

SmartMove...

SUCCESS STORIES FROM THE TOLLING INDUSTRY



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Agency

Transportation Investment Corporation, British Columbia, Canada

Project

Port Mann/Highway 1 (PMH1) Improvement Project

Purpose

To improve mobility and eliminate the worst transportation bottleneck in the province.

Vital Stats

- Travel time reductions of up to 50 percent, saving drivers an hour per daily commute;
- 37-kilometers of roadway including a two kilometer, cable-stayed bridge; and
- Bridge width of 65 meters, including 50 meters of roadway (including shoulders) and a five-meter of multi-use path.

History

The 37-kilometer (22-mile) Port Mann/Highway 1 (PMH1) corridor is the busiest, most economically critical route in Metro Vancouver, serving a region of 2.2 million people that has nearly tripled in size since the early 1960s. By the early 2000s, the bridge was congested in both directions for more than 14 hours per day.

An extensive consultation involving stakeholders, communities and businesses indicated that the majority of drivers would support a toll to pay for a new bridge and highway. And, more than 70 percent supported a tolling regime that included price breaks for high-occupancy vehicles (HOVs) and overnight discounts for trucks. The toll was applied to the bridge because it was the main choke point for highway congestion, and represented more than half the cost of the PMH1 Improvement Project.

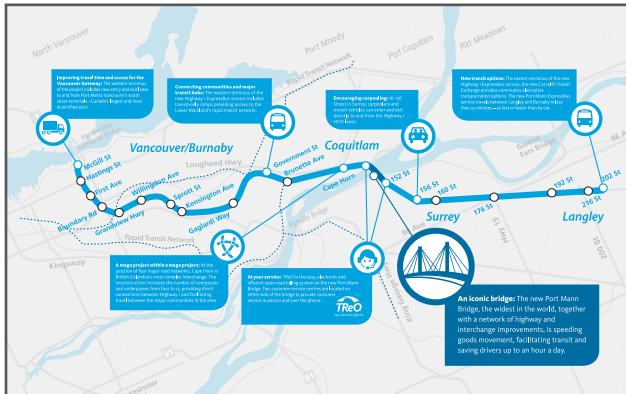
The focus of the PMH1 project extends far beyond a single highway improvement. The bridge and surrounding roadways are designed to reduce congestion, facilitate reliable public transit, improve capacity for HOVs, cyclists, and pedestrians, boost local economic development, and make the region as a whole more livable.

In addition to the new Port Mann Bridge, the PMH1 Improvement Project involves widening roadways, upgrading interchanges and improving access and safety along Highway 1, the Trans-Canada Highway.

- Phase 1 of the project concluded on schedule on December 1, 2012, with the opening of eight lanes of the new 10-lane bridge, highway widening and new interchanges in Surrey and Langley, and other major interchange improvements.
- Phase 2 concluded in December 2013, with new Highway 1 lanes through Coquitlam, Burnaby and Vancouver, one of the most congested stretches in the region.
- Work on the last two lanes of the Port Mann Bridge will continue through 2014. These lanes are essential to meet future population growth and traffic demand.



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Results

For the first time in a generation, commuters and other drivers along the Highway 1 corridor between Langley and Vancouver can drive at the posted speed limit. Transit service has returned to the Port Mann Bridge for the first time in 25 years, connecting Langley to New Westminster in just 20 minutes.

The project features HOV lanes across the entire route from Langley to Vancouver, with new HOV and transit on- and off-ramps at key interchanges. The project will also add a number of new multi-use paths, including a new cyclist/pedestrian connection across the Port Mann Bridge. The entire project incorporates design changes that improve sight lines and reduce curves, delivering a safer trip for drivers, passengers, cyclists and pedestrians.

By the time the Port Mann Bridge opened on December 1, 2012, more than 550,000 vehicles had registered for

electronic tolling, with a TRoE decal and payment method on file. In the following year, the total doubled to more than a million registered vehicles, partly in response to a half-price introductory rate for customers who registered early.

The price incentive, supported by an integrated marketing campaign, established a powerful foundation of brand and customer loyalty, translating into a continuing increase in vehicle registrations.

The PMH1 Improvement Project also involves major enhancements to fish and wildlife habitats, on and off the Highway 1 corridor. Since 2009, project teams have been working to create new salmon habitat, improve riparian areas, plant vegetation and place large, woody debris to attract wildlife for nesting and perching.

Key Success Factors

“We have effectively uncorked the worst bottleneck in Metro Vancouver,” said Mike Proudfoot, CEO of the Transportation Investment Corporation. The Port Mann Bridge is “an architectural marvel, and the link that facilitates this region’s commerce and transportation.”

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1146 19th Street, NW, Suite 600
Washington, DC 20036
(202) 659-4620

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