

# Community Information Session on Truck Traffic

Thursday August 24, 2017, 7-9pm  
Katzie Health & Wellness Centre  
19700 Salish Road, Pitt Meadows



City of Pitt Meadows



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# Overview

Approximately 80 members from the Katzie First Nation and City of Pitt Meadows attended the information session and shared their interests and concerns.

This PowerPoint provides an overview of:

- The purpose of the information session;
- Trucking impacts;
- Potential short and long-term solutions that were brought forward by both communities; and
- Potential next steps.



# Purpose of the session

- Undertake two-way dialogue concerning truck traffic from Katzie First Nation and South Bonson area of Pitt Meadows
- Provide an opportunity for collaboration and sharing of ideas between two communities — an important step in the ongoing relationship between the City and the Katzie First Nation

*Note:*

- *Alternative access points into the Katzie First Nation is likely years away and will likely include other partners e.g. provincial governments and the City of Maple Ridge.*

# Area Map



- Economic development has resulted in increased truck traffic through South Bonson, specifically along Bonson Road, south to Wharf Street.
- Existing roadways were not built to accommodate industrial traffic.

# Katzie Economic Development



- The Katzie First Nation is currently pursuing economic development opportunities critical to their health and financial well-being.
- The Katzie First Nation has the right to pursue economic development of their lands.



# Katzie Economic Development



- Many of the present day issues are a result of historical settlement patterns.
- This includes the original establishment of the Indian Reserve Lands by the Federal Government and the development of the City of Pitt Meadows adjacent to these lands.
- Additionally, as the surrounding land was developed, very little thought or foresight was given to the needs of this growing Nation.
- The City of Pitt Meadows and the Katzie First Nation are committed to working together to find mutually agreeable solutions.

# Issues Identified

- Shaking of houses (causing settling and nail popping issues)
- Increased amounts of dust in and around homes
- Lack of street cleaning due to broken equipment (contributes to dust issue)
- Inadequate road wetting of Wharf Street (contributes to dust issue)
- Reports of chronic health issues exacerbated by increased dust
- Trucks & cars travelling in excess of the posted 30km/hour speed limit
- Concerns re: pedestrian/child safety
- Increased vehicle noise at all times of day
- Damage to residential roads



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# Issues Identified

Although not as a result of truck traffic, the following roadway issues were also identified as exacerbating the situation:

- Blind corners at Fraser Way & Bonson Rd. as well as Salish Road & Bonson Rd. make for dangerous turning movements.
- Inadequate parking restrictions at intersections
- Commercial vehicles parking on Bonson resulting in reduced visibility
- Inadequate speed limit signage along Bonson (specifically north bound)
- Aggressive driving on Bonson Rd.
- Wharf St. access to Katzie land was closed due to illegal dumping and criminal activity issues; for community safety reasons, re-opening the road is not an option at this time





After identifying the traffic related issues, the following suggestions for possible short term solutions were brought forward by participants:

- ### Education



**Proven/likely to:**

  - Raise awareness & shift habits

**Pros**

  - Cost effective
  - Able to target problem behaviour
  - Re-usable throughout community

**Cons**

  - Difficult to reach all audiences
  - Clear refutation may lead to message rejection issues

### Enforcement



**Proven/likely to:**

  - Reduce repeat behaviour

**Cons**

  - Multiple offences, RCMP or speed cameras
  - Immediate short-term benefit
  - Can address multiple issues simultaneously
  - Resource intensive
  - Behaviour likely to return if not reinforced continually

### Speed Bumps



**Proven/likely to:**

  - Slow down/force slower driving

**Cons**

  - Effective controlling the speed
  - Cost
  - May cause ruts in road
  - Impinging wheel and axle on car may have long-term effects
  - Black and white colour may cause confusion
  - Warning sign
  - Difficult to locate bumpers

### Speed Limits



**Proven/likely to:**

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### Speed Table



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### Speed Calmings



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### Raised Intersection



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### Raised Crosswalk



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### Safe Streets



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### Pinch Point



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### Traffic Signs



**Proven/likely to:**

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### Stop Sign



**Proven/likely to:**

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# Exploring Short Term Solutions

(continued...)

- Coordinate a Speed Watch Group to help RCMP determine if enforcement efforts need to change/increase
- Pave Wharf Road (estimated cost of \$600,000 - \$700,000)
- Increase commercial vehicle checks
- Adopt two speed limits on Bonson Road 50 km/hr for cars & 30 km/hr for trucks (although there were concerns that this would increase the dust issue)
- Adopt one way access and egress - loaded trucks come in on Bonson Road and exit unloaded to the east via Wharf Road



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# Traffic Calming Considerations

## Education



### Predominate Use:

Raise awareness & shift habits

### Pros

- Cost effective
- Able to target problem behaviours
- Re-useable throughout community

### Cons

- Difficult to reach all audiences
- Over saturation may lead to message retention issues

## Enforcement



### Predominate Use:

MVA and Bylaw Enforcement

### Pros

- Mobile (Bylaw, RCMP or Speed Watch)
- Immediate short term benefit
- Can enforce multiple issues simultaneously

### Cons

- Resource limitations
- Behaviours likely to return if enforcement is reduced

## Speed Bumps



### Predominate Use:

Speed Control (less than 30km/hr)

### Pros

- Effective controlling slow speeds
- Cons
- May cause traffic to divert
- Emergency vehicles must pass over very slowly thus delaying assistance
- Noise levels & vibration from rapid acceleration and vehicle maneuvering bump
- Difficult for cyclists to navigate

## Speed Humps



Photo source: <https://photo.org/publications/urban-street-design-guide/>

### Predominate Use:

Speed Control (30km/hr to 50 km/hr)

### Pros

- Control speeds between 30km/hr and 50km/hr
- Can be designed to be navigated by cyclists

### Cons

- Emergency vehicles must pass over slowly thus delaying assistance
- Potential for an increase in traffic noise and vibration

## Speed Table

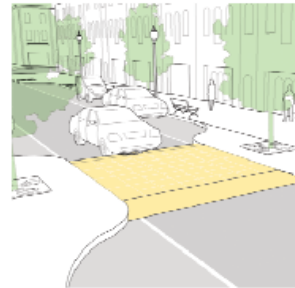


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### Pros

- Control speeds between 30km/hr and 50km/hr
- Can be designed to be navigated by cyclists

### Cons

- Emergency vehicles must pass over slowly thus delaying assistance
- Potential for an increase in traffic noise and vibration

# Traffic Calming Considerations

## Speed Cushions



Photo source: <https://tridocs.org/publications/urban-street-design-guide/>

### Predominate Use:

Speed Control (30km/hr to 50 km/hr)

### Pros

- Control speeds between 30km/hr and 50km/hr
- Emergency vehicles can straddle, minimizing response delay
- Can be navigated by cyclists

### Cons

- Truck traffic may be able to straddle
- Potential for an increase in traffic noise and vibration

## Raised Intersection



Photo source: <https://tridocs.org/publications/urban-street-design-guide/>

### Predominate Use:

Speed Control & Pedestrian Safety

### Pros

- Potential to reduce traffic speed at intersection conflict zone
- May facilitate midblock crossings
- Expands sidewalk width

### Cons

- More suited to local road network
- Must consider how to incorporate cyclists
- Drainage needs to be considered

## Raised Crosswalk



Photo source: <https://tridocs.org/publications/urban-street-design-guide/>

### Predominate Use:

Speed Control & Pedestrian Safety

### Pros

- Increased pedestrian visibility
  - Effective speed control
- ### Cons
- Emergency vehicles must pass over slowly thus delaying assistance
  - Potential for an increase in traffic noise and vibration

## Curb Extensions

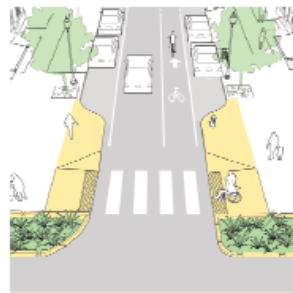


Photo source: <https://tridocs.org/publications/urban-street-design-guide/>

### Predominate Use:

Speed Control & Pedestrian Safety

### Pros

- Reduces pedestrian crossing length
- Improves pedestrian visibility
- Potential to reduce traffic speed

### Cons

- Potential landscaping costs
- Reducing turning radius will affect large vehicles
- Drainage needs to be considered

## Pinch Point



Photo source: <https://tridocs.org/publications/urban-street-design-guide/>

### Predominate Use:

Speed Control

### Pros

- Potential to reduce traffic speed
- May facilitate midblock crossings
- Expands sidewalk width

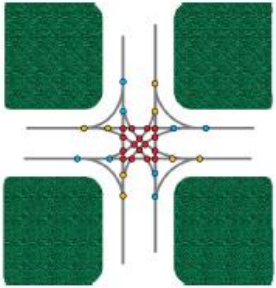
### Cons

- More suited to local road network
- Must consider how to incorporate cyclists
- Drainage needs to be considered



# Traffic Calming Considerations

## Traffic Signals



Predominate Use:  
Intersection Control

### Pros

- Universal understanding

### Cons

- Significant investment
- If design criteria are not met, compliance may decrease and accident rates increase
- 32 conflict points per intersection
- Noise levels & vibration from rapid acceleration and deceleration

## Stop Signs



Predominate Use:  
Intersection Control

### Pros

- Universal understanding
- Low cost

### Cons

- If design criteria are not met, compliance may decrease and accident rates increase
- 32 conflict points per intersection
- Noise levels & vibration from rapid acceleration and deceleration

## Chicane



Photo source: <https://photo.org.uk/publication/urban-street-design-guide/>

Predominate Use:  
Speed Control & Traffic Safety

### Pros

- Slow drivers by alternating parking or curb extensions
- Increased amount of public space

### Cons

- More suited to local road network
- Drainage needs to be considered

## Traffic Circle



Predominate Use:  
Speed Control & Local Intersection Control

### Pros

- 8 conflict points, down from 32 at conventional signalized intersections
- Requires motorists to slow to navigate the traffic circle

### Cons

- Pedestrian crossings impacted, must be considered in design
- Potential landscaping costs
- Requires driver education

## Center Median



Predominate Use:  
Speed Control & Traffic Safety

### Pros

- Visual break, allows drivers to concentrate on road corridor
- Narrows roadway
- Prohibits left turn & cross traffic

### Cons

- May require land acquisition
- Limits turning movements



# Exploring Long Term Solutions

A resolution to this issue could take years to implement. Shorter term suggestions must be explored and considered in addition to long term solutions.

Long term solutions may include:

- Traffic calming Bonson Road
- Constructing an alternate access road from the Golden Ears Bridge infrastructure and connecting to the Katzie First Nation.



\*Further feedback from community members and other partners, as well as research on viability and funding of each option will be required before decisions can be made.

# Next Steps

## 1. We want to hear from you!

If you didn't have the chance to provide your feedback at the information session, please take a moment to fill in the feedback form at on the City's website on the Truck Traffic page under [pittmeadows.bc.ca/publicparticipation](http://pittmeadows.bc.ca/publicparticipation). You can drop off your completed form to City Hall, email a scanned copy to [info@pittmeadows.bc.ca](mailto:info@pittmeadows.bc.ca), or mail it to us at 12007 Harris Road, Pitt Meadows, BC, V3Y 2B5.

## 2. Ongoing discussions with Government

The Katzie First Nation and the City of Pitt Meadows will continue conversations with all levels of government to discuss an alternate industrial access road from the east to the Katzie First Nation.



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