City of Pitt Meadows
Harris Road Complete Street Feasibility Study
Corridor Audit Memo

Aplin Martin Project Number 24-5144

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Date:	December 3, 2024 **R1:** January 15, 2025	**Phone:**	778-731-7908

1 Introduction

Aplin Martin Consultants Ltd. (Aplin Martin) has been retained by the City of Pitt Meadows to complete a feasibility study for the Harris Road Complete Street project. This study will evaluate the suitability and practicality of a Complete Street Corridor along Harris Road (Lougheed Hwy to Fraser Way), the main arterial route through the City. The project may also support future grant applications for detailed design and implementation of the project.

The purpose of this memorandum is to provide an audit of the corridor to provide a framework for developing conceptual design options for the feasibility study. Auditing a corridor involves evaluating the "completeness" of specific street segments to help designers determine which Complete Streets elements should be prioritized. The audit involves reviewing the existing street elements and evaluating which Complete Street elements should be prioritized. This approach follows a similar approach as outlined in the City of Hamilton Complete Streets Design Guidelines. The main components of a "Complete Street" which will be reviewed as part of the audit are as follows:

- Pedestrian Realm
- Cycling Facilities
- Transit Service
- Through Movement (Vehicles and Freight)
- Street Parking
- Green Infrastructure

The memorandum is intended to be a collaborative document, Aplin Martin has prepared a draft based on our review of the corridor and background documentation. It is intended that the City and any key stakeholders will provide input on the Audit to assist with finalizing the priorities for complete street elements.

2 Background

Harris Road is a significant thoroughfare in Pitt Meadows, running north-south through the heart of the City and intersecting with key routes like the Lougheed Highway (Highway 7). It hosts important civic buildings like Pitt Meadows City Hall and the Pitt Meadows Family Recreation Centre, as well as several parks such as Harris Road Park, providing recreational opportunities. The road is also near various schools, reinforcing its role as a community hub, and connects with the Pitt Meadows Station on the West Coast Express, linking the area with downtown Vancouver. Harris Road features a mix of commercial establishments, including shops, restaurants, and service providers, alongside residential neighborhoods. It experiences significant traffic, especially during peak hours, prompting ongoing efforts to manage traffic flow and improve safety for all users.

The complete street design for Harris Road was identified as a top priority in the City's 2023 Active Transportation Plan. Transforming Harris Road into a Complete Street is a key step towards enhancing active transportation in Pitt Meadows. The Active Transportation Plan recommended full road reconstruction from 122 Ave to Fieldstone Walk and Partial Retrofit from Fieldstone Walk to Fraser Way. Upgrades to Harris Rd from Fieldstone Walk to Fraser Way were recently completed as part of the Golden Ear Business Park Development by Onni Group. The section of Harris Road between 124 Ave to 122 Ave is part of the future plans for Rail Crossing Improvements being undertaken by the Vancouver Fraser Pot Authority (VFPA). In addition, upgrades to the Lougheed Highway/Harris Road intersection are currently under design by MoTI.

The existing corridor varies within the project extents (Lougheed Hwy to Fraser Way). The available right-of-way is approximately 30m where there are two lanes in each direction and 26m where there is one lane in either direction. In addition to varying right-of-way widths, the corridor also varies in the adjacent land use which has a direct impact on the use of the road. In order to develop the desired condition that applies to that area taking into account varying right-of-way allowances and adjacent land uses, it is proposed that the corridor be subdivided into different segments and evaluated separately. For example, the area between Fraser Way to Fieldstone Walk is mostly a business park, so there may be less desire for public realm and more emphasis on through movement, cycling facilities, and transit.

The following is a summary of the existing corridor for the different segments within the project extents:

Segment	Right-of-Way	Adjacent Land Use	Travel Lanes	Bike Lanes	Sidewalk	Bus Route	Truck Route
Segment 1: Fraser Way to Airport Way[1]	20m	Business Park	Two lanes	Painted	1.5m both sides	No	No
Segment 2: Airport Way to Fieldstone Walk[1]	25m	Business Park	Two lanes	Painted	1.5m both sides	No	No
Segment 3: Fieldstone Walk to Hammond Rd	22-30m	Airport/ industrial /Airport Trail/ Residential Single Family	Two lanes	Painted	1.5m both sides	No[2]	No
Segment 4: Hammond Rd to Ford Rd	30m	Residential Multi Family / Institutional/ Commercial	Four lanes divided	Painted	1.8m both sides	Yes	No
Segment 5: Ford Rd to 122 Ave	30m	Residential Multi Family / Commercial	Four lanes divided	Painted	1.5m both sides	Yes	Yes - Limited
Segment 6: 122 Ave to 124 Ave[3]	30m	Residential Multi Family / Commercial	Four lanes divided	Painted	1.8m both sides	Yes	Yes - Limited
Segment 7: 124 Ave to Lougheed Highway[4]	30m	Residential Multi Family / Commercial	Four lanes divided	Painted (South of McMyn Rd)	1.8m both sides	Yes	Yes - Limited

[1] Segment 1 and 2 were recently upgraded as part of Golden Ear Business Park Development by Onni Group
[2] Translink is planning to add service on Harris Road from Hammond Road to Fieldstone Walk
[3] Segment 6 has the potential to be part of the future rail crossing underpass project.
[4] Segment 7 requires Coordination with MoTI for intersection upgrades at Lougheed Hwy

2.1 Design Guidelines and References

The main guiding document behind this project is the City's 2023 Active Transportation Plan, which highlights Harris Road as a top priority. As the City of Pitt Meadows does not currently have any design guidelines for complete street design, the proposed conceptual design for the Harris Road Complete Street Study will reference design guidelines and policy frameworks from other municipalities in North America to develop comprehensive design options. One of the major references for our study is the City of Hamilton Complete Street Design Guidelines (2022). These guidelines provide a framework for designing streets that prioritize safety, accessibility, and mobility for all users, including pedestrians, cyclists, and motorists. The guidelines focus on integrating active transportation, improving public spaces, and enhancing connectivity while balancing transportation and environmental needs.

The following Design Guidelines have been referenced:

- City of Vancouver Complete Streets Policy Framework, 2017
- City of Nanaimo Complete Streets: Updated Engineering Standards & Guidelines
- City of Hamilton, Complete Streets Design Guidelines, 2022
- City of Toronto Complete Streets Guidelines Edition 1. Volume 1. 2017

3 Audit

As described above, the audit will evaluate the following six (6) key complete street elements for both the current and desired street conditions:

- Pedestrian Realm
- Cycling Facilities
- Transit Service
- Through Movement (Vehicles and Freight)
- Street Parking
- Green Infrastructure

The audit will follow the following steps:

1. **Assess the Current Street Conditions –** This step reviews the existing conditions of the different segments and assigns a value from 1 to 5 for each street element.
2. **Develop the Desired Street Conditions –** This step proposes desired conditions for the different street elements for each segment. The desired considers the priorities outlined in relevant design guidelines, the needs of the community, and the functional requirements of the corridor.
3. **Review Results –** Compare the current condition to the desired conditions to determine if each element fails, exceeds, or meets the priorities. The results can highlight areas which are currently balanced or need improvement. If an element exceeds the priorities, then consideration can be given to rebalance street space to another element.

3.1 Current Street Conditions

An evaluation of current street conditions along the various segments of Harris Road is presented below, focusing on the six key Complete Street elements: Pedestrian Realm, Cycling Facilities, Transit Service, Through Movement (Vehicles and Freight), Street Parking, and Green Infrastructure.

Each segment has been assessed using a scoring system adapted from the City of Hamilton Complete Streets Design Guidelines (2022), as detailed in **Appendix A**. The scoring framework evaluates the current performance of each element on a scale from 1 to 5, where 1 represents significant room for improvement and 5 indicates the highest level of accommodation or service for that element. These scores serve as a baseline for identifying existing gaps and prioritizing areas for enhancement in the proposed Complete Street design. The results are displayed in the following tables, highlighting segment-specific conditions and their alignment with Complete Street priorities.

3.1.1 Segment 1: Fraser Way To Airport Way

Complete Street Element	Existing Condition	Score
Pedestrian Realm	1.5m Sidewalk with a +/- 2.0m Wide Boulevard	2
Cycling Facilities	1.5-1.7m Painted Bike Lane with 0.3m Painted Buffer	3
Transit Service	No Transit Service	1
Through Movement (Vehicles and Freight)	One Lane per Direction with Centre Turn Lane north of Airport Way	3
Street Parking	Limited Street Parking in specific locations	2
Green Infrastructure	Frequently Spaced Street Trees on One Side of the Street – Trees are Not Yet Mature	1*

*Street Trees were installed and approved recently as part of redevelopment

3.1.2 Segment 2: Airport Way To Fieldstone Walk

Complete Street Element	Existing Condition	Score
Pedestrian Realm	1.5m Sidewalk with a +/- 2.0m Wide Boulevard	2
Cycling Facilities	1.5-1.7m Painted Bike Lane with 0.3m Painted Buffer	3
Transit Service	No Transit Service	1
Through Movement (Vehicles and Freight)	One Lane per Direction with Centre Turn Lane north of Airport Way	3
Street Parking	Limited Street Parking in specific locations	2
Green Infrastructure	Frequently Spaced Street Trees on One Side of the Street – Trees are Not Yet Mature	1*

*Street Trees were installed and approved recently as part of redevelopment

3.1.3 Segment 3: Fieldstone Walk to Hammond Rd

Complete Street Element	Existing Condition	Score
Pedestrian Realm	1.5m Sidewalk without a Boulevard	2
Cycling Facilities	1.2-1.3m Painted Bike Lane without Buffer	3
Transit Service	No Transit Service	1
Through Movement (Vehicles and Freight)	One Lane per Direction with auxiliary turn lane at intersection	2
Street Parking	Permanent Parking on the East Side of the Street and on the West Side closer to Hammond Rd	3
Green Infrastructure	Some Street Trees on One Side of the Street	1

3.1.4 Segment 4: Hammond Rd to Ford Rd

Complete Street Element	Existing Condition	Score
Pedestrian Realm	1.8-2.0m Sidewalk without a Boulevard	2
Cycling Facilities	1.2-1.3m Painted Bike Lane without Buffer	3
Transit Service	Shared Space Bus Stop with Shelter or bench	3
Through Movement (Vehicles and Freight)	Two lanes per direction, center median and auxiliary turn lanes at intersections	4
Street Parking	Loading Zone in front of the Pitt Meadows Elementary School and 2 Hours Parking Permitted on the SW Corner of Harris and Ford Intersection	2
Green Infrastructure	Frequently Spaced Street Trees on Both Sides of the Street, and on the Median with other vegetation	3

3.1.5 Segment 5: Ford Rd to 122 Ave

Complete Street Element	Existing Condition	Score
Pedestrian Realm	1.8-2.0m Sidewalk without a Boulevard	2
Cycling Facilities	1.2-1.3m Painted Bike Lane without Buffer	3
Transit Service	Shared Space Bus Stop with Shelter	3
Through Movement (Vehicles and Freight)	Two lanes per direction, center median and auxiliary turn lanes at intersections	4
Street Parking	No Street Parking is Permitted	1
Green Infrastructure	Frequently Spaced Street Trees on Both Sides of the Street, and on the Median with other vegetation	3

3.1.6 Segment 6: 122 Ave to 124 Ave

Complete Street Element	Existing Condition	Score
Pedestrian Realm	1.5-1.8m Sidewalk without a Boulevard	2
Cycling Facilities	1.2-1.3m Painted Bike Lane without Buffer No Bike Lane at the CP Rail Crossing	3 1*
Transit Service	Shared Space Bus Stop with Shelter	3
Through Movement (Vehicles and Freight)	Two lanes per direction, center median and auxiliary turn lanes at intersections	4
Street Parking	2-Hours Parking Permitted on the East Side, South of Davison Rd	2
Green Infrastructure	Frequently Spaced Street Trees on Both Sides of the Street	2

*Shared cycling path and vehicle space of ±30 m south of the CP Rail crossing and ±70 m north of the crossing

3.1.7 Segment 7: 124 Ave to Lougheed Highway

Complete Street Element	Existing Condition	Score
Pedestrian Realm	1.8-2.0m Sidewalk without a Boulevard	2
Cycling Facilities	1.2-1.3m Painted Bike Lane without Buffer No Bike Lane North of McMyn Rd	3 1*
Transit Service	Shared Space Bus Stop with Shelter	3
Through Movement (Vehicles and Freight)	Two lanes per direction, center median and auxiliary turn lanes at intersections South of McMyn Rd. Two Left Turn Lanes with Shared Left Turn and Through Lane with One Separated Right Turn Lane at the Harris Rd and Lougheed Highway Intersection.	4 5*
Street Parking	No Street Parking is Permitted	1
Green Infrastructure	Frequently Spaced Street Trees on Both Sides of the Street and Some Vegetation on the Median	2

*North of McMyn Rd, where Harris Rd is transitioning to 5 lanes, the existing conditions differ compared to South of McMyn Rd.

3.2 Desired Conditions

The desired conditions for Harris Road are informed by the Complete Street principles and priorities set out in the Active Transportation Plan. The Complete Street Classification Guiding Principles Table (Figure 1) outlines the relative emphasis placed on different transportation modes—general-purpose traffic, goods movement, transit, bicycles, and pedestrians—across various road types, including Major Road Network, Urban Arterials, Rural Arterials, and Collector Roads. This classification system ensures that design priorities align with the functional role of each road type while balancing the needs of all users. Harris Road within the

project extents is classified as an urban arterial north of Airport Way and urban collector south of Airport Way.

Table 2: Complete Street Classification Guiding Principles
(Indicating High to Low Emphasis)

	General Purpose Traffic	Goods movement	Transit	Bicycles	Pedestrians
Major Road Network	High	High	High	Low	Low
Urban Arterials	High	Low	High	Medium	Medium
Urban Collectors	Medium	Low	Medium	Medium	High
Urban Local	Low	Low	Low	High	High
Rural Arterials / Collectors	High	High	Low	Medium	Low

Figure 1: *Complete Street Classification Guiding Principles Table*

For this memo, these guiding principles have been adapted to propose enhanced conditions for the six key Complete Street elements detailed above: Pedestrian Realm, Cycling Facilities, Transit Service, Through Movement (Vehicles and Freight), Street Parking, and Green Infrastructure. Desired conditions for each segment have been assigned scores, using the same 1-to-5 framework as in the existing conditions assessment, with 5 representing the highest level of accommodation or service. The following tables present these scores, illustrating the proposed improvements in alignment with the guiding principles and multimodal emphasis for Harris Road.

3.2.1 Segment 1: Fraser Way To Airport Way

Complete Street Element	Desired Condition	Score
Pedestrian Realm	1.8m Sidewalk with 0.5m Buffer or 3.0m MUP with 0.6m Buffer	3
Cycling Facilities	Fully Protected separated Bike Lane	4
Transit Service	Local Transit Service with Hard Surface Pad Bus Stop*	2
Through Movement (Vehicles and Freight)	Maintain Existing Condition	3
Street Parking	Maintain Existing Condition	1
Green Infrastructure	Green Infrastructure Incorporated Where Possible	4

*Transit Service is dependent on TransLink, provisions could be included for future stops

3.2.2 Segment 2: Airport Way To Fieldstone Walk

Complete Street Element	Desired Condition	Score
Pedestrian Realm	1.8m Sidewalk with 0.5m Buffer or 3.0m MUP with 0.6m Buffer	3
Cycling Facilities	Fully Protected separated Bike Lane	4

Transit Service	Local Transit Service with Hard Surface Pad Bus Stop*	2
Through Movement (Vehicles and Freight)	Maintain Existing Condition	3
Street Parking	Maintain Existing Condition	1
Green Infrastructure	Green Infrastructure Incorporated Where Possible	4

*Transit Service is dependent on TransLink, provisions could be included for future stops

3.2.3 Segment 3: Fieldstone Walk to Hammond Rd

Complete Street Element	Desired Condition	Score
Pedestrian Realm	1.8m Sidewalk with 0.5m Buffer or 3.0m MUP with 0.6m Buffer	3
Cycling Facilities	Fully Protected Separated Bike Lane	4
Transit Service	Local Transit Service with Hard Surface Pad Bus Stop*	2
Through Movement (Vehicles and Freight)	Maintain Existing Condition	3
Street Parking	Remove or Reduce Street Parking	1
Green Infrastructure	Maintain Existing Condition	1

*Transit Service is dependent on TransLink, provisions could be included for future stops

3.2.4 Segment 4: Hammond Rd to Ford Rd

Complete Street Element	Desired Condition	Score
Pedestrian Realm	Increase pedestrian realm width, particularly on the west side between 119 Ave and Ford Rd.	3
Cycling Facilities	Fully protected separated bike lanes, option for MUP on west side of the road.	4
Transit Service	Maintain Existing Condition	3
Through Movement (Vehicles and Freight)	Potential reduction in center median to accommodate pedestrian and cycling facilities	3
Street Parking	Increase the Loading Zone in front of Pitt Meadows Elementary School	2
Green Infrastructure	Maintain Existing Condition	4

3.2.5 Segment 5: Ford Rd to 122 Ave

Complete Street Element	Desired Condition	Score
Pedestrian Realm	Increase pedestrian realm width	3
Cycling Facilities	Fully Protected Separated Bike Lane	4
Transit Service	Maintain Existing Condition	3

Through Movement (Vehicles and Freight)	Potential reduction in center median to accommodate pedestrian and cycling facilities	3
Street Parking	Maintain Existing Condition	1
Green Infrastructure	Maintain Existing Condition	3

3.2.6 Segment 6: 122 Ave to 124 Ave

Complete Street Element	Desired Condition	Score
Pedestrian Realm	Option 1: MUP with Protection for Underpass Segment* Option 2: 1.8 m Pedestrian Clearway with buffer	3
Cycling Facilities	Option 1: MUP with Protection for Underpass Segment Option 2: Fully Protected Separated Bike Lane	4
Transit Service	Maintain Existing Condition	3
Through Movement (Vehicles and Freight)	Maintain Existing Condition	3
Street Parking	Maintain Existing Condition	2
Green Infrastructure	Green Infrastructure Incorporated where Possible	3

* The MUP design is based on the Underpass Concept Drawings

3.2.7 Segment 7: 124 Ave to Lougheed Highway

Complete Street Element	Desired Condition	Score
Pedestrian Realm	1.8m Sidewalk with 0.5m Buffer or 3.0m MUP with 0.6m Buffer	3
Cycling Facilities	Fully Protected Separated Bike Lane Connected to Future MUP along South Side of Lougheed Highway*	4
Transit Service	Maintain Existing Condition	3
Through Movement (Vehicles and Freight)	Maintain Existing Condition	3
Street Parking	Maintain Existing Condition	1
Green Infrastructure	Green Infrastructure Incorporated where Possible	2

* The Lougheed Highway intersection design to be coordinated with MoTI

3.2.8 Summary of Desired Conditions

The chart in the summary of desired conditions provides a visual representation of the scores assigned to each street element across different segments, with scores ranging from 1 to 5, where 5 represents the highest level of service. However, these scores do not imply that every element must achieve a score of 4 or 5 to be considered successful. For instance, certain segments may have lower scores for street parking or

transit service (scores of 1 or 2), reflecting existing constraints or the limited need for changes in those areas. The primary goal is to achieve a balanced score across elements based on the specific needs of each segment. The focus remains on providing a high-quality environment for walking and cycling, with some flexibility in other areas, ensuring the overall design meets the diverse needs of the community while optimizing street functionality.

Segment/ Complete Street Element Score	Pedestrian Realm	Cycling Facilities	Transit Service	Through Movement	Street Parking	Green Infrastructure
Segment 1: Fraser Way To Airport Way	3	4	2	3	1	4
Segment 2: Airport Way To Fieldstone Walk	3	4	2	3	1	4
Segment 3: Fieldstone Walk to Hammond Rd	3	4	2	3	1	1
Segment 4: Hammond Rd to Ford Rd	3	4	3	3	2	4
Segment 5: Ford Rd to 122 Ave	3	4	3	3	1	3
Segment 6: 122 Ave to 124 Ave	3	4	3	3	2	3
Segment 7: 124 Ave to Lougheed Highway	3	4	3	3	1	2

3.3 Review Results

The comparison of current and desired conditions for each segment of Harris Road is summarized below. Bar charts illustrate whether priorities are balanced, with street elements falling within the shaded area, or if adjustments are needed for elements that fail to meet or exceed desired priorities. Recommendations are provided for reallocating street space or making targeted improvements to achieve a more balanced and multimodal corridor.

3.3.1 Segment 1: Fraser Way To Airport Way

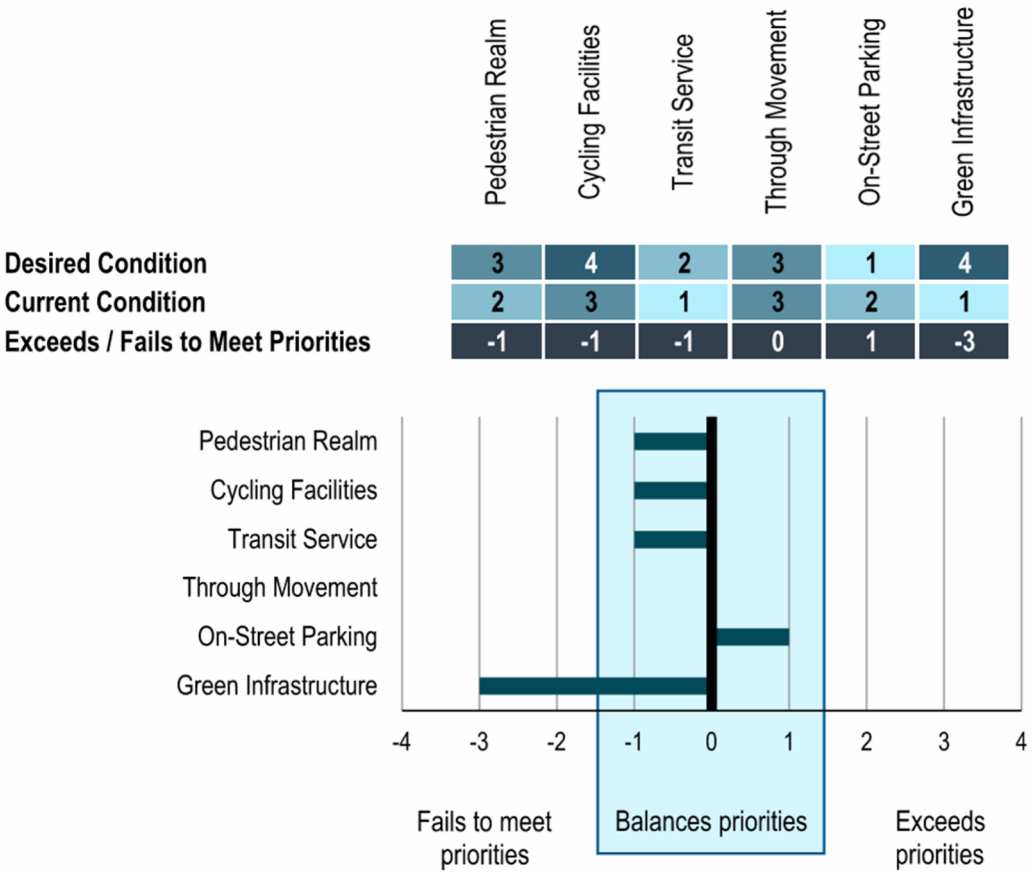

Figure 2: Current vs Desired Conditions and Priorities Analysis for Fraser Way to Airport Way

As shown, the elements in Segment 1 that fall below desired conditions are pedestrian realm, cycling facilities, transit service, and green infrastructure. Since this segment was recently rebuilt as part of the Golden Ears Business Park project, retrofits are recommended to address improvements. Suggested improvements include semi-permeable bike lane separation (e.g., concrete barrier or mountable curbs) to create fully separated bike lanes, provisions for future bus stops to enhance local transit access, widening the existing sidewalk, and green infrastructure features like bioswales or tree pits in existing boulevards. Street trees were recently installed and approved as part of the redevelopment process. These trees will enhance tree canopy coverage as they mature.

3.3.2 Segment 2: Fraser Way To Fieldstone Walk

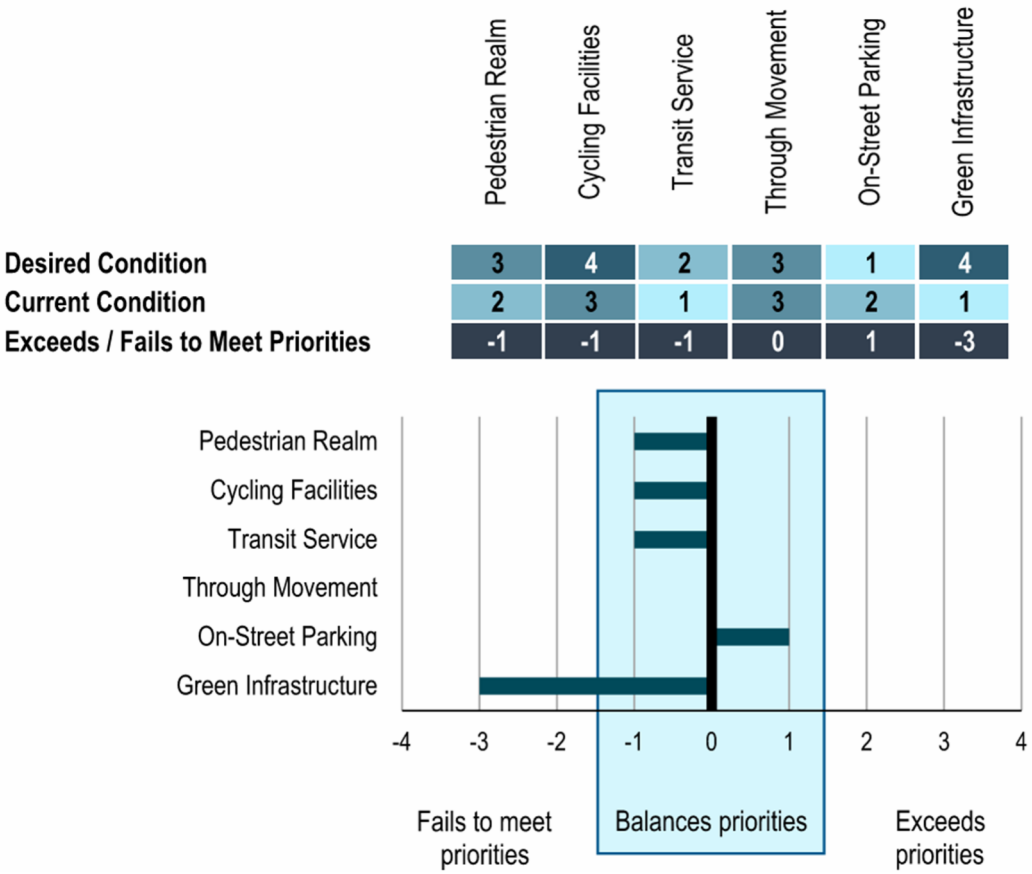

Figure 3: Current vs Desired Conditions and Priorities Analysis for Airport Way to Fieldstone Walk

Similar to Segment 1, pedestrian realm, cycling facilities, transit service, and green infrastructure fall below desired conditions in Segment 2. Suggested improvements include semi-permeable bike lane separation (e.g., concrete barrier or mountable curbs) to create fully separated bike lanes, provisions for future bus stops to enhance local transit access, widening the existing sidewalk, and green infrastructure features like bioswales or tree pits in existing boulevards. Street trees were recently installed and approved as part of the redevelopment process. These trees will enhance tree canopy coverage as they mature.

3.3.3 Segment 3: Fieldstone Walk to Hammond Rd

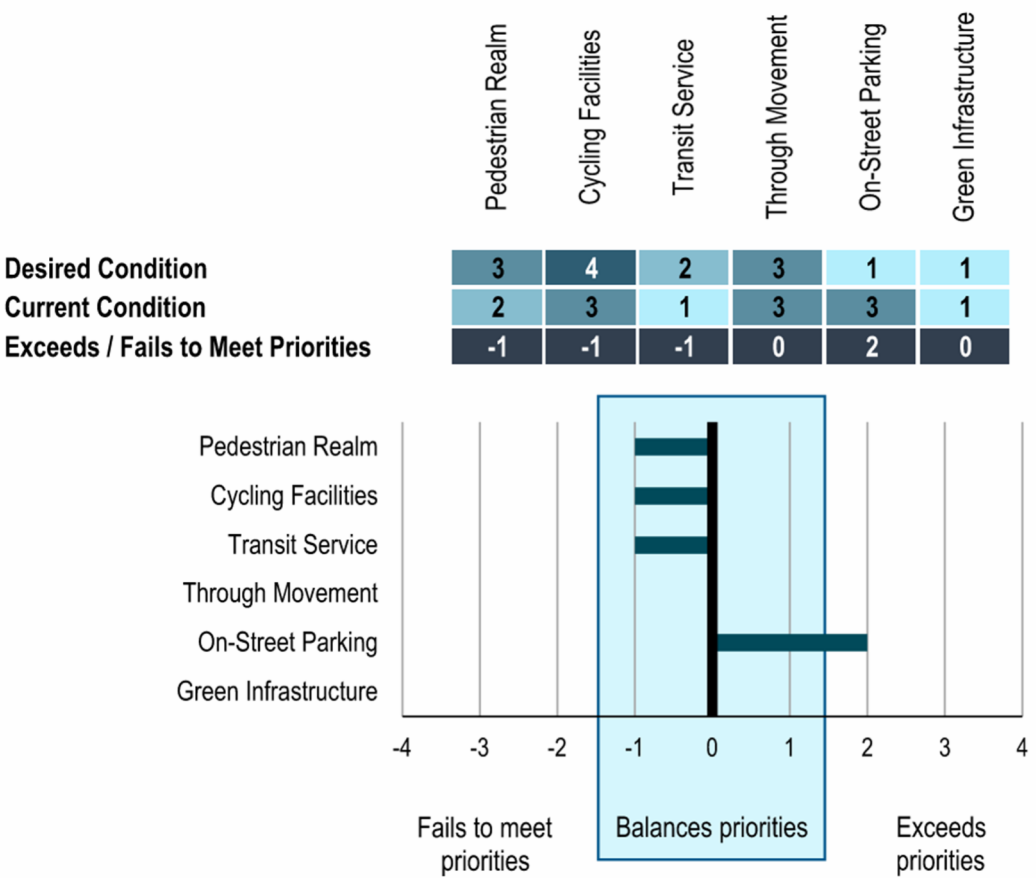

Figure 4: Current vs Desired Conditions and Priorities Analysis for Fieldstone Walk to Hammond Rd

In Segment 3, the pedestrian realm, cycling facilities, and transit service fall below the desired conditions. Proposed improvements include a multi-use path (MUP) to provide a safer environment for pedestrians and cyclists, along with provisions for future bus stops to enhance transit access in this residential area. The proposed design aims to maintain most of the existing street parking to meet residents' needs while upgrading cycling facilities with semi-permeable bike lane separation to improve safety and functionality.

3.3.4 Segment 4: Hammond Rd to Ford Rd

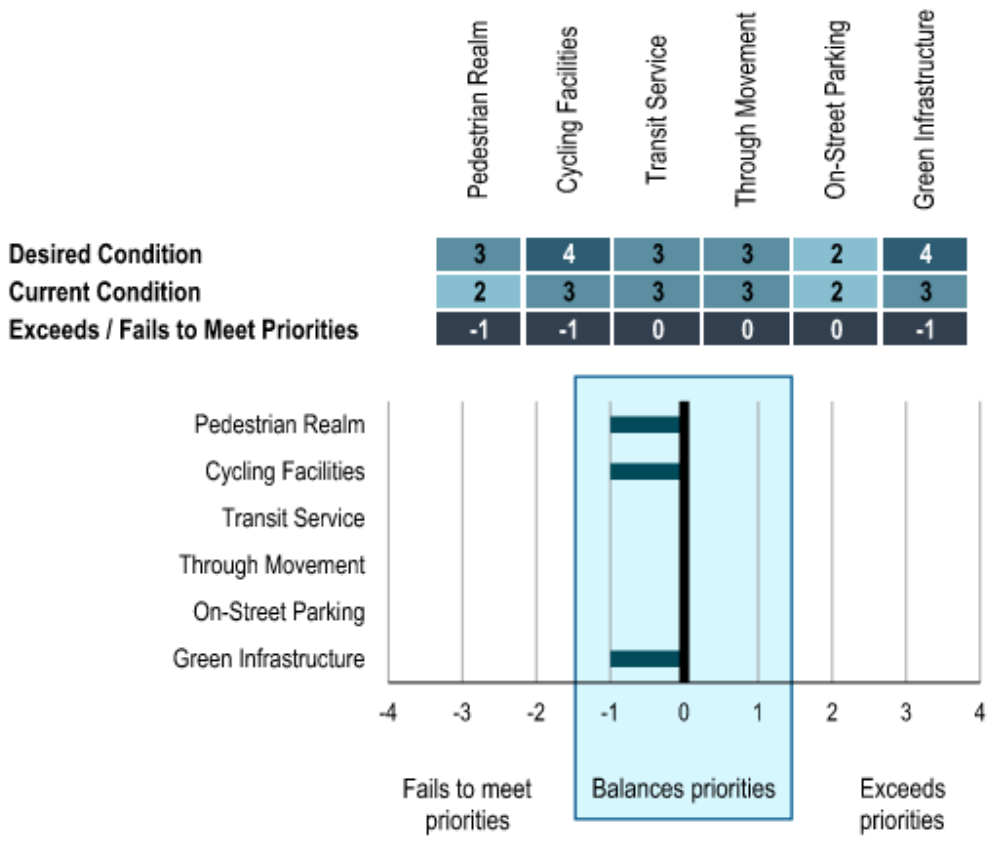

Figure 5: Current vs Desired Conditions and Priorities Analysis for Hammond Rd to Ford Rd

Segment 4, which includes key community buildings like Pitt Meadows City Hall and Pitt Meadows Elementary School, falls short in pedestrian realm and cycling facilities. Recommendations focus on safety enhancements, including options for a two-way multi-use path (MUP) with a buffer on the west side of the street to improve pedestrian and cycling conditions. The east side would likely retain a pedestrian sidewalk, with modifications as necessary to balance space for active users. Green infrastructure improvements, such as bioswales or tree pits, are also suggested for boulevards.

3.3.5 Segment 5: Ford Rd to 122 Ave

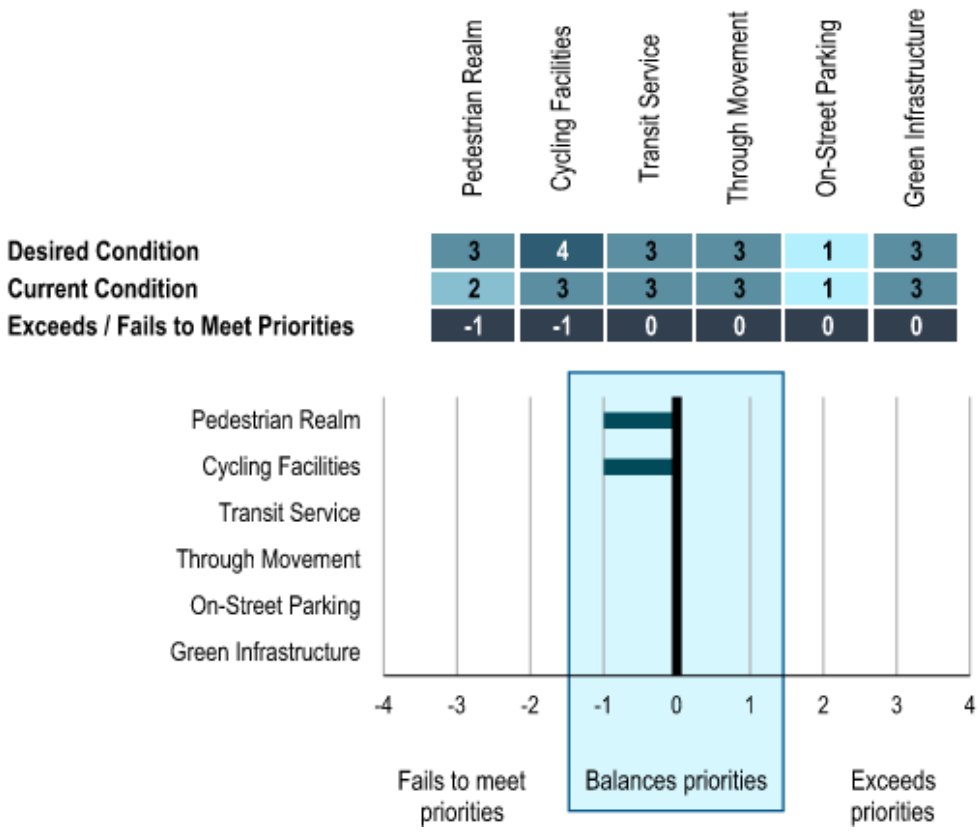

Figure 6: Current vs Desired Conditions and Priorities Analysis for Ford Rd to 122 Ave

For Segment 5, pedestrian realm and cycling facilities fall below desired conditions. Semi or fully permeable bike lane separation is recommended to upgrade the bike lane to fully separated facilities. In addition, options to increase pedestrian realm widths will also be explored.

3.3.6 Segment 6: 122 Ave to 124 Ave

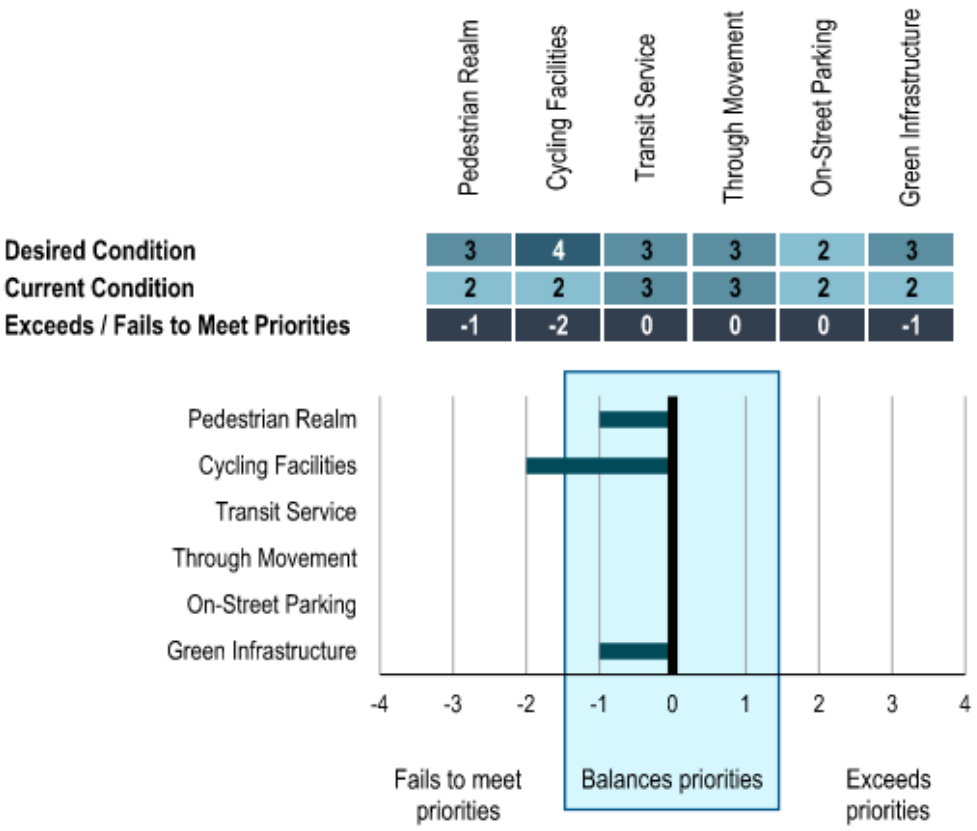

Figure 7: Current vs Desired Conditions and Priorities Analysis for 122 Ave to 124 Ave

In Segment 6, pedestrian realm, cycling facilities, and green infrastructure fall below desired conditions. A railway crossing underpass is envisioned as a transformative improvement for this segment, offering opportunities to fully reconfigure the corridor. Proposed upgrades for the underpass scenario include widened sidewalks and protected MUPs to enhance safety and accessibility for pedestrians and cyclists. Green infrastructure elements, such as various vegetation and/ or tree pits, would be integrated into the underpass design.

For an interim at-grade crossing scenario, improvements could focus on similar upgrades, such as widened sidewalks, protected bike lanes, and retrofitting green infrastructure elements into the existing boulevards. Both approaches aim to address current areas for improvement while preparing the corridor for future needs.

3.3.7 Segment 7: 124 Ave to Lougheed Highway

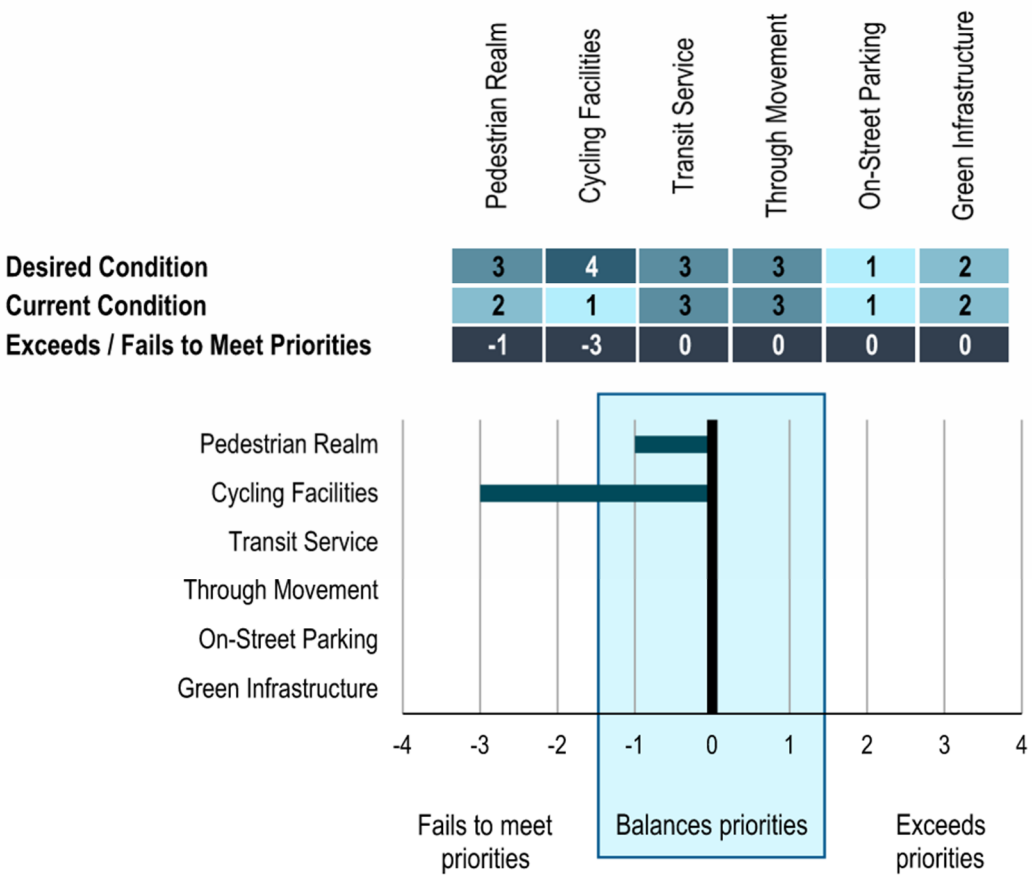

Figure 8: Current vs Desired Conditions and Priorities Analysis for 124 Ave to Lougheed Highway

Pedestrian realm and cycling facilities fall below desired conditions in Segment 7. Recommended improvements include semi-permeable bike lane separation to create fully separated lanes or protected MUPs, ensuring connectivity to the future MUP along Lougheed Highway. This segment requires coordination with the MoTI for intersection upgrades at Lougheed Highway.

4 Conclusion

This memorandum aims to provide a framework for developing the conceptual design options for the Harris Road corridor. As for the next steps, Aplin Martin is hoping to solicit feedback from the City, particularly for the desired conditions in order to finalize this memo. Based on the results of this memo, Aplin Martin will prepare five (5) high level conceptual options for each segment which will later be refined to three (3) conceptual options for the overall corridor.

We trust that this memorandum satisfies your current requirements, if you have any questions or comments please contact the undersigned.

Yours truly,

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