Marine Drive |
| | • East Guildford |
| | • South Surrey |
| | • Westminster No. 3 Road Station |
| | • Coquitlam Town Centre |
| | • Lougheed Mall |
| | • Kootenay Loop or P.N.E. |
| | • 22nd Street Station |
| | • Metrotown Station |
| | • North Delta |
| Trolley Extensions | • Broadway Express Lane |
| | • Burrard Bridge |
| | • East Hastings |
| Transit Exchanges | • Coquitlam Town Centre |
| | • Scottsdale Mall |
| | • White Rock/South Surrey |

APPENDIX I

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8.3. Roadway Network Improvements 1991-1996

20. Road Upgradings: that the provincial government begin the next stages of planning for upgrading the following existing facilities before the end of 1996:

- (a) widening of the deck of the Second Narrows Bridge to eight lanes;
 - (b) widening of Highway 1 together with associated improvement of the grade-separated interchanges and access roads between the Lynn Creek and the Second Narrows Bridge;
 - (c) widening of Highway 1 to 8 lanes and associated construction or improvement of grade-separated interchanges and access roads between First Avenue and the west end of the Port Mann Bridge, including a direct westbound on-ramp from the Mary Hill Bypass;
 - (d) widening of Barnet Highway to four lanes between Clarke Road and Hastings Street;
 - (e) selective widenings and intersection treatments on Hastings St. between Barnet Highway and Boundary Road to achieve three through lanes in each direction;
 - (f) reconstruction of the existing interchange at the north bridgehead of the Queensborough Bridge;
 - (g) widening of the George Massey Tunnel to six lanes by constructing a new two-lane tube;
 - (h) widening of Highway 99 between the tunnel and the Richmond Freeway together with additional improvements to maximize the utilization of the expanded tunnel;
 - (i) widening of Front St. to two lanes between Sixth St. and Columbia St. and of Columbia St. to 6 lanes between Front St. and Brunette Ave.;
 - (j) widening of Highway 10 to four lanes between Scott Road and the Langley Bypass and between the Langley Bypass and the Highway 1 interchange at 232nd St.;
 - (k) widening of River Road and/or the construction of the proposed River Way to four lanes between Highway 99 and Nordel Way;
 - (l) widening of Knight St. Bridge to six lanes and replace the existing ramps to Mitchell Island from this bridge with a new bridge to the island directly off Marine Drive;
 - (m) widening of 72nd Avenue to four lanes between Highway 91 and Scott Road;
 - (n) provide left turn treatments on arterial roads of regional significance at all signalized intersections; and
 - (o) upgrade Highway 17 to full freeway standard by eliminating all at-grade intersections.
21. New Facilities: That the Provincial Government begin the next stage of planning in order to have the following new facilities in operation before the end of 1996:
- (a) interchange on Highway 91A at Boyd Street;
 - (b) interchange on Highway 91 at Hamilton Road and 72nd Avenue;
 - (c) four-lane Port Moody Bypass linking Barnet Highway north of St. Johns St. to Barnet Highway in the vicinity of Ioco Road;
 - (d) railway grade separations on Highway 10 (on the Langley Bypass) and on the Fraser Highway;

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- (e) Grandview Cut between Renfrew St. and Clarke St., together with the upgrading of the connection between Highway 1 and the east end of Grandview Hwy.;
- (f) Stormont-McBride Connector;
- (g) interchange on Highway 1 at 216th Street;
- (h) direct freeway connection between Highway 17 and Highway 99;
- (i) Low Level Road on the North Shore between Main St. at Third Avenue in North Vancouver and Marine Drive west of Park Royal in West Vancouver; and
- (j) North Perimeter Industrial Road in Delta and Surrey between River Road at Nordel Way and Highway 1 at 176 Street.

22. Transit Priority Measures: That the Provincial Government implement or request the appropriate municipalities to implement the following improvements to the road network in order to provide increased priority to transit vehicles using the roadway system:

- (a) bus only lanes both southbound and northbound on Highway 99 on the approaches to the George Massey Tunnel;
- (b) bus priority measures in both directions on Hastings St. between Boundary Road and downtown Vancouver in the peak periods;
- (c) direct access from the Phibbs Exchange to the Second Narrows Bridge;
- (d) bus only lane or equivalent priority measure for buses on Highway 91 approaching the Alex Fraser Bridge northbound;
- (e) queue jumper for vehicles accessing the Barnet Highway from St. Johns St.;
- (f) queue jumper lane on the new McGill St.-Second Narrows Bridge ramp for buses travelling between downtown Vancouver and the North Shore;
- (g) bus priority measures in both directions on Broadway between Cambie St. and Arbutus St. in the peak periods; and
- (h) bus priority measures in both directions on Granville St. between 16th Ave. and the Granville St. Bridge in the peak periods.

8.4. Road Improvements 1997 - 2001:

23. That the Provincial Government undertake the necessary steps in order to have the following new or improved facilities in operation as components of the road network within the period 1997-2001:
- (a) widen or twin the Port Mann Bridge to provide an additional four lanes;
 - (b) widen Highway 1 to six lanes between Lynn Creek and Capilano River;
 - (c) widen Highway 1 from Port Mann Bridge east to 152nd St. to eight lanes and further east to 200th St. to six lanes;
 - (d) widen Lougheed Highway to six lanes between Boundary Road and Barnet Highway;
 - (e) grade separate the junction of the Arthur Laing Bridge, Russ Baker Way and Miller Road;
 - (f) widen Fraser Highway to four lanes to Highway 10;
 - (g) interchange on Highway 99 at 152nd St. or 24th Ave., providing improved access to South Surrey and White Rock;
 - (h) construct new railway grade separation in Langley on 200th St.; and