Today’s open house will:

- Explain why Phase 1 of the North Fraser Perimeter Road – the United Boulevard Extension project – is being proposed
- Share information about initial technical work done to date
- Seek public input:
  - Are all the problems defined?
  - Is there public support to take action to address the problems?
  - What are your thoughts on the range of possible solution concepts?
  - What other comments/suggestions do you have?

If there is public support to take action, the immediate next steps are:

- Conduct more detailed planning and design work
- Work with the cities of New Westminster and Coquitlam, stakeholders and the public
North Fraser Perimeter Road
The Vision

- **Stewardson/Royal**: Improvements to be jointly planned by TransLink and New Westminster
- **Brunette Avenue**: Address safety and congestion. Target completion: 2018
- **Front Street**: Improvements as part of Pattullo Bridge Replacement Project

Phase 1: United Boulevard Extension
Why Now?

$65 million of Federal Government money is on the table, with conditions:

- TransLink must match Federal Government commitment
- TransLink must complete the project by March 2014
- TransLink and Federal Government must enter an agreement by December 31, 2010 - subject to agreement with the cities of New Westminster and Coquitlam

Phase 1: United Boulevard Extension

Why is the project being proposed?

1. Safety and Mobility
   Traffic delays and congestion at single lane bridge

2. Safety and Mobility
   Poor walking and cycling facilities/connections

3. Safety and Mobility
   Traffic delays and congestion at multiple rail and road crossings

4. Safety and Mobility
   Rail and traffic activity cause congestion at Braid/Brunette - one of the least safe intersections in the region

5. Access
   Limited access to important industrial area

6. Past Planning
   Dip in Millennium Line SkyTrain for future overpass

Are all the problems addressed? What else should TransLink know?

Write your comments on a sticky note and add them to the board
Phase 1: United Boulevard Extension
A Regional Priority Since 1996

1996
Livable Region Strategic Plan
North Fraser Perimeter Road designated a goods movement corridor

2000
Millennium Line
Area between Braid and Sapperton stations designed for possible future overpass between Brunette Avenue and United Boulevard

TransLink’s Strategic Transportation Plan/2005-2007
Three Year Plan/10 Year Outlook
Identified United Boulevard Extension Project

2007
New Westminster Council Conditional Support
Council conditional support for a United Boulevard Extension funding application

Asia Pacific Gateway and Corridor Initiative Transportation Infrastructure Fund
$65 million in federal funding made available

2008
North Fraser Perimeter Road Corridor Plan Study
Identified United Boulevard Extension as Phase 1 of the plan
Phase 1: United Boulevard Extension
Key Agencies’ Requirements

- Remove at-grade rail crossings
- Improve United Boulevard crossing at Brunette River
- Improve industrial access

- Support proposed land uses along United Boulevard
- Improve access, connectivity and mobility for pedestrians, cyclists, transit, commercial and private vehicles

- Protect Sapperton neighbourhood
- Keep regional traffic off local roads
- Improve New Westminster industrial area access
- Improve bike and pedestrian access and connections

Improve traffic safety for all modes
Phase 1: United Boulevard Extension
Initial Technical Work—Defining the Solution Elements

- Safety and operational improvements
- A rail overpass connecting to Brunette
- A new four-lane bridge
- Improved walking and cycling facilities/connections

Are there any other improvements you would like to see?
Write your comments on a sticky note and add them to the board.
Phase 1: United Boulevard Extension
Initial Technical Work—Evaluating Many Options

Four options identified that sufficiently meet desired results:

- Manage truck traffic on regional roads
- Reduce regional and truck traffic near schools
- Provide an overpass over rail tracks
- Closure of Braid St. at grade rail crossing
- Improve walking and cycling facilities between United Boulevard and Brunette
- Replace the one-lane bridge with a four-lane bridge
Phase 1: United Boulevard Extension
Option A

Key Facts About Option A

- Elevated ramps and intersection over Brunette Avenue
- Bicycle and pedestrian access from Braid Avenue and Brunette Avenue
- Conditionally approved by City of New Westminster Council

Last Cost Estimate
$175.6 million
Phase 1: United Boulevard Extension Option B

Key Facts About Option B

- Three separate ramps
- No new intersection
- Bicycle and pedestrian access from Braid Avenue and Brunette Avenue
- Not endorsed by City of New Westminster Council

Last Cost Estimate $167 million
Phase 1: United Boulevard Extension
Option C

<table>
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<tr>
<th>Last Cost Estimate</th>
<th>$151.3 million</th>
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<td>View from Rousseau Street</td>
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<table>
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<th>Key Facts About Option C</th>
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<td>Not endorsed by City of New Westminster Council</td>
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Option C: A cross section view at Rousseau Street

Option C: Artist conceptual rendering of new overpass. Landscaping details excluded.
Phase 1: United Boulevard Extension
Option D

Key Facts About Option D

- Two ramps
- New intersection on Brunette Avenue
- Bicycle and pedestrian access from Rousseau Street and west side of Brunette Avenue

• Not endorsed by the City of New Westminster Council

Last Cost Estimate
$152 million

View from Rousseau Street
Phase 1: United Boulevard Extension
Planned Timeline

- Planning
- Design
- Construction from 2012 to March 2014
  - Environmental Assessment
  - Detailed Neighbourhood Traffic Studies/Plans
  - Public Consultation
  - Property Plans

Municipal approval to proceed
Phase 1: United Boulevard Extension
Next Steps

Seek Councils’ approval to proceed with project planning

- Supported
  - By December 31, 2010
  - Enter a funding agreement with the Federal Government

- Not Supported

  - 2011 to 2012
  - Continue design and detailed analysis

  - 2011 to 2012
  - Continue public consultation

Be part of the plan!
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