

# North Fraser Perimeter Road: Phase 1 United Boulevard Extension Project



## FAQ

### Why is Phase 1 of North Fraser Perimeter Road: United Boulevard Extension being proposed?

North Fraser Perimeter Road is an important goods movement corridor, and has long been a priority for improvement. TransLink is responsible for an integrated network of roads, bridges, regional transit, rapid transit, and an ever-expanding network of cycling and pedestrian pathways, and there are a number of reasons why this extension project is being proposed:

#### **To improve safety and mobility for goods movement, transit, cycling and walking:**

Today, single lane, alternating bridge traffic over Brunette River and congestion at the Braid/Brunette intersection causes significant traffic delays. Further compounding these traffic challenges is an at-grade rail crossing at Brunette. As a result, there are no safe cycling and walking routes that connect New Westminster and Coquitlam in the area.

#### **To improve access:**

There is limited safe access to important industrial areas and poor connections between Coquitlam and New Westminster.

#### **To leverage past planning:**

The Millennium Line SkyTrain between Braid and Sapperton stations was designed for a possible future overpass between Brunette Avenue and United Boulevard.

### What are the other phases of North Fraser Perimeter Road?

North Fraser Perimeter Road extends from the Pitt River Bridge through to the Queensborough Bridge. In addition to the United Boulevard Extension, three other improvement areas have been identified for future upgrades: addressing safety and congestion along Brunette Avenue, building four lanes on Front Street to connect with the new Pattullo Bridge, and addressing safety and congestion at Stewardson Way and Columbia Street. Schedules for these future phases are dependent on the timing of other projects, such as the Pattullo Bridge.

### Why is TransLink considering the United Boulevard Extension now?

North Fraser Perimeter Road has been part of TransLink's strategic plans since 2000, and the United Boulevard Extension was identified as the first phase. In 2007, the Federal Government committed \$65 million for the United Boulevard Extension as part of its Asia Pacific Gateway and Corridor Initiative, on the condition that TransLink completes the project by March 2014. The Federal Government also requires that TransLink match the funding and enter into an agreement by December 31, 2010.

TransLink recently reviewed our regional commitments through a critical lens, and used a rigorous evaluation process to determine projects to include in the 2011



base and supplemental plans. The evaluation criteria looked at support for Transport 2040 goals, making the best use of the existing system, projects that required decision in 2010, nature of previous commitments and leveraging senior government funding. The United Boulevard Extension was identified as one of the top priorities.

### **When does construction of the United Boulevard Extension start?**

We are still in the preliminary planning stage; TransLink must first take a number of steps before any construction could start, beginning with approval to proceed from New Westminster and Coquitlam city councils. Currently, TransLink is consulting with stakeholders and the public to define transportation problems in the area and confirm that there is support to take action to address these problems. TransLink would only enter an agreement with the Federal Government to build a project if there is municipal council support to do so.

### **What work has been done for the United Boulevard Extension?**

Preliminary planning work to develop options for the project is underway. Using a Multiple Account Evaluation, several options were examined across a range of factors, including safety and mobility for all transportation modes, social and community impacts such as neighbourhoods and schools, the environment, economy, and costs. This evaluation helps to understand all the costs, benefits and impacts of the various options, and the trade-offs that need to be made in finding a preferred option.

### **Has a preferred option been selected?**

No; several options were evaluated, and four options were identified that sufficiently meet the desired results of managing truck traffic on regional roads, reducing regional and truck traffic near schools and on local streets, providing an overpass over the

rail tracks, improving walking and cycling facilities between United Boulevard and Brunette Avenue, and replacing the one-lane bridge with a four-lane bridge. TransLink will work with local governments, stakeholders and the general public to determine and design a preferred option.

### **How much will the United Boulevard Extension cost?**

TransLink has identified \$60 million for this project, and the Federal Government has committed a funding contribution of \$65 million. A funding agreement must be put in place by December 2010 in order to secure federal funding. Preliminary planning has identified costs, but these will be further refined through detailed design.

### **Does TransLink have funding for the United Boulevard Extension?**

TransLink's funding for this project was identified in our 2011 Base Plan. This funding is contingent upon using the \$65 million allocated by the federal government, which has an expiry date of December 31, 2010.

### **Why is TransLink consulting with the public now?**

Current consultation is the first step in an ongoing public consultation for the United Boulevard Extension. At a stakeholder meeting and subsequent open houses in November, TransLink will explain the project and present the design options to extend United Boulevard for discussion. TransLink is seeking input on three key questions: Have all the transportation problems been identified and considered? Should TransLink take action to address these problems? What is the public's input on the range of possible options? The public will also have an opportunity to share other comments and feedback on this topic.



## How will TransLink use public input at this stage?

TransLink will consider the feedback from this consultation as we move into more detailed stages of planning and design. Public input will also be shared with New Westminster and Coquitlam City Councils as they consider their support for this project.

## How are the cities of New Westminster and Coquitlam involved in this project?

TransLink has worked with Transport Canada, the provincial Ministry of Transportation and Infrastructure, Port Metro Vancouver, and the cities of New Westminster and Coquitlam to identify their requirements for the United Boulevard Extension. New Westminster and Coquitlam Councils' approval is required before TransLink would enter an agreement with the Federal Government.

## What happens if TransLink does not receive councils' approval to proceed?

On November 15, 2010, Coquitlam Council endorsed its support for the United Boulevard Extension project. If New Westminster Council does not approve the project, TransLink will not enter a funding agreement, and planning, design and construction of the United Boulevard Extension will not go forward at this time.

## What are the next steps?

Following consultation, TransLink will seek municipal approval to proceed with a project. If received, TransLink and the Federal Government will enter a funding agreement by December 31, 2010. Detailed design and consultation will take place throughout 2011.

## How can I stay informed about the United Boulevard Extension?

Visit [translink.ca](http://translink.ca) to learn more about the options for the United Boulevard Extension and other up-to-date information about the project.

In addition, the public can contact Vincent Gonsalves at TransLink at **604.453.3043** or **[vincent.gonsalves@translink.ca](mailto:vincent.gonsalves@translink.ca)**