



4.9 TRANSPORTATION

Maintaining an efficient transportation system is one of the most significant challenges facing Greater Vancouver. Traffic congestion has enormous economic, social and environmental consequences for the region as the ability to move people and goods is unduly constrained. Pitt Meadows has been affected by traffic congestion, with residential, commercial and industrial development in the northeast sector of the region outpacing improvements to the regional and provincial roads and bridges.

Within the last few years a number of major transportation improvements in and around Pitt Meadows have been approved, with other projects in the planning stages. It is anticipated that not only will these improvements help to alleviate congestion in the northeast sector of the region, but that they will open Pitt Meadows to areas south of the Fraser River, creating a new community “gateway” where none had existed before.

The City recognizes that building a larger road network is not the complete solution to efficiently move people within Pitt Meadows and throughout the region. Improved public transit in a variety of forms along with more opportunities for walking and cycling are also needed.

4.9.1 ROAD NETWORK

Schedules 4A and 4B shows the current and planned road network in Pitt Meadows. The Lougheed Highway, the Pitt River Bridge and the new Golden Ears Bridge fall under provincial jurisdiction. All other roads are within the City’s jurisdiction.

4.9.1.1 Provincial Road Network Issues

Lougheed Highway has approximately 60,000 vehicles (two-way) travelling daily east of Harris Road. This number is increasing annually as development continues in the region. Traffic on the Lougheed Highway tends to back up as it approaches the Pitt River Bridge. The problem is particularly acute in the evening rush hour as three lanes from the Lougheed Highway and two lanes from Old Dewdney Trunk Road merge into a single lane over the bridge. Traffic congestion on the Lougheed Highway impacts traffic on the local roads.



4.9.1.2 Municipal Road Network Issues

Many of the municipal road network issues are a result of traffic congestion on the Lougheed Highway. Harris Road at the Lougheed Highway intersection has seen delays increase for motorists entering the Lougheed to either go northbound or westbound.

Old Dewdney Trunk Road is heavily used as a secondary east-west route, which is negatively affecting agriculture as farm vehicles are having trouble traveling on this road to access fields. Vehicle traffic has doubled in volume between 1993 and 2006 (5,700 vehicles per day to 11,300 per day), representing an increase of approximately 1.5% increase each year. This trend is anticipated to continue as development continues east of the Pitt Meadows border.

Hammond Road traffic has more than doubled in 13 years according to traffic counts taken at the east end near the Maple Ridge border (1993 = 5,265 per day, 2006 = 12,423 per day). These volumes create longer wait times at key intersections entering onto Hammond Road, thereby requiring additional signal installation.

Vehicle wait times at the Canadian Pacific rail crossing on Harris Road have gone up due to the recently constructed Vancouver Intermodal Yard. The number of trains (average 24 per day) travelling through Pitt Meadows has not significantly increased, but the lengths have, thus creating longer vehicle line-ups on Harris Road.

4.9.1.3 Provincial Transportation Improvements

A number of Provincial road improvements are underway or proposed that will address several of these issues. These include the new Golden Ears Bridge Crossing, a new Pitt River Bridge to replace the existing one and upgrades to the Lougheed Highway.

4.9.1.3.1 Golden Ears Bridge

Schedules 4A and 4B shows the Golden Ears Bridge location and road network connections.

The Golden Ears Bridge and associated road network were developed by Translink (the Greater Vancouver Transportation Authority) with extensive public input, and is scheduled to open in the summer of 2009. The main bridge will cross the Fraser River at about 200th Street in Langley. On the north side, the bridge and road network will connect to the Pitt Meadows Airport via the new Airport Way, west Maple Ridge, the Lougheed Highway, and 128th Avenue via the new Abernethy Connector.



At a regional level, the Golden Ears Bridge will reduce travel times across the Fraser River and reduce traffic congestion, and it will improve transit and cycling connections across the river. It will improve links to Provincial Highways and border crossings and provide a more efficient route for moving goods to the northeast sector of Metro Vancouver.

At the local level, the Golden Ears Bridge road system will provide an above grade route over the Canadian Pacific Railway. This will serve as an alternate route for traffic from Pitt Meadows to the Lougheed Highway, and potentially could reduce traffic volume on Harris Road.

4.9.1.3.2 Pitt River Bridge

Schedule 4B shows the proposed new Pitt River Bridge and connections.

The completion of the Pitt River Bridge and Mary Hill Interchange Project, part of the North Fraser Perimeter Road Project, is scheduled for the fall of 2009. The new bridge, proposed to be located between the existing bridges, will have three lanes of traffic in each direction on opening day and provide up to 16 metres of marine clearance and facilities for cyclists and pedestrians both across and under the bridge. A dedicated additional lane is also being installed eastbound for intermodal truck traffic turning onto Kennedy Road. This dedicated lane may facilitate future growth within the CP industrial lands fronting the Lougheed Highway.

The new fixed (not swing) span bridge and interchange will provide benefits to Pitt Meadows by:

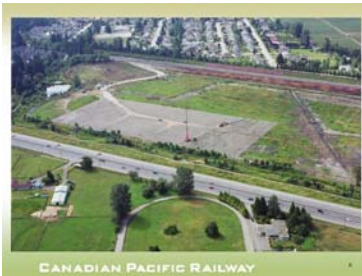
- improving reliability for vehicle and marine traffic;
- improving safety along a key goods movement and commuting corridor;
- providing capacity to serve the needs of growing municipalities and industry.



4.9.1.3.3 Lougheed Highway

The Lougheed Highway is the major provincial east west route that passes through Pitt Meadows. The current configuration has six lanes from the Pitt River Bridge to Harris Road and five lanes from Harris Road to the Maple Ridge border. All intersections within the City that enter onto the Lougheed are signalized and perform at an acceptable level of service during most of the day. Harris Road in the AM and PM peaks operates at an unacceptable level of service, with little opportunity to improve the situation in its current configuration.

- Proposed improvements to Lougheed Highway include the following:
 - As part of the North Fraser Perimeter Road project, improvements to the Lougheed Highway are anticipated to start in the near future that will involve the widening of the Lougheed Highway from Harris Road to the new Golden Ears Crossing. This will see the Lougheed Highway with six lanes from the Maple Ridge border to the Pitt River Bridge.
 - The widening is occurring in anticipation of increased traffic flows from the Golden Ears Bridge;
 - Long term plans call for the Lougheed to be a ‘free flow’ highway. This will require the installation of interchanges at key intersections from the Pitt River Bridge to the new Golden Ears Bridge.
 - Preliminary planning for a future Harris/Lougheed interchange has an overpass over the Lougheed Highway. Design of this intersection should accommodate a potential future connection to the new North Lougheed Connector while maintaining existing accesses south of the Lougheed Highway. This interchange would significantly decrease the wait on Harris Road for vehicles accessing the Lougheed Highway;
 - Improvements to the Lougheed Highway and the Pitt River Bridge may make the route more palatable to commuters, reducing traffic volumes on Old Dewdney Trunk Road, thereby alleviating traffic in the agricultural area.



CPR AT LOUGHEED HIGHWAY



4.9.1.3.4 North Lougheed Connector

Schedules 4A and 4B shows the approximate new road alignment for the proposed North Lougheed Highway Connector.

The north side of the Lougheed Highway from Harris Road to Meadows Gardens Way is designated for commercial use in the current OCP. With this future development, a road will be required to service the area as access to the Lougheed Highway may be limited to right-in and right-out only. The City, with input from the Agricultural Land Commission, envisions this road to continue east and north of the Meadow Gardens Golf Course to link to the new Abernethy Connector.

Should the road continue to the Abernethy Connector, improvements would be required at the Lougheed Highway/Harris Road intersection to handle the additional traffic. Under this scenario, the road could be phased with the first section servicing the proposed development (Harris to Meadow Garden Way) and built as development occurs, and the second phase to the Abernethy Connector constructed once the proposed Harris Road interchange is in place. When complete the roadway would divert traffic from the east travelling the Abernethy Connector directly to the Lougheed Highway west of Harris Road, thus reducing traffic volumes that would otherwise use Old Dewdney Trunk Road.

Depending on the final location of the proposed North Lougheed Connector, additional land may be available for further commercial/industrial development between this corridor and the Lougheed. However, portions of this land are currently in the Agricultural Land Reserve and the Green Zone.



4.9.1.4 Other Road Network Improvements

Schedules 4A and 4B shows future planned and proposed roads south of the Lougheed Highway. These include the following:

- A road connecting Ford Road to Kennedy Road is proposed to create an alternate route to the south quadrant of Pitt Meadows, provided that impacts on agricultural activities and movements would be assessed and mitigated prior to construction;
- The extension of 124th Avenue is scheduled from the west side of Harris Road to continue across to a new 193A Street. This new road and intersection will eliminate the Davison Road T- intersection with Harris Road and create another outlet from the residential area west of Harris Road. Currently all traffic north of the CP tracks west of Harris Road exits from McMyn Road;
- Airport Way will be the main access to the new bridge system in the south area of Pitt Meadows and will become a new gateway into the community. This new road will see an increase in traffic volumes in this area, which could make residential development along this roadway less attractive. Other land uses (light industrial, commercial) should be considered along the corridor from Bonson Road to Baynes Road;
- The closure of a portion of Baynes Road to support the extension of runway 26L/08R 367 metres to allow for instrument landings and scheduled commuter air service.

Policies

- a) The urban road network is as outlined on Schedule 4A;
- b) Alternate arterial routes to the Lougheed Highway with any grade separation at the CPR line shall be constructed through development cost charge financing to service existing and emerging commercial, industrial and residential areas of the community. Access to major arterial routes without direct impact on settled urban areas, and reducing truck traffic on Harris Road, shall be a key priority in the transportation program given the new Golden Ears River Bridge Crossing and the need to service commercial and industrial lands in the community;
- c) A grade separated crossing for the Canadian Pacific Railway at Harris Road is not supported given the impact this would have on surrounding land use, on the visual character of the Harris Road area and on the use of Harris Road as a short-cut for commuters.



- d) The City will continue to work with stakeholder groups, including the farming community, residents, businesses, and other government agencies to reduce the impacts of commuter volume on Old Dewdney Trunk Road;
- e) The City supports the construction of a new east-west road north of Lougheed Highway that links Lougheed Highway, Harris Road and the Abernethy Connector, provided impacts to agricultural land are minimized and mitigated against and that third party funding is secured for its design and construction;
- f) The City will work with the Province and Translink to implement integrated transportation systems while advocating for improvements for Pitt Meadows, in particular addressing traffic volumes on Old Dewdney Trunk Road and backups experienced at the Harris and Lougheed intersection;
- g) The City will work with all levels of government and relevant agencies to ensure that the Lougheed Highway corridor is developed or upgraded in accordance with the community's needs, including;
 - Widening the Lougheed Highway to six lanes through Pitt Meadows;
 - Upgrading the Harris Road intersection at Lougheed Highway through grade separation;
 - Securing access to the North Lougheed Commercial area; and
 - Preserving and enhancing the connectivity between the north and south portions of Pitt Meadows.
- h) The City will continue to develop traffic management plans, including traffic calming measures when warranted, as a means of mitigating the impacts of through traffic on residential neighbourhoods;
- i) The effectiveness of traffic management measures will be monitored and reviewed after they are implemented;
- j) Conflicts between farm and non-farm traffic in agricultural areas will be reduced by directing non-farm traffic away from rural roads that serve farm traffic when designing new arterial or collector roads;
- k) Streetscape design standards will be developed for key gateways and main streets, including Harris Road, Hammond Road, Airport Way, Barnston View Road, Bonson Road and Fraser Way.



4.9.2 PUBLIC TRANSIT

Pitt Meadows is well served in a variety of way by public transit. The Westcoast Express starts in Mission and ends at Waterfront Station in Vancouver, taking approximately 47 minutes from the Pitt Meadows station. The station in Pitt Meadows is situated east of Harris Road and north of 122nd Avenue. There are currently five scheduled trains in the AM heading west and five returning east in the PM. The system runs under a lease agreement on CP tracks and falls under Translink authority. There are no current plans to expand the train service. However, the 'train bus' service will be extended to hours the train is not running. Additional stations are being planned for Maple Ridge and Burnaby in 2008 and 2009 (or possibly later). Expansion of Westcoast Express service would make the service attractive for a larger number of Pitt Meadows residents who currently travel by private automobile along the corridor. This would reduce road congestion and vehicle air emissions.

Buses that serve the City of Pitt Meadows include:

- Coast Mountain Bus Route #701, which originates in Maple Ridge and terminates at Coquitlam Centre. This service runs along Hammond Road and Harris Road every 20 minutes in both directions;
- Coast Mountain Bus Route, #791 Haney Place/Braid Street Skytrain Station, follows the #701 route until the Mary Hill Bypass and continues on the Bypass to Braid Street Station. This route will be a 'regional connector route' linking the town centre at Haney Place with Skytrain (Braid Station) via Pitt Meadows. The route will initially operate every 30 minutes during peak periods only. This link to the Skytrain is expected to attract riders that use Skytrain to access areas leading to Vancouver, Surrey and New Westminster;
- Community shuttle buses (C41) have begun operating in the City on an hourly basis. Translink's Community Shuttles are minibuses that fit well into communities, providing more service, connecting neighbourhoods and linking with the regional transit network. Currently, the community shuttle buses run in one direction only on an hourly basis and travel mainly on local residential streets.



WEST COAST EXPRESS STATION



Policies

- a) The City will work with Translink and its subsidiary companies (Coast Mountain Bus Company and West Coast Express) to help provide transportation choice and improve regional air quality by:
- Improving conventional and shuttle bus service, in particular to South Bonson and to regional destinations;
 - Obtaining more frequent (off peak and reverse peak) West Coast Express train service to and from Pitt Meadows; and
 - Encouraging expansion of light rapid transit service to Pitt Meadows and communities farther to the east.

4.9.3 PEDESTRIAN AND BICYCLE NETWORKS

Schedules 5A and 5B show existing and proposed trail/cycle network in Pitt Meadows.

Existing Network

The City has an extensive trail/cycle network utilizing the dikes on the Fraser River, Pitt River and Alouette Rivers.

The City and the District of Maple Ridge have developed a joint Bicycle Network Plan which has been followed since inception in 1994. As part of that plan, bike paths have been installed on most of the major arterial roads in Pitt Meadows, including Old Dewdney Trunk Road, Harris Road and Hammond Road. A new road standard has also been developed as part of the City's *Subdivision and Development Servicing Bylaw* to have bike paths constructed on all new arterial roads.

Proposed Network

A number of trails are scheduled to be built within the next several years that will enhance the existing network in Pitt Meadows.

These include the following:

- As part of the Golden Ears Bridge project, a 4 metre wide by 1.2 kilometre paved trail will be constructed from Airport Way to Hammond Road, subject to ALC approval. This trail will traverse through City property east of the Wildwood subdivision;
- A second section of Airport Way will be constructed in 2007 that will have an off-road pathway from Harris Road to Baynes Road.



- A trail has been partially constructed along the northern edge of Airport property from Harris Road to Baynes Road. This trail will link the adjacent subdivisions on 117A Avenue and Mitchell Park, and is subject to ALC approval.
- With the construction of the new Pitt River Bridge, a direct link from the north side dike system to the south side will now be possible. This will allow cyclists and pedestrians to continue along the dike system without having to dismount.

Additional road side bicycle lanes will be installed as funding becomes available, with the ultimate goal to have bike lanes on all arterial (rural and urban) roads. The City will be seeking funding assistance to have a designated bridge crossing over the Katzie Slough adjacent to the Lougheed Highway. This will allow cyclists and pedestrians to directly connect to the paved CP pathway instead of using the highway bridge.

Policies

- a) Safe, linked and convenient pedestrian circulation shall be a key consideration of approval of all new developments in the Town Centre.
- b) The City will facilitate opportunities for cycling by:
 - Considering the needs of cyclists in road design and upgrading; and
 - Requiring bicycle parking and end of trip facilities for new developments within the community.
- c) The City will facilitate opportunities for pedestrian circulation by preparing and implementing a trail network plan that connects residential and commercial areas with parks, community facilities and regional greenways.
- d) The City will ensure that all road infrastructure accommodates the needs of pedestrians and cyclists and improves the safety and appearance of streets through the use of lighting, land marking, street trees, curbs and sidewalk design that takes into consideration the needs of the physically and sight impaired.
- e) The City confirms that showers, change rooms and lockers may be required of non-residential project rezoning applications where extensive employee bicycle parking stalls are required to meet projected demand.



4.9.4 AIRPORT

The Pitt Meadows Regional Airport occupies a 712-acre (288 ha) site in south Pitt Meadows adjacent to the Fraser River.

It currently includes the following facilities and uses:

- Three runways, with the longest (south) runway measuring 4,700 feet (1,433 m) in length;
- A float plane launch and dock;
- NAV Canada control tower;
- Various aircraft storage, fuel and maintenance facilities;
- Agricultural lands;
- A truss manufacturing plant;
- Recently-constructed terminal facilities, including a deli restaurant, retail shop, administrative offices, and a passenger waiting area.

Airport plans indicate significant potential for growth in the coming years, which could ultimately include scheduled passenger air service. There is also significant potential for non-aviation related industrial development on lands considered by the airport to be surplus to its aviation needs, as elaborated upon in Section 11 - Industrial of this Plan.



PITT MEADOWS AIRPORT

Among the airport's potential plans is the extension of the current main runway to just over 5,700 feet (1,737 m) to accommodate instrument landings. This runway extension would require the approval of the City since Baynes Road would have to be rerouted. Runway extension may also alter aircraft noise patterns, potentially affecting areas to the east of the airport. Any development plans for lands to the east of the airport need to take this potential noise impact into consideration.

The City views the airport as one of its most important economic development generators and will continue to work with the airport and other parties to promote its successful development. This includes ensuring that land uses permitted in the vicinity of the airport do not conflict with activities on the airport lands.

Policies

- a) The Pitt Meadows Regional Airport is a major land use in the south part of the City. In support of the air transportation function, all development in close proximity to the airport shall conform to federal flight way zoning requirements established by the Department of Transport and not encroach on airport movements. Land uses shall only be permitted that do not place future limitations on the development of aviation related uses and operations at the airport.



- b) Any plans by the Pitt Meadows Regional Airport for a runway extension must include a detailed evaluation of the impacts on adjoining residential neighbourhoods. This includes preparation of an up-to-date Noise Exposure Forecast that shows how areas surrounding the airport would be affected by a runway extension.

4.9.5 RAIL

CP Rail operates its main line through Pitt Meadows. The company also operates Vancouver Intermodal Yard, which is a major transfer and storage facility for cargo being moved between rail and trucks.

Policy

- a) The City will liaise with CP Rail regarding operations and planning for the Vancouver Intermodal Yard, located in Pitt Meadows, as it has impacts on development and accessibility in Pitt Meadows.

4.9.6 WATERWAYS

There are approximately 27.3 kilometres of shoreline in Pitt Meadows along the Fraser and Pitt Rivers. A significant share of it is considered environmentally sensitive and is not intended for any form of development. However, there are certain areas that have historically been used for navigational and transportation purposes and are expected to continue in this use for the foreseeable future.

There are also areas extensively used for recreational purposes.

Policy

- a) The major waterways in Pitt Meadows have an important role in the transportation system for industrial and recreational traffic. No uses or activities shall be permitted which interrupt or limit the navigation and transportation functions of the rivers within the municipality.