## Welcome

## Highway 7 Corridor Improvement Plan

We know how important Highway 7 (Lougheed Highway) is for residents and businesses in Pitt Meadows. We're early in the process of identifying potential future strategies for a Highway 7 Corridor Improvement Plan, and we want to hear from you about the things that will benefit you most.

## WE WANT TO HEAR FROM YOU

With your input, we will continue working to identify future improvements along Lougheed Highway that will:
> Improve safety and reliability
> Reduce congestion and support climate change objectives by reducing emissions
> Increase reliability of transit service, making it easier for people to choose transit
, Enhance pedestrian and cycling connections
> Facilitate efficient goods movement
Support the City of Pitt Meadows' economic development, land use and transportation objectives


## HOW YOUR FEEDBACK WILL BE CONSIDERED

Feedback from First Nations, local government, the public and stakeholders is vital to understanding the needs, interests and opportunities associated with the Highway 7 corridor.

The feedback you provide will be considered, along with technical, environmental and financial information, as the Ministry of Transportation and Infrastructure plans for transportation improvements along this corridor over the coming years. COLUMBIA

## About Highway 7

Highway 7 (Lougheed Highway) is an important link for travel and goods movement at the local, regional, and provincial level. It serves some of the fastest growing communities in Metro Vancouver, including Pitt Meadows, Maple Ridge, Coquitlam and Mission. As growth in these communities continues, so will congestion and safety issues along the corridor. In addition, economic development opportunities associated with the Katzie First Nation, increasing traffic at the West Coast Express station, growth at Pitt Meadows Regional Airport, and goods movement by commercial transport and Canadian Pacific's Vancouver Intermodal Facility will require future investments.

Through Pitt Meadows, the Highway 7 corridor is approximately 6 kilometers long, from the Pitt River Bridge in the west to the border of Maple Ridge in the East. Within this stretch, the posted speed limit is between 60 and $80 \mathrm{~km} /$ hr. Westbound, there are two general-purpose lanes of travel with a high occupancy vehicle (HOV) lane, and eastbound, there are three general-purpose lanes.


## Corridor Traffic Evaluation



On weekdays, eastbound peak hours occur in the morning from 5:45 am to 9:15 am and westbound peak hours occur in the afternoon from 3:30 pm to 6:00 pm.


The two most congested and accident prone intersections along the corridor are Old Dewdney Trunk Road/Kennedy Road and Harris Road, both of which are signalized.

69\% of commuters in Pitt Meadows travel to other municipalities or regions for work on a daily basis.


## GOLDEN EARS WAY

Maintained and operated by TransLink, Golden Ears Way is a significant contributor of traffic on the Highway 7 corridor. Traffic along Golden Ears Way has increased $26 \%$ since the removal of the toll on the Golden Ears Bridge in September 2017.

## AVERAGE DAILY WEEKDAY TRAFFIC

| September 2016 | September 2017 |
| :--- | :--- |
| $\mid 42,900$ vehicles | 53,850 vehicles |

[^0]
## Travel Times and Operating Speeds

As shown on these maps, there are sections along Highway 7 where traffic moves at speeds much lower than the posted speed limits of $60 \mathrm{~km} / \mathrm{h}$ and $80 \mathrm{~km} / \mathrm{h}$ at certain times of the day.

AM PEAK HOUR AVERAGE TRAVEL SPEEDS (FALL 2017)


PM PEAK HOUR AVERAGE TRAVEL SPEEDS (FALL 2017)


## Safety and Reliability

The two intersections with the highest frequency of collisions are Highway 7 at Harris Road, and at Old Dewdney Trunk Road/Kennedy Road. At these intersections, the most frequent type of collision is rear enders. The posted speed limit along Highway 7
between Old Dewdney Trunk Road/Kennedy Road and Harris Road is $80 \mathrm{~km} / \mathrm{hr}$ and the average speed in both directions is $85 \mathrm{~km} / \mathrm{hr}$.
Based on the Provincial Collision Prone List, Highway at Old Dewdney Trunk Road/Kennedy Road and collision prone due to the frequency and severity of collisions.

## REAR END COLLISIONS

Safety is the top priority for the Ministry. Higher traffic volumes and congestion can lead to stress, fatigue and driver inattentiveness, which can in turn result in rear end collisions. That's hy improving traffic flow along the Highway 7 corridor is a focus of future improvements.



- fatal colision

COLLISION TYPES FOR SERIOUS COLLISIONS (2012-2016
HWY 7: OLD DEWDNEY TRUNK ROAD/KENNEDY

| REAR END | $\mathbf{1 4}$ |
| :--- | :--- |
| $\begin{array}{c}\text { RIGHT TURN } \\ \text { OVERTAKING }\end{array}$ | $\mathbf{1}$ |
| ONE WAY STRET |  | $\mathbf{1}_{\mathbf{1}}$

## RELIABILITY

From 2008 to 2017, vehicle collisions and construction projects caused an average of 1.6 road closures per year the study corridor. Rail crossings also contribute to congestion and can cause significant delays for commuters. In 2015, an average of approximately 0 trains crossed the track at Harris Road and Kennedy oad each day. While the requency of trains remain onsistent, the length of trins are long and cause

## Current Improvements

Here are a couple of things that we are doing now to improve the flow of people and goods along the Highway 7 corridor.

## HIGHWAY 7 IMPROVEMENTS

Along with the Government of Canada, we're investing $\$ 70$ million to improve Highway 7 through Pitt Meadows, Maple Ridge and Mission. Within Pitt Meadows, $\$ 6.2$ million is being invested to extend the eastbound right turn lane at Harris Road. This will create an auxiliary lane between Allen Way and Harris Road, allowing commercial vehicles exiting the CP yard to merge safely with highway traffic and reduce traffic impacts on Highway 7.

## SUPPORTING FASTER AND MORE RELIABLE BUS SERVICE

We're working with TransLink to support the implementation of a new B-Line service along Highway 7 in 2019.

Future improvements along Highway 7 will help ensure that transit service remains fast and reliable even with population growth.

These improvements will be completed by spring 2019.


## Future Priorities for Highway 7

The Ministry of Transportation and Infrastructure has identified the following potential priorities to be addressed through the development of a Highway 7 Improvement Plan. We want to know which of these are your highest priority.


## IMPROVING SAFETY

, Improve safety along Highway 7, with a focus on reducing rear end collisions at the intersections with Old Dewdney Trunk Road/ Kennedy Road, Harris Road and Golden Ears Way
Enhance pedestrian and cyling safety and connections

## REDUCING CONGESTION

Reduce congestion throughout the Highway 7 corridor by considering various strategies and infrastructure investments (see next board)

## SUPPORTING TRANSIT, PEDESTRIAN AND <br> CYCLING MOVEMENTS

, Support fast and efficient transit service through the corridor through providing transit priority lanes
Provide enhanced pedestrian and cycling connections to encourage transit use and walking and cycling

## FACILITATING GOODS MOVEMENT

> Support efficient goods movement by truck and rail
> Consider how investments planned by others, such as road and rail grade separations or connector roads, could change future traffic patterns and volumes through Pitt Meadows

## Potential Future

## Priorities and Improvements

There are a number of strategies that we could look at to improve the flow of traffic along Lougheed Highway. Some strategies are low cost and could be implemented sooner, while others are more complex, costly and would require a longer lead time for planning, engagement and construction. The graph below illustrates the time-cost versus effectiveness of each strategy.


## WE WANT TO HEAR FROM YOU

The following display boards will introduce you to these three strategies in more detail. We're interested in which of these strategies are a priority for you.

[^1]
## Potential Future Strategies

Modifying signal timing to favour Highway 7 traffic

## CONCEPTUAL STRATEGY

Timing of signals at congested intersections could be changed to provide longer green light time for traffic travelling along Highway 7. Potential intersections where this could be introduced include Allen Way, Harris Road and Park Road.

## ADVANTAGES

, Would reduce delays along Highway 7
, No construction required; changes could be implemented quickly
, Low cost

## DISADVANTAGES

, Would increase delays on municipal roads (e.g., Harris Road, Kennedy Road, Allen Way)
, Potential transfer of congestion related safety issues on municipal roads

CURRENT SIGNAL TIMING


ADJUSTED SIGNAL TIMING


An example of how signal timing could be changed to provide more green light time to vehicles travelling on Highway 7.

Note: These potential future strategies are presented as concepts for the purpose of engagement only. No decision has been made to pursue any of these strategies, and additional technical work and engagement would take place prior to any decision to implement them.

## Potential Future Strategies <br> Changes to intersections and turning restrictions

## CONCEPTUAL STRATEGY

Certain turning movements could be restricted to preserve more travel lanes for vehicles travelling along Highway 7. Two candidate intersections for this type of strategy are:
> Old Dewdney Trunk Road/Kennedy Road - right-in and rightout only
> Park Road - restrict left turns

## ADVANTAGES

, Would improve level of safety
, Would reduce delays along Highway 7
> Minimal construction required; changes could be implemented quickly
, Would minimize property required
> Supports the flow of public transit
> Low to medium cost

## DISADVANTAGES

> Would require investment in alternate routes within municipal road system to accommodate rerouting of traffic
, Traffic rerouting could negatively impact local businesses and customer access


Note: These potential future strategies are presented as concepts for the purpose of engagement only. No decision has been made to pursue any of these strategies, and additional technical work and engagement would take place prior to any decision to implement them.

## Potential Future Strategies <br> Construction of interchanges at key intersections

## CONCEPTUAL STRATEGY

One or more grade separated interchanges could be constructed to separate vehicles travelling along Highway 7 from local municipal traffic. Candidate intersections could include:
, Kennedy Road - flyover from northbound Kennedy Road to westbound Highway 7
, Allen Way - interchange
, Harris Road - interchange or flyover

## ADVANTAGES

, Would significantly improve safety
, Would significantly reduce delays along Highway 7
, Potential to combine municipal improvement strategies in conjunction with Highway 7 upgrades
, Potential to combine transit improvement strategies in conjunction with Highway 7 upgrades

## DISADVANTAGES

, Would require alternate routing for left turn movements
, May require purchase of property for right-of-way
, Potential impacts to the Agricultural Land Reserve (ALR)
, Longer construction times; may negatively impact businesses
, High cost


Note: These potential future strategies are presented as concepts for the purpose of engagement only. No decision has been made to pursue any of these strategies, and additional technical work and engagement would take place prior to any decision to implement them.

## Comparison of Potential Future Strategies

This table provides a high-level comparison of the three potential future strategies across a number of considerations. It is meant to provide you a sense of the trade-offs between each of the strategies to help you in providing your input to us.
SAFETY
IMPROVEMENTS



[^0]:    3 MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE CITY OF PITT MEADOWS COMMUNITY ENGAGEMENT

[^1]:    COMPLEXITY, TIME AND COST TO IMPLEMENT

