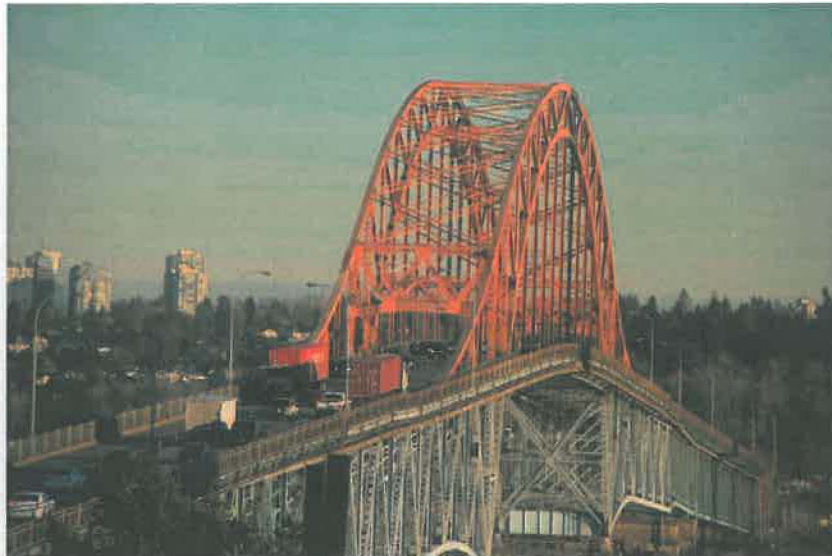




NEW WESTMINSTER

A Reasonable Approach

A Perspective on the Pattullo Bridge



March 5th, 2014

Doc#466388

GP - 16

www.newwestcity.ca

Executive Summary

TransLink has identified the need to rehabilitate or replace the Pattullo Bridge in order to respond to risks related to its vulnerability in an earthquake, its structural integrity and the effect of river currents on its foundations.

New Westminster has participated in TransLink's collaborative process which has examined numerous bridge options. New Westminster's position is that a **new tolled 4-lane bridge** best addresses the problem statement and meets all identified objectives.

Pattullo as "the free alternative" is significantly affecting the livability of New Westminster. Tolls on a new 4-lane bridge are needed not only to finance the new bridge, but also as **an essential measure to lower demand for car travel over the bridge**.

The new 4-lane bridge must be built to urban design standards with excellent pedestrian and bicycle facilities. There is a need to **respect New Westminster's established urban and historic context** in the design of any new facilities, including recognition of the highly compact, highly developed nature of the north side of the river and the need to fit in harmoniously with

it freeway-style on- and off-ramps are not an option in New Westminster's highly urbanized context.

An integral component to a new tolled 4-lane bridge is mitigation from regional truck traffic. A direct link is needed between the South Fraser Perimeter Road (SFPR) and the new Port Mann Bridge. This would optimize efficiencies by utilizing existing and new transportation corridors, promote regional truck traffic where significant investments have been made and recognize areas where service capacity is available. Without this, the management and mitigation of regional truck traffic will continue to be a significant ongoing challenge for New Westminster and affect the livability of the community.

New Westminster also supports a new 4-lane **bridge between Surrey and Coquitlam** combined with a 2- or 3-lane rehabilitation of the Pattullo Bridge. This option responds to a number of concerns within the community regarding through traffic, particularly truck traffic, but this option also adds additional capacity across the Fraser River, which would encourage more overall traffic. This option may be worthy of further consideration in the future if it can be shown to address the region's long-range regional goals, particularly for

northeast sector communities, including Coquitlam, Port Coquitlam and Port Moody.

After TransLink's initial proposal for a new 6-lane bridge having generated considerable controversy, TransLink invited the Cities of New Westminster and Surrey to participate in a Strategic Review of all options in an attempt to identify a solution that would have broad support. When the potential option of a new crossing from Surrey to Coquitlam was identified, Coquitlam was invited to participate in the process.

The first phase of the Strategic Review has been completed, and public consultation has revealed that there is substantial support for the problem statement, the policy-based objectives for the review and a short list of alternatives to be considered in the second consultation phase. The City of New Westminster has participated fully in the Strategic Review, guided by its adopted planning policies, which can be summarized as *"Work towards the principle of no new added capacity in the transportation system for vehicles passing through the City."* Nothing has been found in the Strategic Review that would lead the City to depart from this policy and support additional capacity being provided on the Pattullo Bridge. In fact, the opposite is true - there are many reasons why the provision of

additional capacity would be an unwise investment. TransLink's Regional Transportation Strategy's two "headline targets" also support this approach: 1. limit growth in the number of car trips in the region; and 2. make half of all trips by walking, cycling and transit. Adding capacity for cars clearly supports neither of these overarching regional targets.

The Province's letter to the Mayors' Council on Regional Transportation dated February 6, 2014 outlined changes to TransLink governance, the requirement of a fully-costed, fully-funded transportation vision for the upcoming referendum and the commitment of provincial funding for major rapid transit projects and a Pattullo Bridge replacement. As the Pattullo Bridge is one of the key priorities for the region, TransLink postponed the Pattullo Bridge Strategic Review process to confirm with the Mayors' Council how options for this project would fit into the regional plan. Given the present uncertainties related to projects, priorities and funding in the vision, the City of New Westminster wishes to clearly articulate its perspective on Pattullo Bridge in order to inform the ongoing discussions on regional transportation priorities, including the Pattullo Bridge Strategic Review.

Additional capacity is not warranted as a response to identified needs. Traffic

volumes on the Pattullo Bridge had been stable for many years before the tolled Port Mann opened with the Pattullo Bridge serving as the “free alternative,” as required by provincial tolling policy. Between 2012 and 2013, volumes have increased from 69,900 to 75,700. Since 2008, 11 lanes of additional road capacity have been added across the Fraser River at other locations. Experience with rapid population growth in Richmond, for example, has shown that growth does not automatically necessitate additional road capacity across the river. Research has shown that the capacity of the street network is the main cause of congestion on the north side of the river, and projects that had been contemplated to provide additional street capacity are no longer under active consideration.

There are other reasons to question the case for additional capacity. Much of the justification of additional capacity has relied on model-driven travel forecasts, and it is now evident that **forecasting future travel is a major challenge** and may not provide a reliable basis for decision-making. In addition, **expanded capacity is not a regional priority** identified in any provincial, regional or local plans. Such an expansion would be contrary to key policies in the recently adopted Regional Transportation Strategy, which gives priority to walking,

cycling and transit over private automobile travel. The financial priority in this strategy is the continued expansion of transit infrastructure. Experience with the opening of the Alex Fraser Bridge shows that **new road capacity encourages low-density automobile-oriented development** by enabling people to settle in automobile-oriented developments more distant from their workplaces, taking advantage of the increased accessibility provided by a new road facility. Provision of expanded capacity is **not consistent with the Pattullo Bridge’s current role and function**, which is to connect North Surrey with New Westminster and parts of Burnaby. The need to invest in transportation to support the regional economy does not require anything more than 4 lanes of capacity across the Fraser River at this location. More capacity would exacerbate the serious problem created by the circuitous connection between the South Fraser Perimeter Road and Highway 1 in Surrey. This has led to a significant increase in trucks on the Pattullo Bridge and adjacent streets, which were not designed and are not appropriate for such traffic.

For all of these reasons, the City of New Westminster does not support additional capacity on the Pattullo Bridge, in particular the **5-lane and 6-lane alternatives** which

are proposed for further consideration in the Strategic Review.

The City's review of a **rehabilitated Pattullo Bridge – 3-lane** with a counter-flow operation similar to the Lions Gate Bridge indicated that the reduced capacity and the counter-flow operation would result in extensive additional queuing problems which would detract from local access, business viability and the quality of life in the City's neighbourhoods. In addition, it may increase exposure to air pollution resulting from the queued vehicles.

A **rehabilitated 4-lane Pattullo Bridge** at the existing location, if tolled, would respond fully to the problem statement and objectives. TransLink has, however, made it clear that they will not support a 4-lane rehabilitation option due to perceived safety issues. The City has concerns with this decision due to the capital cost increment of \$500 million or more between the rehabilitation option and the new 4 lane bridge option.

Notwithstanding the Province's commitment regarding funding for major rapid transit

projects and a Pattullo Bridge replacement, New Westminster's position is that unnecessary money spent on the bridge would restrict the ability to fund other much needed transit projects, such as Surrey's Light Rail Transit. **New Westminster is strongly supportive of re-allocating capital cost savings** from a new 4-lane bridge towards much needed rapid transit projects addressing the needs of the region.

Moreover, there is a need for other **key regional initiatives** to move forward to provide a context for the Pattullo Bridge in the future, including the Regional Transportation Strategy, a regional approach to tolling or road pricing and a regional goods movement strategy.

In conclusion, the City acknowledges the need to expeditiously address the risks TransLink has identified with the Pattullo Bridge and supports the Strategic Review process. The consultation process has confirmed broad support for the agreed problem statement and objectives. It is the City's view that the work conducted to date does not support the provision of increased capacity on this crossing.

Table of Contents

1	Introduction	1
2	Strategic Review – Current Situation	3
2.1	Development of problem statement and objectives	3
2.2	Alternatives recommended for further evaluation	4
2.3	Results of public consultation	4
3	The City does not support expanded capacity on the Pattullo Bridge	6
3.1	Expanded capacity is not warranted.....	6
3.1.1	Stable or declining Pattullo Bridge traffic volumes existed until the tolled Port Mann Bridge was opened.....	6
3.1.3	Population growth can be managed without increased capacity.....	10
3.1.4	New Westminster’s street network is a major capacity limitation.....	12
3.2	Forecasting future travel is a major challenge.....	13
3.3	Expanded capacity is not a regional priority.....	14
3.4	Discouraging low-density auto-oriented development.....	15
3.5	Maintain the Pattullo Bridge’s existing role and function	18
3.6	Invest in transportation to support the regional economy.....	18
4	Review of options to rehabilitate or replace the Pattullo Bridge	20
4.1	Selection of options that are consistent with City policy.....	20
4.2	Rehabilitated Pattullo Bridge – 3-lane.....	22
4.3	Rehabilitated Pattullo Bridge – 4-lane.....	22
4.4	New 4-lane bridge at existing location.....	24
4.5	City evaluation against the project objectives	24
5	The City’s position on the options	26
5.1	Critical Dependencies	26
5.1.1	Development of an integrated tolling policy	27
5.1.2	Respect for the urban context	27
5.1.2.1	Design of connections	27
5.1.2.2	Design of structures	28
5.1.2.3	Repairing urban fabric.....	28
5.1.3	Limitations on truck traffic.....	28
5.1.4	A more direct connection from South Fraser Perimeter Road to Hwy 1.....	29

6	Need for integrated regional approaches in key areas	31
6.1	A comprehensive Regional Transportation Strategy.....	31
6.2	A co-ordinated approach to tolling or road pricing	31
6.3	A regional goods movement strategy.....	31
6.4	Prioritization of Scarce Transportation Funding.....	32
7	Conclusion	33

1 Introduction

In 2006, TransLink received technical information indicating that the Pattullo Bridge required urgent attention to address three issues:

1. The vulnerability of the bridge to damage in the event of an earthquake;
2. The structural integrity of the bridge; and
3. The effect of scouring by strong Fraser River currents on the bridge's foundations.

In 2008, the TransLink Board approved the following motion:

'That the TransLink Board of Directors approves:

- A. The development of a plan for the construction of a new tolled crossing and improvements to related infrastructure to expedite the replacement of the existing Pattullo Bridge; and*
- B. The exploration of partnership opportunities with affected local and senior governments and stakeholders that have an interest in the Pattullo corridor'.*

Although the foregoing resolutions did not specify a new 6-lane bridge, TransLink initiated a public consultation process in 2012 that sought public feedback on two replacement options: a 6-lane bridge upstream of the current location and a 6-lane bridge downstream of the existing location.

New Westminster City Council objected to the narrow range of options presented and to the assumption that a 6-lane bridge was warranted. It decided to hold its own consultation process in May 2012 in conjunction with the City's Master Transportation Plan project. This consultation, which involved two public meetings, online provision of information and opinion surveys conducted at meetings and online, demonstrated a significant level of community concern with the TransLink 6-lane bridge proposal and a desire to have a full range of options considered. City Council concurred with these views.

In June 2012, TransLink proposed that the cities of New Westminster and Surrey undertake with TransLink a "Strategic Review" of all options working on a consensus basis. This review is in three phases and it has been under way for more than a year and a half. The review was expected to continue in 2014, with the

results to be incorporated into TransLink's Regional Transportation Strategy for assessment in relation to other transportation priorities.

The Minister of Transportation and Infrastructure's letter dated February 6, 2014 to the Mayors' Council on Regional Transportation outlined changes to TransLink governance, the requirement of a fully-costed, fully-funded transportation plan for the upcoming referendum and the availability of provincial funding for major rapid transit projects and the Pattullo Bridge replacement. As the Pattullo Bridge is one

of the key priorities for the region, TransLink postponed the Pattullo Bridge Strategic Review process to confirm with the Mayors' Council how options for this project will fit into the regional plan. Given the present uncertainties related to projects, priorities and funding in the plan, the City of New Westminster wishes to clearly articulate its perspectives on Pattullo Bridge to inform the ongoing discussions on regional transportation priorities including the Pattullo Bridge review.

2 Strategic Review – Current Situation

2.1 Development of problem statement and objectives

The initial stage of the review produced three deliverables for public consultation:

1. A problem statement;
2. A list of objectives based on municipal, regional and other agencies planning objectives;
and
3. An initial screening of a complete list of alternatives to a smaller number for further evaluation.

The first two items are described below:

Problem Statement

The Pattullo Bridge may not survive a moderate earthquake or ship collision, the piers are at risk of being undermined by river scour and many bridge components have surpassed their useful lives.

Other Issues

When considering the best alternatives for the problem, it is an opportune time to establish the optimal roles for the crossing and also to address other issues with the current crossing, including:

1. The Pattullo Bridge does not meet current roadway design guidelines, including for lane widths and curvature, potentially contributing to collisions.
2. Pattullo Bridge facilities, such as sidewalks and barriers, and connections for pedestrians and cyclists, are inadequate and do not provide sufficient protection from traffic.
3. During rush hours, travel demand on the roads leading to the Pattullo Bridge results in queuing and unreliable travel times for the movement of people, goods and services.
4. Current traffic (including truck) volumes affect the liveability of adjacent communities due to air quality, noise and resulting health impacts, as well as due to neighbourhood traffic infiltration.

Objectives

The preferred alternative will meet transportation, environmental and health objectives, including:

1. Moves towards the regional goal that most trips will be by walking, cycling and transit.
2. Minimizes single-occupant vehicle use and vehicle kilometres travelled.
3. Minimizes emissions of greenhouse gases (GHGs) and pollutants.
4. Is capable of supporting neighbourhood liveability by minimizing and mitigating impacts, including during construction, and provides an aesthetically pleasing structure.
5. Supports local and regional land use plans and economic development.
6. Provides reliable access and predictable travel times for all modes, users, and for an appropriate level of goods movement.
7. Provides a safe crossing for all modes, is structurally sound and meets current standards for seismic and ship impacts.
8. Is cost-effective.

2.2 Alternatives recommended for further evaluation

The partners' initial screening was conducted on the basis that an alternative should be recommended to advance to the next phase if one or more of the agencies believed that further evaluation was required. Based on this approach, further consideration of the following six alternatives was recommended:

1. Rehabilitated Pattullo Bridge – 3-lane;
2. Rehabilitated Pattullo Bridge – 4-lane;
3. New 4-lane bridge at existing location;
4. New 5-lane bridge at existing location;

5. New 6-lane bridge at existing location; and
6. New 4-lane Surrey-Coquitlam Bridge, with a 2- or 3-lane rehabilitated Pattullo Bridge.

2.3 Results of public consultation

In June 2013, the partners conducted an extensive process of public consultation on these initial results. The Consultation Summary Report, published in September 2013, confirmed the following:

- There is broad agreement with the Problem Statement;

- There is broad support for the Objectives as the basis for the review; and
- There is agreement with the 6 alternatives proposed for further consideration as a result of the screening process.

Of the alternatives not proposed for further consideration, only one – a new Surrey-Coquitlam Bridge – attracted significant disagreement with the proposal to exclude it from further consideration. It had been ruled out because it conflicted with regional policy to maintain connectivity between regional city centres such as New Westminster and Surrey City Centre.

In summary, the public consultation on the first phase of the joint process confirmed the validity of the approach adopted by the partners, which focuses on the issues that gave rise to the proposal to replace or rehabilitate the bridge and is based upon objectives drawn from the official planning documents of all of the partners. There was also support for the results of the screening process to reduce the long list of alternatives to a shorter list that warrants further examination.

3 The City does not support expanded capacity on the Pattullo Bridge

To date, City staff has participated extensively and constructively in the review and in the related consultation activities. In general, the collaborative approach agreed to by the parties has been followed. The project is now entering the second phase, with more detailed evaluation of the remaining options. Based on the Phase 1 evaluation and public consultation, it is appropriate to introduce a City of New Westminster perspective on the project. While the City appreciates the progress being made, there has been the occasional tendency to focus on “capacity” and to overlook the fundamental issue to be addressed, which is the need to mitigate the seismic, structural and river scouring risks attendant to the present structure. Absent these risks, there would be no need to consider replacing the bridge.

The City’s adopted planning documents provide clear guidance to its position on the issue of capacity for a new or rehabilitated Pattullo Bridge. Simply put, the City wishes to *“Work towards the principle of no new added capacity in the transportation system*

for vehicles passing through the City.” Similarly, there are no references to expansion of capacity on the Pattullo Bridge in the plans of the City of Surrey, TransLink, Metro Vancouver or the Ministry of Transportation and Infrastructure.

In fact, the Pattullo Bridge, originally a provincial facility, was transferred to TransLink in 1999 because it was considered superfluous to the provincial highway system. In addition to the policy direction provided by the City’s plans, there are other reasons why the provision of expanded capacity on the Pattullo Bridge should not proceed.

3.1 Expanded capacity is not warranted

3.1.1 Stable or declining Pattullo Bridge traffic volumes existed until the tolled Port Mann Bridge was opened

As Figure 1 shows, traffic volumes on the Pattullo Bridge have been stable or declining during the past 20 years in spite of substantial growth in the City of Surrey and the Corporation of Delta. The 1992 and 1996 data from GVRD indicated that Pattullo volumes have been as high as

74,878 ¹ vehicles/day and 73,670 ² vehicles/day respectively.

Pattullo Bridge traffic volume had been stable, in the order of approximately 65,000 vehicles/day, in the years before the opening of the tolled Port Mann Bridge in December 2012. Current data indicates that traffic volume is now gradually increasing to over 75,000 vehicles per day from 65,000 vehicles per day, is largely attributed to the Pattullo Bridge being used as a free alternative to the tolled Port Mann Bridge. In other words, Pattullo Bridge is experiencing 10-15% total traffic increase as a free alternative to the tolled Port Mann Bridge.

It should be noted that the full impact of traffic diverting to the Pattullo Bridge to avoid the tolled Port Mann facility will not be known until the results of terminating the reduced price tolls at the end of December 2013 can be fully assessed.

If tolls start to be applied more broadly in the region, as has been advocated by the Mayors' Council on Regional Transportation, the diversionary effects of

the Port Mann tolls would be reduced or eliminated, which again begs the question of whether there is a real need for adding more capacity at this crossing.

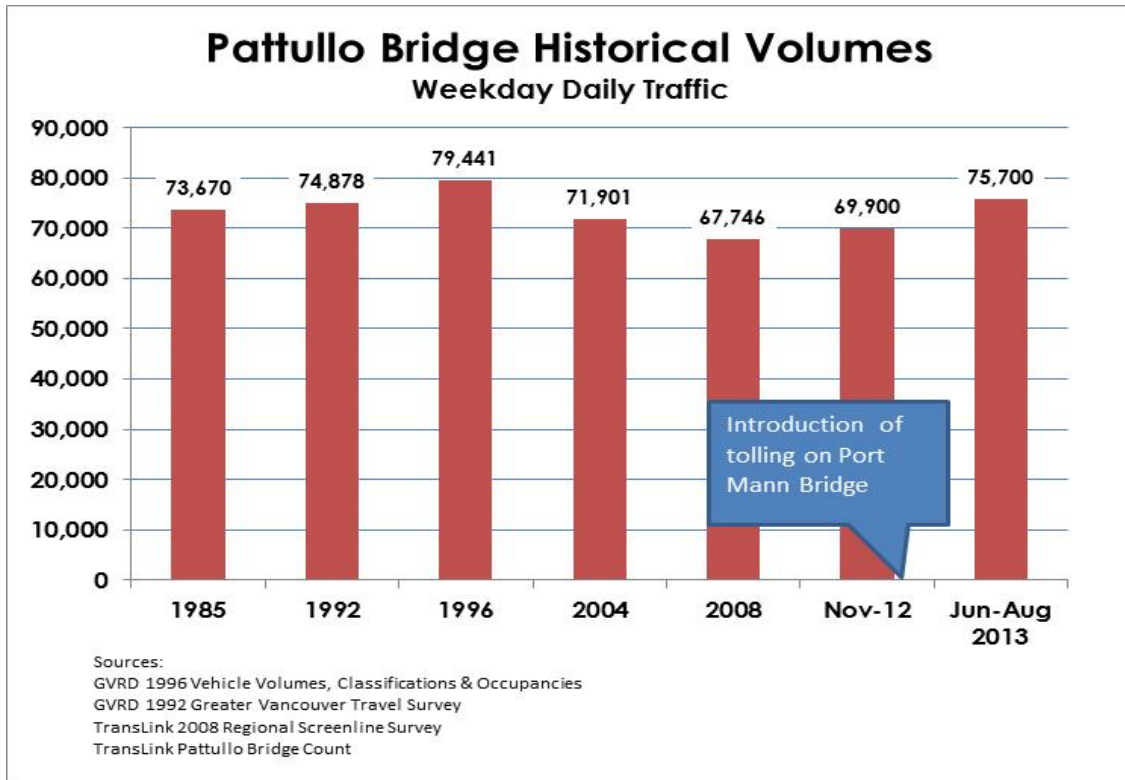
“

... Pattullo Bridge is experiencing 10-15% total traffic increase as a free alternative to the tolled Port Mann Bridge.

¹ 1992 Greater Vancouver Travel Survey – Vehicle and Transit Volumes, GVRD, MoTH, BC Transit

² 1996 Greater Vancouver Screenline Survey – Vehicle Volumes, Classifications and Occupancies, GVRD, MoTH, BC Transit

Figure 1 Historical Pattullo Bridge Daily Traffic

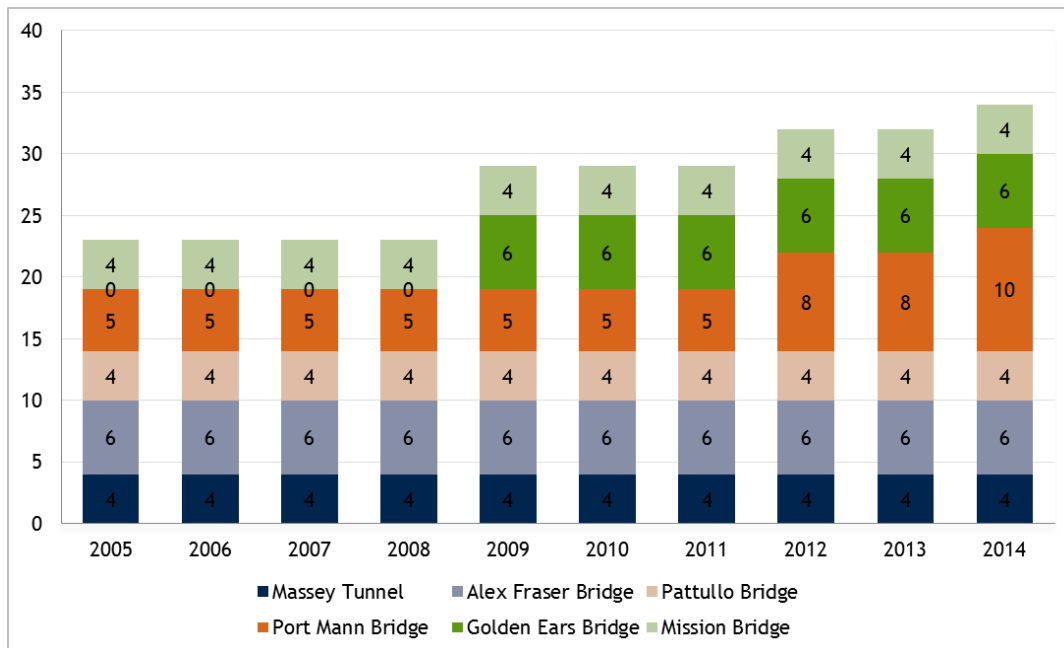


3.1.2 Significant capacity has been added at other crossings

Figure 2 shows that, between 2008 and 2014, 11 lanes of road capacity have been added across the Fraser River. The recent announcement by the Province that the Massey Tunnel will be replaced by a new bridge with additional lanes will likely result in a further addition to capacity.

“
11 traffic lanes have been added across the Fraser River since 2008.”

Figure 2³ Recent Expansion of Fraser River Crossing Lane Capacity



³ Steer Davies Gleave, “Forecasting Impacts of Tolling one Demand and Surrey Growth/Rapid Transit Implications,” Memorandum prepared for the City of New Westminster, June 24 2013. p. 2.

3.1.3 Population growth can be managed without increased capacity

The projected growth in population and employment in Surrey and New Westminster is often cited as a reason for increasing capacity on the Pattullo Bridge. Research⁴ prepared for the City of New Westminster suggests that “...*forecast land use changes and rapid transit decisions will have a limited impact on Pattullo Bridge demand.*”

An instructive example is right next door. Between 1991 and 2011, the City of Richmond’s population grew by 63,849, an increase of 50 per cent (see Figure 3).

The two municipalities on the north side of the North Arm of the Fraser River also had substantial growth, with Burnaby growing by 114,360 (71 per cent) and Vancouver by 131,658 (28 per cent). One might expect that additional bridge capacity across the North Arm would be warranted, especially considering the influx of traffic from Surrey and North Delta resulting from the opening of the Alex Fraser Bridge and Highway 91 in

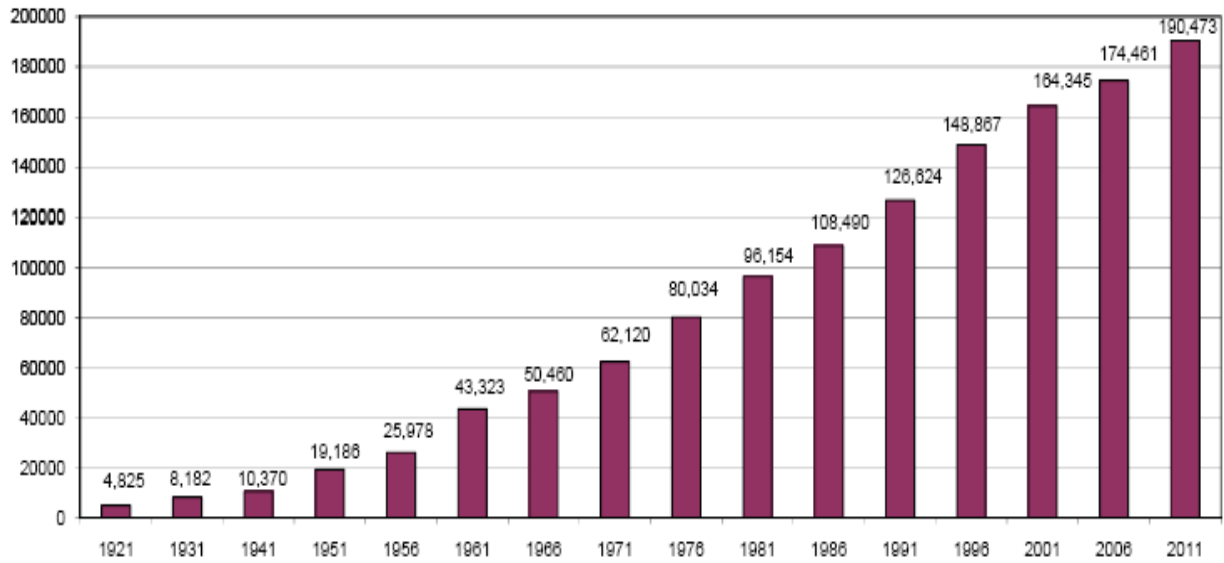
1986. Yet the only major transportation project that has been implemented there in recent years is the Canada Line.

The last major bridge upgrade was the Knight Street Bridge built in 1974 with only 4 lanes connecting Vancouver and Richmond. The older Oak Street Bridge, carrying Highway 99, is also a 4-lane bridge connecting to the urban environment in the City of Vancouver. Similarly, the Arthur Laing Bridge remains at 4 lanes despite the increase in traffic due to the No.2 Road Bridge being built and major expansion of YVR.

Still there are no plans to add more capacity to the North Arm crossings and traffic congestion at the North Arm does not appear to be a bigger issue than anywhere else in the region.

⁴ Steer Davies Gleave, “Forecasting Impacts of Tolling one Demand and Surrey Growth/Rapid Transit Implications,” Memorandum prepared for the City of New Westminster, June 24 2013. p. 9 and p. 11.

Figure 3 - Richmond Population Growth up to 1921-2011⁵



⁵ http://www.richmond.ca/_shared/assets/Population_Hot_Facts6248.pdf

3.1.4 New Westminster's street network is a major capacity limitation

New Westminster's historic street network was created 100 to 150 years ago. The City is completely built out with limited road rights-of-way. Expanding the City's road capacity not only undermines the regional goal of moving toward a compact urban area with sustainable transportation choices, it is not feasible given the dense, urban fabric of New Westminster. The City has instead focused on compact urban re-development supported by transit, walking and cycling networks.



Research⁶ was conducted for the City concerning access to the Pattullo Bridge on the New Westminster side, reflecting on the fact that road projects such as the United Boulevard Extension, North Fraser

⁶ Steer Davies Gleave, "Impacts of Design Standards," Memorandum prepared for the City of New Westminster, June 24 2013. p. 5

Perimeter Road and Stormont-McBride Connector are no longer under active consideration. The research concluded that *"...the main issue is the limited access capacity in the surrounding road network and no plans, or limited possibilities considering the urban environment, to expand in the future."*



A comparable example is the recent Highway 91A Border Infrastructure Improvement Project completed by the Ministry of Transportation and Infrastructure (MoTI). MoTI did not provide additional lane capacity on the Queensborough Bridge, recognizing the limited capacity of the adjacent road network such as 20th Street and Stewardson Way.

3.2 Forecasting future travel is a major challenge

As noted above, the challenge of forecasting should not be underestimated. Traditional approaches to travel forecasting use computer-based traffic models to simulate the operation of the transport network. These models all tend to assume that future vehicles will largely be the same, in terms of performance characteristics, as they are today. Clearly this approach cannot be assumed to be appropriate giving the coming revolution in vehicles themselves, such as the dramatic increase of carsharing and reduced levels of car ownership.

In addition, the forecasting models assume fixed land use patterns, something which is clearly not the case when major capacity increases are provided, as discussed later in this paper. Typically modelling also assumes that any travel time savings can and should be “monetized” and reported as a financial benefit. For example this may be undertaken by multiplying any perceived travel time savings by some percentage of average wages and presenting this as a “benefit.” This sort of approach is now facing significant questioning of its validity, with a number of transport planning

practitioners arguing that users simply use up any travel time saving to settle further away from the workplace and maintain the same travel time period, potentially adding to sprawl.

This was discussed in a 2011 World Bank report⁷ *“Going beyond travel-time savings: an expanded framework for evaluating urban transport projects.”* The report noted *“This paper challenges the widespread and often indiscriminate use of travel-time savings as a principal metric of economic benefits for evaluating urban transport projects. Time-budget theory and empirical evidence reveals that the benefits of a widened road or extended rail line often get expressed by more and longer trips to larger numbers of destinations and not by less time spent traveling...”*

Recent travel analysis conducted for the Strategic Review indicates that, while travel time savings could be realized under various Pattullo Bridge replacement options, these time savings have little to do with the capacity of a new structure. For example, the performance of a 6-lane bridge over a 4-

7

<http://documents.worldbank.org/curated/en/2011/01/16436614/going-beyond-travel-time-savings-expanded-framework-evaluating-urban-transport-projects>

lane bridge would account for only one or two minutes' savings on typical trips between Surrey City Centre and key destinations in Burnaby. The real significant travel time savings result from the effect of tolling on all potential replacement facilities due to the reduction in traffic on the road network with the introduction of tolls.



“

... time savings have little to do with the capacity of a new structure...The real significant travel time savings result from the effect of tolling...”

3.3 Expanded capacity is not a regional priority

Additional capacity on the Pattullo Bridge is not mentioned in any of the applicable plans at the local or regional levels. With a price tag of \$800 million to \$1.5 billion, such a facility would need to be considered in relation to other transportation priorities.

TransLink's recently adopted Regional Transportation Strategy sets two headline goals for 2041: **to make it possible for people to make half of all trips by walking, cycling and transit and to reduce the distance driven by one-third**⁸. Increasing capacity on the Pattullo Bridge

⁸ TransLink. *Regional Transportation Strategy: Draft Strategic Framework for Consultation*. June 10, 2013. Pp. 3-4.

would work directly against both of these goals by encouraging people to choose to live away from compact urban areas due to the perceived travel time savings resulting from new bridge capacity.

The Regional Transportation Strategy also commits to “*complete high-priority rapid transit projects including the Broadway-UBC Corridor [estimated cost \$1.1 billion to \$3 billion], Burnaby Mountain/SFU [estimated at \$0.114 billion], Expo line upgrades [estimated cost \$0.85 billion to \$1.1 billion] and Surrey (104th Avenue, Fraser Highway, and King George Blvd) [estimated cost \$0.9 billion to \$2.2 billion].*”⁹

Recently, the Minister of Transportation and Infrastructure¹⁰ included the Pattullo Bridge in a list of capital projects to which the Province is prepared to contribute one third of the funding. All of the other projects on the list are transit projects, and it would be a stretch to see how funding of works beyond the immediate need to respond to the seismic, structural and river scour issues could be seen as a higher priority than the

transit projects, given the scarce dollars available.

TransLink’s current base plan and the impending referendum on transportation funding underscore the financial pressures the region will face even in moving forward on its highest priorities for new infrastructure.

3.4 Discouraging low-density auto-oriented development

In the five years after the Alex Fraser Bridge opened, the residential population in the South Surrey/White Rock area increased 20 per cent. This appears to demonstrate the effect that additional road capacity may encourage people to settle in more distant suburbs and commute by car under the assumption that the new bridge capacity would provide perpetual travel time saving. The result is an increase in total kilometres driven and an increase in greenhouse gas emissions, contrary to widely accepted public policy objectives, including TransLink’s. This phenomenon is often called induced traffic or traffic that would otherwise not be generated.

⁹ TransLink. *Regional Transportation Strategy: Draft Strategic Framework for Consultation*. June 10, 2013. P.16.

¹⁰ Minister of Transportation and Infrastructure February 6, 2014 letter to Mayors’ Council on Regional Transportation

Figure 4, which is reproduced from a City of Burnaby report,¹¹ illustrates the induced traffic effect from new capacity. The typical daily volume on the Alex Fraser Bridge during the opening year of 1987 was 41,900 vehicles. The report notes that *“If volume had grown with regional population trends and associated projections, they would have increased by 15,600 vehicles by 2003. The remaining traffic growth to 2003 – the largest share at 48,400 vehicles – is the “induced” traffic. These are trips resulting mainly from surging development in the areas served by the Alex Fraser Bridge”*.¹²



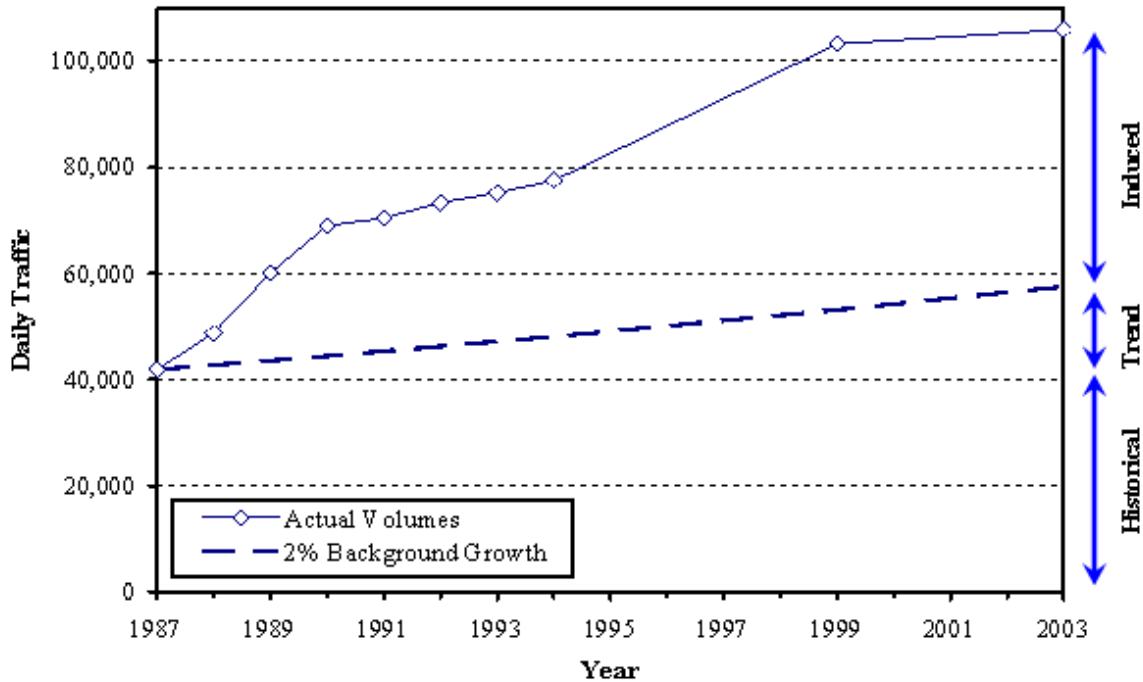
INDUCED TRAFFIC

The effect that additional road capacity has on encouraging people to settle in more distant suburbs and commute by car under the assumption of travel time savings resulting from the new bridge capacity.

¹¹ City of Burnaby Report to Council, *Port Mann/Highway 1 Project*, Planning & Building Department, August 22, 2007

¹² City of Burnaby Report to Council, *Port Mann/Highway 1 Project*, Planning & Building Department, August 22, 2007

Figure 4: Induced Traffic on the Alex Fraser Bridge



Some may argue that some of this development would have occurred even without the Alex Fraser Bridge. However, there are many other reports and research documents on the increased traffic induced by highway capacity projects. The induced effects are generally not adequately quantified by traditional transportation modelling tools.

On July 3, 2013 the Vancouver Sun, in an article noting a recent dip in region-wide house prices, presented the views of

Fraser Valley Real Estate Board President Ron Todson as follows: *“Things can vary significantly from one local market to another as different factors come together,” Todson said. “I know of some Walnut Grove properties (in Langley) that are selling after being on the market for just five days.” He said Langley, in particular, is benefiting from the new Port Mann Bridge and better bus service that has improved the commute to Vancouver.*¹³

¹³ <http://www.vancouversun.com/business/real-estate/Metro+Vancouver+housing+market+rema>

3.5 Maintain the Pattullo Bridge's existing role and function

Historically, the Pattullo Bridge was an important part of the provincial highway system. The then-tolled facility was the only road crossing of the Fraser River from the Burrard Peninsula to the Fraser Valley and the United States. Over time, this function was eclipsed by the construction of other crossings, to the point where the bridge was dropped from the provincial system when TransLink was formed in 1999.

Today, the role of the Pattullo Bridge is to connect two communities: Surrey's Metro Core and the New Westminster Regional City Centre, along with parts of Burnaby. It is not part of a major or significant transportation "corridor" or a link in any recognized planned system of through travel. The bridge and its approaches are not well suited for use by heavy trucks.

Any project to address the issues surrounding the Pattullo Bridge should be based on maintaining and improving this existing role and function rather than adding new functions which cannot be supported in

[ins+balanced/8611586/story.html#ixzz2aBYT9cOp](https://www.vancouver.ca/news+balanced/8611586/story.html#ixzz2aBYT9cOp)

a highly urbanized setting and constrained street network.

3.6 Invest in transportation to support the regional economy

No compelling business case has been made or has arisen from the consultation results that increasing capacity on the Pattullo Bridge would provide significant economic benefits. It is difficult, however, to determine the economic implications of the replacement options for the Pattullo Bridge because of the absence of a regional economic development strategy or regional economic development office that could provide reliable data and policy advice. There is a tendency to take the view that it is a self-evident truth that making truck movements easier is beneficial to the economy, but this is a questionable position in the absence of information on the nature of truck trips, the economic activity undertaken at each trip end, the time-sensitivity or value of the goods carried, etc.

Regionally, the conclusion has apparently been reached that the most economically beneficial investments are in improvements to transit services. Economic development – particularly goods movement – has been the rationale for significant investments in

road infrastructure by the provincial and federal governments in recent years. While these investments have left at least one significant gap, i.e., the connection between the South Fraser Perimeter Road and Highway 1, they do not appear to have contemplated a role for the Pattullo Bridge in this system.

There is an acknowledged need for a regional goods movement strategy as documented later in this paper. In the absence of such a strategy, it is difficult to see an economic role for the Pattullo Bridge that would not be served by continuing its existing function and addressing the seismic, structural, and river scour concerns.



“

No compelling business case has been made or has arisen from the consultation results that increasing capacity on the Pattullo Bridge would provide significant economic benefits

4 Review of options to rehabilitate or replace the Pattullo Bridge

4.1 Selection of options that are consistent with City policy

It is clear from the foregoing that the City of New Westminster has important and persuasive reasons for its opposition to increased capacity on the Pattullo Bridge. That said, the City acknowledges the urgency of dealing with the identified risks arising from seismic concerns, structural integrity and river scour.

The first phase of the consultation process identified 6 options for further consideration¹⁴. Recent transportation forecasting by TransLink provides a comparison of the performance and order of magnitude costs of the options:

TABLE 1 PATTULLO BRIDGE TRAFFIC FORECAST AND COSTS¹⁵

Options	Estimated Opening Day (weekday) Volume if in place today	Order of Magnitude Cost
Current 2013, untolled	76,000	
Rehabilitated 3- lane Bridge	44,500	\$250M
Rehabilitated 4- lane Bridge	44,500	\$250M
New 4-lane Bridge	49,000	\$850M
New 5-lane Bridge	51,500	\$1.45B plus
New 6-lane Bridge	52,000	\$1.5B plus
New 4-lane Surrey Coquitlam Bridge with rehabilitated 3-lane Pattullo Bridge	34,000 + 28,000	\$1.75B

TransLink forecast volumes dependent on model calibration accuracy and modelling limitations as discussed in Section 3.2. Forecasts are provided for comparative purposes of the options only.

¹⁴ TransLink *Pattullo Bridge Review Consultation* June 2013

¹⁵ TransLink *Pattullo Review – Delcan Traffic Forecasts*, January 2014

The above forecasting comparison indicates minimal benefits between the new 5- or 6-lane bridge and the new 4-lane bridge – a difference of 3,000 vehicle per day under today’s conditions. The City’s position in opposition to additional capacity renders it unable to support the following two options:

- New 5-lane bridge at the existing location; and
- New 6-lane bridge at the existing location.

The above two options would also require substantial capital investments to address capacity constraints of the existing street network and, more importantly, to enable any increase in crossing capacity to be operationally effective without major impacts on the City of New Westminster and its residents as well as neighbouring jurisdictions such as the City of Burnaby.

The sixth option, “New 4-lane Surrey-Coquitlam Bridge, with a 2- or 3-Lane Rehabilitated Pattullo Bridge,” is a possible, if somewhat indirect, response to the fundamental issues which gave rise to the project (seismic, structural, and river scour). It would entail the construction of a new 4-lane crossing of the river as well as new

connections to the existing street systems on both sides, which would increase the number of lanes over the Fraser River.

Such a project would require extensive further study and involvement of other parties (notably the City of Coquitlam, which has only recently become engaged in the Strategic Review). Given the limited amount of information available and the relatively high public interest in this option, the City believes it warrants further consideration, but is not the solution to the problem statement. The most important aspects of the current proposal from the City’s perspective would be the diversion of some general traffic from the Pattullo Bridge and the provision of a river crossing that is more suitable for heavy trucks, which might allow limitations or a ban on truck traffic on the Pattullo. The more direct impacts are similar to those for the “Rehabilitated Pattullo Bridge – 3-lane” option discussed below.

This left three options at the location of the existing bridge that lie within the scope of the City’s position and will be discussed in further detail below:

- Rehabilitated Pattullo Bridge – 3-lane;

- Rehabilitated Pattullo Bridge – 4-lane; and
- New 4-lane bridge at existing location.

4.2 Rehabilitated Pattullo Bridge – 3-lane

Under this option, the bridge would be rehabilitated to address the primary risk concerns, including the provision of three wider lanes, which would operate in a counter-flow configuration similar to the Lions Gate Bridge, plus improved facilities for pedestrians and cyclists. Such an approach would present significant challenges in the case of the Pattullo Bridge, because northbound and southbound travel is fairly evenly balanced at most times of the day including peak hours and the peak directional volume is in the range of 2,600 to 3,000 vehicles per hour (even prior to the tolling of Port Mann Bridge), well exceeding the capacity of a single lane. Consequently in this situation there would be extensive queuing for bridge access in both municipalities.

This aspect is the City's primary concern with this option, because the counter-flow operation and the reduction in capacity from

four lanes to three would seriously exacerbate the queuing conditions on City streets which would increase the exposure of residents to the health effects of vehicle emissions. However, this option has the lowest capital cost of the six options identified for further consideration and requires minimal changes to the existing street network.

4.3 Rehabilitated Pattullo Bridge – 4-lane

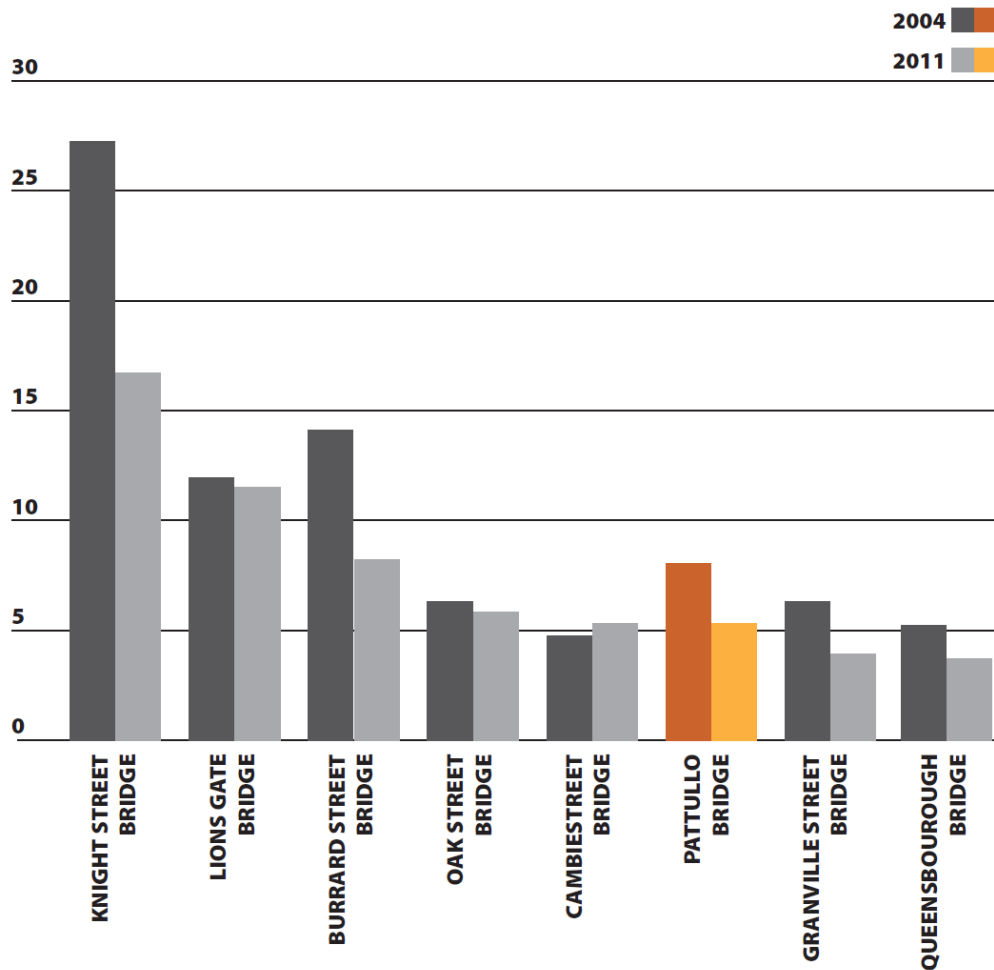
Under this option, the bridge would be rehabilitated to address, to the extent possible in a rehabilitation, the basic issues of seismic safety, structural integrity and river scour. Pedestrian and cycling facilities would be improved. This option has the second-lowest capital cost of the options identified for further consideration and requires minimal changes to the existing street network.

TransLink has rejected this option, due mainly to its inability to provide wider travel lanes, meeting today's Transport Association of Canada's Guidelines, through the bridge arch, with attendant risks of collisions. The City believes this aspect should be given further more detailed consideration, in the light of the fact that the

difference in capital cost between this option and the least expensive replacement option is likely to be more than \$500 million and that Pattullo Bridge collision statistics are currently at the lower end of the scale for regional crossings (Figure 5). Such a review could include a risk management approach

including measures to mitigate the primary cause of serious collisions on the present structure, which is driver behaviour, particularly excessive speed and driving impairments.

Figure 5 Comparison with Other Bridges¹⁶
(COLLISIONS PER MILLION VEHICLE TRIPS)



¹⁶ TransLink Pattullo Bridge Review – April 2013

4.4 New 4-lane bridge at existing location

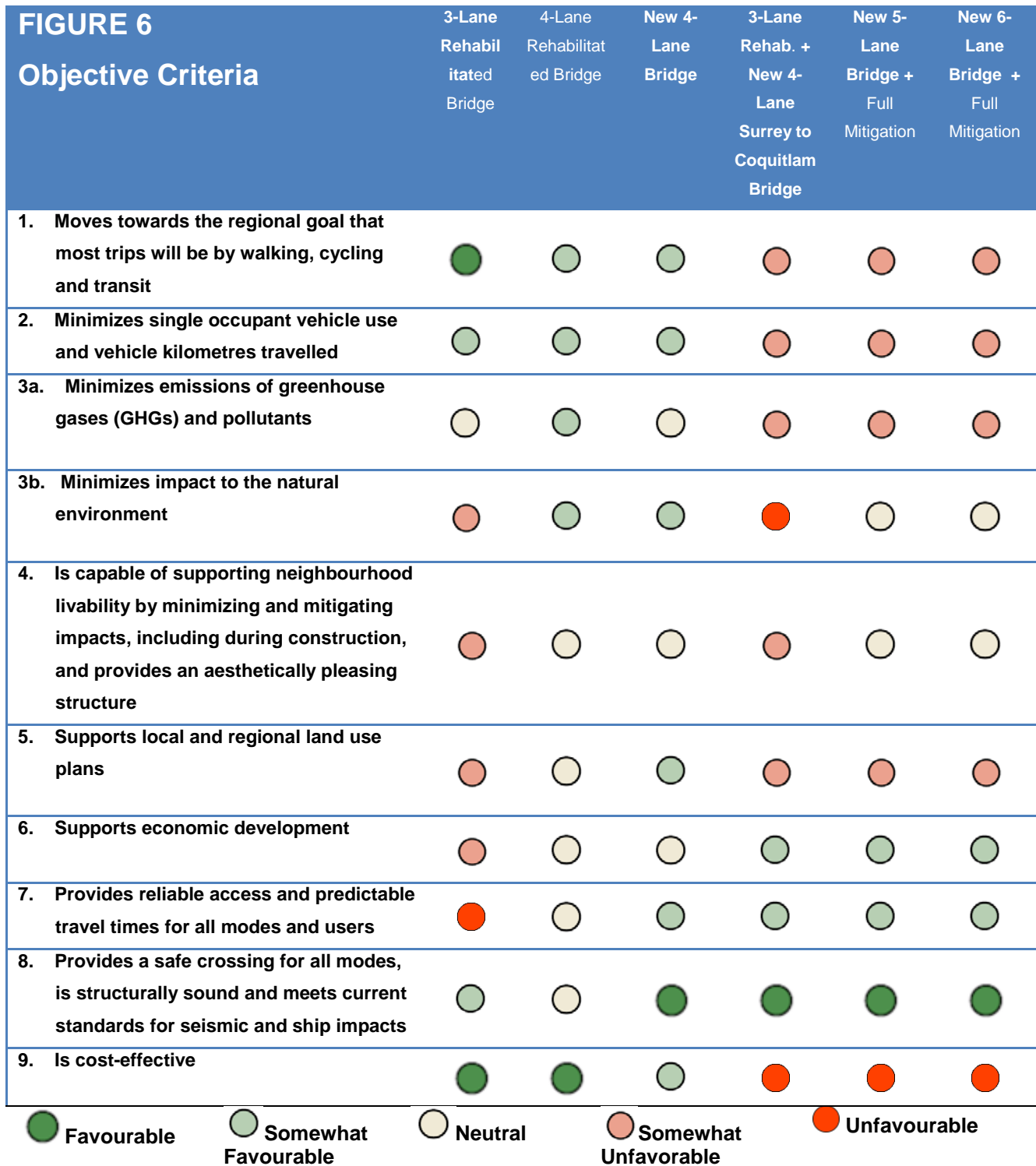
Under this option, a new tolled 4-lane bridge would be constructed, likely immediately upstream of the existing bridge's location, and the existing bridge would be demolished. This would provide a replacement that fully responds to the risk issues that prompted the initiation of the project as well as providing improved facilities for pedestrians and cyclists. Although the capital cost of this option is more than double the previous two, it is the third-lowest of the six options identified for further consideration.

4.5 City evaluation against the project objectives

Using the 9 agreed objectives developed in the collaborative review process, the City has conducted an evaluation of the six

shortlisted options from Phase 1 as shown on Figure 6. The findings suggest that the 4-lane rehabilitation option and the new 4-lane option provide better overall alignment with the established objectives.





5 The City's position on the options

The City's evaluation of the 6 options in the preceding section indicates that the rehabilitated 4-lane tolled bridge and the new 4-lane tolled bridge rank the highest in supporting the overall objectives. The City of New Westminster is prepared, subject to conditions identified below, to support a rehabilitated or new 4 – lane tolled bridge at the location of the current Pattullo Bridge as these two options are consistent with the City's and TransLink's policies and with a reasoned and prudent response to the basic issues and risks that TransLink and its municipal partners identified at the outset of the collaborative process.

As noted above, the City believes that the Surrey-Coquitlam crossing combined with a 3-lane rehabilitation of the Pattullo Bridge may warrants further consideration in the future due to its potential to support long range regional goals and the high level of public interest but, due to the limited amount of information available on this option, it is not a candidate to address the current problem statement.

The City of New Westminster is prepared to support either a rehabilitated tolled 4-lane bridge or a new tolled 4-lane bridge. The City is also supportive of consideration of a new tolled 4-lane Surrey-Coquitlam bridge as a potential connection in the future if it can be shown that this would support the region's long term land use and transportation goals.

“

The City of New Westminster is prepared to support:

- 1. Rehabilitated tolled 4-lane bridge**
- 2. New tolled 4-lane bridge**

A new tolled 4-lane Surrey-Coquitlam bridge could be considered in the future in the context of long range regional goals.

5.1 Critical Dependencies

The City's support for these options is conditional on agreement to respond to four areas of concern.

5.1.1 Development of an integrated tolling policy

The City strongly believes that the TransLink Board's original expectation that any new facility would be tolled should be respected. Tolling is important not only as a means of financing the works but also as a means of dampening demand for road use by private automobiles.

In the City's view, there is a fundamental inequity in the Province's position that there should be a "free alternative" to the newly-tolled Port Mann Bridge, when that alternative is provided at the expense of TransLink and local municipalities. This speaks to the need for a comprehensive regional tolling policy as advocated by the Mayors' Council on Regional Transportation.

5.1.2 Respect for the urban context

A new or rehabilitated Pattullo Bridge will always be a major part of New Westminster's identity as a city. Care should therefore be taken to ensure that it is attractive and fits well within the high-density urban setting on the north side of the river. On the south side, it will also be critical to ensure that the new crossing and associated road changes are compatible

with any long-term vision for King George Boulevard as it evolves from being a former Provincial highway into a new role not only as a traffic route but also as the main "front door" to Surrey and the ceremonial approach to the City Centre. Decisions taken today about the Pattullo Bridge and King George Boulevard will have a great influence on the future character, ambience and urbanity of the whole corridor from New Westminster, across the Fraser River to Surrey's City core.

5.1.2.1 Design of connections

Research¹⁷ conducted for the City on how the connections to a new or rehabilitated bridge in New Westminster has identified opportunities for intersection design and signalization that will reduce traffic speeds and create a safer "urban type" environment for pedestrians, cyclists and local motorists. The structure and connections should include excellent pedestrian and bicycle facilities that are well connected to sidewalks and bike routes on both sides of the river in support of the regional goals of most trips by walking, cycling and transit.

¹⁷ Steer Davies Gleave, "Impacts of Design Standards," Memorandum prepared for the City of New Westminster, June 24 2013. p. 7

5.1.2.2 Design of structures

If a new structure is to be built, it should be the subject of an architectural design competition in which the cities of Surrey and New Westminster are full participants. If a rehabilitation option is chosen, attention should be paid in the design and maintenance processes to improve significantly the present appearance of the bridge and incorporate safety features such as suicide prevention.

5.1.2.3 Repairing urban fabric

In more detailed planning of the replacement or rehabilitation project, consideration should be given to repairing some of the community severances caused by the current structure, including local connections across McBride Boulevard and improving access between the downtown and the waterfront.

5.1.3 Limitations on truck traffic

A key issue for the residents of New Westminster is the extent of heavy truck traffic through the City. City of New Westminster traffic surveys suggest that over 70 per cent of truck traffic in New Westminster is externally generated.

The City recommends that consideration be given to banning heavy trucks on the Pattullo Bridge altogether or at certain times of day which will also enhance the safety performance of the bridge. A comparison may be made with the North Shore with the port and railway facilities in North Vancouver. Trucks are not permitted on the Lions Gate Bridge and truck access is restricted to only one crossing – The Ironworkers Second Narrows Bridge.

It is of interest to note that on the other side of the Fraser River, the issues of truck traffic appear to have been substantially addressed. An article in BC Business, August 2013¹⁸, reporting observations made by Jim Cox, then-CEO, Surrey Development Corporation, noted *“Cox gives full credit to Watts and her big-picture vision, such as changing the name of King George Highway to King George Boulevard, and creating South Fraser Perimeter Road to divert all that ugly truck traffic away from the heart of the city, making the streets walkable for the first time in Surrey’s car-loving history.”* It is also worth noting that the costs of the South Fraser Perimeter Road have been covered by the Province.

¹⁸ <http://www.bcbusiness.ca/retail/surrey-the-startup-city?page=2>



5.1.4 A more direct connection from South Fraser Perimeter Road to Hwy 1

The City believes there is a missing link in the highway network being built by the Province that will significantly expand the pressure on the Pattullo Bridge for use by heavy trucks travelling from Surrey and Delta to the Northeast Sector. As Figure 5 shows, the intended means of access from the South Fraser Perimeter Road to Highway 1 westbound is via the 176th Street interchange, which involves a long extra

detour to access the tolled facility, rendering a shortcut across the untolled Pattullo Bridge very attractive. This situation was exacerbated when the western leg of the South Fraser Perimeter Road opened to traffic in late 2013.

Recently, the Ministry of Transportation and Highways, at the request of the City of New Westminster, undertook a study of the feasibility, costs and potential benefits of constructing such a connection. This information is being reviewed by staff in Surrey and New Westminster.

“

Truck traffic on the Pattullo Bridge increased 25% in January 2013 compared to January 2012.

Figure 7: Connection of South Fraser Perimeter Road to Highway 1/Port Mann



An effective alternative is to provide a direct link between the SFPR and the new Port Mann Bridge to encourage and to optimize goods movement along existing and new transportation corridors where significant investment has been made and service capacity is available.

6 Need for integrated regional approaches in key areas

One of the challenges the Pattullo Bridge project has faced is the absence of some important regional frameworks to provide guidance to the project level. The most important of these are as follows.

6.1 A comprehensive Regional Transportation Strategy

There is a critical need for a Regional Transportation Strategy that will set out the overall policies and priorities for development of not only regional facilities but provincial and local facilities. A partial version of such a document is adopted by TransLink and the outcome of the Pattullo Bridge project is expected to be incorporated in it. However, TransLink plans do not deal with provincial facilities or priorities.

6.2 A co-ordinated approach to tolling or road pricing

It is now well established that development and management of the transportation system will have to entail some form of user pay, which is currently being implemented

on an ad hoc basis by different authorities. Transportation in the Metro Vancouver region is a system, which needs to be planned and financed in a systematic way with all the key partners at the table.

6.3 A regional goods movement strategy

The need for a regional goods movement strategy has been identified in Metro Vancouver's Regional Growth Strategy and in TransLink's work program. Research¹⁹ commissioned by the City of New Westminster documents the successful efforts of other major regions such as London, UK and Long Beach, USA in making goods movement more efficient and less intrusive. Development of goods movement strategies at a regional scale in Metro Vancouver will facilitate rational planning and decision-making, particularly in places like New Westminster, which is at the hub of so much of the region's road and rail goods movement activity. For example, it is not clear that the current movement and storage of containers is coordinated at a regional level and may create unnecessary truck traffic all over the region.

¹⁹ Steer Davies Gleave, "Freight Partnerships," Memorandum prepared for the City of New Westminster, June 24 2013. pp. 4-10.

6.4 Prioritization of Scarce Transportation Funding

The Province's letter dated February 6, 2014 to the Mayors' Council on Regional Transportation outlined changes to TransLink governance, the requirement of a fully-costed, fully-funded transportation plan for the upcoming referendum and the provincial funding for major rapid transit projects and Pattullo Bridge replacement.

As the Pattullo Bridge Strategic Review indicated that the rehabilitated 4-lane option and the new 4-lane option can be self-funded through tolling, there is the question whether senior government funding is necessary if one of these options is selected. The reality is that public money that is spent on the bridge will restrict the ability to fund other much needed projects such as the Light Rail Transit (LRT) system within Surrey. The City is supportive of re-allocating capital cost saving from a rehabilitated 4-lane bridge project or a new 4-lane bridge project to the much needed rapid transit system in the City of Surrey.

7 Conclusion

The City of New Westminster acknowledges the need for TransLink to address the risks it has identified with the current Pattullo Bridge facility. The City has supported the comprehensive approach being undertaken by the parties to the Strategic Review process and it is encouraged to learn that the consultation process has confirmed broad support for an approach to address the risks that is based upon an agreed statement of the problem and a set of common objectives.

After review of the short list of alternatives identified for further consideration, it is the City's view that the work conducted to date does not support the provision of increased capacity on this crossing. The City would be prepared to consider a 4-lane rehabilitation or replacement option, provided that it is a tolled facility, it is designed to fit in with the City's urban context with appropriate connections and is combined with limitations on truck traffic through the City. The City would also support future consideration of a Surrey-Coquitlam crossing as a potential long term connection. The City is also supportive of allocating the capital cost savings of the

Pattullo Bridge to fund much needed expansion of Surrey's rapid transit system.

Any solution must also be accompanied by agreement by the affected authorities to address the need for a more direct connection between the South Fraser Perimeter Road and the Port Mann Bridge via Highway 1. There is also an urgent need for a complete Regional Transportation Strategy, a regional tolling policy and a regional goods movement strategy.



Replacing the Pattullo Bridge

The City of New Westminster Perspective

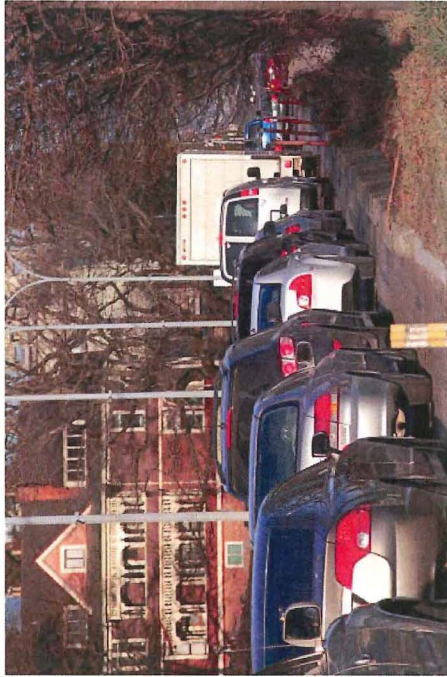
www.newwestcity.ca/pattullobridge



Presentation Outline

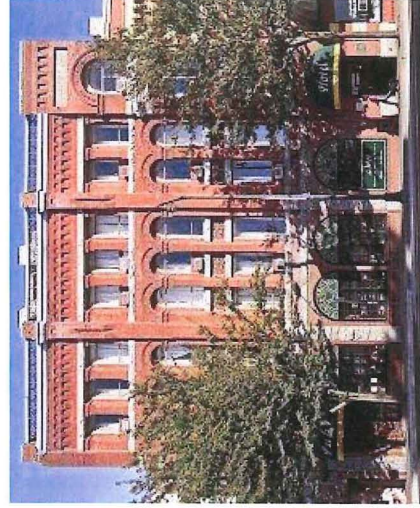
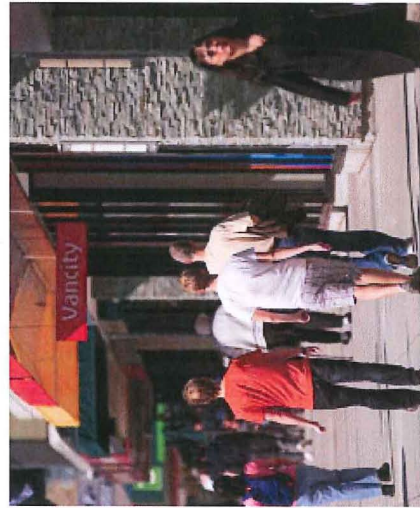
1. Pattullo Bridge as “The Free Alternative”
2. The City’s Land Use and Transportation Context
3. TransLink’s Strategic Review Process
4. New Westminster’s Position:
 - A new, tolled 4-Lane Bridge is required
5. Optimizing Goods Movement Corridors
6. Investing in the Highest Regional Priorities
7. New Westminster Council Resolution

Pattullo Bridge – The “Free Alternative”



Pattullo Bridge Context

Urban, Historic, Compact Street Network



Pattullo Bridge – Capacity and Traffic

- 11 new traffic lanes over Fraser River since 2005
- Traffic was falling on Pattullo until Port Mann tolls

FIGURE 2: HISTORICAL PATTULLO BRIDGE WEEKDAY DAILY TRAFFIC

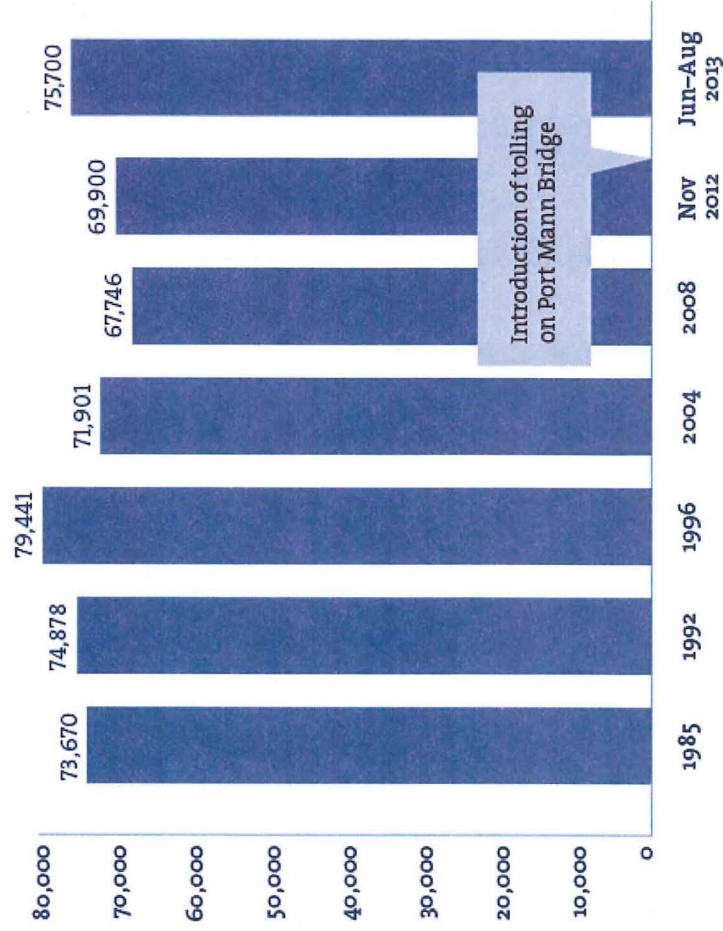
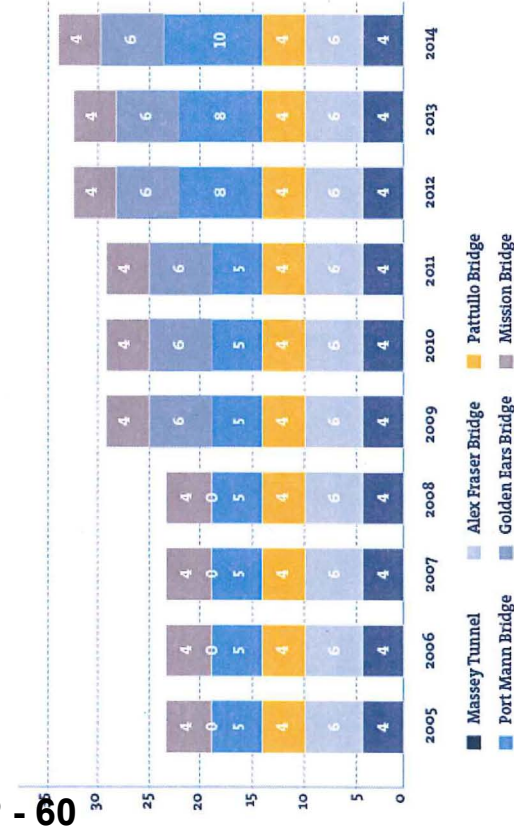


FIGURE 1: RECENT EXPANSION OF FRASER RIVER CROSSING CAPACITY¹



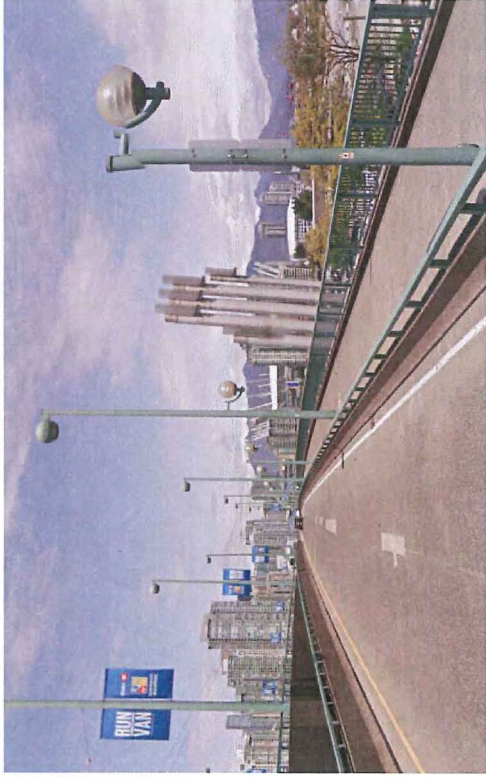
TransLink Strategic Review Process for Bridge

	Favourable	Somewhat Favourable	Neutral	Somewhat Unfavourable	Unfavourable
OPTIONS					
Moves towards the regional goal that most trips will be by walking, cycling and transit	●			●	●
Minimizes single occupant vehicle use and vehicle kilometres travelled	●			●	●
Minimizes emissions of greenhouse gases (GHGs) and pollutants	●	●		●	●
Minimizes impact to the natural environment	●			●	●
Is capable of supporting neighbourhood livability by minimizing and mitigating impacts, including during construction, and provides an aesthetically pleasing structure	●	●		●	●
Supports local and regional land use plans	●	●		●	●
Supports economic development	●	●		●	●
Provides reliable access and predictable travel times for all modes and users	●	●		●	●
Provides a safe crossing for all modes, is structurally sound and meets current standards for seismic and ship impacts	●	●		●	●
Is cost-effective	●			●	●

- New, tolled 4-lane and rehabilitation options rank highest
- Additional capacity options are not cost-effective
- > 4 lanes provides excess capacity, does not promote priority modes

Our Position: A New, Tolled 4-lane Pattullo Bridge

- Tolled for demand management and to finance the structure
- Built to urban arterial design standards – not freeway-style
- Excellent pedestrian and bicycle facilities connected to networks
- Well integrated into community



OPTIONS	ESTIMATED OPENING DAY (WEEKDAY) VOLUME IF IN PLACE TODAY	ORDER OF MAGNITUDE COST
Current 2013, untolled	76,000	
Rehabilitated 3-lane Bridge	44,500	\$250M
Rehabilitated 4-lane Bridge	44,500	\$250M
New 4-lane Bridge	49,000	\$850M
New 5-lane Bridge	51,500	\$1.45B plus
New 6-lane Bridge	52,000	\$1.5B plus
New 4-lane Surrey Coquitlam Bridge with rehabilitated 3-lane Pattullo Bridge	34,000 + 28,000	\$1.75B



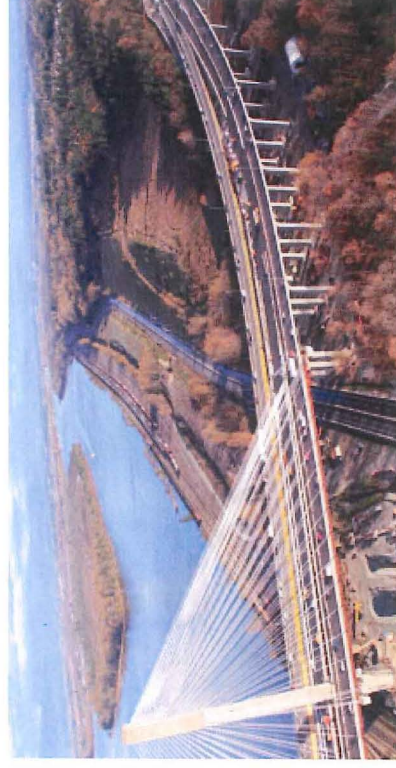
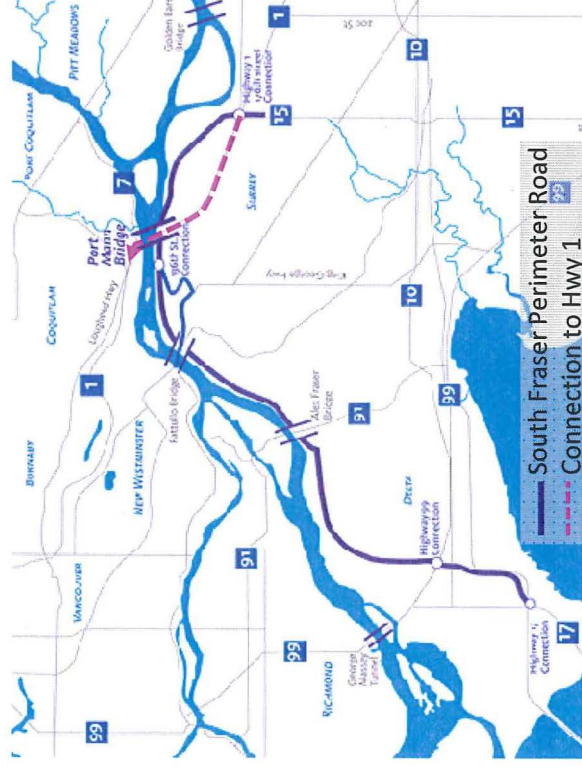
Optimizing Existing Goods Movement Corridors

- Work with Province to provide direct links between provincial highways, the South Fraser Perimeter Road and the Port Mann Bridge

- Need to shift regional truck traffic to corridors where significant investments have already been made and capacity is available

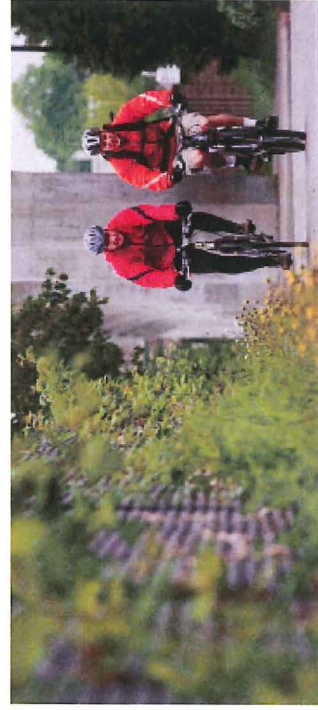
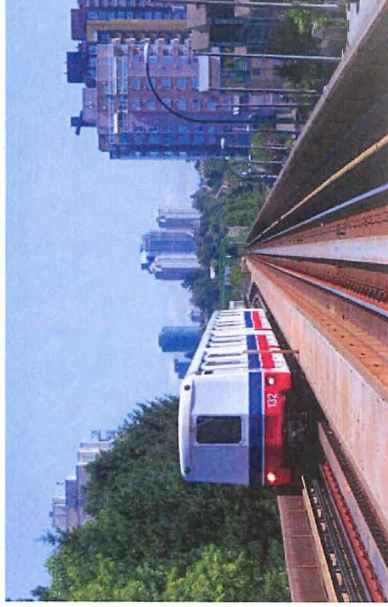
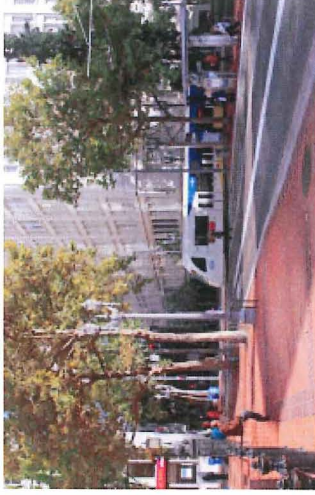
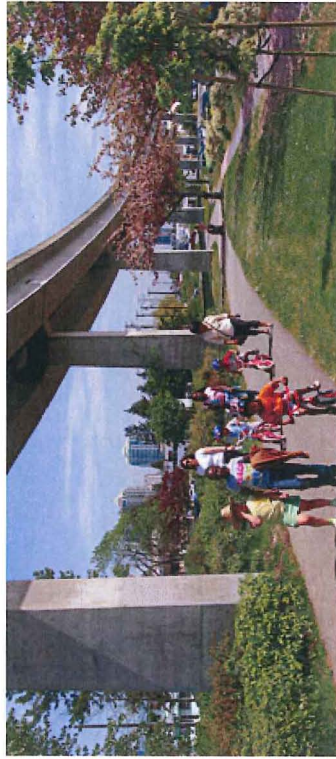
- \$1.26B to build SFPR

- \$3.3B to build Port Mann Bridge



Support for Regional Transportation Priorities

- Redirect saved resources from avoiding an overcapacity bridge to priority transit projects



Pattullo Bridge Replacement - Resolution

WHEREAS TransLink has identified the need to rehabilitate or replace the Pattullo Bridge in order to respond to risks related to its vulnerability in an earthquake, its structural integrity and the effect of river currents on its foundations;

WHEREAS TransLink, the Cities of New Westminster, Surrey and Coquitlam have been participating in the Pattullo Bridge Strategic Review process;

WHEREAS the Province has asked the TransLink Mayors' Council to prepare a fully-costed, fully-funded transportation vision and has made a commitment of Provincial funding for major rapid transit projects and the Pattullo Bridge replacement;

AND WHEREAS the Pattullo Bridge is one of the key priorities for the region.

Pattullo Bridge Replacement - Resolution

THEREFORE BE IT RESOLVED

THAT New Westminster's position is that the Pattullo Bridge Strategic Review process does not support the provision of increased capacity on the Pattullo Bridge and that a new, tolled 4-lane option, built to urban arterial standards and incorporating excellent pedestrian and cycling facilities, best addresses the Strategic Review's problem statement and satisfies the City's and the region's objectives;

GP - 66

THAT for efficient regional goods movement, a direct connection be made linking the South Fraser Perimeter Road with the Port Mann Bridge, thereby optimizing existing and newly constructed transportation corridors, and shifting regional truck traffic to corridors where significant investments have already been made and where adequate capacity is available;

AND THAT New Westminster supports the reallocation of the capital cost savings of a new tolled 4-lane Pattullo Bridge to other much needed rapid transit projects that better address the needs of the region.