

Rachel Costa

From: Patrick Ward
Sent: Friday, August 28, 2026 9:20 AM
To: Council
Cc: Mark Roberts; Colin O'Byrne
Subject: North Lougheed Area Plan / North Lougheed Connector (Future Traffic Volumes on Old Dewdney Trunk Road)
Attachments: ISL letter NLC benefits.pdf; MOTI 2020_Hwy7HarrisModelling prelim results.pdf

Good morning Council,

Following a question at the July 14 EPC meeting regarding whether traffic studies regarding the North Lougheed Connector (NLC) anticipated future growth, or if they were point-in-time assessments, please find information below related to two transportation modelling documents.

2010 – ISL Engineering and Land Services letter (Attachment 1): Staff understand this letter summarizes traffic modelling undertaken through the Province's Gateway transportation planning program, using a 2031 horizon year. The modelling compared future road networks with and without the NLC. Without the NLC, approximately 640 vehicles were forecast to use Old Dewdney Trunk Road during the AM peak in the westbound direction. With the NLC, this appears to be reduced to approximately 330 vehicles, a reduction of roughly 50%.

2020 – BC Ministry of Transportation and Infrastructure, Highway 7 Harris Road Study – Preliminary Results (Attachment 2): Staff understand this study was prepared for the Ministry of Transportation to inform planning for improvements at Highway 7 and Harris Road. This study uses a 2035 horizon year and incorporates background growth. It compares a 2035 "Business as Usual" scenario with no NLC or Old Dewdney traffic calming against a concept scenario including the North Lougheed Area development, the NLC (including improvements at Highway 7) and traffic calming on Old Dewdney. The modelling shows a reduction in Old Dewdney traffic in both the AM and PM peaks:

- For the AM peak, a reduction from 830 vehicles to 420 vehicles (a reduction of 49%); and
- For the PM peak, a reduction from 930 vehicles to 510 vehicles (a reduction of 45%).

Acknowledging that the land use concept for the North Lougheed Area has evolved over time, these documents help to illustrate, in general terms, the potential impact of the NLC and traffic calming on Old Dewdney Trunk Road in terms of reducing future traffic volumes on Old Dewdney.

Kind regards,

Patrick Ward, RPP (*he/him*)
Director of Planning and Development
City of Pitt Meadows
12007 Harris Road
Pitt Meadows, BC V3Y 2B5
Phone: 604.465.2425

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We acknowledge with respect and gratitude that the City of Pitt Meadows is located on the traditional, unceded territory of qíçəy' (Katzie) First Nation who have been stewards of this land since time immemorial.

The City stands with Indigenous Peoples, committed to learning and evolving, as we acknowledge this historical truth and take meaningful steps towards reconciliation.

January 25, 2010

Our Project #30162

City of Pitt Meadows
12007 Harris Road
Pitt Meadows, B.C., V3Y 2B5

Attention: Kim Grout, Director of Operations and Development Services

Reference: North Lougheed Connector/Dewdney Trunk Rd

Dear Kim:

As part of the planning work that Gateway undertook for the upgrading of the Lougheed Highway, Gateway did a number of traffic simulation models to predict the traffic movements for different road networks. This was done for anticipated traffic volumes for a 2031 horizon year. Option W1 provided improvements to the Lougheed Highway and also provided the Golden Ears Bridge and the Abernathy Connector. This model for the 2031 AM peak identified 640 vehicles using Dewdney Trunk Road in the westbound direction. It is anticipated that a similar amount would use the roadway in the PM. Option W2 provided a connection between Harris Road and Abernathy Connector. This option had the North Lougheed Connector as a network improvement. With this option, for 2031 AM peak there was a projection of approximately 330 vehicles only using Dewdney Trunk Road. Their model with this projection also indicated a volume of 1550 vehicles using the North Lougheed Connector.

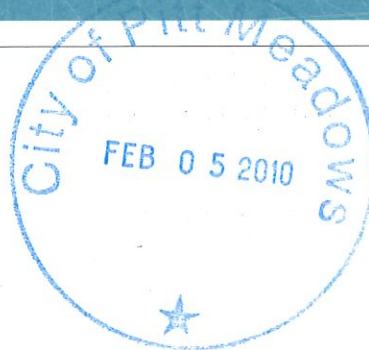
The big advantage with the North Lougheed Connector is that it will keep Dewdney Trunk Road rural, since traffic wanting to bypass congestion that may take place on the Lougheed Highway and the interchange from Golden Ears at the Lougheed Highway will use the new North Lougheed Connector instead of Dewdney Trunk Road. The North Lougheed Connector also has the added advantage that it provides for an east-west link along the north between development and agricultural land, allowing for access to the agricultural land in this area as well as providing for a second east-west linkage to service the commercial development between the north Lougheed Connector and the Lougheed Highway.

Sincerely,



Edward J. Kolla, P.Eng.
Manager, BC Operations

cc. Megan Mallet-Paret





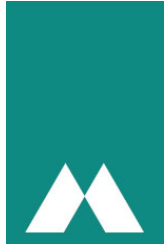
McElhanney

Highway 7 Harris Road Study

BC MoTI

June 4, 2020





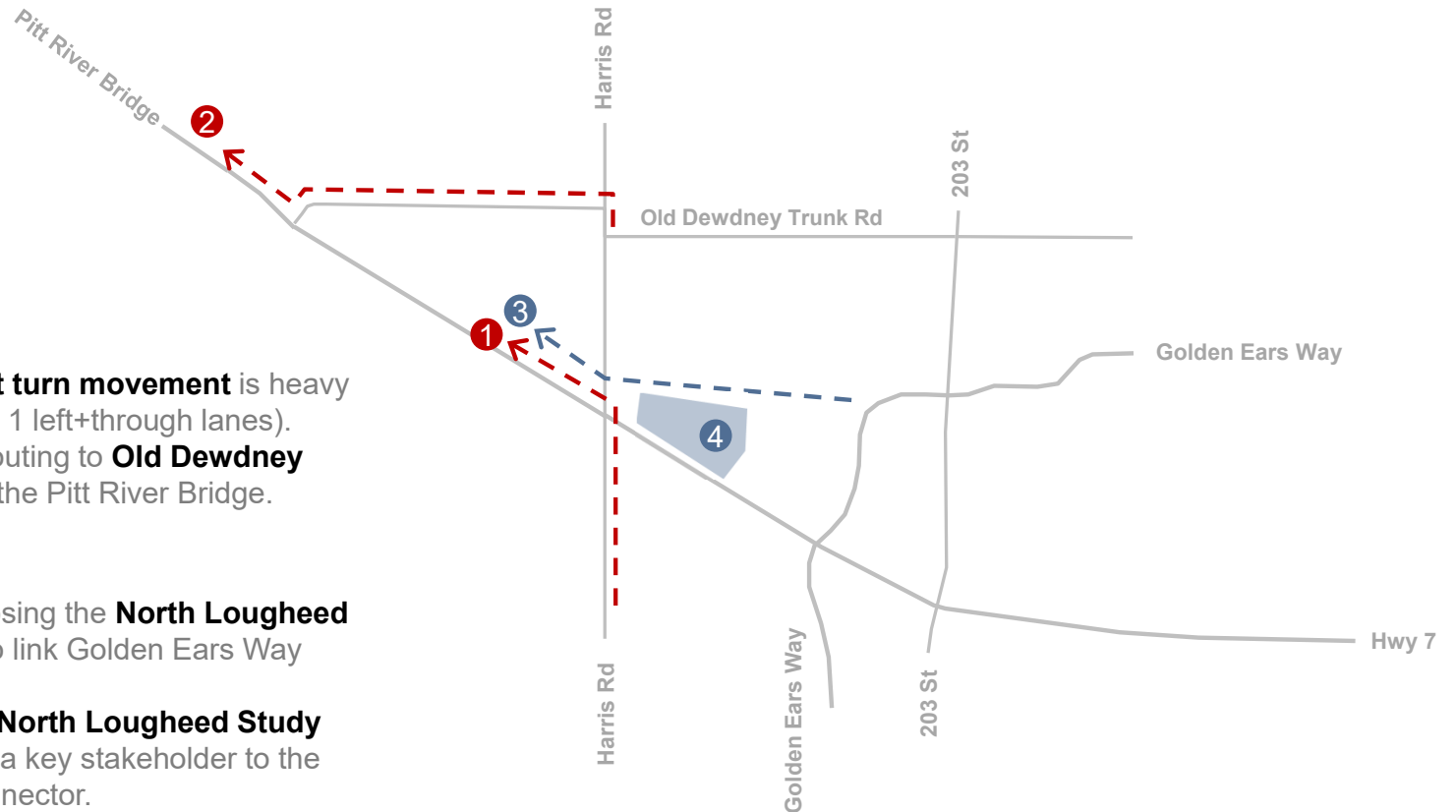
Study Area

Issues:

1. The **northbound left turn movement** is heavy today (2 left-turn and 1 left+through lanes).
2. The vehicles are rerouting to **Old Dewdney Trunk Rd** to access the Pitt River Bridge.

Challenges:

3. The ministry is proposing the **North Lougheed Connector** project to link Golden Ears Way with Highway 7.
4. The development at **North Lougheed Study Area (NLSA)** will be a key stakeholder to the North Lougheed Connector.



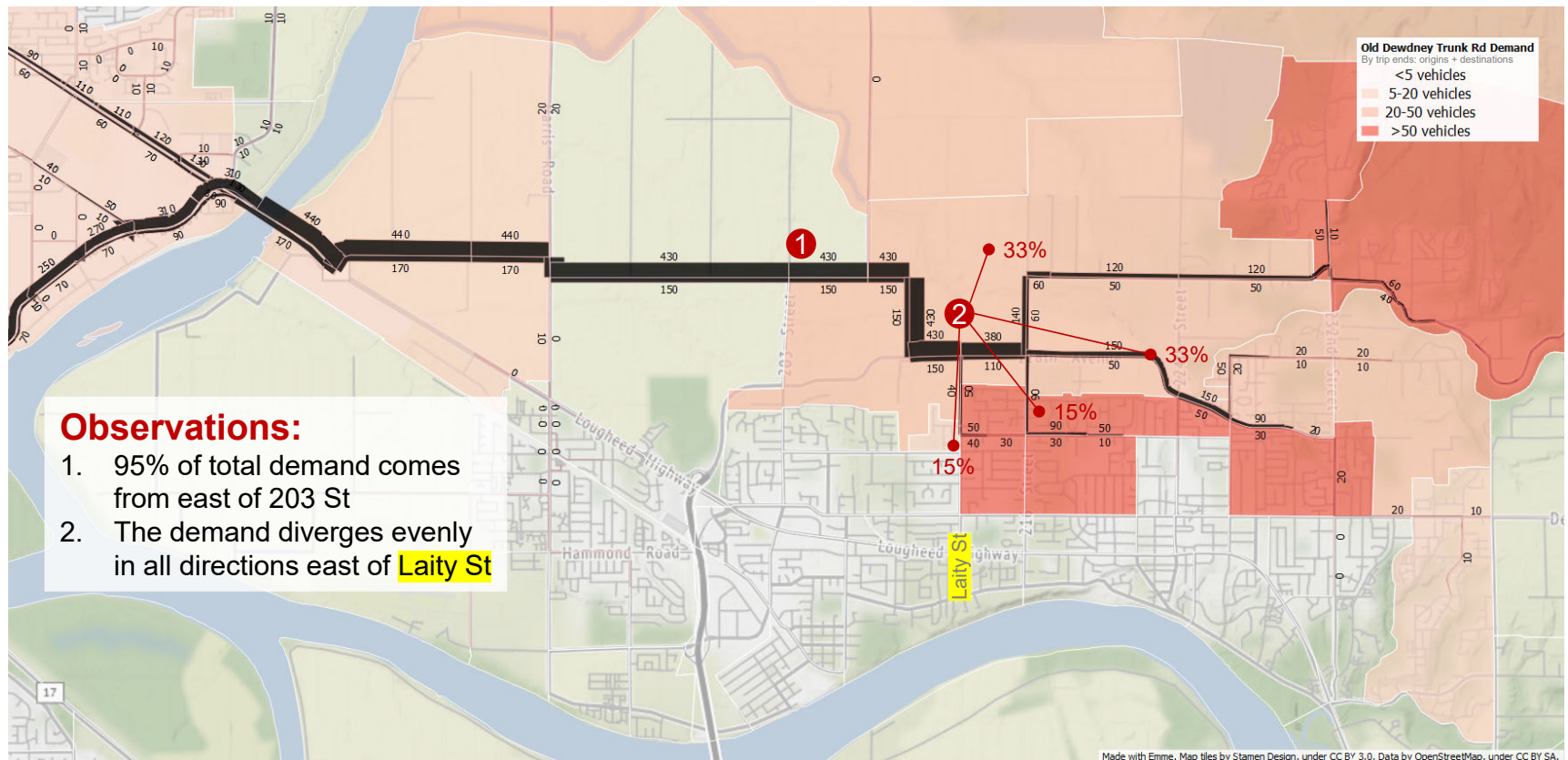


Abbreviations

BAU	Business As Usual
CAGR	Compound Annual Growth Rate
GEB	Golden Ears Bridge
GP	General Purpose (Lane)
HOV	Highway Occupancy Vehicle
NLSA	North Lougheed Study Area
PRB	Pitt River Bridge
RTM	Regional Transportation Model
TAZ	Traffic Analysis Zone
VDF	Volume Delay Function



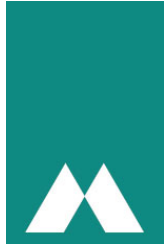
Old Dewdney Trunk Rd Demand: 2017 AM Peak



Base year validation suggests...

- ❑ We are going to use RTM to inform the **trend**
 - ✓ %growth
 - ✓ %diversion
- ❑ We need to adjust the RTM volumes
 - * do not use RTM direct outputs as traffic operation model inputs

2035 Horizon Year



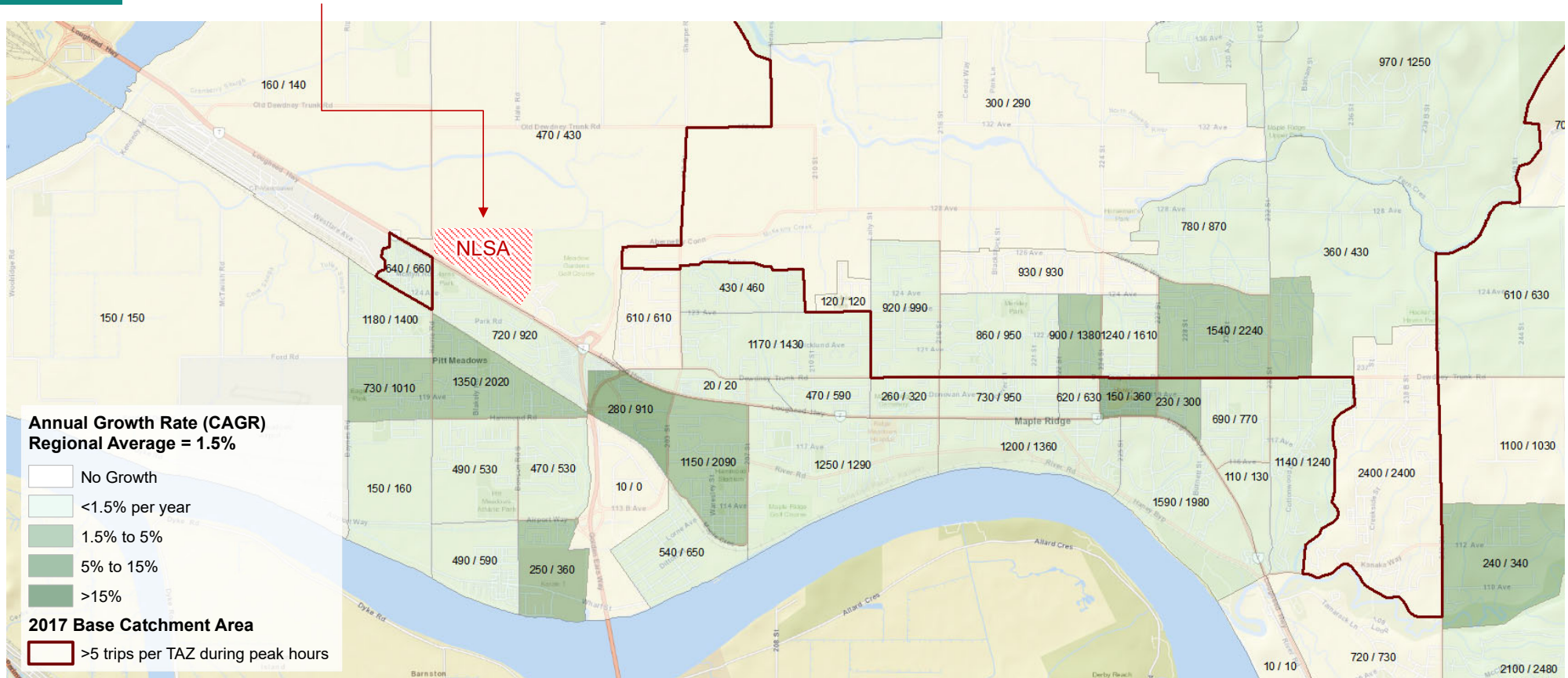
Scenarios

- 2017 Base
- **2035 BAU:**
 - Includes background growth
 - No NLSA
 - No North Loughheed Connector
 - No Traffic Calming on Old Dewdney Trunk Rd
- 2035 Concept:
 - Includes background growth
 - Includes NLSA
 - Includes North Loughheed Connector
 - Includes Traffic Calming on Old Dewdney Trunk Rd



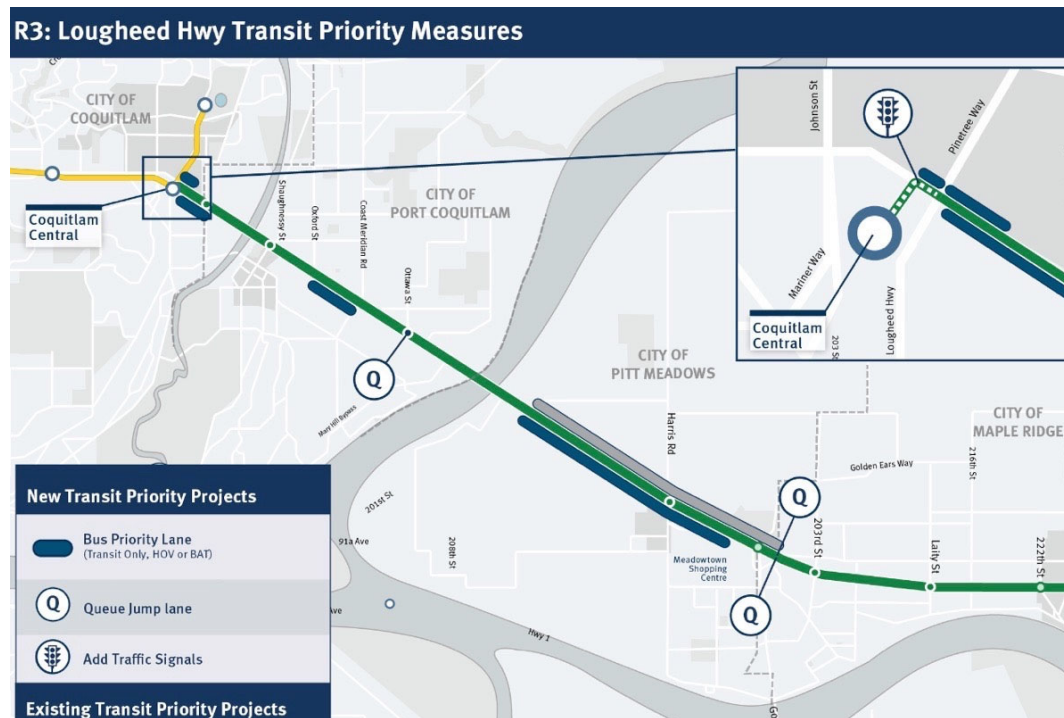
Number of Households: 2017 / 2035 Baseline

The land development at NLSA has not been incorporated into the RTM baseline land use.

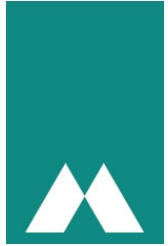




Recent Infrastructure Projects



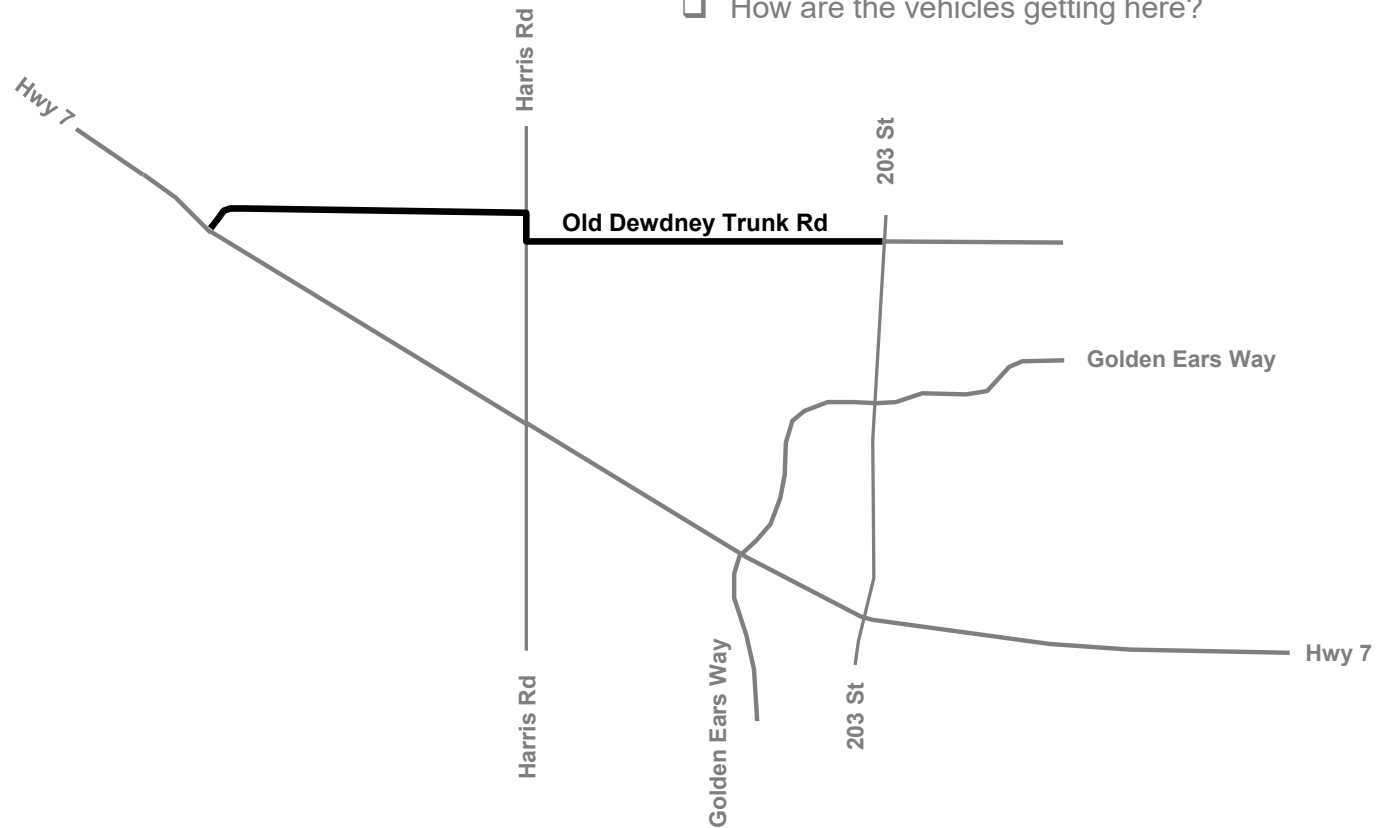
- The 2035 BAU scenario includes
- ✓ Eastbound HOV lane (3 GP → 2 GP + 1 HOV)
 - ✓ Right turn lane near Allen Way



Select Link Analysis

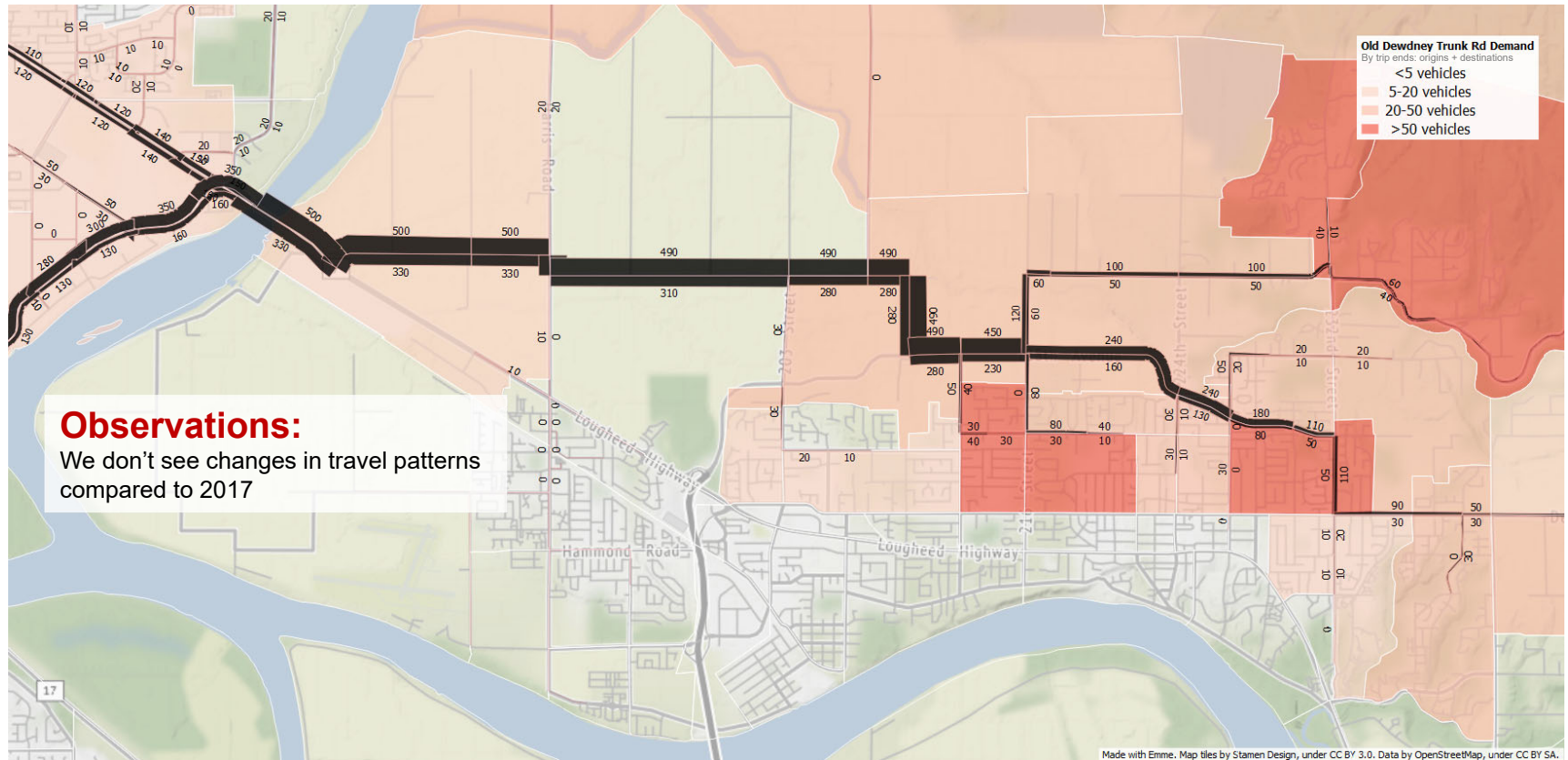
Analyze the vehicle paths that traverse through
Old Dewdney Trunk Rd between Hwy 7 and 203 St:

- ☐ Where are the trip ends?
- ☐ How are the vehicles getting here?



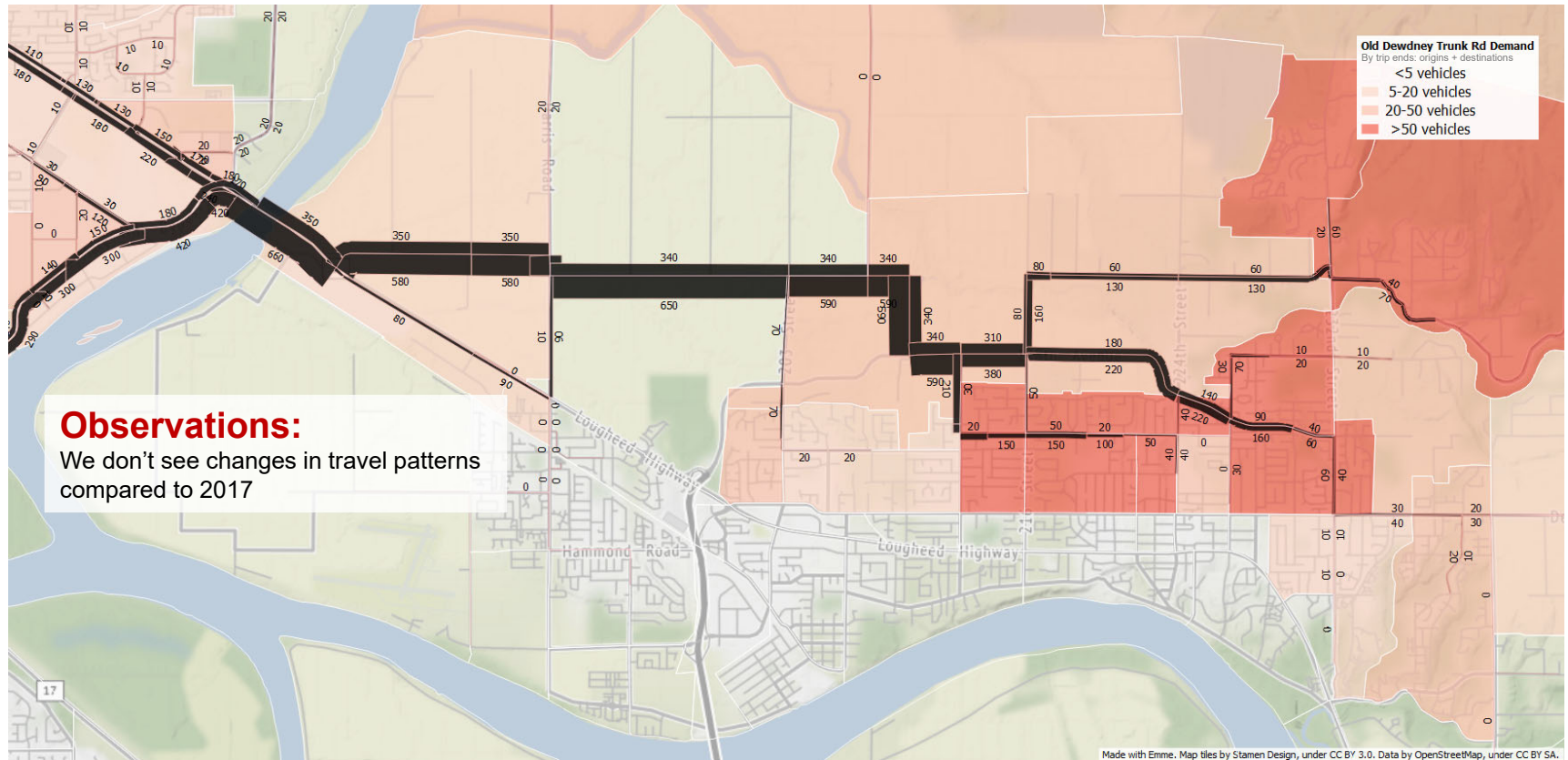


Old Dewdney Trunk Rd Demand: 2035 Base AM Peak





Old Dewdney Trunk Rd Demand: 2035 Base PM Peak



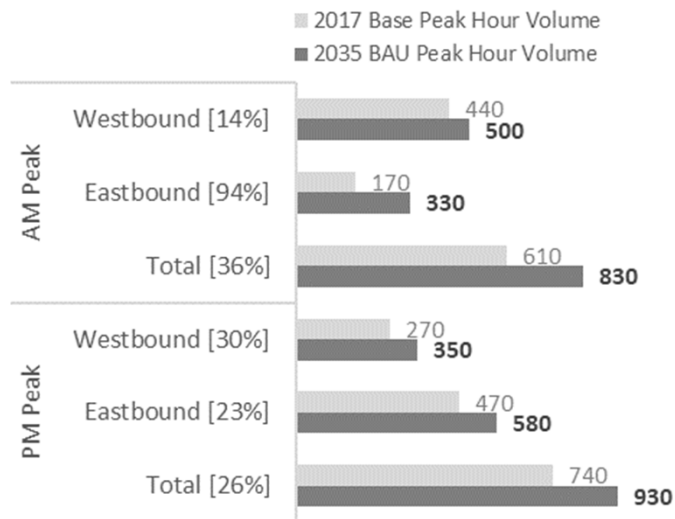


2035 BAU: Demand Growth

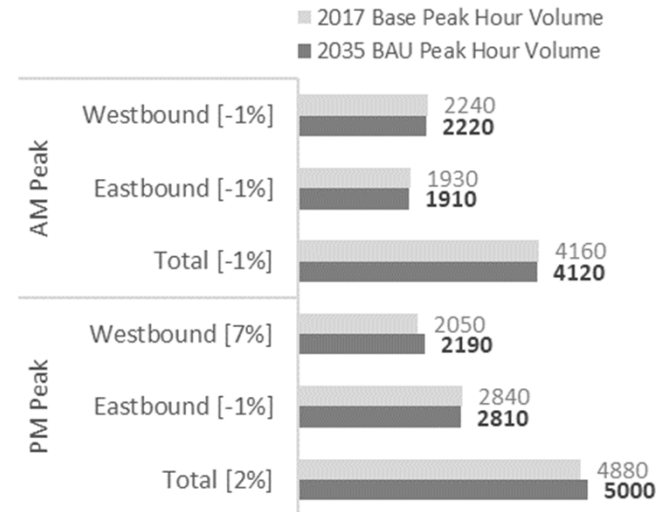
- The growth of traffic on Old Dewdney Trunk Rd is mostly in the off-peak direction.

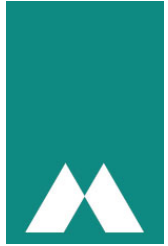


Old Dewdney Trunk Rd: Background Growth



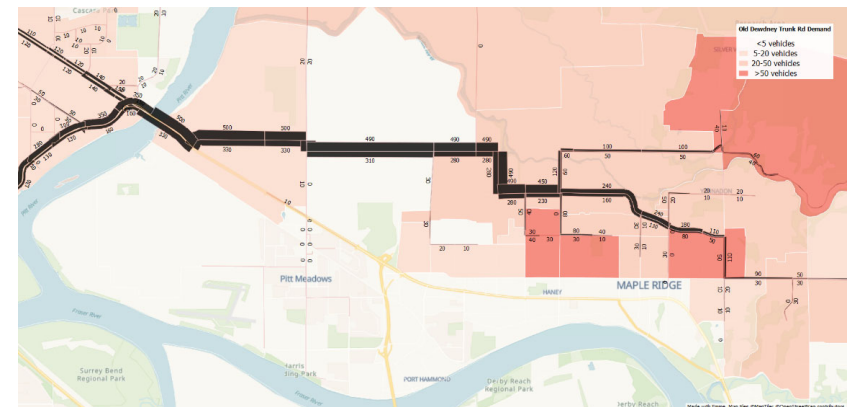
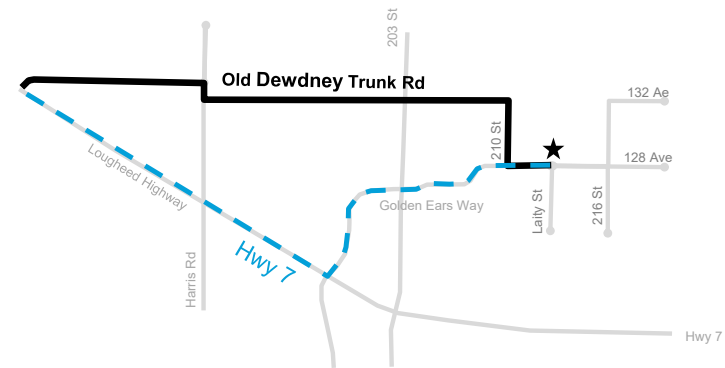
Lougheed Highway: Background Growth

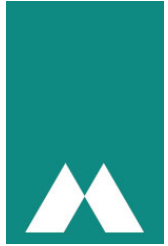




2035 BAU: Travel Time

- Today, Old Dewdney Trunk Rd is the faster alternative by approximately **1 minute**.
- In 2035, Old Dewdney Trunk Rd becomes the faster alternative by approximately **2 minutes**.
- For people in **Maple Ridge area**, Old Dewdney Trunk Rd is more attractive.





Scenarios

- 2017 Base
- 2035 BAU:
 - Includes background growth
 - No NLSA
 - No North Loughheed Connector
 - No Traffic Calming on Old Dewdney Trunk Rd
- **2035 Concept:**
 - Includes background growth
 - Includes NLSA
 - Includes North Loughheed Connector
 - Includes Traffic Calming on Old Dewdney Trunk Rd



NLSA Demographic Assumptions

- Based on land use development plan received

NLSA Land Use	2035
Household	1,345
Population	2,930
Employment	4,920

NLSA <u>Vehicle</u> Trips	Inbound	Outbound
AM Peak	860	450
PM Peak	540	910



Legend

lanes/vdf

GP Lanes

HOV/Bus Lane

Hov/bus lane: Same as 2035 Baseline

HWY 7 AT HARRIS ROAD
INTERIM OPTION

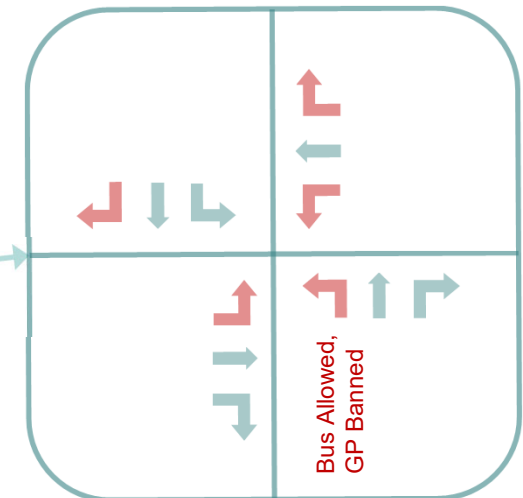
SCALE 0 20 1:2500 120m

FOR DISCUSSION ONLY

One signal between Harris Rd and Golden Ears Way, one signal at GEW

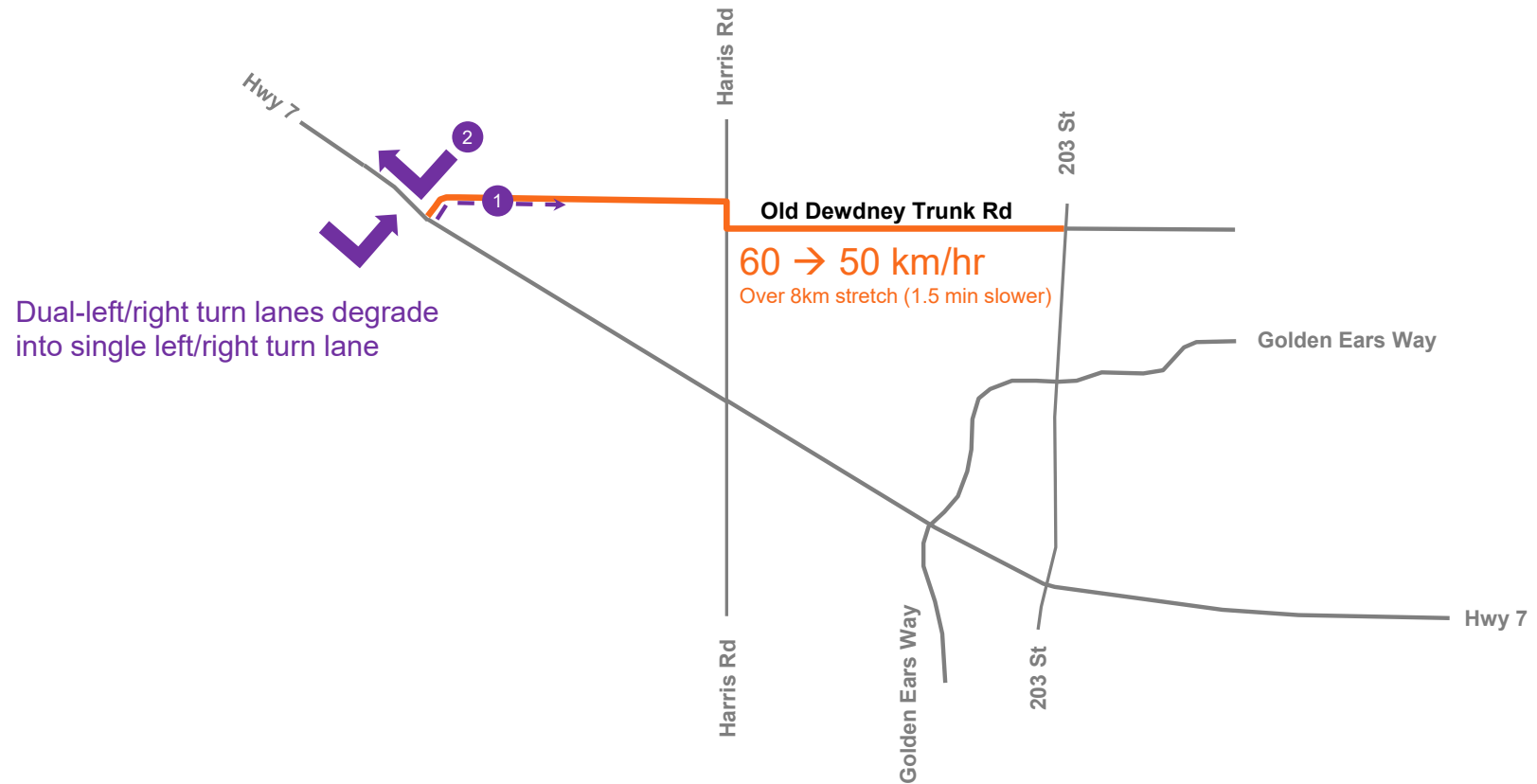
The left turn is bus only

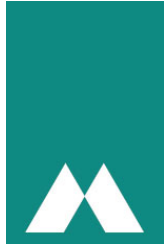
Highway 7 at Harris Rd





Traffic Calming



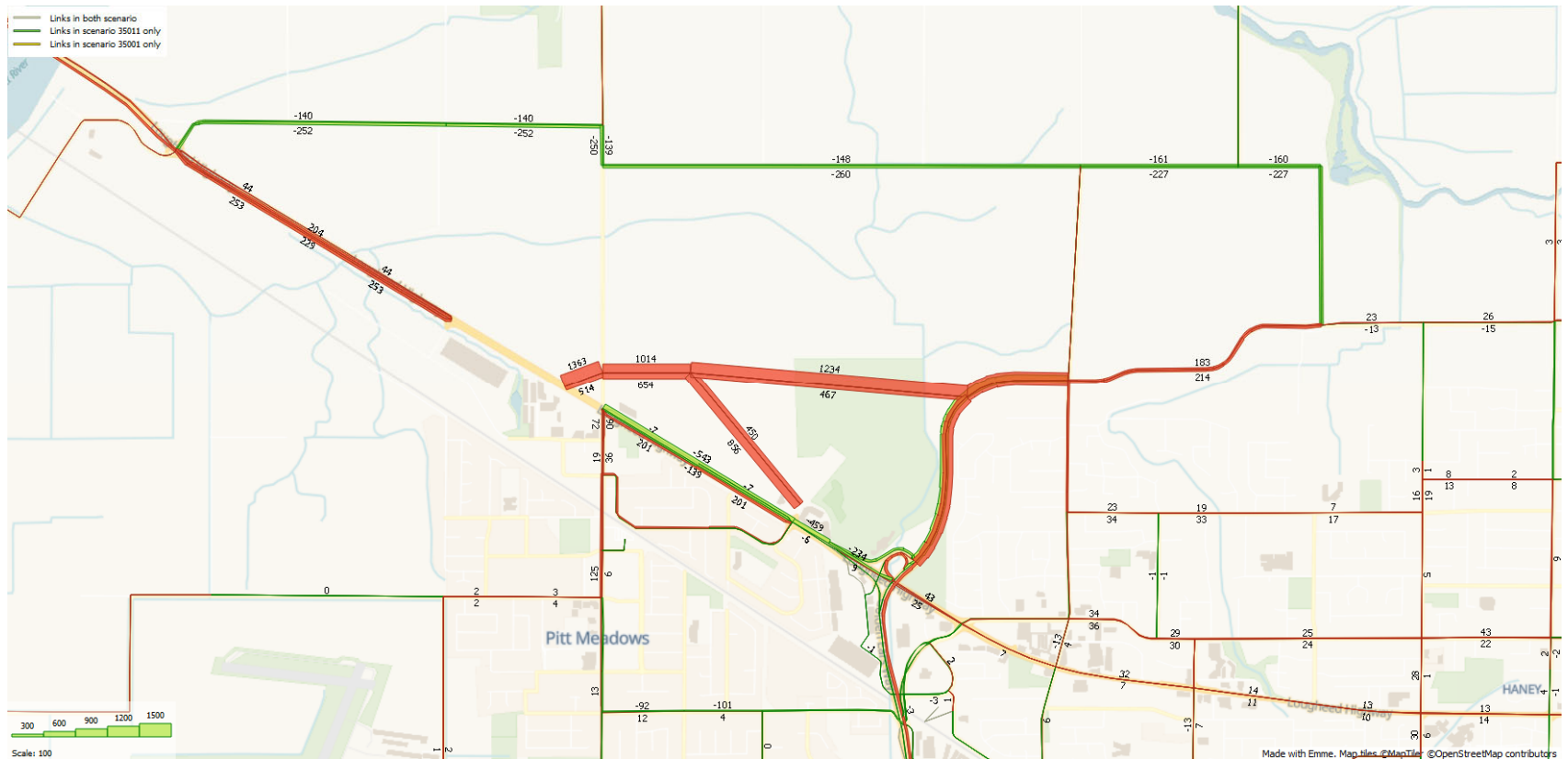


Old Dewdney Trunk Road: Key Demand Drivers



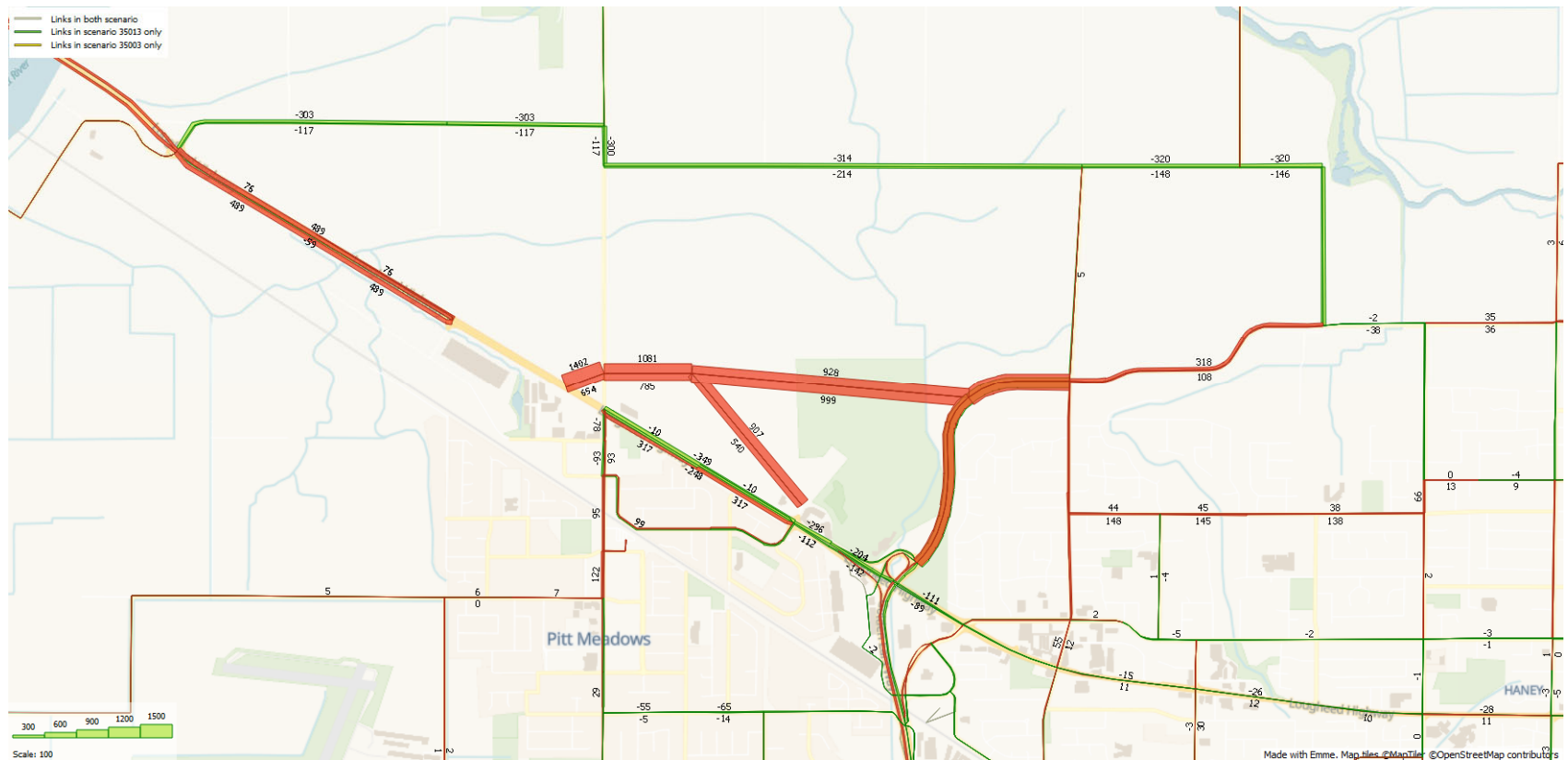


We see a decrease on Old Dewdney Trunk Rd.
The Pitt River Bridge volume increased by 340 (6%).





We see a decrease on Old Dewdney Trunk Rd.
The Pitt River Bridge volume increased by 570 (10%).

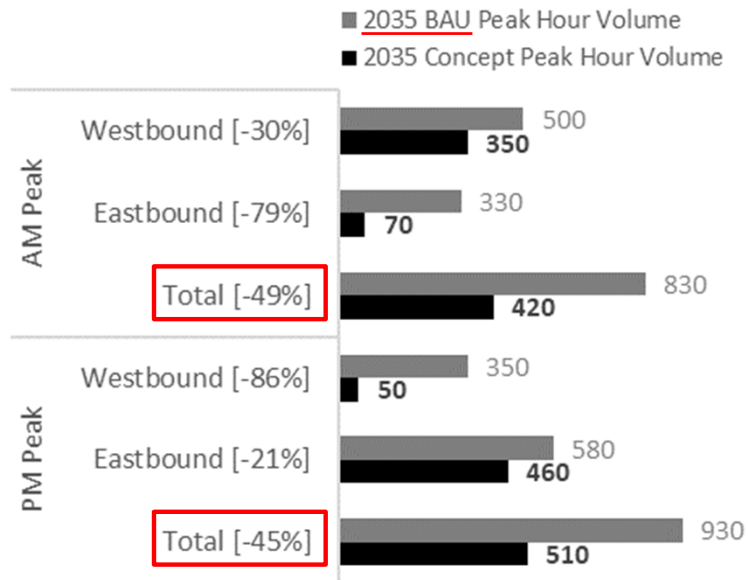




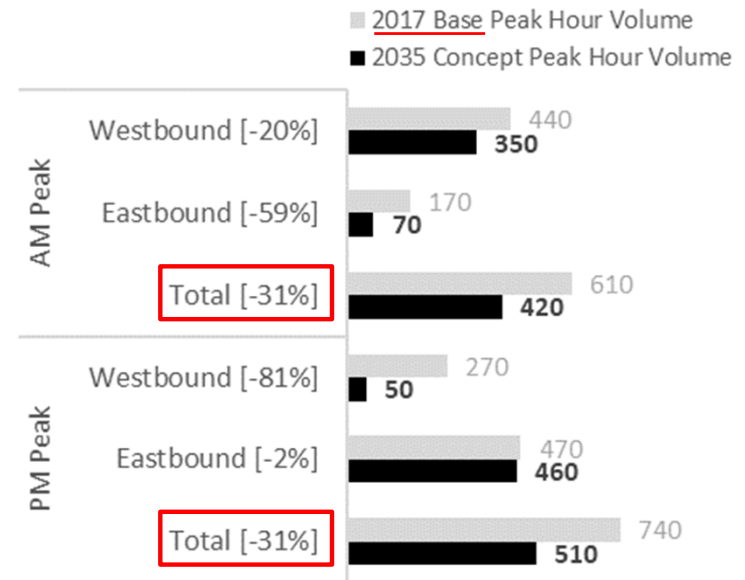
Old Dewdney Trunk Rd: Diversion

There are more traffic on Pitt River Bridge, but less of them coming from Old Dewdney Trunk Road. The traffic is diverted.

Old Dewdney Trunk Rd: Diversion



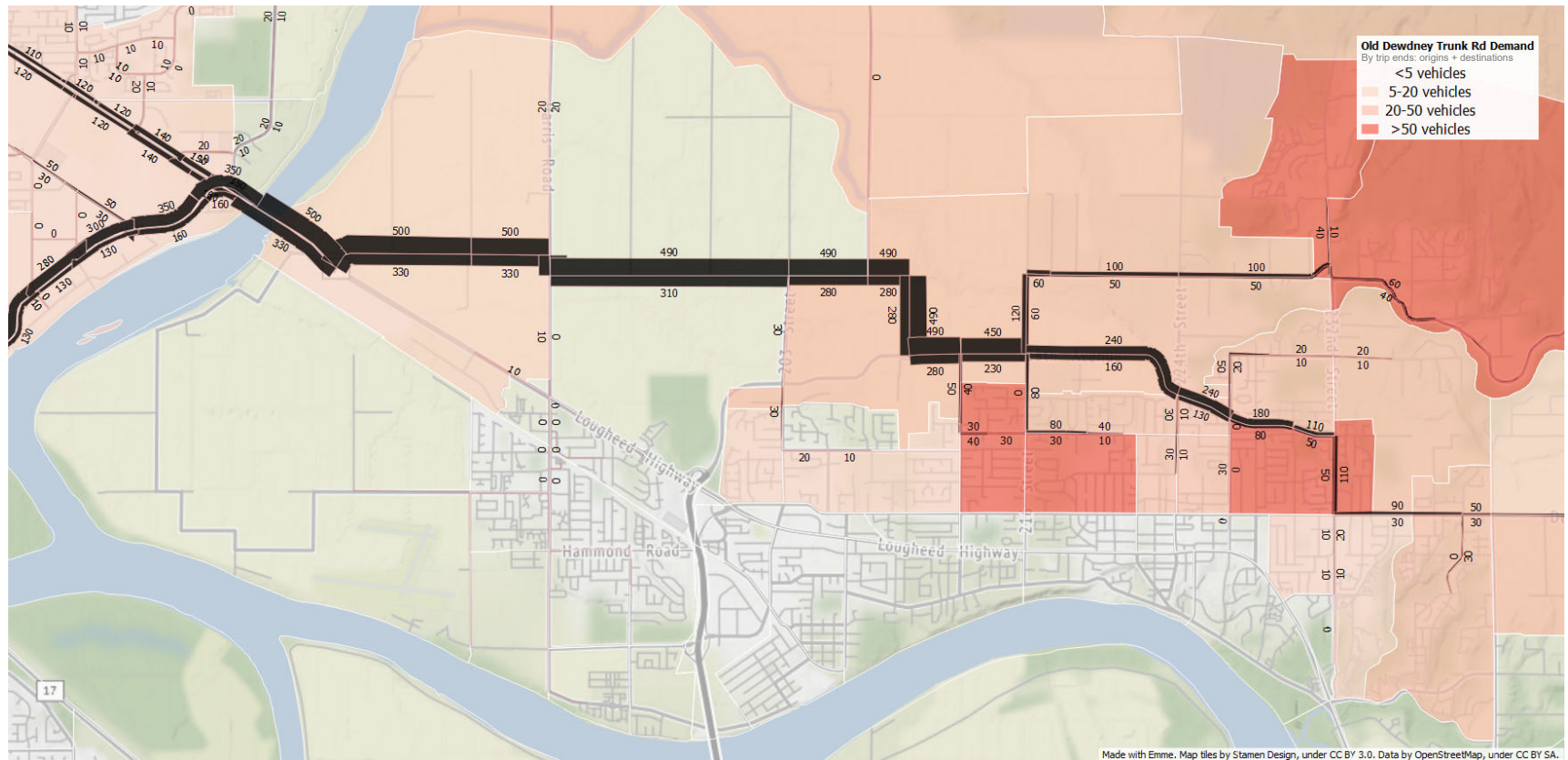
Old Dewdney Trunk Rd: Diversion

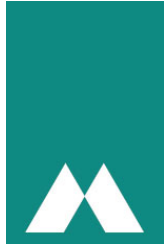


Appendix

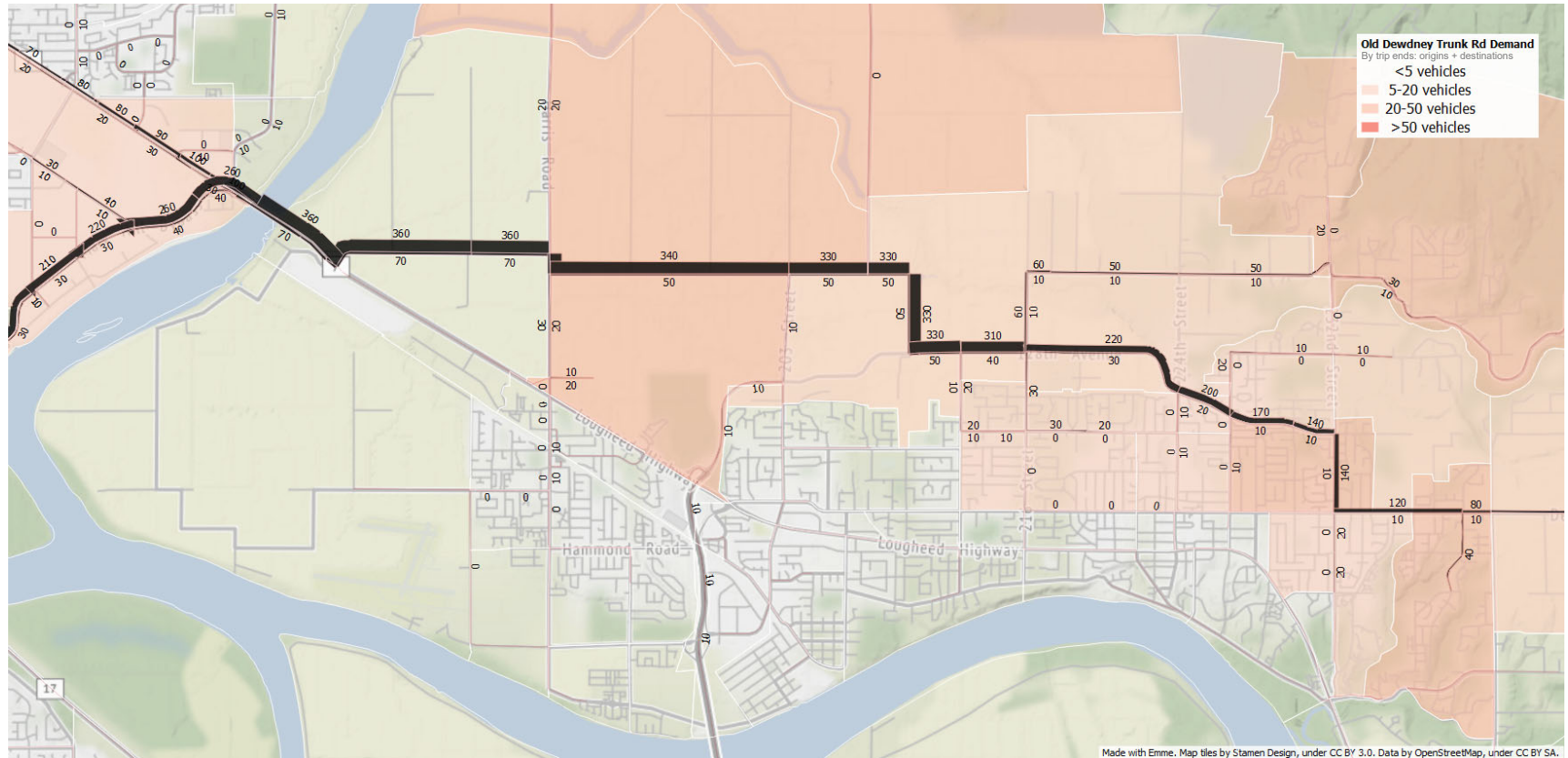


Old Dewdney Trunk Rd Demand: 2035 Base AM Peak



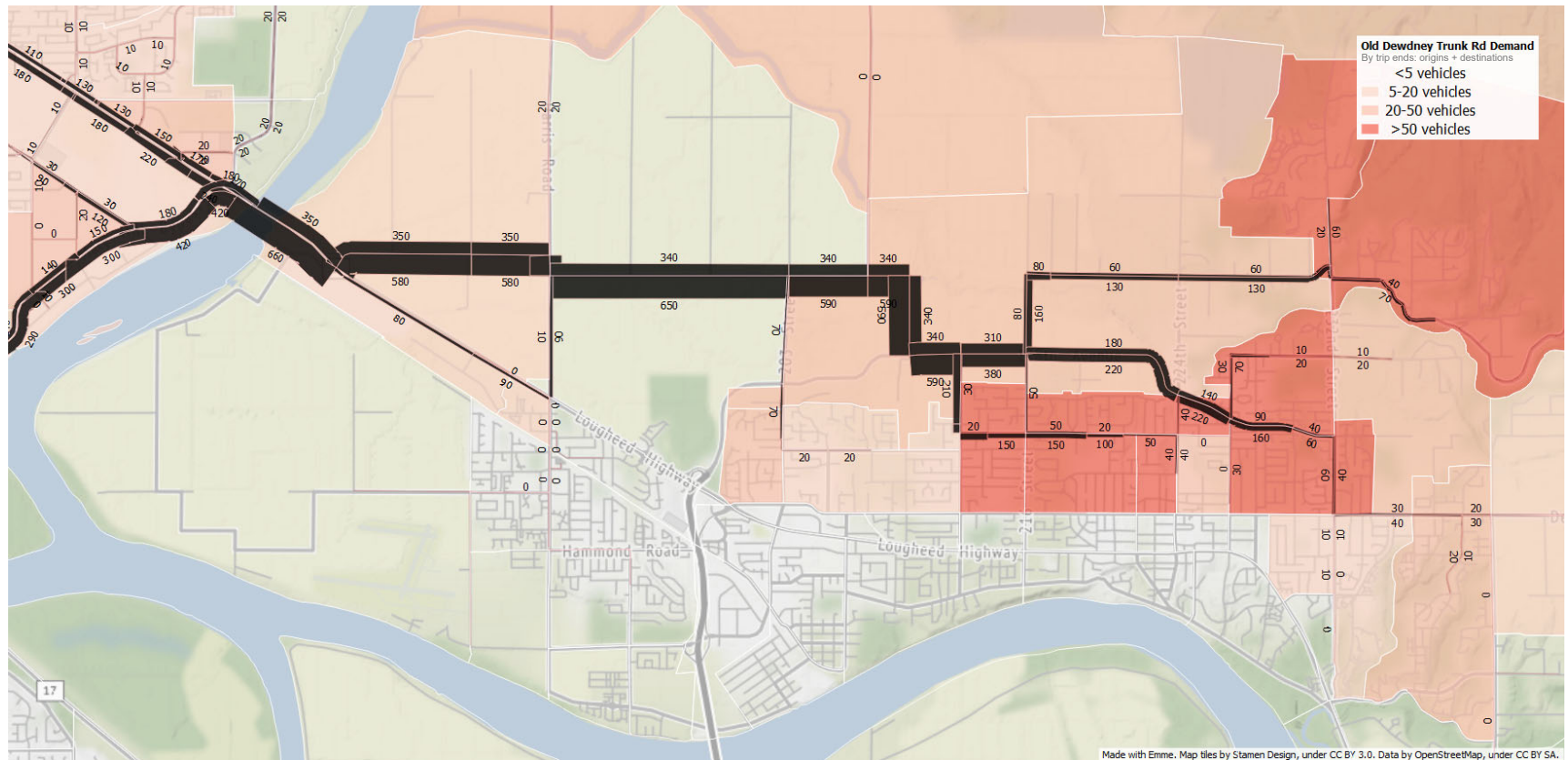


Old Dewdney Trunk Rd Demand: 2035 Interim Concept AM Peak



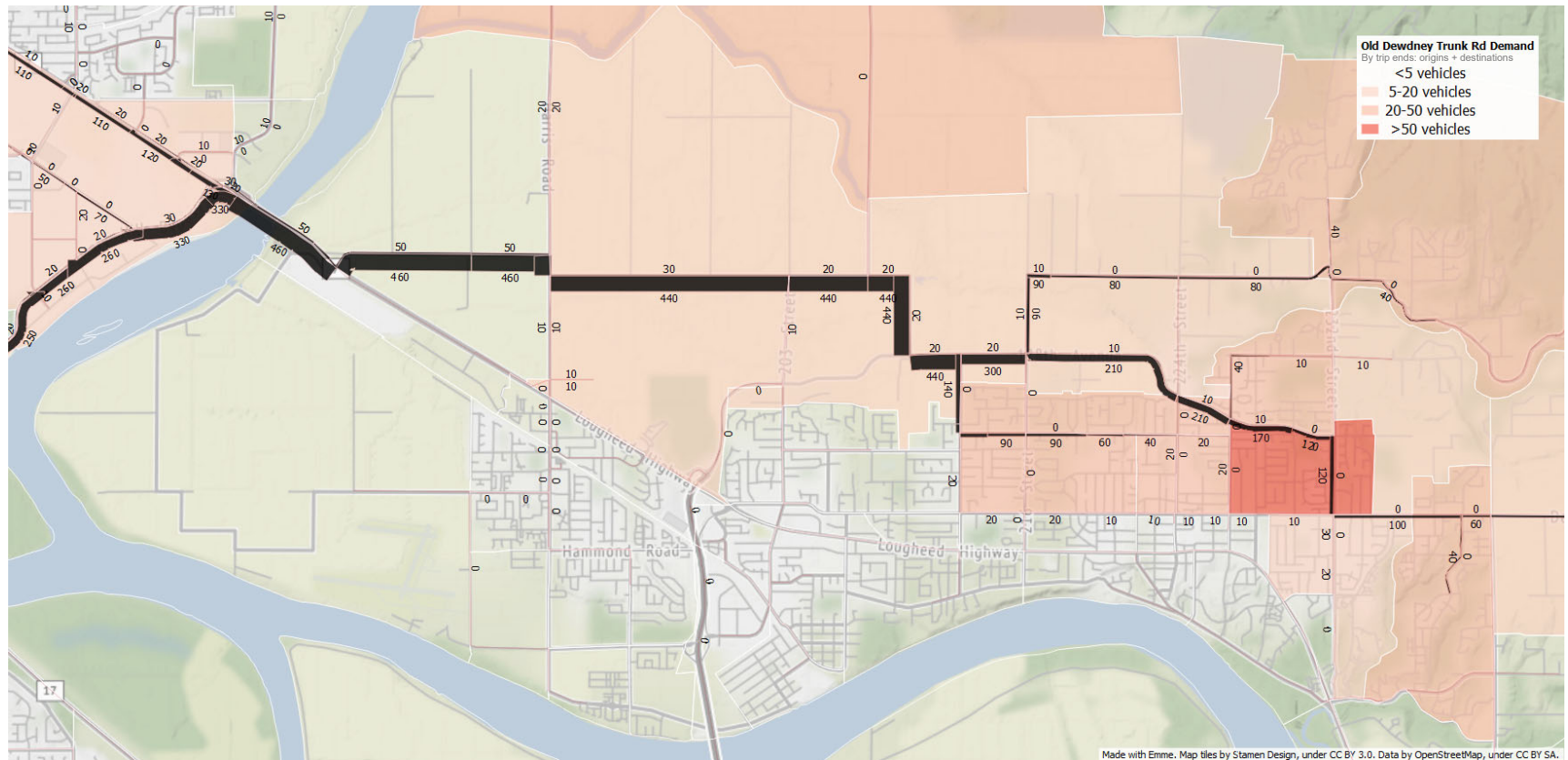


Old Dewdney Trunk Rd Demand: 2035 Base PM Peak



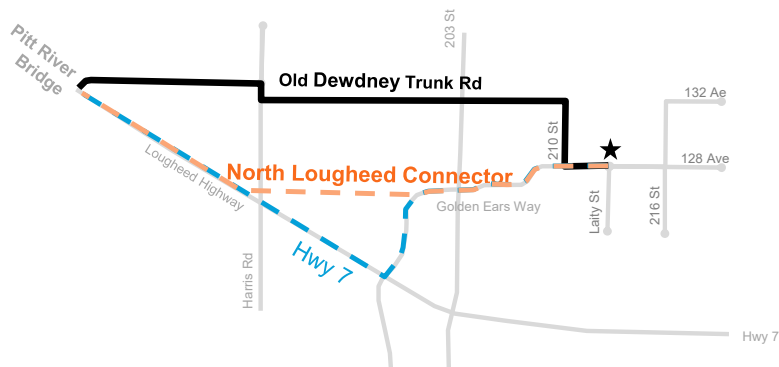


Old Dewdney Trunk Rd Demand: 2035 Interim Concept PM Peak





Corridor Travel Time Comparison



RTM Travel Time		AM Peak			PM Peak		
		2017	2035 BAU	2035 Concept	2017	2035 BAU	2035 Concept
Westbound	Old Dewdney Trunk Rd	12 min	14 min	13 min	9 min	10 min	10 min
	Hwy 7	13 min	16 min	14 min	11 min	12 min	10 min
	North Lougheed Connector	-	-	14 min	-	-	10 min
Eastbound	Old Dewdney Trunk Rd	8 min	9 min	9 min	12 min	17 min	13 min
	Hwy 7	9 min	11 min	13 min	12 min	18 min	17 min
	North Lougheed Connector	-	-	10 min	-	-	14 min