



Broadway is Open

Overview of Construction, Traffic Flow and Access

Mount Pleasant Station Area

Fall 2021

broadwaysubway.ca

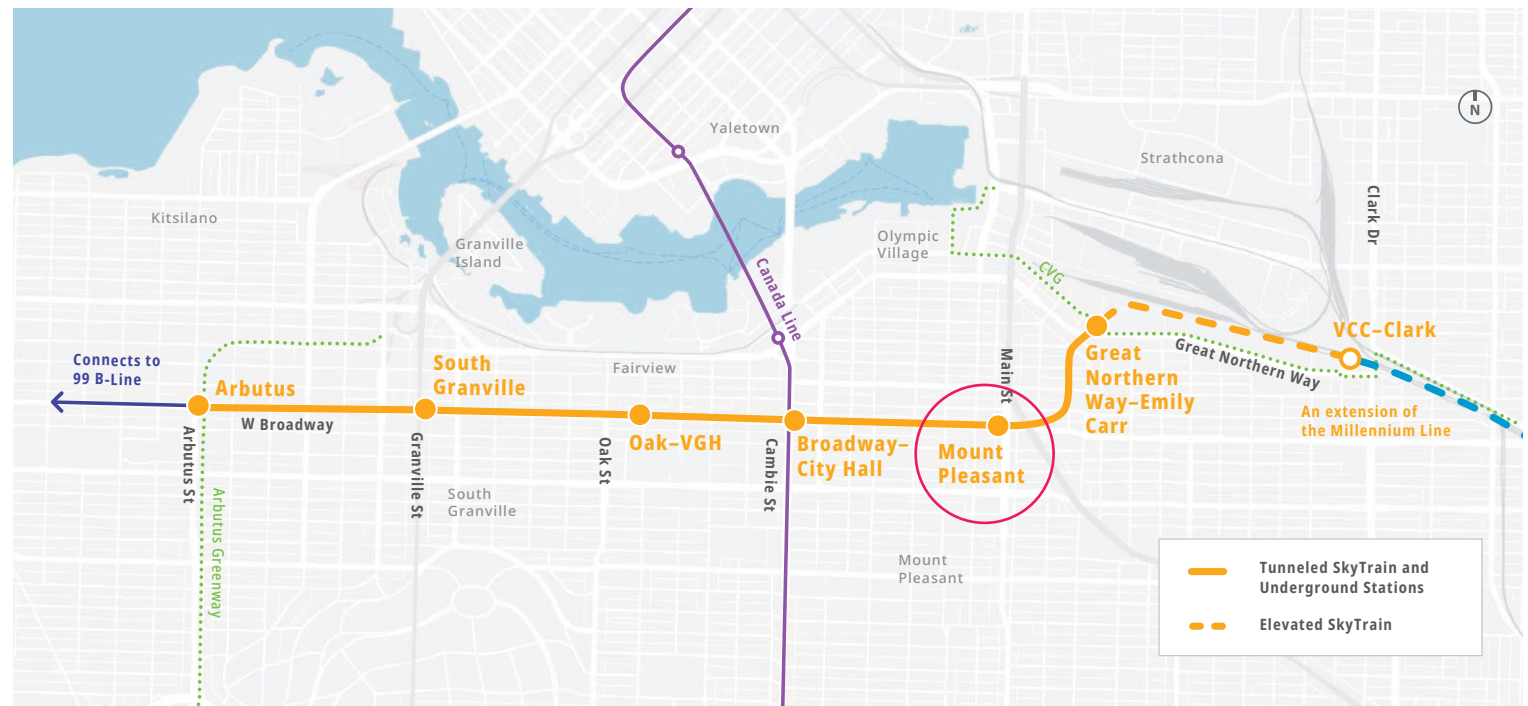


Broadway Subway Project Overview

The Broadway Subway Project is a 5.7 km extension of the Millennium Line, from VCC-Clark Station to Broadway and Arbutus. It will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, and emerging innovation and research hub, and growing residential communities.

- 700 metres will be elevated, extending from VCC-Clark Station to a tunnel portal near Great Northern Way.
- Five kilometres will be tunneled below the Broadway Corridor from Great Northern Way to Arbutus Street.
- Six underground stations will connect communities and the region, including a direct underground connection to the Canada Line at Cambie Street.
- The 99 B-Line bus service will connect from Arbutus Street to the University of British Columbia.

The project is on schedule for the new line to open in **2025.**



Our Commitments to You



Safety

Keep the public and our crews on and adjacent to our worksites safe



Mobility

Keep pedestrians, cyclists, buses, vehicles, and emergency vehicles moving along Broadway



Access

Ensure all-ability access to businesses, residences, educational institutions and health services across the alignment



Engagement

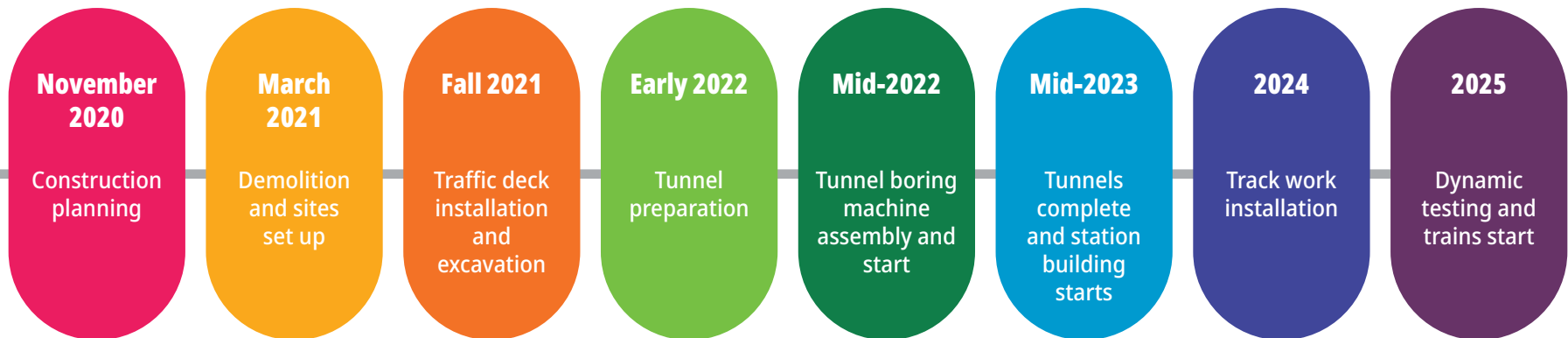
Communicate transparently, clearly and consistently in advance of construction activities with the public, residents, businesses and stakeholders



Mitigate impacts

Minimize traffic and construction impacts wherever possible and manage the transmission of dirt, dust, light, noise and vibration

Project Construction Schedule (subject to change)



Construction Phasing

Construction began first at Great Northern Way–Emily Carr station to the east, then moved west to the other stations. There will be periods when all stations are under construction simultaneously.

Mount Pleasant Station

The station entrance will be located on the southwest corner of Broadway and Main Street.

Once complete, it will facilitate connections to the restaurants and shops of Main Street, and the growing business and residential community in Mount Pleasant.



Traffic Decking

Keeping Broadway moving through innovative engineering.

Broadway is open

Broadway will remain open throughout construction. During construction, four lanes of traffic will be maintained.

Sidewalks will remain open on the north side of Broadway, with portions closed on the south side in construction areas. South-side businesses will remain accessible.

What is traffic decking?

Traffic decking is a platform built in the first stages of construction to maintain an at-grade road above the excavation work. This innovation ensures that traffic moves safely throughout construction activities on Broadway.

Stages of traffic decking construction at Mount Pleasant

The traffic decking will be installed in five stages:

	Lanes open
1. Drilling and installation of traffic deck supports on south side of Broadway	3
2. Drilling and installation of traffic deck supports on north side of Broadway	
3. Installation of traffic deck on north side of Broadway	
4. Installation of traffic deck on south side of Broadway	
5. Fully-installed traffic deck provides four lanes for balance of construction period, while construction activities continue underground	4
For Mount Pleasant, it is anticipated that four lanes will be available by early 2022.	



Getting Around Broadway—Traffic, Parking and Access

Traffic

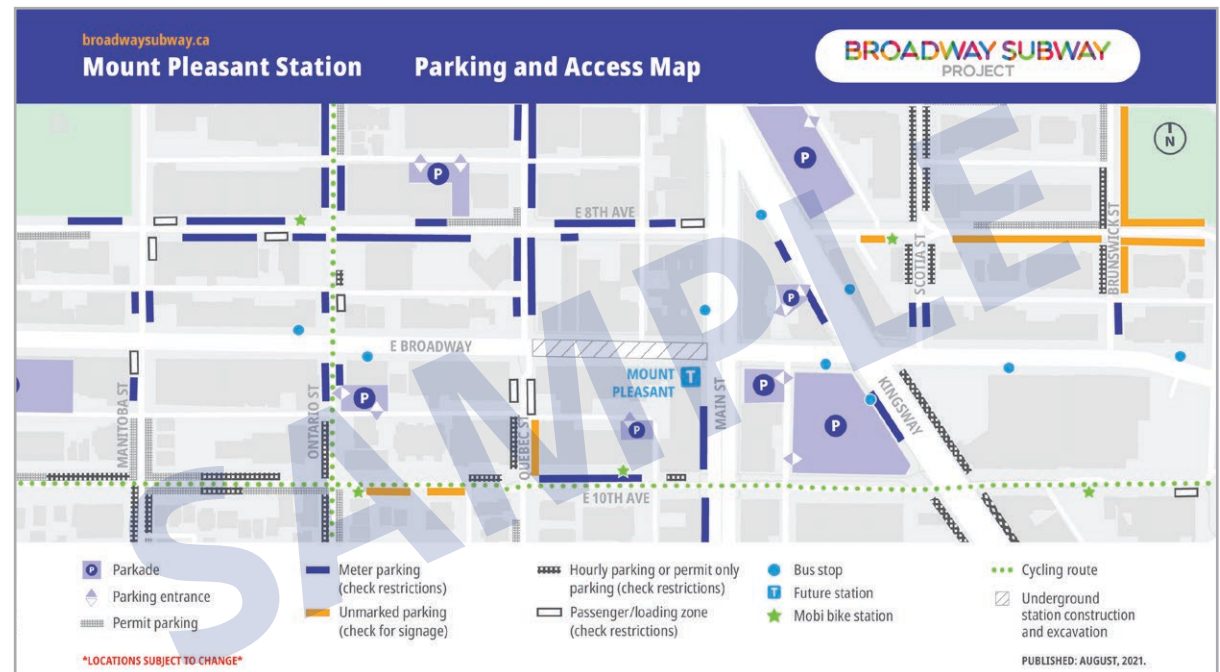
Traffic will continue to flow while work continues underground by using innovative traffic decking to cover excavations at future station locations.

Between station blocks, parking lanes on each side of Broadway will become a priority lane for buses and emergency vehicles.

Parking and Access Map

In collaboration with key partners, the Broadway Subway Project has developed parking and access maps for the station areas along the Broadway corridor. Listed locations, including bus stops, are subject to change.

Maps will be regularly updated and available at broadwaysubway.ca/construction/maps/

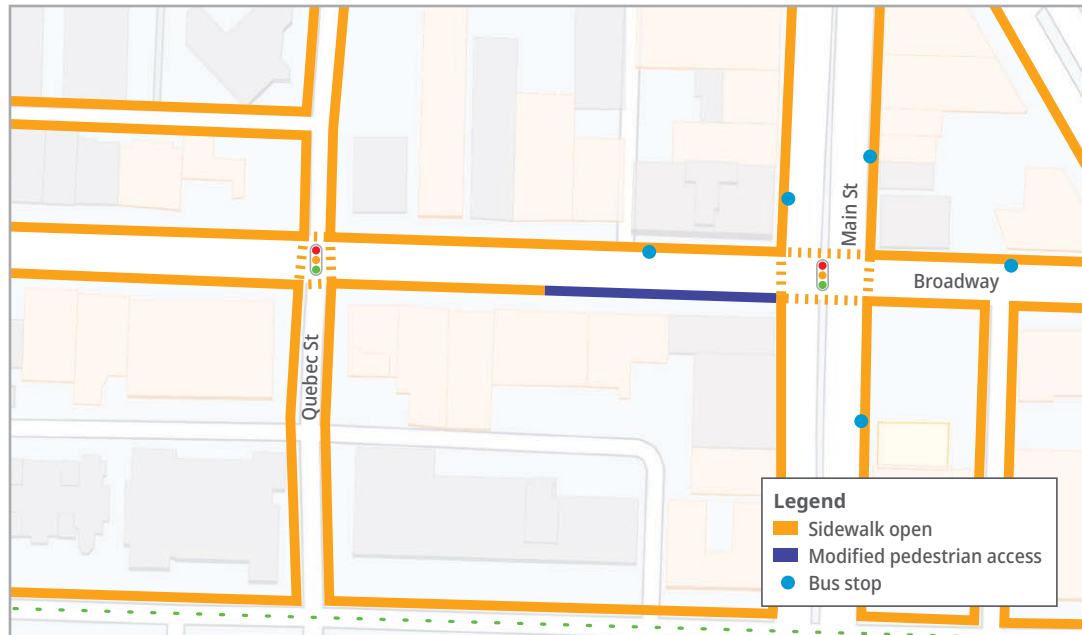


Getting Around Broadway—Pedestrians, Cyclists and Transit

Pedestrian and Cyclist Access

Here are some of the ways we are ensuring that pedestrians and cyclists can continue to move through the Broadway Corridor.

- Sidewalk on the north side of Broadway will be maintained
- Cross-walks on Broadway will be maintained
- Pedestrians will be detoured around the site with signage
- Flaggers will be available to direct pedestrians
- Wayfinding signs will inform pedestrians how to access businesses
- Cycling routes will be maintained, with a modified crossing for northbound cyclists at Quebec and Broadway.



Transit Access

Access to transit service along Broadway will be available throughout construction, with some changes to bus stops near future stations.

- Buses along Broadway will continue to run throughout construction
- Bus stops on Broadway between Main and Quebec will be relocated during construction
- Buses along Main will continue to run throughout construction

Know before you go

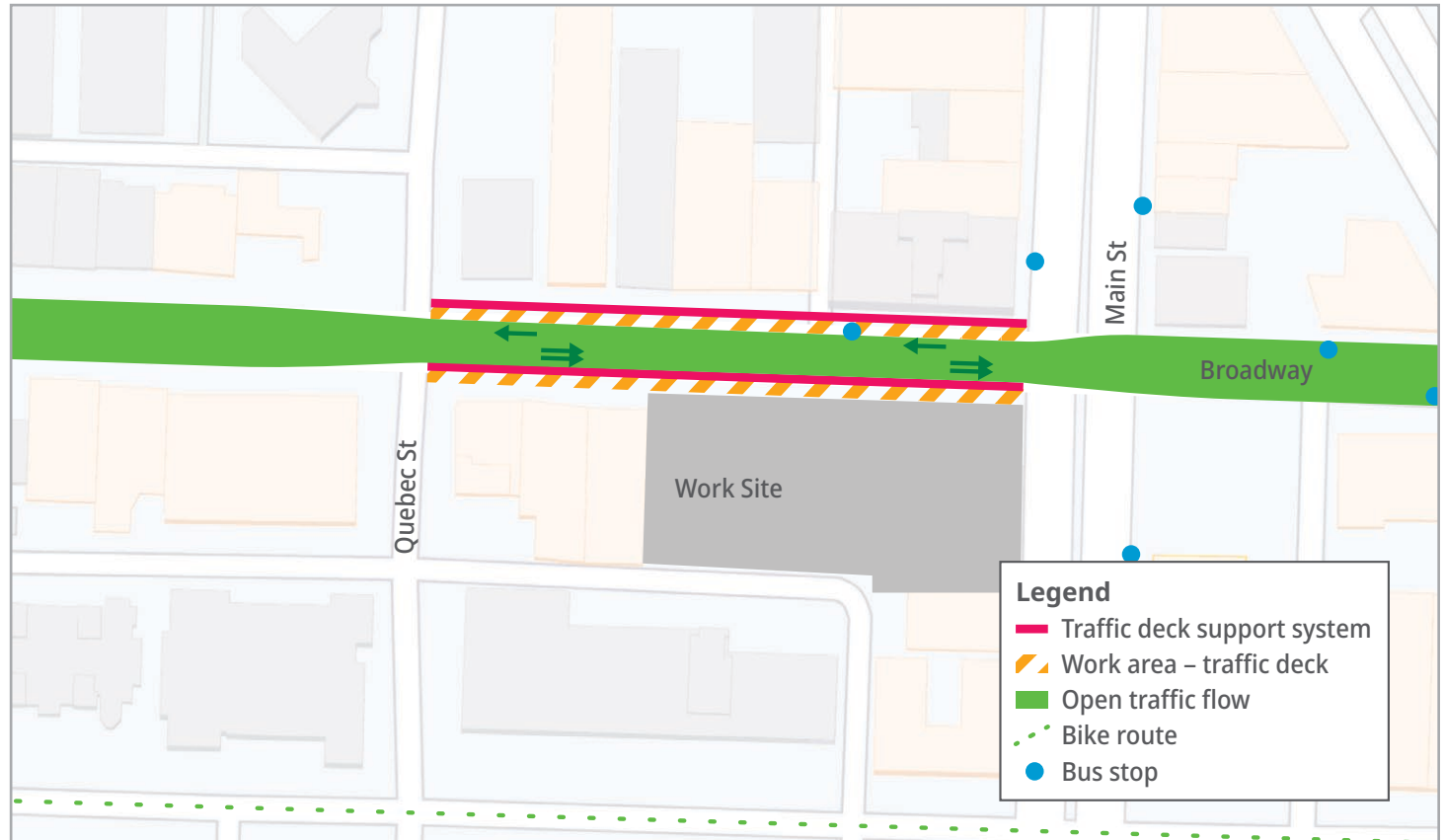
You can check translink.ca/trip-planner/ for up-to-date information before your trip

Construction Activities Timeline—What's Happening Above Ground

The following pages provide an overview of how traffic patterns will change in the early months of construction, until the traffic deck is installed and four lanes are open for the duration of construction.

Drilling and Inserting Columns: Spring 2021

- **Stage 1:** Lanes on the south side of Broadway will be closed to traffic while drilling takes place
- **Stage 2:** Lanes on the north side of Broadway will be closed to traffic while drilling takes place
- Three lanes of traffic, two eastbound and one westbound, will be available throughout these works

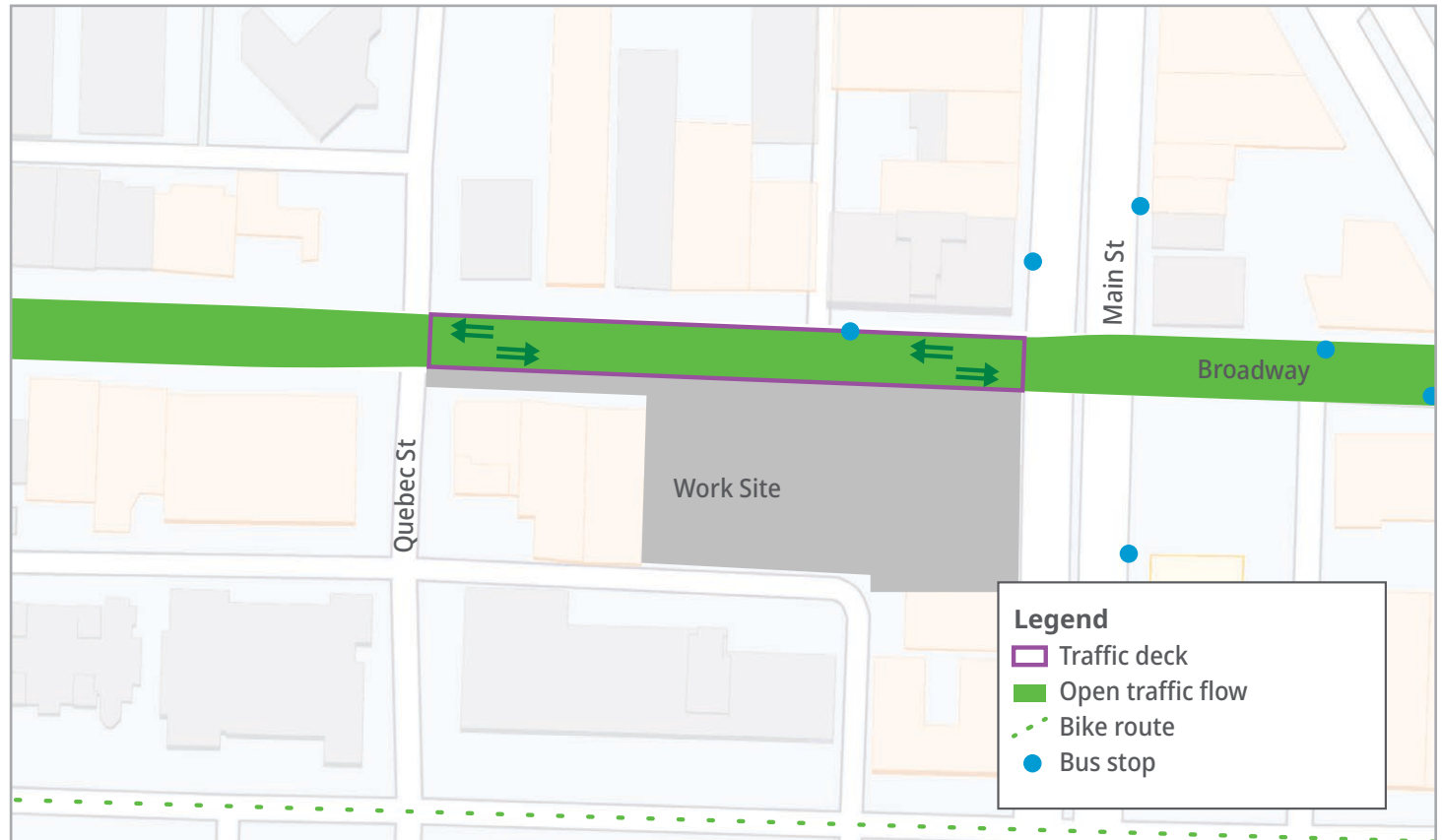


Construction Activities Timeline—What's Happening Above Ground

Traffic Deck Installation and Excavation:

Summer-Fall 2021

- **Stage 3:** Lanes on the north side of Broadway will be closed to traffic during excavation and as the traffic deck is being built
- **Stage 4:** Lanes on the south side of Broadway will be closed to traffic during excavation and as the traffic deck is being built
- **Stage 5:** Traffic will open in a steady state, with four lanes (two in each direction) open for the remainder of underground construction
- Underground excavation will continue



Preparation for Tunnel Boring Machines

Once traffic decking is in place, excavation for the underground station will begin under Broadway to prepare for platform construction and the arrival of the Tunnel Boring Machines (TBMs) which will connect the stations.

Construction Activities Timeline—What's Happening Above Ground

Tunnel Boring Machine Preparation and Underground Station Construction:

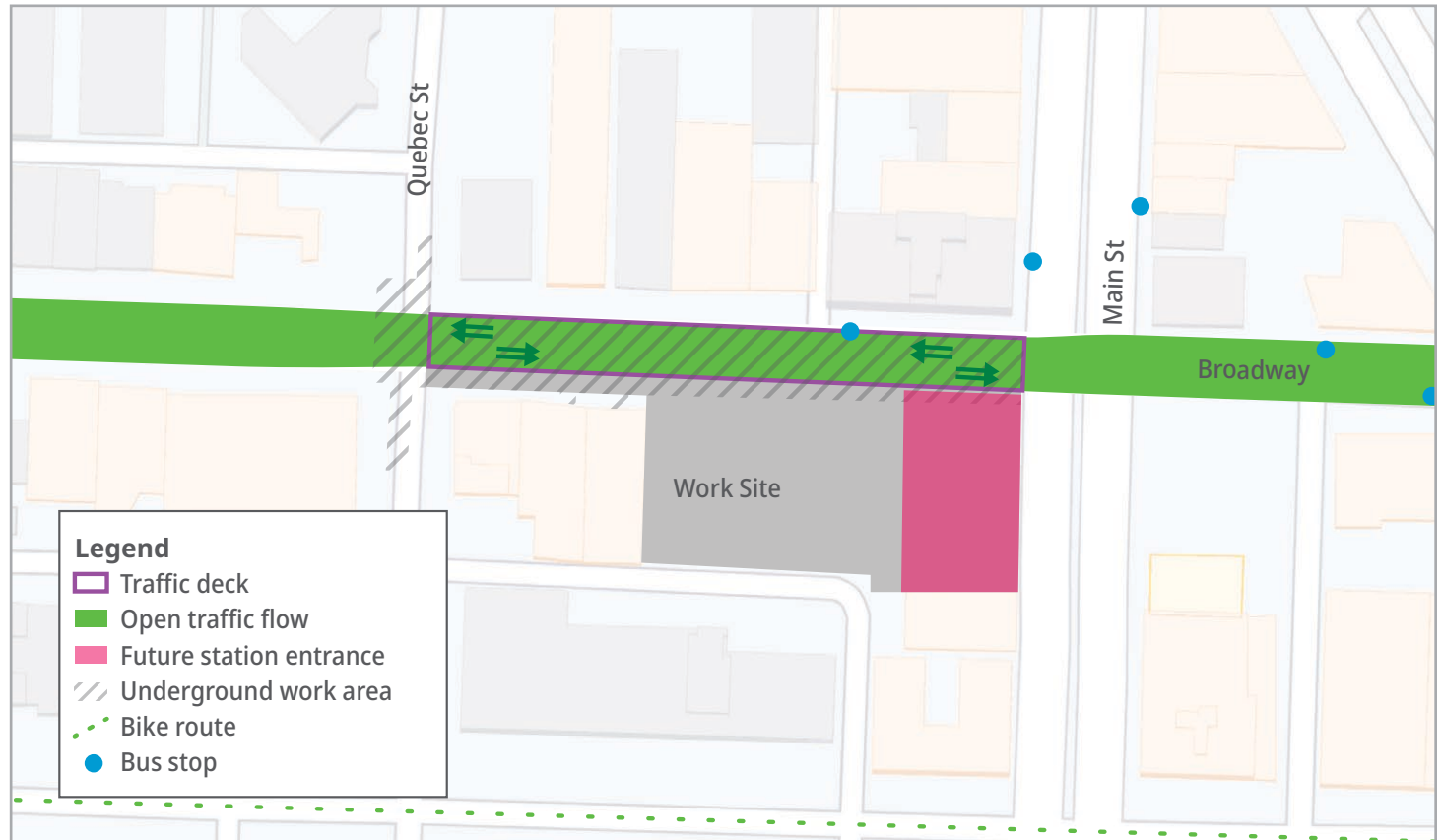
Summer 2021-Summer 2022

- Concrete will be poured to prepare the excavation to receive the tunnel boring machine (TBM), 18m below street-level
- TBMs arrive at Mount Pleasant after boring a tunnel from the Great Northern Way-Emily Carr Station location
- Four lanes of traffic will be maintained above this work

Station Construction:

2022-2024

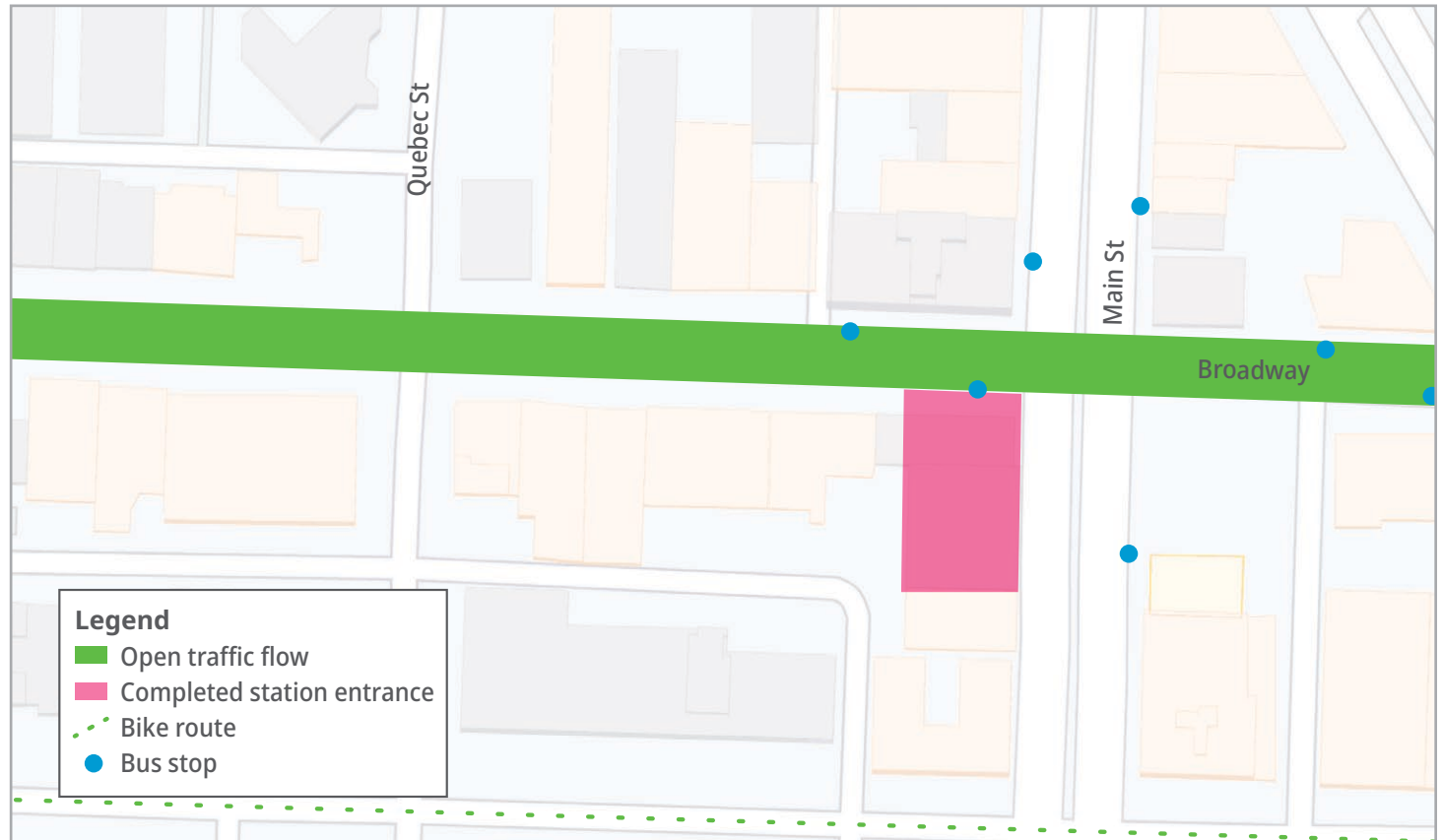
- Construction of below-ground and above-ground station
- Four lanes of traffic will be maintained throughout this work



Construction Activities Timeline—What's Happening Above Ground

Surface Restoration: 2024–2025

- The underground station will be backfilled
- The traffic deck will be removed and the road will be repaved
- Permanent utility lines will be restored



Construction Activities Timeline—What's Happening Below Ground

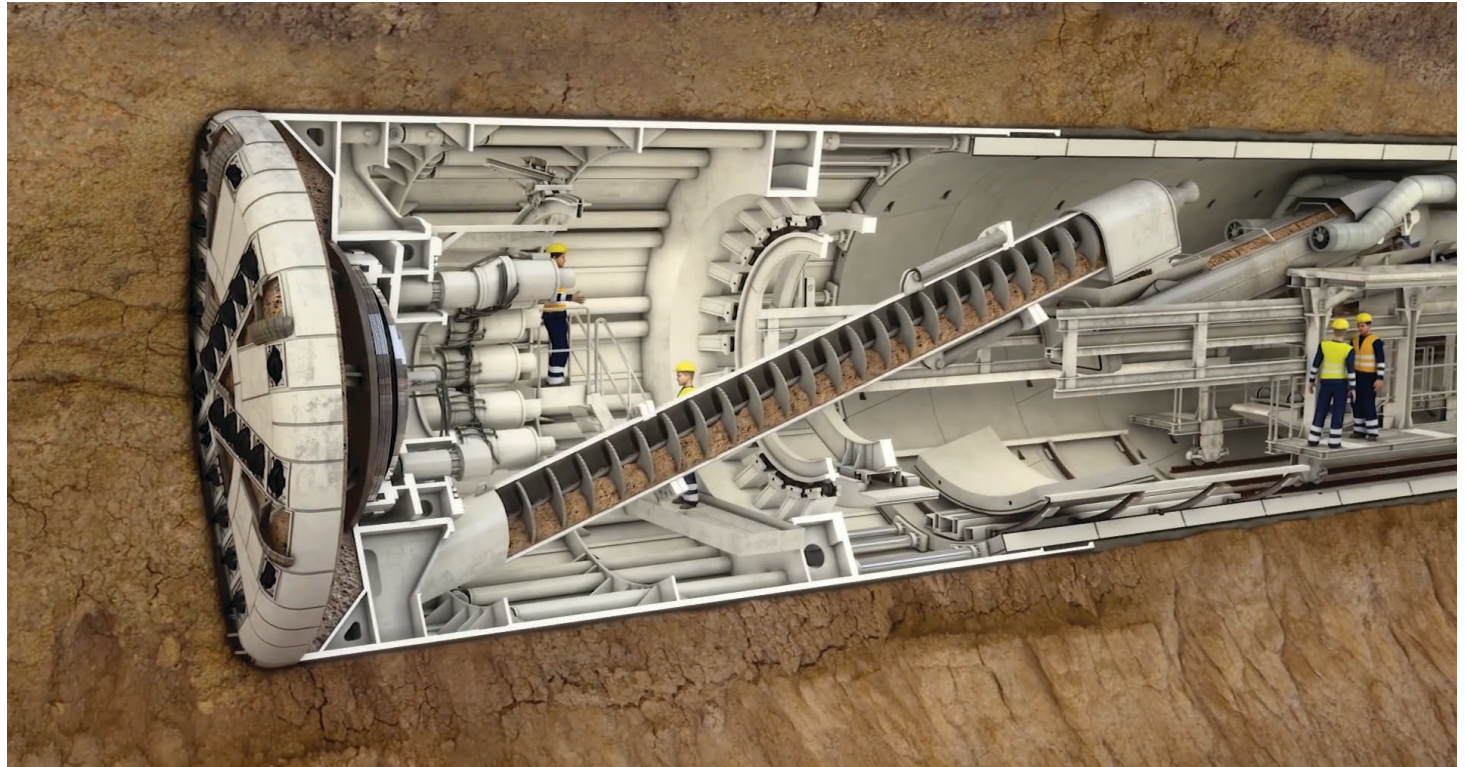
Tunnel Boring: **Summer 2022-2023**

Tunnel Boring Machines

Two TBMs will be used to build the eastbound and westbound train tunnels at the same time. Both machines will enter the ground just west of Great Northern Way-Emily Carr Station in summer 2022.

These machines grind up earth and stabilize the tunnels with concrete panels as they move along. Earth from the tunnels will be removed at Great Northern Way.

When tunnel boring is complete, the TBMs will be removed at Cypress Street, east of Arbutus Station.



Construction Activities Timeline—What's Happening Below Ground

Train Track Construction: 2024



- Underground track construction works will begin

Train Testing: 2025



- Underground dynamic train testing will take place along the tracks
- Trains will be operational

Timely and Regular Communication

The Project will maximize predictability and manage disruption as much as possible through:

- Timely information about construction, traffic and parking
- Notifications by email, newsletter, website and direct contact
- Clear signage at point of construction activities
- Where possible, mitigating construction impacts and manage issues as they arise
- Communicating transparently, clearly and consistently in advance of construction activities with the public, residents, businesses and stakeholders

Mitigation Measures

The Project is taking care to mitigate the impacts of construction activities on neighbourhoods, businesses and the public along Broadway.

Vibration Management

The Project will adhere to guidelines related to vibration and will monitor vibration levels.

Activities for which you may expect some vibration include:

- Demolition of structures and pavement
- Shoring works for future station and tunnel
- Tunnel boring
- Building the traffic deck

Dust Control

The Project will work to manage dust dispersion during construction with plans to implement the following mitigation measures:

- Water spray to reduce generation of dust during dry seasons
- Sweep and clean paved surfaces to minimize build-up of sand and dirt

Noise Management

When possible, efforts will be made to carry out construction activities that generate the most noise during core hours.

Night work—from 8p.m. to 5a.m.—will be required for some activities.

Light Management

Overnight lighting may be required at construction sites. The Project will manage light pollution by implementing the following mitigation measures:

- Task-specific lighting will be used, large area lighting will be minimized
- Physical barriers (temporary sound walls and site hoardings) will limit light spills
- Existing street lighting conditions will be maintained for traffic

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