Cape Horn Area Improvements

Cycling and Pedestrian Facilities

As part of improvements to cycling and pedestrian facilities along the Highway 1 corridor and in response to input from cycling groups, there are a number of improvements planned to provide commuter cycling routes along Lougheed Highway in each direction, as well as connections to the new Port Mann Bridge and the Mary-Hill Bypass. There are also new cycling and pedestrian paths to support recreational cycling with connections to new and existing trail systems in the community. This includes cycling and pedestrian paths along the new King Edward Overpass and along United Boulevard between Fawcett Road and the Mary-Hill Bypass. (See centre map for cycling and pedestrian facilities.)

Port Mann/Highway 1 Improvement Project

The PMH1 Project is being implemented by Transportation Investment Corporation (TI Corp) and is part of the Province’s Gateway Program, which will improve roads and bridges for people, goods, and transit throughout Metro Vancouver. The project includes construction of a new Port Mann Bridge, widening of the highway, upgrading interchanges and improving access and safety on Highway 1 from the McGill Interchange in Vancouver to 216 Street in Langley, a distance of approximately 37 kilometres.

The PMH1 Project improvements will reduce congestion and travel time, improve safety and accessibility, facilitate reliable transit service, and expand networks for high occupancy vehicle (HOV) lanes, cyclists and pedestrians. With these improvements, transit buses will be able to cross the Port Mann Bridge for the first time in over 30 years.

There will be reliable bus service across the bridge and convenient Park & Ride areas when the project opens, including a rapid bus service that will connect Coquitlam/Burnaby at the Lougheed Highway SkyTrain Station to Langley at 202 Street in about 25 minutes. The new bridge also provides for future rapid transit.

Other measures to help manage traffic growth include dedicated on- and off-ramps to Highway 1 for HOV and transit at key locations, increased cyclist and pedestrian facilities and tolling on the new Port Mann Bridge.

As part of the PMH1 Project, important environmental and habitat work is also taking place on- and off-corridor to deliver the project to the highest environmental standards. For more information on PMH1 project environmental enhancements, please visit our web site to download our Environmental Update.

For more information on the PMH1 Project, please contact the project team at:

Phone (24 hours, toll free): 1-866-999-PMH1 (7641)
Email: info@pmh1project.com
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Cape Horn Interchange Improvements

Located on Highway 1 between King Edward Street and the west end of the Port Mann Bridge, the Cape Horn Interchange area is one of the busiest interchanges along the Highway 1 corridor. It provides access to Highway 1, the Port Mann Bridge and Lougheed Highway, with traffic connecting to the northeast sector as well as downtown Vancouver and other communities west of the bridge. Despite a history of site-specific improvements to meet increasing volumes and changing traffic patterns, this interchange has reached its design limits. Current estimates suggest that traffic volumes at Cape Horn will increase nearly 30% by 2031.

The new design will address some of the challenges at this interchange by improving safety, reducing congestion and providing more direct and clear connections to the various routes available. As an example, the Cape Horn Interchange currently has some very tight curves that require vehicles to travel much more slowly than at other interchanges, which impedes traffic flow. These tight curves are also difficult for commercial trucks to negotiate, causing safety concerns. As well, connections are indirect, making it confusing for travelers and resulting in traffic weaving as vehicles change lanes frequently to access different routes.

Improvements to the Cape Horn Interchange will address congestion on Highway 1 by improving traffic flow between the major arterial roads, improve safety by reducing traffic weaving and designing ramps to accommodate commercial vehicles. Improvements will provide more direct connections to and from Highway 1, which allows for clear signing and wayfinding that is consistent with modern highway standards. With the new design, the number of interchange structures (overpasses and underpasses) will increase from four to 15 to assist in providing direct connections between Highway 1 and major arterial roads.

Noise Mitigation

The PMH1 Project includes a number of noise reduction measures to address noise related to construction activity and long-term noise related to increased highway traffic, and is committed to working with communities to determine the most appropriate design for long-term noise reduction measures in their area, including noise walls and berms (earth mounds) that create a physical barrier to redirect sound. In some areas, landscaping can be added to help improve aesthetics and reduce perceived noise levels. Community consultation for Cape Horn area long-term noise reduction measures took place in January and construction will begin this summer. Local area consultation is also planned for the Brunette Interchange area later this fall. (See centre map for noise mitigation.)
**PMH1 Project Improvements in Coquitlam**

1. **Separation of the entrances from Lougheed Highway to Highway 1 eastbound**
   
   There will be a direct connection from Lougheed Highway eastbound to Highway 1 eastbound via a new overpass near Schoolhouse Street, as well as a new, dedicated ramp from Lougheed Highway westbound to the new Port Mann Bridge near United Boulevard. This will improve traffic flow and safety.

2. **Separation of the exits from Highway 1 westbound to Lougheed Highway**
   
   A new structure over the railway tracks will provide a direct connection onto Lougheed Highway westbound from Highway 1 westbound. There will also be a new, dedicated ramp from the new Port Mann Bridge to Lougheed Highway eastbound. This will reduce weaving (lane changing) and improve safety and traffic flow.

3. **Improved connections to and from Highway 1 and Lougheed Highway from Mary Hill Bypass**
   
   There will be a direct connection from Highway 1 and Lougheed Highway eastbound to Mary Hill Bypass via a tunnel under Highway 1 and then an overpass over United Boulevard. Westbound Mary Hill Bypass traffic will use the same structure over United Boulevard to access Lougheed Highway and Highway 1 westbound. These changes mean that Mary Hill Bypass traffic to and from Lougheed Highway or Highway 1 will no longer use the signalized intersection at United Boulevard, significantly improving traffic flow at this busy intersection. Traffic from Highway 1 westbound to Mary Hill Bypass will continue to use this intersection.

4. **Separation of Lougheed Highway through the Cape Horn Interchange**
   
   Eastbound Lougheed Highway traffic will be on the south side of Highway 1, while westbound Lougheed Highway traffic will remain on the north side. This configuration allows for simpler and more direct connections between Highway 1 and Lougheed Highway.

5. **New truck-only ramps that connect the new Port Mann Bridge and United Boulevard**
   
   New, dedicated ramps at Fawcett Road will provide access for westbound Highway 1 to United Boulevard and eastbound Highway 1 from United Boulevard.

6. **Relocated Highway 1 eastbound off-ramp to United Boulevard**
   
   The new location for the off-ramp will provide a more efficient connection to United Boulevard.

7. **King Edward Overpass to provide a new crossing over Highway 1 and the railway lines**
   
   The City of Coquitlam and the Province of B.C. are working in partnership to build the new overpass and are sharing construction costs. The new overpass will reduce congestion and improve access between Maillardville and Pacific Reach. Key features include:
   - Overpass to replace the existing at-grade rail crossing
   - Wider lanes - two in each direction
   - Cycling lanes on both east and west sides of the overpass and a new 4-metre wide, multi-use promenade on the west side of King Edward Overpass.

8. **Interim enhancements at Brunette Interchange**
   
   A number of safety and efficiency improvements are planned at this interchange to address short- to medium-term transportation demand. Current plans for Brunette include a staged approach so that additional improvements can be made based on scope and timing decisions for a number of other regional transportation improvements such as the North Fraser Perimeter Road and potential improvements for the Brunette-Blue Mountain-Lougheed Highway area that could be integrated with Highway 1 and the North Fraser Perimeter Road.

   The interim enhancements at this interchange include:
   - Single exits from Highway 1 eastbound and westbound to access Brunette north and southbound, to improve traffic flow
   - New traffic signal at the Brunette Avenue overpass/ eastbound Highway 1 on and off-ramp intersection to improve vehicle access form Brunette to Highway 1 eastbound, and
   - improve safety for pedestrians and cyclists accessing Braid SkyTrain Station

**City of Coquitlam Projects**

The following City of Coquitlam projects are also planned for the area.

1. **Schoolhouse Road Reconstruction Project between Lougheed and Lucille Starr Drive (underway).** This is a City of Coquitlam project funded jointly by the City, Province of B.C. and the Government of Canada.

2. **King Edward Street expansion to four lanes between Lougheed and Brunette (underway).** This is a City of Coquitlam project funded jointly by the City, Province of B.C. and Government of Canada.

3. **Woolridge Street improvements (future work).** This is a City of Coquitlam project.

4. **Lougheed Highway rehabilitation and aesthetic improvements between North Road and Schoolhouse Street (underway).** This is a City of Coquitlam project funded jointly by the City and the Government of Canada.
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