

NO: R223

COUNCIL DATE: November 19, 2018

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## REGULAR COUNCIL

TO: **Mayor and Council**

DATE: **November 15, 2018**

FROM: **General Manager, Engineering**

FILE: **0500-01**

SUBJECT: **Surrey Additions to the TransLink Major Road Network (MRN)**

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## RECOMMENDATION

The Engineering Department recommend that Council:

1. Receive this report for information;
2. Approve the recommended additions discussed in this report to the TransLink Major Road Network; and
3. Authorize staff to notify TransLink regarding consent of the additions pursuant to the requirements in the South Coast British Columbia Transportation Act [SBC 1998].

## INTENT

The intent of this report is to obtain Council approval for the addition of arterial road segments into the TransLink Major Road Network (“MRN”). The report also provides background on the MRN, details the 10% MRN expansion across the Metro Vancouver region funded under Phase One of the 10-Year Vision Investment Plan, and summarize the selection process for candidate corridors to be included in the MRN expansion.

## BACKGROUND

### What is the TransLink Major Road Network (“MRN”)?

The MRN is a regional network of arterial roads and bridges, about 600 road-kilometres (2,300 lane-kilometres) long that stretches across Metro Vancouver and carries the majority of the region’s commuter, bus transit, and truck traffic. The MRN was established in 1999 as part of TransLink’s multimodal mandate to establish an integrated system of transportation corridors that serve the Metro Vancouver region. It was driven in part by the Ministry of Transportation and Highways (“MOTI”) decision to download much of the alternate arterial highway network to the municipalities. This included roads such as Scott Road, King George Highway (Highway 99A) and Fraser Highway (Highway 1A) in Surrey. Metro Vancouver municipalities identified that these roads, as well as other non-Ministry roads, functioned with a more regional nature and

should form part of a common network. This led to the MRN being included as part of the creation of TransLink. Appendix “I” illustrates the existing TransLink MRN.

### **How does the MRN benefit Surrey?**

The vast majority of the MRN is vested/owned by municipalities to operate and manage, with Golden Ears Way being the notable exception in Surrey, which is owned and operated by TransLink. TransLink is responsible for establishing performance standards and, most importantly, providing 100% funding to a defined standard for municipalities to operate, maintain, and rehabilitate the MRN. This Operations, Maintenance and Rehabilitation (“OMR”) funding is to keep the MRN in a good state of repair, ensuring that people and goods can move efficiently and safely across the region. It pays for work performed by Engineering on these roads such as street cleaning, snow removal, maintaining streetlights, traffic signals, signage, patching potholes, repaving and traffic signal rebuilds.

The MRN is measured in lane-kilometres and is currently approximately 2,370 lane-kms throughout the region. Each year, Surrey receives OMR funding from TransLink proportionate to the number of MRN lane kilometres within the city. Surrey currently has 509.3 lane kilometres of MRN and thus has been receiving approximately \$10.5 million in OMR funding pays for the.

Under the TransLink funding program, municipalities also receive 50% cost sharing up to an annual maximum funding to upgrade MRN roads to the ultimate multi-modal standard. This funding is based on population and employment and thus is not affected by additions to the MRN. However, the inclusion of additional roads provides more opportunity for cost sharing under the TransLink funding program.

## **DISCUSSION**

### **Expanding the MRN by 10%**

The MRN is fundamentally important to the movement of people and goods throughout the region. Due to the significant urban growth since the MRN was first established in 1999, allocation of funding for expanding the network was required. This was first identified in the Mayors’ Council Regional Transportation Investment Vision in 2014 and funding was ultimately approved and included in the Phase One 10-Year Vision investment plan in 2017. The plan identifies funding for an expansion of the MRN by 10% with annual 1% increases to keep pace with network changes. The 10% expansion of the MRN is equivalent to approximately 237 lane-km throughout the region.

### **How were projects evaluated and prioritized?**

The municipal requests for MRN additions far exceed the available funding. As a result, selection of new road additions to the MRN has been determined through a competitive, evidence and performance-based process. TransLink worked closely with municipalities across Metro Vancouver, including Surrey, to define, evaluate and prioritize additions to the MRN.

To narrow down, and ultimately select additions, the requested locations were evaluated against a number of relevant screening criteria, generally categorized as follows:

- i. Facilitates the **Intra-regional** travel of people and transportation of goods through longer trip lengths and acting as a designated truck route;
- ii. **Connects** regionally significant destinations including town centres, Frequent Transit Development Areas, and significant employment areas; and
- iii. Moves higher **volumes** of general purpose vehicles, transit passengers and trucks.

The criteria had a number of different measures to help evaluate and prioritize locations across the region. This evidence-based approach looked at items such as total vehicle volumes (including trucks), total transit passenger volumes, road classification, importance for regional goods movement and proximity to existing parallel MRN corridors and highways. This generated a recommended list of MRN additions which was endorsed by the municipal Regional Transportation Advisory Committee (RTAC) in October 2018.

As MRN additions are solely based on technical criteria/merit they will have no impact to the travelling public, but will benefit the City of Surrey by increasing the operation, maintenance and rehabilitation (OMR) funding from TransLink by approximately \$1.72 Million per year starting in 2018.

### **What are the MRN Candidate Corridors for Surrey?**

There are five recommended candidate additions to the MRN in Surrey as shown in the attached Appendix "II": MRN Candidate Corridor Additions in Surrey. The five corridors are identified below with a brief explanation as to how they met the MRN evaluation criteria:

1. **32 Avenue from King George Boulevard to 196 Street (200 Street in Township of Langley):** An existing designated truck route that connects two regional Highways (99 and 15), the existing MRN corridors of King George Boulevard, 152 Street, and 200 Street, and the Campbell Heights employment lands. It carries between 15,000 – 20,000 vehicles per day and is expected to increase with future growth in the Grandview Heights area as well as planned road widening.
2. **72 Avenue from 120 Street to 152 Street:** It serves multiple transit routes including Surrey's busiest frequent transit network (FTN) transit corridor (route 319 Scott Road Station/Newton Exchange) which has over 5 million annual boardings. It is an existing designated truck route with between 18,000 and 30,000 vehicles per day. It provides connections between existing MRN corridors of 120 Street, King George Boulevard, and 152 Street and services the Newton Town Centre.
3. **128 Street from 72 Avenue to 88 Avenue:** It is an existing designated truck route with the existing transit route 323 Surrey Central Station/Newton Exchange and serves approximately 27,000 vehicles per day. It connects the candidate 72 Avenue MRN corridor with 88 Avenue through the heart of the Newton employment lands, and the Central Newton Commercial Cultural District.

4. **160 Street from Highway 1 to Fraser Highway:** It is an existing designated truck route and provides for transit route 335 Surrey Central Station/Newton Exchange. It connects Highway 1 and the MRN corridors of 104 Avenue, 96 Avenue, 88 Avenue, and Fraser Highway into the Fleetwood Town Centre. It serves approximately 18,000 vehicles per day which is expected to increase with future growth and provides an important connection to future rapid transit on Fraser Highway.
5. **Bridgeview Drive from Highway 17 (SFPR) to King George Boulevard:** It is an existing designated truck route, with over 20,000 vehicles per day that provides a critical link to connect Highway 17 to King George Boulevard, the Pattullo Bridge, South Westminster and Surrey City Centre.

Surrey's recommended MRN additions scored highly across all categories. The recommended additions above will increase the MRN in Surrey by approximately 83.6 lane kilometres, directly benefiting Surrey residents through approximately \$1.72M in increased funding from TransLink for operations, maintenance and rehabilitation in 2018 for a new total funding value of approximately \$12.2 million.

### **Request Council Approval**

The South Coast British Columbia Act [SBC 1998] under Part 2 Section 18 (4) requires that TransLink

*".. must have the consent of each municipalities within which a major road is located before designating that major road as being part of the major road network ..."*

As a result, Council approval of the recommended additions to the MRN is required. TransLink has indicated that notification of the consent can be done through a formal letter indicating that Council approval was received with specification to the resolution as required. TransLink is intending to implement this 2018 expansion so that municipalities can receive additional OMR funding in the 2019 fiscal year. In order to achieve this, an amendment to the MRN Bylaw must be adopted by the TransLink Board at the December 6, 2018 Board Meeting.

### **SUSTAINABILITY CONSIDERATIONS**

The recommended additions to the Major Road Network (MRN) in Surrey support the objectives of the City's Sustainability Charter 2.0 and will help the following Desired Outcomes ("DO")

1. Economic Prosperity and Livelihoods: DO6 Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy;
2. Infrastructure: DO1: City facilities and infrastructure systems are well managed, adaptable and long lasting, and are effectively integrated into regional systems; and Infrastructure: DO14: Goods movement throughout the city is efficient, and minimizes environmental and community impacts.

## CONCLUSION

The addition of the recommended roads into the MRN will have no impact to the travelling public, but will benefit the City of Surrey by increasing the operation, maintenance and rehabilitation (OMR) funding from TransLink by approximately \$1.72 M per year starting in 2018.

Based on the discussion above, the Engineering Department recommends that Council:

1. Receive this report for information;
2. Approve the recommended additions discussed in this report to the TransLink Major Road Network; and
3. Authorize staff to notify TransLink regarding consent of the additions pursuant to the requirements in the South Coast British Columbia Transportation Act [SBC 1998].

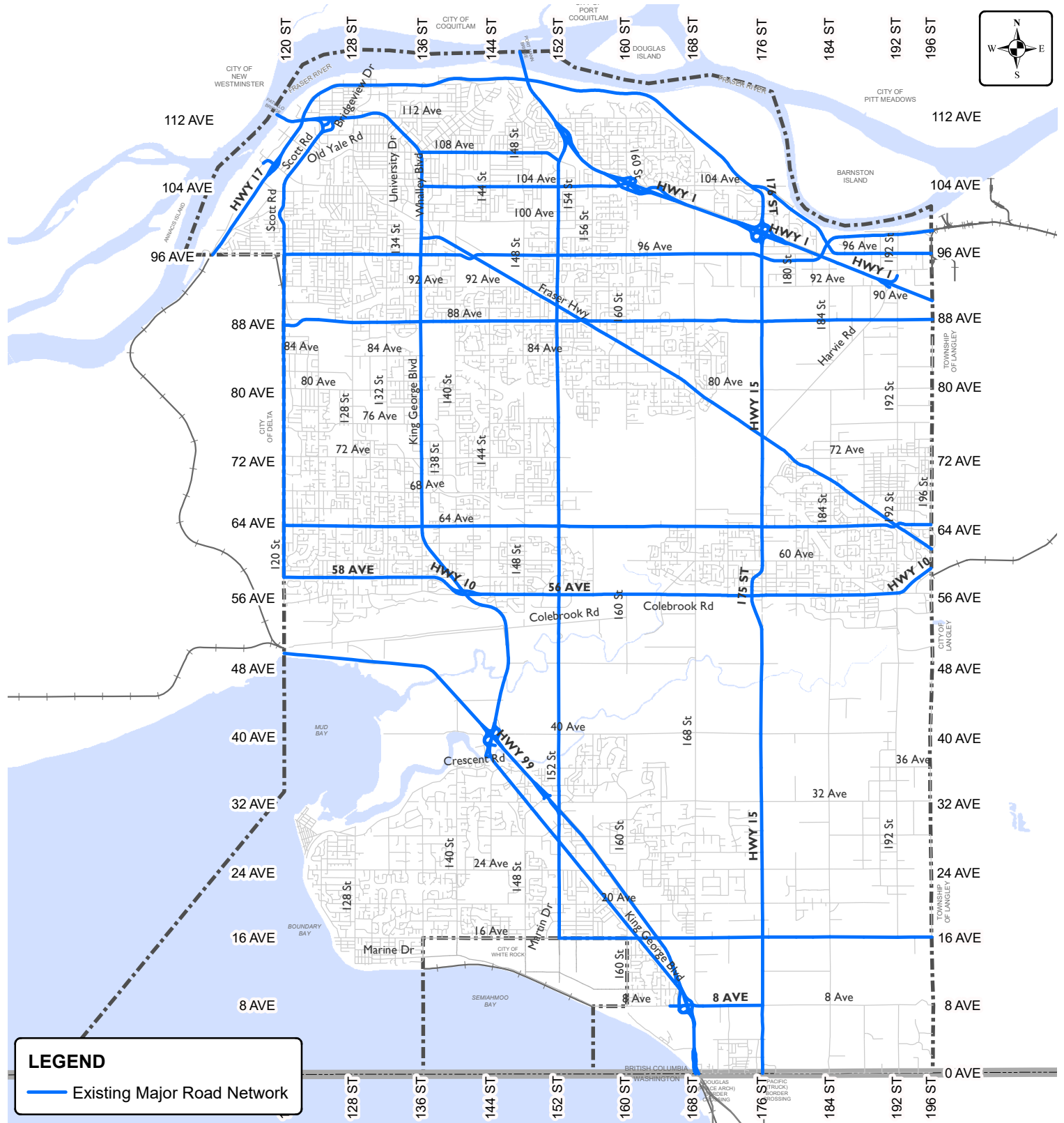
Fraser Smith, P.Eng, MBA  
General Manager, Engineering

JB/DM/PK/jma

Appendix I: Existing TransLink MRN Map

Appendix II: MRN Candidate Corridor Additions in Surrey.

# APPENDIX "I"



**LEGEND**

— Existing Major Road Network

Produced by GIS Section: 07-Nov-2018, C9W

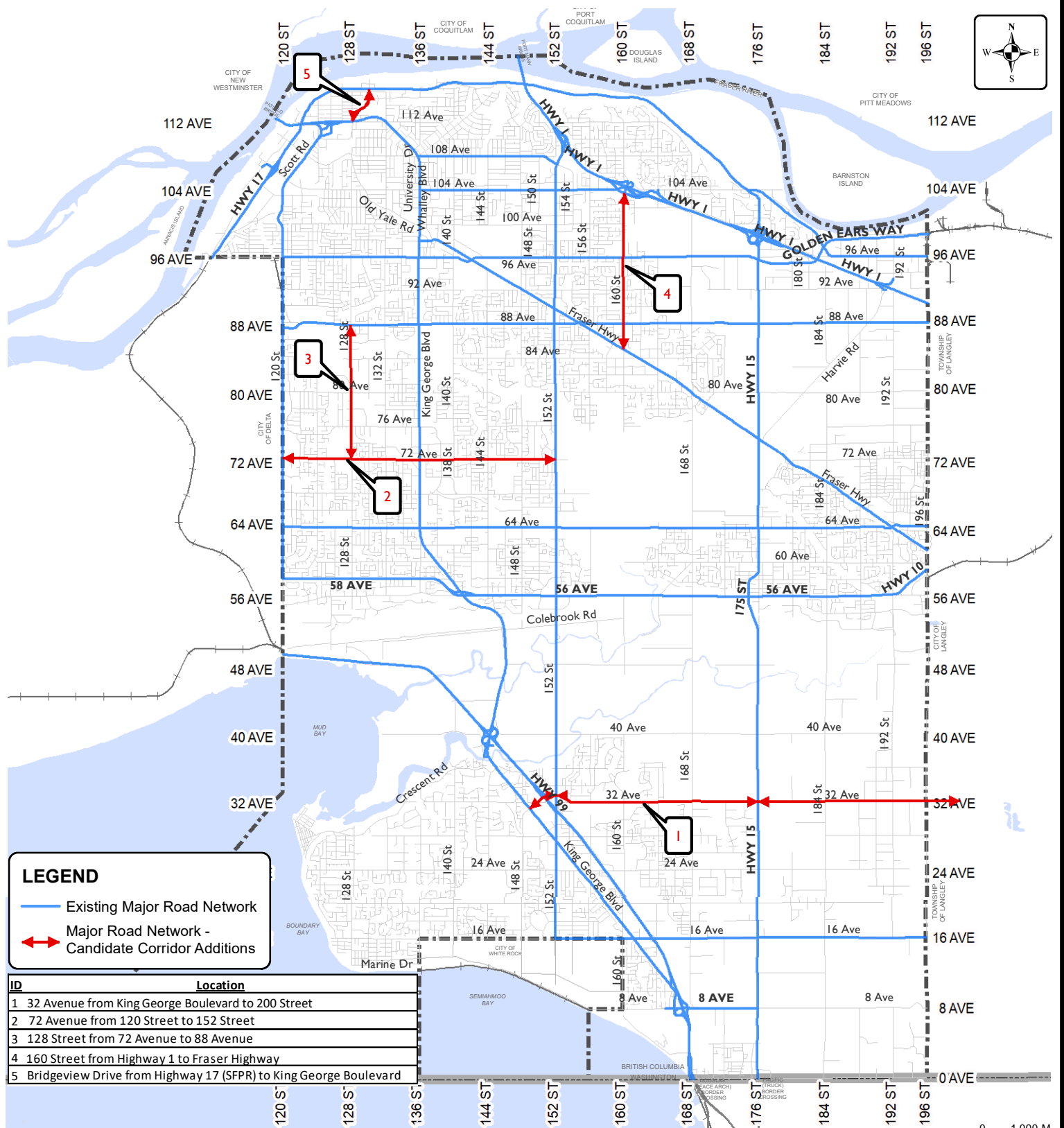
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## Existing Major Road Network

ENGINEERING  
DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.



**LEGEND**

- Existing Major Road Network
- Major Road Network - Candidate Corridor Additions

ID	Location
1	32 Avenue from King George Boulevard to 200 Street
2	72 Avenue from 120 Street to 152 Street
3	128 Street from 72 Avenue to 88 Avenue
4	160 Street from Highway 1 to Fraser Highway
5	Bridgeway Drive from Highway 17 (SFPR) to King George Boulevard

Produced by GIS Section: 07-Nov-2018, C9W

Scale: 1:125,000 0 1,000 M



## Major Road Network - Candidate Corridor Additions

ENGINEERING DEPARTMENT

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