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Pre-Design Community Consultation on Access and Interchange Improvements Summary Report

Port Mann/Highway 1 Project

December 8, 2006

Executive Summary

BACKGROUND

In 2003, the Province of British Columbia established the Gateway Program to complement other regional road and transit improvements planned or underway. The goals of the Gateway Program include: reducing congestion, improving people and goods movement, as well as improving safety and reliability on key regional highway corridors. The existing Highway 1 corridor from Vancouver to Langley is one of three priority corridors identified for consideration. The other two are the North Fraser Perimeter Road and the South Fraser Perimeter Road.

Pre-design public consultation on proposed corridor wide improvements to Highway 1 took place during February, March and April 2006. This consultation specifically consulted on goals for upgrades to interchanges, congestion reduction measures such as HOV lanes, transit and commercial vehicle priority access to highway on/off-ramps, improvements to the cycling network and a proposed toll on the Port Mann Bridge.

The project team also conducted technical consultation with municipal staffs regarding how highway accesses and interchanges can most effectively interact with municipal road networks, how connections across the highway can best enhance connections between communities, and how pedestrian and cyclist facilities can be improved.

The Ministry of Transportation conducted Pre-design Community Consultation on Access and Interchange Improvements in September, October and November 2006. This consultation focused on proposed improvement options for specific geographical areas.

ACCESS AND INTERCHANGE IMPROVEMENTS PRE-DESIGN CONSULTATION PROGRAM: SEPTEMBER – NOVEMBER 2006

This consultation on Access and Interchange Improvements consisted of a series of 21 stakeholder meetings, as well as 9 public open houses in communities along the Port Mann/Highway 1 corridor. More than 1,050 individuals participated in the consultation program. More than 800 stakeholder groups were notified by e-mail and telephone of the upcoming stakeholder meetings and 165 representatives from these groups attended these meetings. Thirty-five newspaper advertisements were placed in community and regional newspapers. Information flyers were distributed the week of October 9, 2006 to 80,000 households along the Port Mann/Highway 1 corridor, notifying residents about the open houses and their opportunities to participate in the consultation. More than 600 feedback forms were returned.

Open houses were held in Vancouver, Burnaby, New Westminster, Coquitlam, Surrey, Maple Ridge and Langley. Stakeholder meetings were held with stakeholder groups from those seven communities as well as stakeholder groups representing regional interests.

KEY RESULTS

More than 1,050 people participated in the Port Mann/Highway 1 Pre-design consultation on Access and Interchange Improvements. A total of 616 feedback forms were returned at open houses, stakeholder meetings, by web, by mail and by fax.¹

The following provides a summary of key results:

QUESTION 1: GRANDVIEW HIGHWAY HOV LANES

Participants were asked to indicate which of the following two options they preferred at Grandview Highway:

Option A: New Peak-hour HOV lanes

Option B: No new HOV lanes

Result

There was a clear preference for peak-hour HOV lanes on this section of Grandview Highway, with 80% of those responding choosing Option A. (Base: 333)

QUESTION 2: WAYBURNE DRIVE/WESTMINSTER AVENUE OVERPASS

Participants were asked their preference for:

Option A: A new overpass at Wayburne Drive/Westminster Avenue

Option B: Focus all improvements at Willingdon Avenue Interchange

Result

A majority of respondents (67%) supported the construction of a new highway overpass at Wayburne Drive/Westminster Avenue. (Base: 301)

QUESTION 3: TRAFFIC FLOW BETWEEN GRANDVIEW AND WILLINGDON AVENUE INTERCHANGES

Participants were asked to indicate which of the following options they preferred:

Option A: Highway Widening and Direct Ramp Access

Option B: Auxiliary Lanes

Result

64% of respondents preferred having auxiliary lanes to help traffic flow between Grandview and Willingdon Avenue interchanges. (Base: 318)

QUESTION 4: DOUGLAS ROAD COMMERCIAL VEHICLE ONLY RAMPS

Participants were asked to indicate their level of agreement or disagreement with constructing new commercial vehicle only on-ramps.

Result

70% of those who answered Question 4 agreed with the proposal to have commercial vehicle only on-ramps at Douglas Road. (Base: 338)

1. As this was a consultation on access and interchange improvements, participants tended to answer those questions they deemed most relevant to the interchanges they use. Therefore the number of those responding to the question (i.e., base) varied.

QUESTION 5: SPROTT STREET/KENSINGTON AVENUE INTERCHANGES

Participants were asked which of the three following options they preferred at Sprott Street/Kensington Avenue Interchanges:

Option A: Reconstruct Kensington Avenue and Sprott Street overpasses using existing ramps

Option B: Relocate ramp ends currently located south of Highway 1 on Kensington Avenue to the north side of the highway

Option C: Separate highway movements between Kensington Avenue and Sprott Street interchanges

Result

44% of respondents preferred having separate highway movements between Kensington and Sprott St. interchanges. Equal numbers (28%) wanted either to reconstruct the overpasses using existing ramps or to relocate the ramp ends, currently located south of Highway 1, to the north side of the highway. (Base: 293)

QUESTION 6: KENSINGTON AVENUE/SPERLING AVENUE CYCLIST ACCESS

Participants were asked to indicate their preference for one of the following options:

Option A: Develop full pedestrian/cyclist facility at Kensington Avenue interchange

Option B: Financial support of the development of Sperling Avenue pedestrian/cyclist-only overpass by the City of Burnaby, with limited facilities at the Kensington Avenue interchange

Result

A majority of respondents (69%) preferred Option B – financial support for the development of Sperling Avenue pedestrian/cyclist-only overpass by the City of Burnaby with limited facilities at Kensington Avenue interchange, as opposed to the option of having a full pedestrian and cyclist facility at Kensington Avenue interchange. (Base: 293)

QUESTION 7: IMPROVED TRANSIT ACCESS

Participants were asked to indicate which of the following two options for improved transit access they preferred:

Option A: Transit access to Braid Street SkyTrain Station via regular ramps at Brunette Avenue interchange (existing conditions)

Option B: Construct transit-only access ramps at North Road to provide access to Lougheed Town Centre SkyTrain Station

Result

Almost three quarters (74%) who responded to this question preferred Option B: construct transit-only access ramps at North Road to provide access to Lougheed Town Centre SkyTrain Station. (Base: 287)

QUESTION 8: CAPE HORN COMMERCIAL VEHICLE PRIORITY RAMPS

Participants were asked which of the following options they preferred for the commercial vehicle priority ramps at Cape Horn:

Option A: 24-hour commercial priority ramps

Option B: Peak-hour commercial priority only

Result

Overall, 56% preferred Option B: peak-hour only priority ramps for commercial vehicles at Cape Horn interchange, while 42% chose Option A: having 24-hour priority access for commercial vehicles at Cape Horn interchange. This result suggests a somewhat reluctant acceptance of peak-hour commercial priority only ramps. (Base: 308)

QUESTION 9: CAPE HORN INTERCHANGE PRE-DESIGN CONCEPTS²

The Cape Horn Interchange design will be determined by the complexity of the existing interchange, as well as residential, railway and environmental constraints. As such, the improvement options at Cape Horn will be primarily determined by technical feasibility. As such, participants were asked to provide their comments about proposed traffic movements for the Cape Horn Interchange.

Result

Six percent of respondents commented that the reconstruction of Cape Horn Interchange was a good idea overall, while four percent said the current design was confusing. (All other mentions were less than four percent.) (Base: 616)

QUESTION 10: 156TH STREET POTENTIAL INTERCHANGE

Participants were asked which one of the following three options they preferred for the potential interchange at 156th Street:

Option A: Construct an HOV/transit only interchange at 156th Street and maintain right-in, right-out access to Highway 1 at 110th Avenue

Option B: Relocate access to Highway 1 from 110th Avenue and construct an eastbound on-ramp and a westbound off-ramp at 156th Street for general purpose traffic

Option C: No additional construction

Result

Over half (52%) preferred Option B, which would relocate access to Highway 1 from 110th Avenue to a new eastbound on-ramp and westbound off-ramp at 156th Street for general purpose traffic. Almost one-third (32%) chose Option A, which would construct a HOV/transit only interchange at 156th Street and maintain right-in, right-out access to Highway 1 at 110th Avenue. 16% preferred Option C - no additional construction. (Base: 349)

QUESTION 11: 192ND STREET (HARVIE ROAD) – NEW COMMERCIAL PRIORITY RAMPS

Participants were asked to indicate how strongly they agreed or disagreed with the construction of a new truck priority westbound off-ramp and eastbound on-ramp at 192nd Street.

Result

Three-quarters (75%) agreed with the construction of a new truck priority westbound off-ramp and an eastbound on-ramp at 192nd Avenue. (Base: 342)

2. During December 2006 and January 2007, the Ministry of Transportation is continuing consultation on improvements to Brunette Avenue and Cape Horn interchanges, as pre-design concepts are now advanced.

QUESTION 12A: USE OF PARK-AND-RIDE AND PARK-AND-POOL FACILITIES

Participants were asked to indicate which of the Park-and-Ride and Park-and-Pool facilities they would use: 156th Street; 160th Street; 200th Street; 216th Street (potential new facility); 232nd Street; 264th Street.

Result

Of those who chose at least one Park-and-Ride or Park-and-Pool facility, the majority of use falls between 156th Street to 200th Street. 44% chose the 200th Street facility, 35% chose the facility at 160th Street and 32% chose the 156th Street facility. (Base: 179)

QUESTION 12B: LOCATIONS FOR PARK-AND-RIDE AND PARK-AND-POOL FACILITIES

Participants were asked for suggestions for other specific locations for Park-and-Ride and Park-and-Pool Facilities.

Result

The following locations were suggested by participants:

- All SkyTrain Stations
- Braid Street
- West of the Port Mann Bridge
- 176th Street
- 216th Street
- Abbotsford/Clearbrook

(Base: 616)

QUESTION 12C: PRIMARY USE OF PARK-AND-RIDE AND PARK-AND-POOL FACILITIES

Participants were asked if additional Park-and-Ride and Park-and-Pool Facilities were to be provided, which would they personally use:

- Park-and-Ride
- Park-and-Pool
- Neither facilities

Result

45% of those who responded to the question said they would use additional Park-and-Ride facilities while 35% said they would use neither. 12% said they would use a Park-and-Pool facility. (Base: 226)

QUESTION 13: ADDITIONAL COMMENTS

Participants were asked to provide any additional comments.

Result

The most frequent comments received from all participants were:

- 16% said there is a need to concentrate on having more public transit or extending public transit, within the project.
- Nine percent said that this project was needed and overdue.
- Five percent said to continue consultations with the public/communities and TransLink, while another five percent said this project will have no effect on traffic and the Province/Region should plan further ahead.
- Four percent would like to see extra lanes added to the highway (above the proposed one lane west of the bridge and two lanes east of the bridge).

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Port Mann/Highway 1 Project Pre-design Consultation on Access and Interchange Improvements Summary Report

1. PROJECT OVERVIEW

The proposed Port Mann/Highway 1 Project includes widening Highway 1, twinning the Port Mann Bridge, upgrading interchanges and improving accesses and safety on Highway 1 from McGill Street interchange in Vancouver to 216th Street in Langley. This project includes:

Overpasses and Interchanges

Many of the existing highway overpasses need to be replaced or upgraded to provide additional clearance for today's taller commercial vehicles and to accommodate proposed additional highway lanes. Additional overpasses (across Highway 1) are being considered at appropriate locations to support the movements of municipal traffic, including pedestrians and cyclists, across the highway and to alleviate congestion at current crossings.

Also, to facilitate movement of HOV, transit and/or commercial vehicles, it is proposed that, at key locations, dedicated on-and off-ramps or "priority access lanes" be added. Traffic signals are also being considered at highway on-ramps to allow priority access vehicles to bypass the queue of general purpose traffic.

Cycling Improvements

Cycling facilities will be included as part of interchange upgrades to increase opportunities for cyclists to cross the highway, to enhance connections to the regional cycling network and to provide access over the Port Mann Bridge.

Highway 1

The pre-design concept proposes widening the highway, usually within the existing highway right-of-way, to improve overall operation of the corridor. Generally, one additional lane in each direction is planned from the McGill Street interchange to the Port Mann Bridge. East of the Port Mann Bridge, two additional lanes in each direction are planned as far as 200th Street, allowing for one lane in each direction to be dedicated to HOV between Grandview Highway and 200th Street. Between 200th Street and 216th Street, one additional lane in each direction is planned.

New Port Mann Bridge

A new parallel bridge on the west side of the existing Port Mann Bridge would relieve congestion and provide cycling access and be designed to accommodate potential future light rail transit.

Traffic Incident Management

Incident management measures are planned for the Port Mann/Highway 1 corridor to provide for early detection of traffic incidents, effective emergency response and efficient removal of vehicles and debris. Other benefits include improved safety through more efficient traffic management and a reduction in collisions, resulting in improved trip reliability and user satisfaction.

2. PRE-DESIGN CONSULTATION ON ACCESS AND INTERCHANGE IMPROVEMENTS

2.1 STAGES OF CONSULTATION

As the Gateway Program proceeds through various design stages and ultimately into construction, communities and key stakeholders are being consulted. The design stages include:

1. Pre-design Consultation (CURRENT STAGE)
2. Preliminary Design Consultation
3. Detailed Design Consultation

2.2 PRE-DESIGN CONSULTATION GOALS

Pre-design Consultation on Access and Interchange Improvements was held in September, October and November 2006. Port Mann/Highway 1 improvements pass through five municipalities: Vancouver, Burnaby, Coquitlam, Surrey and Langley. Some sections are located close to and interact with road networks and transit in New Westminster and Port Coquitlam. Each section has different needs and local planning objectives. Consulting with each municipality helps to ensure that Port Mann/Highway 1 improvements are integrated with municipal plans in addition to addressing regional and inter-regional needs.

Pre-design public consultation on proposed corridor-wide improvements to Port Mann/Highway 1 took place during February, March and April 2006. This consultation specifically sought public feedback on goals for upgrades to interchanges, congestion reduction measures such as HOV lanes, transit and commercial vehicle priority access to highway on/off-ramps, improvements to the cycling network and a proposed toll on the Port Mann Bridge.

2.3 CONSULTATION TOPICS

The following topics were discussed in the Pre-design Consultation on Access and Interchange Improvements for the Port Mann/Highway 1 corridor in Fall 2006:

- a. Grandview Highway HOV lanes
- b. Wayburne Drive/Westminster Avenue overpass
- c. Traffic flow between Grandview and Willingdon Avenue interchanges
- d. Douglas Road commercial vehicle only ramps
- e. Sprott Street/Kensington Avenue interchanges
- f. Kensington Avenue/Sperling Avenue cyclist access
- g. Improved transit access
- h. Cape Horn commercial vehicle priority ramps
- i. Cape Horn interchange traffic-flow improvements
- j. 156th Street potential interchange
- k. 192nd Street (Harvie Road) – new commercial priority ramps
- l. Park-and-Ride and Park-and-Pool facilities

2.4 PRE-DESIGN CONSULTATION ON ACCESS AND INTERCHANGE IMPROVEMENTS

CONSULTATION METHODS

2.4.1 Discussion Guide and Feedback Form

A consultation discussion guide explained the purpose and scope of the pre-design consultation on access and interchange improvements and the discussion guide included a feedback form to assist in gathering community input.

The discussion guide also included:

- Background on the Gateway Program, specifically on Port Mann/Highway 1
- Information on the project and the consultation program, as well as maps illustrating proposed access and interchange improvement options
- Information regarding the alignment and areas affected by Highway 1 improvements
- Information on other areas under development, including cycling improvements
- Information on Brunette Interchange/King Edward Street (Coquitlam)
- Information on Cape Horn interchange (Coquitlam)
- Information on 160th St. and 176th St. interchanges (Surrey)
- Information on 216th St. interchange (Langley)

A feedback form was included in the Discussion Guide. Additional input was gathered at stakeholder meetings, open houses, by e-mail, fax and mail.

2.4.2 Stakeholder Meetings

Gateway Program staff, a facilitator and a meeting recorder attended the stakeholder meetings. At each stakeholder meeting, Gateway Program staff gave a presentation based on the discussion guide. Participants were encouraged to complete the feedback form in the discussion guide. 165 people attended the stakeholder meetings.

During the stakeholder meetings, participants provided their comments on the project and asked questions of Gateway staff. Key themes from the stakeholder meeting notes are summarized in Section 3.2.

21 Stakeholder meetings were held with key stakeholders on the following dates:

- | | |
|-----------------|--|
| 1. September 25 | Langley Business Groups |
| 2. September 25 | Langley Recreation/Sustainability Groups |
| 3. September 27 | Langley Community Groups |
| 4. September 28 | Coquitlam/New Westminster Business Groups |
| 5. September 28 | Coquitlam/New Westminster Recreation/Sustainability Groups |
| 6. October 2 | Coquitlam/New Westminster Community Groups |
| 7. October 4 | Burnaby Business Groups |
| 8. October 4 | Burnaby Recreation/Sustainability Groups |
| 9. October 5 | Burnaby Community Groups |

10. October 10	Vancouver Recreation/Sustainability Groups
11. October 11	Vancouver Business Groups
12. October 12	Vancouver Community Groups
13. October 16	Port Coquitlam Recreation/Sustainability Groups
14. October 17	Port Coquitlam Business Groups
15. October 23	Surrey Recreation/Sustainability Groups
16. October 24	Regional Transportation Groups
17. October 24	Surrey Business Groups
18. October 25	Regional First Responder Groups
19. October 26	Regional Business Groups
20. November 1	Surrey Community Groups
21. November 2	Regional Recreation/Sustainability Groups

2.4.3 Open Houses

At open houses, display boards provided background on the Gateway Program and on specific access and interchange improvements proposed for the Project. Gateway staff were available at all open houses to answer questions.

Approximately 650 people attended the open houses.

Nine open houses were held in communities from Vancouver to Langley. They were as follows:

1. October 11	Vancouver
2. October 14	Langley
3. October 17	Burnaby
4. October 18	Burnaby
5. October 19	New Westminster/Coquitlam
6. October 24	Surrey
7. October 26	Surrey
8. October 28	Coquitlam
9. October 30	Maple Ridge

2.4.4 Web-based Consultation

All consultation materials were available on the web, including the feedback form that could be submitted directly from the website or by fax. 169 people provided input through the interactive web-based feedback form or through mail or fax.

2.4.5 Information on Opportunities to Participate

Stakeholder Meetings

Over 800 stakeholder groups/organizations were notified of stakeholder meetings through e-mail and by telephone. Assuming an average membership of 10 per stakeholder group, these stakeholder groups/organizations represented more than 8,000 individuals.

Open House Advertisements

Thirty-five advertisements for open houses were placed in the following newspapers:

<i>Vancouver Sun</i>	Saturday, September 30; Wednesday, October 4; Saturday, October 21
<i>Vancouver Province</i>	Wednesday, October 4, 25; Sunday, October 8, 22
<i>Ming Pao (Cantonese)</i>	Friday, September 29
<i>Ming Pao (English)</i>	Sunday, October 8
<i>Indo-Canadian Times (Punjabi)</i>	Thursday, September 28
<i>Indo-Canadian Awaaz (Punjabi)</i>	Friday, September 29; Friday, October 20
<i>Abbotsford News</i>	Saturday, October 7
<i>Abbotsford/Mission Times</i>	Friday, October 6
<i>Burnaby/New West News Leader</i>	Saturday, October 7; Thursday, October 12
<i>Burnaby Now</i>	Saturday, October 7; Wednesday, October 11
<i>Coquitlam/Port Coquitlam</i>	Friday, October 20; Wednesday, October 31
<i>Port Moody Tri-city News</i>	
<i>Coquitlam Now</i>	Friday, October 13; Wednesday, October 18
<i>Langley Advance News</i>	Friday, October 6
<i>Langley Times</i>	Friday, October 6
<i>Maple Ridge/Pitt Meadows News</i>	Saturday, October 21; Wednesday, October 28
<i>Maple Ridge/Pitt Meadows Times</i>	Friday, October 20; Tuesday, October 24
<i>New Westminster Royal City Record</i>	Saturday, October 7
<i>Surrey/North Delta Leader</i>	Sunday, October 15
<i>Surrey Now</i>	Saturday, October 14
<i>Vancouver Courier (Downtown)</i>	Friday, September 29
<i>Vancouver Courier (East and West)</i>	Friday, September 29; Wednesday, October 4
<i>Vancouver Westender</i>	Thursday, October 5

2.5 SUMMARY OF PARTICIPATION

Total participation in the consultation was 1,078 people.

- 651 people attended 9 open houses
- 165 people attended 21 stakeholder meetings
- 155 people submitted on-line feedback forms
- 14 people sent feedback by mail and fax
- 93 people corresponded via e-mail

3. KEY THEME SUMMARY OF CONSULTATION INPUT

3.1 KEY THEME SUMMARY OF FEEDBACK FORMS

The following provides a quantitative and qualitative summary of the feedback forms returned by participants. It should be noted that as this was a consultation on access and interchange improvements, participants tended to answer those questions they deemed most relevant to the interchanges they use. Therefore, the number of those responding to the question (i.e., base) is varied.

616 individuals provided input via feedback forms and written correspondence. There were several options for completing the feedback form; participants could fill out and return a paper feedback form at a consultation event or mail or fax back to Gateway Program offices. Participants could also complete and submit the feedback form online or provide written correspondence.

In total, 528 feedback forms were processed and approximately 88 individuals submitted correspondence relating to individual aspects and to the project overall. Because there were a high number of participants who chose not to respond to every question, most of the data is presented in two ways: the percent who responded to that particular closed-ended question which, accordingly, will have varying base sizes, as well as percent responses for key themes of additional qualitative information provided by participants. These percentage responses for qualitative information are expressed as a percentage of the total base (616).

QUESTION 1: GRANDVIEW HIGHWAY HOV LANES

Participants were asked to indicate which of the following two options they preferred at Grandview Highway:

Option A: New Peak-hour HOV lanes

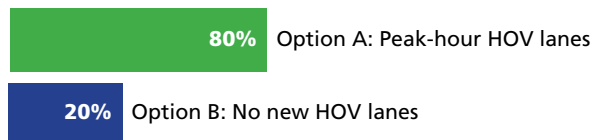
Option B: No new HOV lanes.

Result

Overall, there was a clear preference for peak-hour HOV lanes, with 80% of those responding choosing Option A.

Level of Agreement With . . .

Q1. Participants were asked to indicate which of the following two options they preferred:



Additional Key Comments

Four percent of respondents noted that they thought the new Grandview Highway HOV lanes are a good idea.

Three percent of respondents suggested that the new proposed peak-hour HOV lanes will reduce traffic congestion.

An additional three percent of respondents suggested that new HOV lanes need to connect directly with Highway 1.

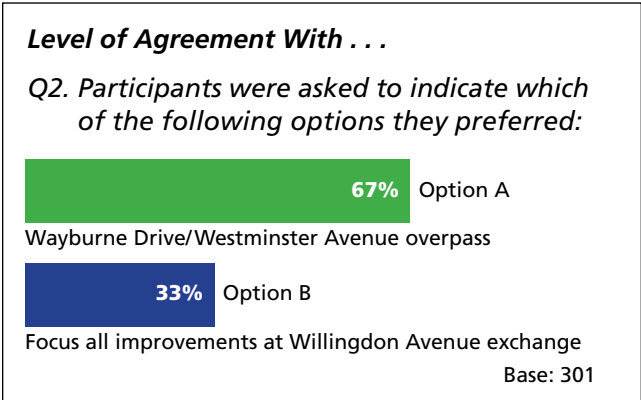
QUESTION 2: WAYBURNE DRIVE/WESTMINSTER AVENUE OVERPASS

Participants were asked their preference for:

- Option A:** Wayburne Drive/Westminster Avenue overpass
- Option B:** Focus all improvements at Willingdon Avenue Interchange

Result

A majority of respondents (67%) supported the construction of a new highway overpass at Wayburne Drive/Westminster Avenue.



Additional Key Comments

Four percent of total participants added that changes at this location would reduce and spread out traffic.

Two percent said, generally, the new overpass is a good idea.

A further two percent said the Wayburne Drive/Westminster Avenue overpass option will increase traffic in their area.

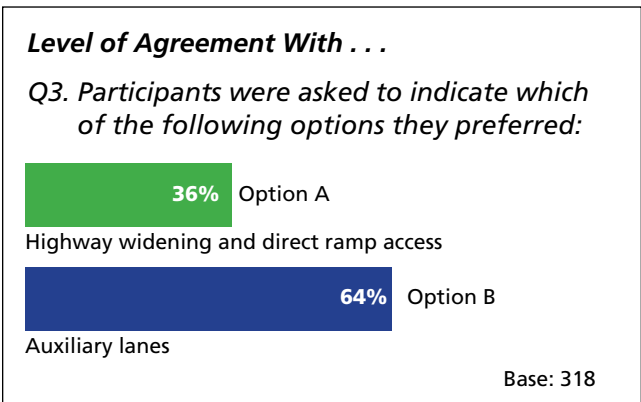
QUESTION 3: TRAFFIC FLOW BETWEEN GRANDVIEW AND WILLINGDON AVENUE INTERCHANGES

Participants were asked to indicate which of the following options they preferred:

- Option A:** Highway Widening and Direct Ramp Access
- Option B:** Auxiliary Lanes

Result

64% of respondents preferred having auxiliary lanes to help traffic flow between Grandview and Willingdon Avenue interchanges.



Additional Key Comments

Three percent of total respondents added that auxiliary lanes would allow safer, easier merging of traffic.

An additional three percent said auxiliary lanes would improve traffic flow and ease congestion.

QUESTION 4: DOUGLAS ROAD COMMERCIAL VEHICLE ONLY RAMPS

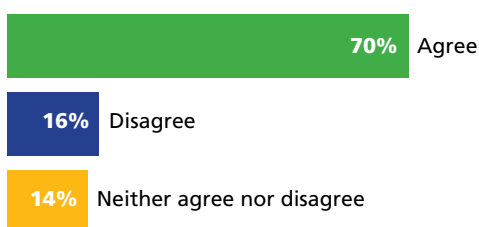
Participants were asked to indicate their level of agreement or disagreement (from strongly agree to strongly disagree) with constructing new commercial vehicle only on-ramps.

Result

70% of those who answered Question 4 agreed with the proposal to have commercial vehicle only on-ramps on Douglas Road.

Level of Agreement With . . .

Q4. Participants were asked to indicate the extent of your agreement or disagreement:



Base: 338

Additional Key Comments

Three percent added that it would be difficult to enforce commercial vehicle only on-ramps.

Three percent of respondents said that the ramps should be open to all traffic.

Two percent suggested having dedicated on-ramps would help speed up commercial traffic.

QUESTION 5: SPROTT STREET/KENSINGTON AVENUE INTERCHANGES

Participants were asked which of the three following options they preferred at Sprott Street/Kensington Avenue Interchanges:

Option A: Reconstruct Kensington Avenue and Sprott Street overpasses using existing ramps

Option B: Relocate ramp ends currently located south of Highway 1 on Kensington Avenue to the north side of the highway

Option C: Separate highway movements between Kensington Avenue and Sprott Street interchanges

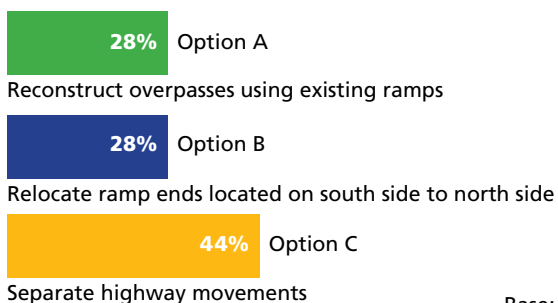
Result

Of the participants who responded to this question, 44% preferred having separate highway movements between Kensington and Sprott St. interchanges (Option C).

Equal numbers (28%) wanted either to reconstruct the overpasses using existing ramps or to relocate the ramp ends currently located south of Highway 1 to the north side of the highway.

Level of Agreement With . . .

Q5. Participants were asked to indicate which of the following options they preferred:



Base: 293

Additional Key Comments

Two percent of respondents added that separate traffic movements would enhance safety.

Two percent of respondents said separate highway movements would improve the traffic flow.

There were very few other additional comments.

QUESTION 6: KENSINGTON AVENUE/SPERLING AVENUE CYCLIST ACCESS

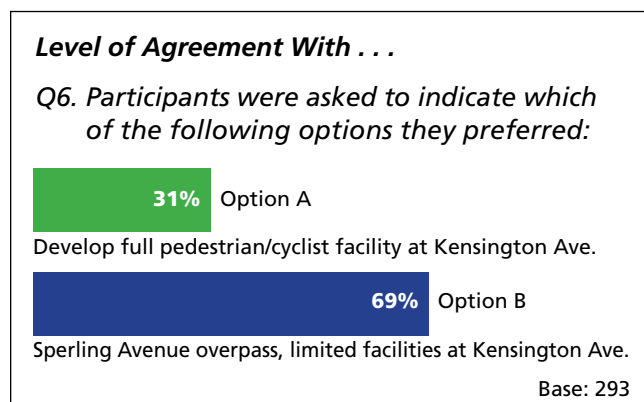
Participants were asked to indicate their preference for one of the following options:

Option A: Develop full pedestrian/cyclist facility at Kensington Avenue interchange

Option B: Financial support of the development of Sperling Avenue pedestrian/cyclist-only overpass by the City of Burnaby, with limited facilities at the Kensington Avenue interchange

Result

A majority of respondents (69%) preferred Option B – financial support for the development of Sperling Avenue pedestrian/cyclist-only overpass by the City of Burnaby with limited facilities at Kensington Avenue interchange, as opposed to the option of having a full pedestrian and cyclist facility at Kensington Avenue interchange.



Additional Key Comments

Three percent of participants added that it is important to separate bicycles and pedestrians from traffic.

Three percent also mentioned that the pedestrian/cyclist-only overpass proposal would provide safe access and enhance safety.

QUESTION 7: IMPROVED TRANSIT ACCESS

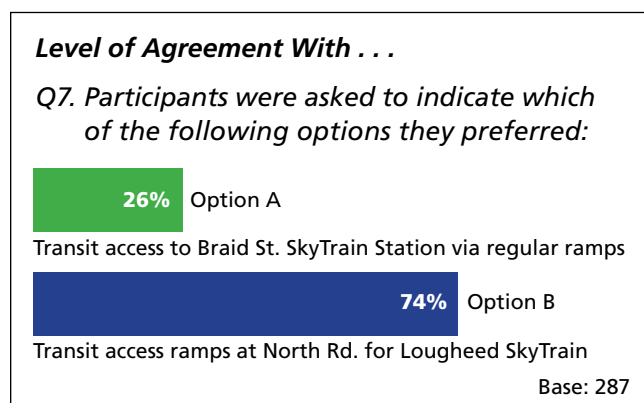
Participants were asked to indicate which of the following two options for improved transit access they preferred:

Option A: Transit access to Braid Street SkyTrain Station via regular ramps at Brunette Avenue interchange (existing conditions)

Option B: Construct transit-only access ramps at North Road to provide access to Lougheed Town Centre SkyTrain Station.

Result

Almost three quarters (74%) who responded to this question preferred Option B: construct transit-only access ramps at North Road to provide access to Lougheed Town Centre SkyTrain Station.



Additional Key Comments

Three percent added that improved transit access was generally a positive development.

Three percent said that Option B would help speed up public transit.

QUESTION 8: CAPE HORN COMMERCIAL VEHICLE PRIORITY RAMPS

Participants were asked which of the following options they preferred for the commercial vehicle priority ramps at Cape Horn:

Option A: 24-hour commercial priority ramps

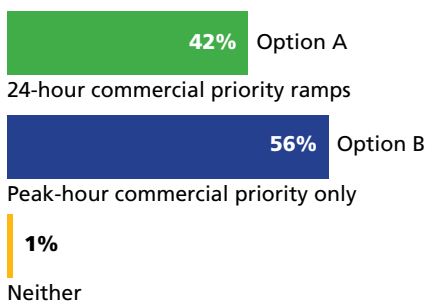
Option B: Peak-hour commercial priority only

Result

Overall, 56% of those who responded to this question preferred Option B: peak-hour only priority ramps for commercial vehicles at Cape Horn interchange, while 42% chose Option A: having 24-hour priority access for commercial vehicles at Cape Horn interchange.

Level of Agreement With . . .

Q8. Participants were asked to indicate which of the following options they preferred:



Base: 308

Additional Key Comments

Three percent said there should be no dedicated priority ramps for anyone.

Three percent said having priority ramps helps speed up commercial traffic and reduce congestion.

QUESTION 9: CAPE HORN INTERCHANGE PRE-DESIGN CONCEPTS³

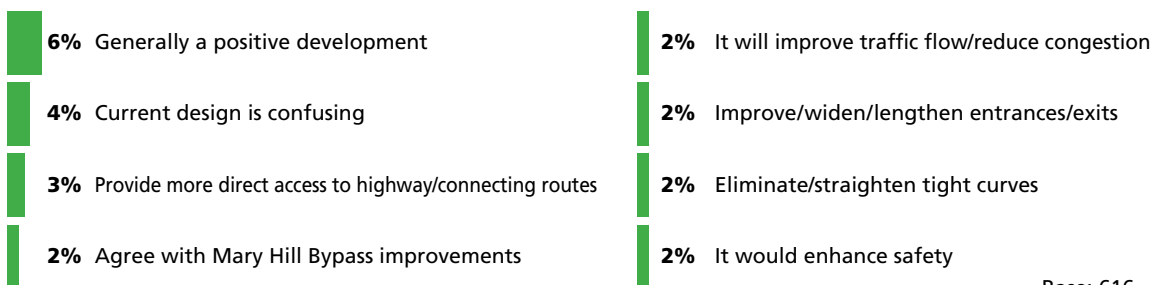
The Cape Horn Interchange design will be determined by the complexity of the existing interchange, as well as residential, railway and environmental constraints. As such, the improvement options at Cape Horn will be primarily determined by technical feasibility.

Participants were asked to provide their comments about proposed traffic movements at the Cape Horn Interchange.

Result

Six percent of respondents indicated that the reconstruction of Cape Horn Interchange was a good idea overall, while four percent found the current design confusing. Other key responses are listed in the following table.

Top 8 Additional Comments about Cape Horn Interchange Pre-Design concepts . . .



Base: 616

3. During December 2006 and January 2007, the Ministry of Transportation is continuing consultation on improvements to Brunette Avenue and Cape Horn interchanges, as pre-design concepts are now advanced.

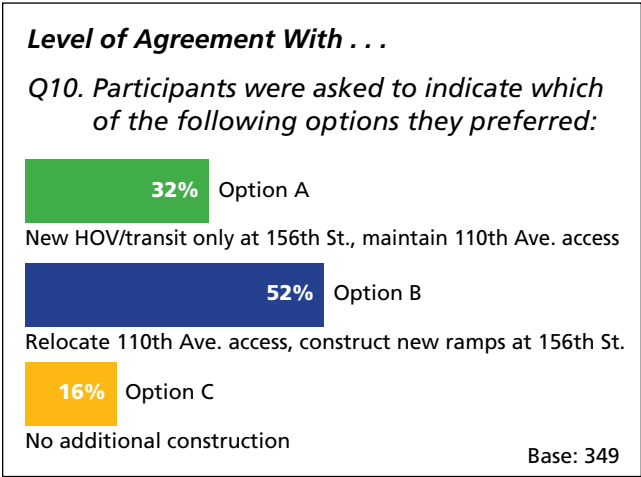
QUESTION 10: 156TH STREET POTENTIAL INTERCHANGE

Participants were asked which one of the following three options they preferred for the potential interchange at 156th Street:

- Option A:** Construct an HOV/transit only interchange at 156th Street and maintain right-in, right-out access to Highway 1 at 110th Avenue
- Option B:** Relocate access to Highway 1 from 110th Avenue and construct a partial interchange (eastbound on-ramp and westbound off-ramp) at 156th Street for general purpose traffic
- Option C:** No additional construction

Result

Over half (52%) of those who responded to this question preferred Option B, a partial interchange for general purpose traffic. Almost one-third (32%) chose Option A, which would construct a HOV/transit only interchange at 156th Street and maintain right-in, right-out access to Highway 1 at 110th Avenue. 16% preferred Option C with no additional construction.



Additional Key Comments

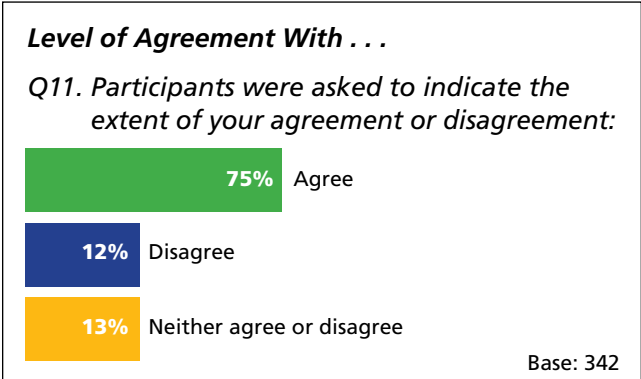
- Four percent added that improvements would enhance traffic flow and reduce congestion.
- Two percent wanted a dedicated access/exit for Fraser Heights residents.
- Two percent wanted to concentrate on more public transit and more public transit options.

QUESTION 11: 192ND STREET (HARVIE ROAD) – NEW COMMERCIAL PRIORITY RAMPS

Participants were asked to indicate how strongly they agreed or disagreed with the construction of a new truck priority westbound off-ramp and eastbound on-ramp at 192nd Street.

Result

Three-quarters (75%) of those who responded to this question agreed (either strongly or somewhat strongly) with the construction of a new truck priority westbound off-ramp and an eastbound on-ramp at 192nd Avenue.



Additional Key Comments

- Five percent added that the new truck priority ramps would enhance commercial traffic flow and reduce congestion.
- Three percent said there should be no dedicated on-ramps and another three percent said it would help remove commercial traffic from 176th/200th streets.

QUESTION 12A: USE OF PARK-AND-RIDE AND PARK-AND-POOL FACILITIES

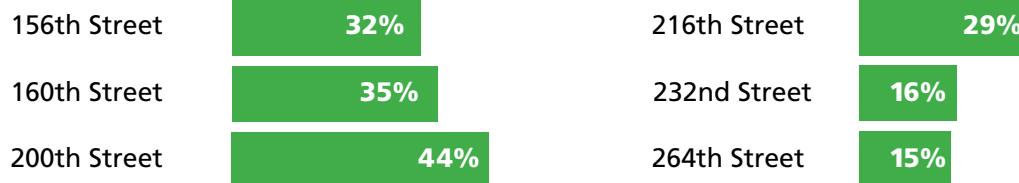
Participants were asked to indicate which of the Park-and-Ride and Park-and-Pool Facilities they would use: 156th Street; 160th Street; 200th Street; 216th Street (potential new facility); 232nd Street; 264th Street.

Result

Of those who chose at least one Park-and-Ride and Park-and-Pool facility, the majority of use falls between 156th Street to 200th Street. 44% chose the 200th Street facility, 35% chose the facility at 160th Street and 32% chose the 156th Street facility.

Q12a. Park-and-Ride and Park-and-Pool Facilities

Among Those Who Selected At Least One Facility



Note: % will exceed 100%, multiple mentions were allowed.

Base: 179

QUESTION 12B: LOCATIONS FOR PARK-AND-RIDE AND PARK-AND-POOL FACILITIES

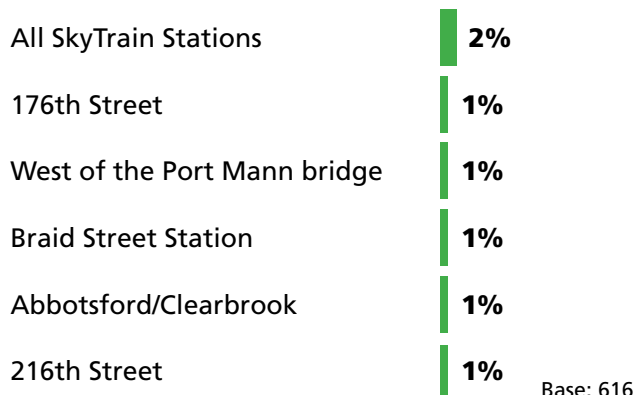
Participants were asked for suggestions for other specific locations for Park-and-Ride and Park-and-Pool Facilities.

Result

The following locations were suggested by participants:

- All SkyTrain Stations
- Braid Street
- West of the Port Mann Bridge
- 176th Street
- 216th Street
- Abbotsford/Clearbrook

Q12b. Top Mentions – Other Facility Locations*



Base: 616

*All other location mentions less than 1%

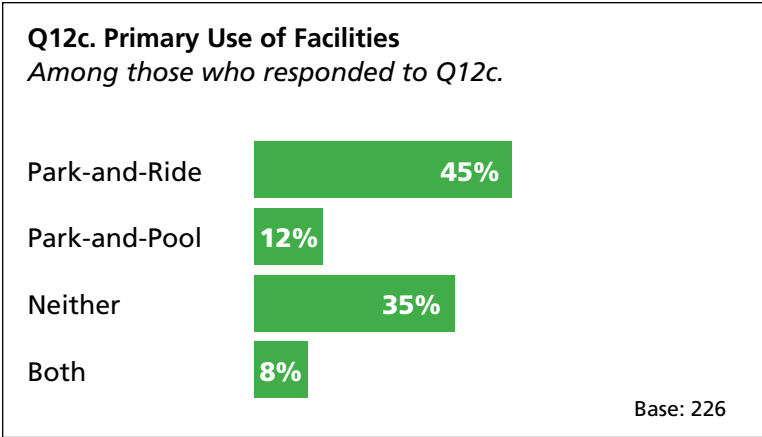
QUESTION 12C: PRIMARY USE OF PARK-AND-RIDE AND PARK-AND-POOL FACILITIES

Participants were asked if additional Park-and-Ride and Park-and-Pool Facilities were to be provided, which would they personally use:

- Park-and-Ride
- Park-and-Pool
- Neither facilities

Result

45% of those who responded to the question said they would use additional Park-and-Ride facilities, while 35% said they would use neither and 12% said they would use a Park-and-Pool facility.



Additional Key Comments

There were very few additional comments about the use of additional Park-and-Ride and Park-and-Pool facilities.

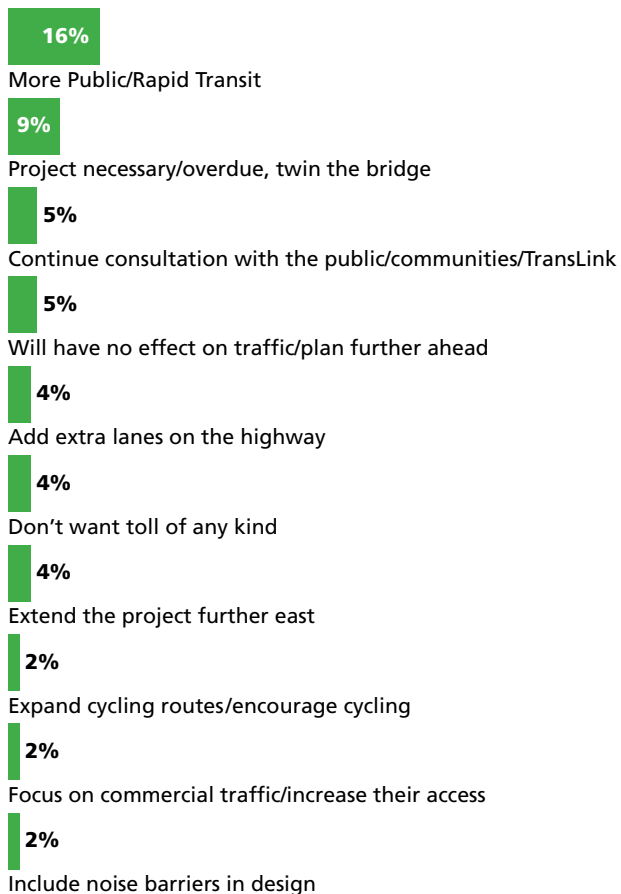
QUESTION 13: ADDITIONAL COMMENTS

Participants were asked to provide any additional comments.

The most frequent comments received from all participants were:

- 16% said the project needs to include more public transit or extend public transit.
- Nine percent said that this project was needed and overdue.
- Five percent said to continue consultations with the public/communities and TransLink.
- Five percent said this project will have no effect on traffic and the Province/Region should plan further ahead.
- Four percent would like to see extra lanes added to the highway.

Q13. Additional Comments



Base: 616

3.2 KEY THEME SUMMARY OF STAKEHOLDER MEETINGS

- 1. September 25, 2006 Langley Business Groups**
 - Some participants expressed an interest in having the highway widened to 232nd or to 264th.
 - Some participants thought that the current labour shortage would interfere with the planned improvements for Port Mann/Highway 1.
 - There was interest expressed regarding the cycling lanes on the bridge.
- 2. September 25, 2006 Langley Recreation/Sustainability Groups**
 - Participants noted that highway improvements should extend to 264th.
 - Some participants suggested that bus transit is outdated and rapid transit should be considered for the PMH1 corridor.
 - Participants were concerned about the collection of tolls and how this would be accomplished.
- 3. September 27, 2006 Langley Community Groups**
 - Strong emphasis on commercial vehicle priority, but added that commuter traffic should also be given priority.
 - Participants wanted more information where and how transit buses and rapid transit would integrate into the improvements.
 - Caution was expressed, that opening up access to the highway (for instance at 156th) where access does not currently exist, will change traffic patterns on the local road network in that area.
- 4. September 28, 2006 Coquitlam/New Westminister Business Groups**
 - Participants observed that trucks would not be able to use the HOV lanes, thus spending more time in traffic.
 - Participants indicated that the non-tolled option of the Pattullo Bridge was not a practical, viable alternative.
- 5. September 28, 2006 Coquitlam/New Westminister Recreation/Sustainability Groups**
 - Participants encouraged the monitoring of commercial vehicle ramp usage – for example, ensure that only commercial vehicles use the ramp and not general-purpose traffic.
- 6. October 2, 2006 Coquitlam/New Westminister Community Groups**
 - Participants observed that general purpose traffic should not be left out with transit and commercial-only lanes being built and under-used.
 - Greater consideration should be given to encouraging development of light rail transit.
 - The use of HOV lanes should be encouraged and incentives considered.
 - Traffic movement statistics should be available at meetings, particularly the number of trucks crossing the Port Mann Bridge and using the Cape Horn interchange.

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- 7. October 4, 2006 Burnaby Business Groups**
 - Overall support for the project and a desire to “get on with it”.
 - Participants noted that improvements to accesses and interchanges in the Burnaby area deal first and foremost with the problems associated with Canada Way.
 - Support for better integration with transit.
 - 8. October 4, 2006 Burnaby Recreation/Sustainability Groups**
 - Some participants stated there was need for improvements to the length of Highway 1 – Burnaby through to Surrey.
 - Some participants expressed interest in being involved in the environmental assessment phase of consultations.
 - Several participants noted mobility issues (north-south Burnaby access across highway) for seniors need to be addressed.
 - Participants commented on cycling connections across Burnaby, specifically with regard to their level of safety.
 - 9. October 5, 2006 Burnaby Community Groups**
 - The Manor Street residents were particularly concerned about increased traffic noise and pollution, specifically indicating that the proposed Wayburne overpass would bring about an increase in traffic, noise and pollution.
 - Participants requested construction models of the proposed overpasses.
 - Participants supported the development of alternate modes of transportation.
 - 10. October 10, 2006 Vancouver Recreation/Sustainability Groups**
 - Participants would like cycling to be addressed throughout the Port Mann/Highway 1 corridor.
 - Connectivity within a community was noted as important by participants.
 - Participants commented that cycling routes must be lighted and wide enough to be safe.
 - 11. October 11, 2006 Vancouver Business Groups**
 - Participants encouraged improvements in goods movement access particularly around the Willingdon Interchange.
 - Participants supported commercial-only access ramps during peak periods; however, they also wished to ensure that general-purpose traffic had access to the ramps outside of peak periods.
 - Participants generally expressed support for the improvements.
 - 12. October 12, 2006 Vancouver Community Groups**
 - Participants did not support the overall Port Mann/Highway 1 Project.
 - Participants did not want additional traffic into their neighborhood and requested that vehicles queue for the Grandview traffic light on Highway 1, not in their neighborhood.
 - Participants did not support new peak-hour HOV lanes on Grandview Highway.

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- 13. October 16, 2006 Port Coquitlam Recreation/Sustainability Groups**
- The traffic bottleneck at Cape Horn was noted.
 - Participants expressed an urgency to get the project completed.
 - Participants indicated relief that this appeared to be a “real solution” as opposed to a “band-aid solution” as had been attempted in the past.
- 14. October 17, 2006 Port Coquitlam Business Groups**
- Participants supported the project.
 - Participants asked questions and commented on the Pitt River Bridge Project.
 - Participants supported HOV and commercial vehicle facilities.
- 15. October 23, 2006 Surrey Recreation/Sustainability Groups**
- Suggestion that no interchanges be built with traffic lights – as at 200th Street interchange.
 - Project needs to take into account the impacts on streams and wetlands in Surrey area.
 - There were numerous questions about each interchange along the corridor.
- 16. October 24, 2006 Regional Transportation Groups**
- Participants commented that growing commercial traffic requires as much accommodation as HOV and transit.
- 17. October 24, 2006 Surrey Business Groups**
- Participants noted traffic impacts of 152nd, 160th and 176th need to be considered as a whole, since they believe that changes to one will impact each of the others.
 - Participants commented that it was crucial for Gateway to work closely with municipalities to integrate highway and municipal traffic patterns.
- 18. October 25, 2006 Regional First Responder Groups**
- Participants supported the project.
 - Participants expressed concerns about enforcement, especially at the commercial vehicle only ramps and auxiliary lanes. They supported an automated enforcement system to minimize cheating.
 - Participants supported all options that remove weaving on the highway.
 - Participants had questions about how emergency vehicles will be able to access priority facilities, commercial and other improvements and how their emergency vehicles would be able to get around an accident.
- 19. October 26, 2006 Regional Business Groups**
- Participants were very supportive of the project and want to get on with it.
 - Participants were concerned about providing priority access for commercial vehicles and not supportive of commercial priority access.
 - Participants were particularly interested in improvements to the Cape Horn interchange and would like to be involved in a future design workshop.

20. November 1, 2006

Surrey Community Groups

- Participants expressed concerns about the existing Cape Horn Interchange and wanted more information on proposed improvements.
- Participants asked questions about the access for Fraser Heights.
- Participants expressed concerns regarding potential property impacts to the residences in the Birdland area.

21. November 2, 2006

Regional Recreation/Sustainability Groups

- Strong support for the cycling, pedestrian and transit elements of the Gateway Program.
- Suggestion to make this a good recreational corridor, as well as a commuter corridor for cyclists and pedestrians, in order to encourage a lot of people to support the project.
- Interest in increasing the convenience of Park-and-Ride opportunities.

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