

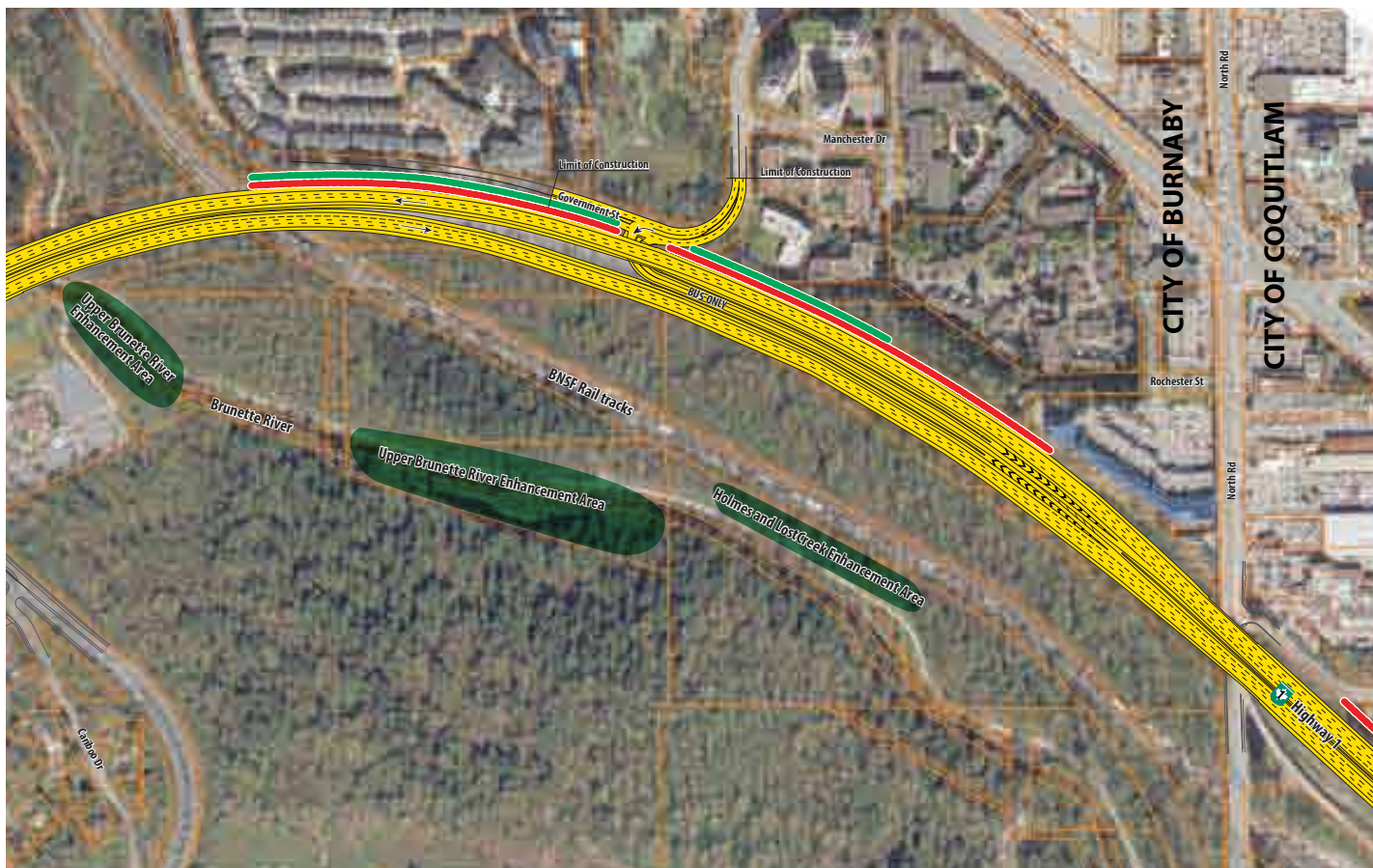
Government Street Transit Ramps

A key goal of the Port Mann/Highway 1 Improvement Project is to increase transportation choices throughout the Lower Mainland, including providing reliable transit over the Port Mann Bridge for the first time in more than 20 years. New Transit Ramps are being constructed at Government Street in Burnaby as part of the Project, providing access to the western transit hub for the new *Highway 1 RapidBus* service when the PMH1 project is complete. TransLink will operate the service, which will connect transit users from the new 202 Street Park & Ride to Lougheed SkyTrain Station in less than 25 minutes.

New Transportation Networks

The new Government Street Transit Ramps project includes:

- New transit-only on- and off-ramps to and from Highway 1, connecting to Lougheed Town Centre via Government Street
- Bus-activated intersection traffic signal at Government Street, with a left turn bay on Government Street to provide safe, convenient transit access to the new ramps



Legend

- Noise Wall
- Highway 1
- Green Wall



Port Mann / Highway 1
Improvement Project

www.pmh1project.com

Highway 1 RapidBus – Langley to Burnaby in less than 25 minutes

Lougheed Town Centre will be the western hub for the new Highway 1 RapidBus, providing transit service as fast, or faster, than travelling by car. Benefits include:

- Improved transportation choice for travel across the Port Mann Bridge.
- Transit users can travel from Lougheed SkyTrain Station to Langley in less than 25 minutes.
- Initially, buses will run every 10-15 minutes during peak periods.
- More than 20,000 people are expected to use this service by 2031, reducing greenhouse gases by 10,000 to 15,000 tonnes per year.
- Transit buses are exempt from the Port Mann Bridge toll.

Community Interface

The project also provides an opportunity to make improvements to the local area:

- Sound and visual screening in the form of noise walls located on the north side of Highway 1 to reduce noise and aesthetic effects for local residents – highway-related noise levels in 2031 are predicted to be the same as or lower than existing (2009) conditions.
- Creation of a new “green wall” – this is a retaining wall that will be partially or completely covered with vegetation for visual and environmental enhancement purposes (see images below).

- New traffic signal to safely accommodate bus access to and from the on- and off-ramps.

How long will construction take?

Construction in this area of the project is scheduled to begin in Summer 2011, with the majority of work taking place on the south side of the Highway. In 2012, significant work will begin on the north side, with a minimum of six months of hauling followed by ramp/underpass construction (see “construction timeline” for details). Best practices will be employed to minimize construction noise, and hauling will take place during the day as much as possible.

Why can't the noise and visual screening be built first?

To be most effective, the wall needs to be placed at the highway roadside on top of the green wall, which means it can only be constructed after the highway widening is complete.

Will this result in increased traffic on Government Street?

TransLink will operate the RapidBus service. Initially, bus service is planned every 10-15 minutes during peak hours, and will increase over time with customer demand.

This means up to eight additional buses per hour on Government Street on opening day. A new bus-activated traffic signal at the intersection of Government Street and the Highway 1 ramp will help to regulate the safe and efficient flow of traffic on Government Street.



Government Street Looking West (Before)



Government Street Looking West (After)



Government Street Looking East (Before)



Government Street Looking East (After)

Who will maintain the green wall?

The Transportation Investment Corporation will maintain the green wall as part of on-going highway operations. As many of the existing trees as possible will be maintained and the wall will be planted with native grasses that blend with the surrounding slopes, supplemented by other ground cover.

Construction Timeline

Construction will take place between summer 2011 and 2013 and will happen in phases. While there will be minor traffic pattern changes for highway and local traffic, disruptions will be kept to a minimum.

Summer 2011 – Fall 2011

- Widen Highway 1 by increasing the height of the existing embankment to the south of Highway 1 with clean fill (soil and gravel) from other areas of the project. This involves nighttime hauling with access from special-purpose construction lanes off Highway 1 east of Gagliardi Way.

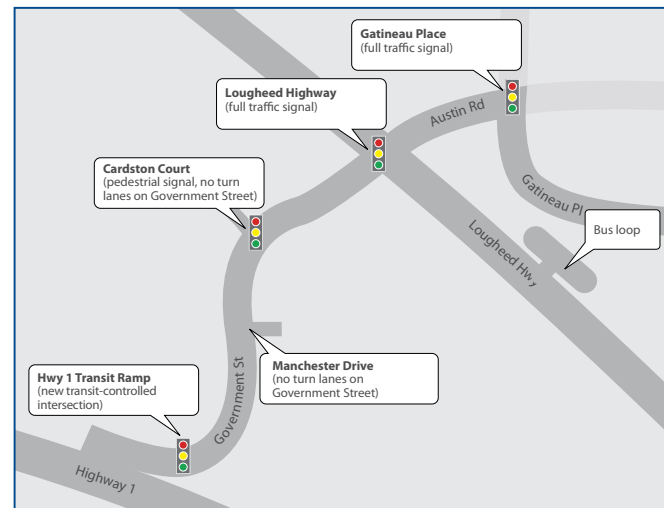
2012

- After grading and paving, existing Highway 1 eastbound and westbound lanes will be shifted to the south, occupying the newly widened area.
- Raise the grade of westbound Highway 1 lanes up to approximately eight metres from existing levels in some areas. This involves hauling (mostly daytime) of gravel for approximately six months.
- Construct the green wall on the north side of Highway 1 and a retaining wall to the south of the new westbound lanes.
- Construct the transit underpass to allow ramp access from the Highway 1 HOV lanes under the westbound lanes to the new Government Street intersection.

2013

- On completion of the westbound lane grade increase and the transit ramp underpass, westbound traffic will be shifted on the newly constructed lanes.
- Complete installation of new drainage.

- In the Highway 1 median, the existing HOV lanes will be connected to the new off-ramps with new entry and exit taper lanes.
- Noise walls will be constructed adjacent to the new westbound lanes following green wall completion.
- Final planting and landscaping.



A new bus-activated traffic signal and a raised median will be installed at the Highway 1 transit ramp access to separate traffic and help improve safety along the Government Street curve. No change to the existing intersections is proposed and no significant delays are expected.



Artist's rendering of the new Port Mann Bridge

The PMH1 Improvement Project

The PMH1 Improvement Project includes construction of a new Port Mann Bridge, widening the highway, upgrading interchanges and improving access and safety on Highway 1. The project spans a distance of approximately 37 kilometres from the McGill Street Interchange in Vancouver to 216 Street in Langley.

In keeping with the *Provincial Transit Plan* and commitment to alternative transportation, the project includes congestion-reduction measures such as high occupancy vehicle lanes, transit and commercial vehicle priority measures and improvements to the cycling network.

The project will also provide for a *Highway 1 RapidBus* service, a joint initiative of the Province and TransLink, with service between Langley and Burnaby in less than 25 minutes.

The Gateway Program

The PMH1 Project is a key component of the Gateway Program and part of a broader provincial transportation vision that includes expansion of bus services, the addition of seven new *RapidBus* lines, the Canada Line, the Evergreen Line, and improvements to the provincial road network.

Together, these projects represent a balanced approach to providing environmentally, socially and economically sustainable improvements.

For up-to-date information on traffic, road conditions and construction, visit the PMH1 Project website at www.pmh1project.com. Contact the project team:

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