

## Traffic Management Consultation Summary Report

Port Mann/Highway 1 Project  
November 2007



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# Executive Summary

## GATEWAY PROGRAM BACKGROUND

In 2003, the Province of British Columbia established the Gateway Program to complement other regional road and transit improvements planned or underway. The goals of the Gateway Program include: reducing congestion and improving people and goods movement, as well as, improving safety and reliability on key regional highway corridors. The existing Highway 1 corridor from Vancouver to Langley is one of three priority corridors identified for consideration. The other two are the North Fraser Perimeter Road, including the new Pitt River Bridge and the Mary Hill Bypass and the South Fraser Perimeter Road.

## PORT MANN/HIGHWAY 1 PROJECT OVERVIEW

The Port Mann/Highway 1 (PMH1) project includes widening of the highway, a new Port Mann Bridge, upgrading interchanges and improving access and safety on Highway 1 from the McGill Street interchange in Vancouver to 216th Street in Langley, a distance of 37 kilometres.

The PMH1 project includes congestion-reduction measures such as HOV lanes, transit service across the bridge, commercial vehicle priority access, and an electronic bridge toll which will pay for the project, reduce congestion and manage traffic demand over time. Without these measures, the level of congestion in the corridor would make it impossible to offer reliable transit services along the route.

Consulting with affected municipalities helps to ensure the PMH1 improvements are integrated with municipal plans in addition to addressing regional and inter-regional needs.

The Ministry of Transportation consults with the public and key stakeholders at three key design phases: pre-design, preliminary design and detailed design.

The overview of consultation to-date is as follows:

- Pre-design Consultation – Congestion Reduction Measures (February 2006 – April 2006)
- Pre-design Consultation – Access and Interchange Improvements (September 2006 - January 2007)
- Environmental Assessment Public Comment Period (September 13, 2007–November 13, 2007)
- Traffic Management Consultation (September 2007 – November 2007)

Since 2004, the project team also conducted technical consultation with municipal staffs regarding how highway accesses and interchanges can most effectively interact with municipal road networks, how connections across the highway can best enhance connections between communities, and how pedestrian and cyclist facilities can be improved.

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## PMH1 TRAFFIC MANAGEMENT CONSULTATION

The goal of the draft PMH1 Traffic Management Plan is to minimize disruption and maximize predictability for travelers.

The **PMH1 Round One Traffic Management Stakeholder Consultation** was held from September – November 2007. The purpose of the round one consultation was to gather feedback from key user groups regarding the proposed Traffic Management Plan that would support the timely construction of improvements. Proposed methods of communicating with stakeholders and communities were also presented to stakeholders during round one consultation.

The Gateway Program team met with more than 85 stakeholders in 21 meetings and via telephone interviews during round one consultation. Materials included a PowerPoint presentation, a draft traffic management plan and a feedback form to record input.

**Round Two On-line Traffic Management Stakeholder Consultation** occurred in November 2007. The purpose of the on-line consultation was to report back on the round one consultation and to provide stakeholders with an updated daytime traffic management plan. Feedback on this daytime traffic management plan was sought from stakeholders during the on-line consultation.

A number of revisions were made to the proposed traffic management plan to make the wording and format easier for travelers to understand and remember. The revised plan is included in Appendix One on page 22.

### Summary of overall results – Round One and Round Two:

#### Predictable Delay/Closure Schedules

- Stakeholders stressed the importance of having consistent, reliable closure schedules and timely, on-going communication with the public.

#### Daytime Traffic Delays

- Participants expressed skepticism that the daytime traffic plan would work. They said they did not believe that there would not be construction-related delays.

#### Multi-stakeholder Committee

- Participants recommended the establishment of a multi-stakeholder group to do quarterly reviews of the traffic management plan.

#### Local Road Traffic

- Stakeholders were concerned about possible increases in traffic on local roads due to PMH1 construction and traffic delays.

#### Trucking

- Participants at the CP Intermodal meeting expressed concern that night-time lane closures and delays could impact truck 'turnarounds' in Pitt Meadows. Turnarounds involve the pick-up of goods from CP Intermodal yard, drop-off and return to CP Intermodal yard for another pick-up.
- CP estimated that an increase of 30% more trucks could be required to deliver goods and requested that westbound lane closure times be considered for 10pm - 4am, instead of the proposed 11pm - 5am closures. Backlog of traffic must be cleared before 5am or there will be further backup into the rush hour and commuters will experience greater delays.

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- BC Trucking Association requested more consultation on tolling as fairness and pricing are important factors for the trucking industry.
  - Closure times - BC Trucking Association suggests closing the lanes earlier in the evening and re-opening the lanes earlier in the morning to avoid impacting rush hour. They caution that a delay of even 20 minutes re-opening lanes in the morning could affect traffic for the remainder of the day, particularly on PMH1 corridor.
  - Wide load restrictions - BC Trucking Association is concerned that with reduced lane widths, there will be restrictions on when trucks carrying wide-loads will be allowed to travel on Highway 1 (currently, there are not time or permit restrictions).

#### **Traffic Monitoring**

- Stakeholders commented that it is important to have a traffic person monitoring daily traffic movements on PMH1. Ministry of Transportation (MoT) oversight or direct management is preferred.

#### **Pedestrian, Cycling, Transit Movement**

- Several respondents noted the importance of considering other modes of travel, i.e. pedestrian, transit, and cycling traffic, when developing closure schedules for cross-streets.

#### **Daytime Traffic Management**

- Stakeholders expressed concern about potential for daytime delays and how these will be minimized.

#### **Incident Management**

- Stakeholders stressed the importance of an incident-management plan. To keep delays (resulting from traffic incidents) minimized, ensure that quick-clearing procedures are in place.





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**Port Mann/Highway 1  
Traffic Management Round One  
Consultation Summary Report**

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## 1. PMH1 PROJECT OVERVIEW

The proposed Port Mann/Highway 1 project includes widening Highway 1, building a new Port Mann Bridge, upgrading interchanges and improving accesses and safety on Highway 1 from McGill Street interchange in Vancouver to 216th Street in Langley.

PMH1 includes congestion-reduction measures such as HOV lanes, transit service across the bridge, commercial vehicle priority access, and an electronic bridge toll which will pay for the project, reduce congestion and manage traffic demand over time. Without these measures, the level of congestion in the corridor would make it impossible to offer reliable transit services along the route.

### HIGHWAY 1

The improvements include widening the highway, usually within the existing highway right-of-way, to improve overall operation of the corridor. One additional lane in each direction is planned from the McGill Street interchange to the Port Mann Bridge. East of the Port Mann Bridge, two additional lanes in each direction are planned as far as 200th Street, allowing for one lane in each direction to be dedicated to new, extended HOV lanes. Between 200th Street and 216th Street, one additional lane in each direction is planned.

### NEW PORT MANN BRIDGE

A new parallel bridge on the west side of the existing Port Mann Bridge would relieve congestion and provide cycling and pedestrian access and be designed to accommodate potential future light rail transit.

### OVERPASSES AND INTERCHANGES

Many of the existing highway overpasses need to be replaced or upgraded to provide additional clearance for today's taller commercial vehicles and to accommodate proposed additional highway lanes. Additional overpasses (across Highway 1) are being considered at appropriate locations to support the movements of municipal traffic, including pedestrians and cyclists, across the highway and to alleviate congestion at current crossings.

Also, to facilitate movement of HOV, transit and/or commercial vehicles at key locations, dedicated on- and off-ramps or "priority access lanes" will be added.

### CYCLING IMPROVEMENTS

Cycling facilities will be included as part of interchange upgrades to increase opportunities for cyclists to cross the highway, to enhance connections to the regional cycling network and to provide access over the Port Mann Bridge.

### TRAFFIC INCIDENT MANAGEMENT

Incident management measures are planned for the PMH1 corridor to provide for early detection of traffic incidents, effective emergency response and efficient removal of vehicles and debris. Other benefits include improved safety through more efficient traffic management and a reduction in collisions, resulting in improved trip reliability and user satisfaction.

### RAPID BUS

In addition, the Province and TransLink have signed an agreement to deliver rapid bus service across the Port Mann Bridge, once the PMH1 improvements are in place. The rapid bus will connect key areas such as Walnut Grove, Surrey Central, Coquitlam Town Centre and Lougheed Town Centre, and further integrate communities south of the Fraser River and in the Fraser Valley.

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## 2. PMH1 ROUND ONE TRAFFIC MANAGEMENT CONSULTATION

### 2.1 TRAFFIC MANAGEMENT CONSULTATION GOALS AND TOPICS

The PMH1 Traffic Management consultation was designed to:

- Gather stakeholder feedback about the proposed draft Traffic Management Plan including day and night delay and closure schedules,
- Gather stakeholder input regarding methods for communicating with stakeholders and communities,
- Report consultation results to stakeholders and demonstrate how input has been considered in refined traffic management requirements.

The PMH1 Traffic Management consultation provided stakeholders with:

- Potential traffic communications tools:
  - Website
  - Advertising
  - Community updates
  - E-mail updates
  - 1-800 phone number
  - Road signage
  - Text messaging updates
- Potential Traffic Management proposed scheduling:
  - Construction will be restricted to minimize disruption
  - No lane closures will be scheduled during peak travel times (rush hours, holidays and special events)
  - Lane closures will only be allowed in low traffic periods
- Proposed advanced notification about delays:
  - Four weeks notification in advance of cross-street closures
  - Two weeks notification in advance of any major work stoppage (2-20 minutes) on highway
  - Immediate notification upon installation of stoppage and again on removal of stoppage
- Potential on-going community relations:
  - 24-hour phone line
  - E-mail notification
  - Direct mail
  - Website
  - Stakeholder meetings
  - Community Liaison Officers

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## 2.2 CONSULTATION METHODS

### 2.2.1 Stakeholder Meetings

The Gateway Program team attended 21 stakeholder meetings between September 20 and November 8, 2007 and met with more than 75 stakeholders. A facilitator, a technical expert familiar with the specific construction areas of the PMH1 project and draft traffic management plan and a note-taker were present at each of the stakeholder meetings.

Over 150 stakeholders from previous PMH1 consultations were invited by e-mail or phone to participate in small group stakeholder meetings or a telephone interview. The following stakeholders participated:

#### Municipalities – Engineering/Traffic Departments

Township of Langley	City of Port Coquitlam
City of Langley	City of New Westminster
City of Surrey	City of Burnaby
City of Coquitlam	City of Vancouver

#### Stakeholder Groups

- First Responders (2 meetings)
- ICBC
- CP Intermodal
- Vancouver Port Authority
- Business Groups
  - Surrey
  - Vancouver
  - Langley
  - Coquitlam/Port Coquitlam/New Westminster
  - Burnaby
- Airports
  - Langley and Abbotsford airports
  - YVR
- BC Trucking Association

### 2.2.2 Telephone Interviews

Eleven stakeholder telephone interviews were conducted between September 24 and October 11, 2007 to gather stakeholder feedback.

Stakeholder interviews included:

- Fraser Port Authority
- BC Road Builders Association
- E-Comm – operations
- Coquitlam School District 43
- Langley School District 35
- Regional Independent Schools (x6)

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## 2.3 MATERIALS

### 2.3.1 PowerPoint Presentation (see Appendix – Tab 1)

A presentation was given at each stakeholder meeting and sent electronically to stakeholders participating in telephone interviews, to provide background and context for the consultation.

The PowerPoint provided narrative and graphic information about the following:

- Background on the Gateway Program, specifically on the PMH1 project
- Review of project benefits and consultation to-date
- Goals of traffic management during construction
- Potential communication tools
- Proposed closure and delay schedule for Highway 1 and for cross-streets
- Options for considerations for Gilmore and Willingdon Avenues overpasses
- Schedule for advance notification regarding cross-street and Highway 1 closures
- Suggested community relations methods
- Gateway Program contact information

### 2.3.2 Proposed Draft Traffic Management Plan (see Appendix – Tab 1)

A proposed draft traffic management plan was distributed at the stakeholder meetings and sent electronically to stakeholders participating in telephone interviews. Stakeholder feedback was sought on the draft closure schedule.

### 2.3.3 Feedback Form (see Appendix – Tab 3)

A feedback form was included in the materials presented at the stakeholder meetings and sent electronically to stakeholders participating in telephone interviews. All stakeholders were encouraged to provide feedback.

## 2.4 SUMMARY OF PARTICIPATION IN TRAFFIC MANAGEMENT CONSULTATION

More than 85 people participated in the consultation.

- More than 75 participants attended the 21 stakeholder meetings
- 12 people participated via telephone
- 61 completed feedback forms

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## 3. SUMMARY OF PMH1 TRAFFIC MANAGEMENT CONSULTATION INPUT

### 3.1 KEY THEME SUMMARY

The following provides a qualitative summary of stakeholder meeting notes and feedback forms returned by participants. Participants could complete and return a feedback form at the stakeholder meeting or fax back completed a feedback form. 61 feedback forms were completed by consultation participants.

### STAKEHOLDER MEETINGS

#### 1. Langley and Abbotsford Airports – September 20, 2007

- Commuters should be notified well in advance of lane closures/construction delays through the use of road signage, phone line, etc.
- It is important to offer suggestions for alternate routes if there is going to be a closure that will have a significant impact on road users.
- It is important that 'quick clearing procedures' such as temporary mobile traffic signals (used in place of flag persons) and stand-by tow vehicles are used during construction.
- Important that MoT and the contractor be mindful of dates of significant events such as the Abbotsford Air Show, Vancouver Sun Run, events at Abbotsford Tradex Centre, Universities' opening days, etc. that bring more than the usual number of cars onto the highway. These events cause congestion on Highway 1 that would be made worse by construction delays.

#### 2. Coquitlam Engineering and Fire Department – September 21, 2007

- Bidders should be made aware that traffic plans for alternate routes must be made well before construction begins. The plan should say when a closure or delay will be in effect and what alternate route will be available to commuters.
- Truck traffic must be kept off local roads.
- Video monitoring should be used so that stakeholders (municipalities, first responders) can assess problems without having to go into the field. Coquitlam would work out shared use with Gateway of ducting/cables that are already in place.
- One participant said it is necessary to provide parallel/alternate routes, given that there may be significant additional traffic on local roads. It was suggested that public expectation will be that parallel or alternate routes (off Highway 1) should be provided to minimize driver confusion and delay.
- Significant volumes of traffic will divert onto local roads (Lougheed Highway, United Boulevard, Braid St., Mariner Way, etc.) due to uncertainty of delays due to such things as closures, roadside distractions, uneven surfaces, reduced visibility, narrow lanes, and increased queues at intersections.
- One participant noted that there should be no closures on the Port Mann Bridge.
- Add a Gateway construction page to Coquitlam city website that has links to other construction related information.
- Contractor must be aware of the challenge for emergency vehicles to respond effectively to incidents.
- An evacuation plan must be in place during construction.

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- 3. Port Coquitlam Engineering<sup>1</sup> – September 26, 2007**
- Concerns were expressed about increased traffic on local roads due to closures and delays for cross-street construction.
  - It is important to have a 'contact person' to answer questions when issues arise.
  - Port Coquitlam, though the community will have less engagement with construction on Highway 1, are supportive of the project and the improvements it will bring to the Cape Horn interchange.
  - Looking for more information about traffic diverting and what mitigation measures will be in place to deal with diversion issues in Port Coquitlam.
- 4. Surrey Engineering – September 26, 2007**
- No material concerns regarding the proposed schedule.
  - Participants were appreciative of the plans to maximize predictability and encouraged predictability over flexibility with the possible exception of summer months.
  - Interested in methods of communicating traffic information regarding delays and closures to the traveling public.
  - When describing areas for closures and delays, suggested that both street names/numbers and municipality names be used.
  - Suggested that traffic information be broadcast on radio stations (AM730 and AM1040), sent to E-Comm and noted on TransLink's traffic information website:  
<http://www.i-move.ca/Motorists>
- 5. Township of Langley Engineering – September 26, 2007**
- Langley "Cruise-In" should be added to the list of special events as this event attracts approximately 200,000 visitors.
  - Predictable lane closure information will be required during construction.
  - Street names/numbers should be used as descriptors.
  - E-Comm should be included in stakeholder consultation.
  - Night time construction noise will be an issue in residential areas, particularly east of 205th.
  - Travelers will have the ability to get off Highway 1 two or three interchanges before the delay area; this could impact local roads with increased traffic.
  - City council should be notified in advance of cross-street closure and delay schedules.
- 6. Burnaby Engineering – September 27, 2007**
- Noise variance permission is required for night work in residential areas of Burnaby.
  - Noise mitigation should be built before the improvement work begins.
  - Stakeholders commented that Gilmore Avenue overpass is a major pedestrian and cycling route and the proposed PMH1 traffic plan does not take into account pedestrian, transit or cycling traffic (order of priority according to Burnaby staff).

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*1. No feedback forms submitted*

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- A traffic incident management system is important during construction. Tow trucks must be available to quickly facilitate the clearing of incidents.
  - The Gateway Program website should have a link to Burnaby's website with information about closures and delays.
  - Willingdon interchange backs up now so during the construction period it will be a traffic mess.
  - Would prefer that Gilmore Avenue remains open during the construction of a new Gilmore interchange.
  - Noted that extended construction hours during the summer are important during the construction period.
  - A major event – World Police and Fire Games will be held in Burnaby in August 2009
- 7. First Responders Vancouver Coastal Health – September 27, 2007**
- It is important for shift workers to know when they can expect closures and delays.
  - Vancouver Coastal Health wants to receive information from the Gateway Program so they can communicate closure and delay information to their staff.
  - Important to provide BC Ambulance Services with closure and delay schedules.
  - Supports the plans to maximize predictability and consistency.
- 8. CP Intermodal – September 28, 2007**
- Westbound lane closure times should be considered for 10pm – 4am, instead of the proposed 11pm – 5am closures. Backlog of traffic must be cleared before 5am or there will be further backup into the rush hour and commuters will experience greater delays.
  - Delays of even five minutes will result in more trucks on the roads (up to 30% additional trucks). Trucks that normally make three turnarounds at CP Intermodal each day, with construction delays will make 2 – 2 1/2 turnarounds, therefore more trucks could be required to deliver goods to make up for these delays. Turnarounds are pick-up of goods from CP Intermodal yard, drop-off and return to CP Intermodal yard for another pick-up.
- 9. Langley Business – October 1, 2007**
- Once schedules have been set, it is important to maintain them.
  - Add Langley 'Cruise-In' to the list of special events.
  - Ensure that E-Comm is included in the stakeholder consultation.
  - Close Gilmore Avenue interchange completely while building the new interchange.
- 10. Surrey Business – September 28, 2007**
- Send updates to Business Improvement Associations, so member businesses can be informed as to delay and closure schedules.
  - Stressed the importance of planning with municipalities, re: alternative routes.
  - Suggested that the Gateway Program should consider the contractor's track record for managing traffic when selecting the preferred contractor.
  - Very concerned about the possibility of a 40-minute delay if traveling to/from Lougheed Highway and Mary Hill Bypass.



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- Participants suggested that the night time delays begin at 10pm, Monday – Thursday.
  - Stakeholders commented that it is important to maintain consistent closure and delay schedules to avoid confusion for traveling public.
  - One participant suggested referring to [www.hellobc.com](http://www.hellobc.com) for listing of events in Metro Vancouver.
  - Stakeholders commented that further explanation is needed for two-lane and multi-lane cross streets.

**11. YVR – October 2, 2007**

- Participants stressed the importance of completing the scheduled improvements on time.
- Beginning in January, the YVR traffic profile starts to build and then falls off around October with a two-week spike in December.
- Suggested extending lane closure periods from 9:30pm – 5:30pm instead of 11pm – 5am.
- Once the closure and delay schedule is finalized, it is important to keep these consistent.
- For advisory times re: closure and delay notices – keep repeating the schedule so that traveling public does not forget it.

**12. New Westminster Engineering – October 2, 2007**

- The importance of pedestrian and cycling improvements on Highway 1 was noted.
- The proponent needs a ‘hands-on’ traffic person to monitor traffic movement and understand the impacts of increased traffic on local area roads (cited concerns with the current Queensborough Bridge improvements as an example).
- It is important to consider how construction delays will impact transit.
- Communication with traveling public is very important during construction.
- It was suggested that proponents have traffic engineers on site to monitor and make changes as they arise. (Flow and system impacts need to be looked at as well.)

**13. Coquitlam Business – October 4, 2007**

- The 10-10-10-20-minute maximum delays need further explanation.
- Need further information on daytime delays. Participants expressed concern about daytime traffic delays.
- Stakeholders commented on the need to know how PMH1 construction will tie into local road work.
- Keeping traffic closure schedules consistent is important for road users and for businesses as well.
- It is important that road closure and delay schedules be communicated well in advance so that businesses can plan around these schedules.
- Given that there will be multiple transportation projects under construction during PMH1 construction, it is important to monitor traffic flows.
- Participants noted a 40 minute delay on Lougheed and Mary Hill Bypass would be excessive.
- Stakeholders noted the importance of meeting with the trucking industry regarding traffic closure and delay schedules.

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**14. Burnaby Business/Simon Fraser University – October 4, 2007**

- Traffic flow would be difficult to maintain with lowered speed limits in construction speed zones.
- The traffic closure/delay schedules should be more specific about added travel time due to delays/closures and reduced speed.
- Does the 10-10-10-20 take into account the reduced speed limit (80km/h)?
- SFU stressed the importance of knowing when delays/closures are going to occur so that the university can communicate this information to its staff and students.
- Participants expressed concern about weather-related disruptions and how this could impact the road construction.
- More information is needed about daytime traffic delays.

**15. Downtown Vancouver BIA – October 4, 2007**

- The 7am lane opening should be earlier on Saturday due to retail jobs (this would also make it easier to remember West of 160th because it would be 5am, 7am, and 9am (Weekdays, Saturday, and Sunday).
- Names of communities should be used to describe allowable delay sections as well as the exit numbers/names.
- Concern regarding the “look” of the highway during the Olympics. Work should be completely stopped, if not, this could lead to negative world media.
- Information regarding cross street closures should be available on the web.
- Participants suggested a link from DV BIA website to the Gateway website. DV BIA could advise members to check Gateway website when new/updated information becomes available.

**16. Vancouver Port Authority – October 4, 2007**

- Stakeholders noted the importance of accessing closure and delay information.
- It was suggested that speed bumps on local roads could be used to discourage rat running.
- Currently, Vancouver Ports unload containers on a 24/7 schedule. If VPA moves to night truck operations, PMH1 night time lane closures could impact these operations.

**17. ICBC – October 5, 2007**

- It is important to keep traffic from backing up the exit ramps and forming queues on the highway.
- It is important for TransLink to be involved in developing a commuter program to take cars off the highways.
- Lane closure schedule could be adjusted according to seasonal traffic volumes.
- Set up of Park and Ride facilities could help take cars off the road during construction.
- It is important to link Port Mann Bridge and Golden Ears Bridge tolling mechanisms.

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#### **18. First Responders – October 9, 2007**

- Concern was expressed about the frequency of enforcement areas. RCMP recommended pullouts every 300 metres.
- RCMP were concerned about the logistics of enforcing construction speed limits if construction work zone signs are in place during the entire five-year construction period – public will ignore construction speed limits. RCMP recommended covering signs when there is no construction in the immediate area.
- First Responders were concerned about the proposed width of the shoulders on the highway during the construction period. They noted the importance of shoulders being wide enough for vehicles to pull over to allow emergency vehicles to pass by and for stalled, damaged or disabled vehicles to safely pull off the highway without impeding traffic.
- RCMP requested that quick clearing procedures are used in areas where lanes have been narrowed; tow trucks must be ready to quickly remove vehicles from shoulders to minimize slow-downs.
- Stakeholders noted that an incident management plan for emergency vehicles must be developed.
- Concern was expressed regarding an evacuation plan and who would be responsible for evacuation planning in the event of major accidents.
- In order to minimize traffic disruption, closure times must be monitored and changed if required.
- It was suggested that sound barriers should be constructed before highway construction begins.

#### **19. BC Trucking Association – October 10, 2007**

- Wide-load restrictions – BCTA is concerned that with reduced lane width, there will be restrictions on when trucks carrying wide-loads will be allowed to travel the highway (currently, there are no time or permit restrictions).
- Closure times – BCTA suggests closing the lanes earlier in the evening and re-opening the lanes earlier in the morning to avoid impacting rush hour. They caution that a delay of even 20 minutes re-opening lanes in the morning could affect traffic for the remainder of the day, particularly on the Port Mann/Highway 1 corridor.
- Participants requested as much consultation as possible on tolling; fairness and pricing are important factors for the trucking industry.
- Stakeholders noted that traffic schedules must be kept consistent and predictable.
- Stakeholders commented that a definition for ‘commercial’ vehicles is needed.
- Stakeholders suggested using thicker pavement on the highway to accommodate trucks using ‘super single tires’.

#### **20. Langley City Engineering – October 29, 2007**

- Langley City Council is particularly interested in transit and the long-term plans for transit.
- Langley City staff requested more information on the bus rapid transit routing.
- Participants noted that a regional website is being developed and it is important that traffic information is available on this website.
- Langley City staff commented that it is important for transit vehicles to have access to HOV lanes so they would not be slowed in regular traffic.

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## **21. Vancouver Engineering/Traffic – November 8, 2007**

- Vancouver City staff expressed concern about traffic specifications being changed once construction begins.
- Staff noted the necessity of upgrading overpasses, i.e. Grandview at Boundary
- Staff noted the importance to constructing an enforcement rejection lane at Grandview and Boundary, which is a lane in which HOV violators would be directed, ticketed and sent back to the highway via the on-ramp to discourage repeat violations.
- Vancouver City staff remarked that lane closure time periods (11pm – 5am) are relatively short.

## **STAKEHOLDER MEETINGS – BY PHONE**

### **1. Fraser River Port Authority**

- Contractor should work during the day as night-only work increases the time it will take to complete the project.
- Noted that the residential development of the 27-acre 'Crane' property adjacent to North Road and Highway 1 would have a negative impact on Gateway Program.
- Noted the importance of the project to accommodate increased commercial traffic as well as commuter traffic.
- Advised against lane closures and delays during major events as traffic congestion becomes overwhelming during these events.

### **2. Coquitlam School District**

- Prefer predictability by maintaining consistent schedules.
- Coquitlam School District is very interested in information as it arises, important to keep in contact.
- Use both street names/numbers and municipality name as descriptors in traffic information bulletins.

### **3. Langley School District**

- Maintain consistent closure and delay schedules, particularly for weekdays.
- Important to give the traveling public as much notice as possible regarding closures and delays.

### **4. Regional Independent Schools**

- It is important for travelers to have a consistent and reliable closure and delay schedule that does not vary.
- While the list of cross-streets is helpful, more information is needed about closures and delays.
- Gilmore overpass should remain open during construction.
- Would support contractor having flexibility with regard to the delay schedule if enough notice was given to traveling public.
- When giving location descriptors, use street names and numbers as well as the names of the municipality.
- Advance notice for closures and delays – give notice as far in advance as possible – at least four weeks notice is necessary.

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- Lanes should re-open by 8am on Sundays to accommodate church goers.
  - East of 160th Street, it would be helpful to have closure and delay schedules the same for both east and westbound traffic as this is less confusing to the traveling public.
  - Closure and delay schedules should remain consistent all year. Summer traffic is just as heavy as other times of the year.
  - When Highway 1 traffic moves off the highway onto local roads, this creates congestion and backs up traffic for those using local roads. This can be a problem for our students and staff.
  - It would be most useful to have a website that details all Highway 1 and cross-street closures and delays.
  - It will be necessary to monitor traffic to ensure that no rush hour back-ups resulting from the overnight lane closures occur at 6am.
  - If traffic volume is actually less during the summer months, lane closure times could be adjusted. Would be necessary to monitor traffic volume during summer months and notify the public well in advance of any changes.
  - Important to monitor traffic volume before any changes are made to the delay and closure schedule.
  - It would cause problems for the traveling public if Gilmore Avenue overpass was completely closed to traffic.
  - Contractor should pay close attention to downtown Vancouver evening events and adjust closure and delay schedule as necessary.

#### **10. BC Road Builders Association**

#### **11. E-Comm**

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## 4. MAJOR/SPECIAL EVENTS<sup>3</sup>

It is recommended that the following regional and local special, cultural and sporting events, be reviewed in relation to PMH1 Traffic Management Plan to minimize delay and maximize predictability.

### 1. Vancouver

- 2010 Olympic and Paralympic Games
- Festival of Lights (summer)
- Santa Claus Parade (end of November)
- Vancouver Sun Run (Sunday morning in April)
- Vancouver Canucks Hockey Games
- BC Lions Football Games
- Proposed Whitecaps Stadium on the waterfront in Vancouver
- Events at GM Place – such as music concerts, etc.
- Events at BC Place – such as car shows, boat show, garden show, home shows, music concerts, etc.

### 2. New Westminster

- May Day
- Show and Shine
- Santa Claus Parade
- Sapperton Days (June)

### 3. Airports

- Cruise ship season (May to September)
- Long weekends, Spring Break
- Abbotsford Air Show

### 4. Coquitlam

- Highland Games (summer)
- City of Coquitlam staff to supply a list of special events

### 5. Langley/Abbotsford

- Abbotsford Air Show
- Langley Cruise-In (200,000-cars attend – September weekend after Labour Day)
- Cloverdale Rodeo (May weekend)
- TradeEx (refer to TradeEx website for event listings)
- 7,000-seat Arena opening late 2008/early 2009

### 6. Burnaby

- World Police and Fire Games in 2009
- Swangard Stadium – Whitecaps Games
- CISVA track meet – Swangard Stadium (May and June each year)

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*3. These and other local community events were identified by municipalities and other stakeholders through this consultation.*

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**Port Mann/Highway 1  
Traffic Management Round Two  
Consultation Summary Report**





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## 5. PMH1 ROUND TWO TRAFFIC MANAGEMENT ON-LINE STAKEHOLDER CONSULTATION

All stakeholders who participated in the PMH1 Round One traffic management consultation were invited to take part in the Round Two on-line stakeholder consultation. E-mail invitations were sent to Round One participants and phone calls followed these e-mails.

Round Two stakeholder consultation consisted of two on-line events:

- November 22, 2007, on-line stakeholder meeting for stakeholders from the municipalities' engineering/traffic departments
- November 20 – 22, 2007, on-line stakeholder bulletin board for all other stakeholder groups

The purpose of the PMH1 Round Two on-line traffic management consultation was to:

- Report back on the Round One consultation about the proposed Traffic Management Plan.
- Provide stakeholders with updated information about daytime traffic management plans.
- Gather feedback on updated information about daytime traffic management.

### HOW FEEDBACK WILL BE USED

- This feedback will be considered in refining the draft PMH1 Traffic Management Plan.

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## CONSULTATION METHODS

### 5.1. ON-LINE STAKEHOLDER MEETING – November 22, 2007

Like a traditional in-person meeting, the on-line stakeholder group was a moderated and interactive, real-time discussion. Participants joined the discussion on-line from their offices.

Participants were sent materials in advance for review. During the on-line meeting, the moderator asked a series of questions to which participants responded. Participants were able to view visual materials. Gateway Program staff were on-line to answer specific questions as necessary. As with an in-person meeting, there was interaction with other participants as everyone was able to see the group discussion as it happened.

Ten stakeholders from the municipalities of Vancouver, Burnaby, New Westminster, Coquitlam, Port Coquitlam, City of Langley and Township of Langley took part in the on-line stakeholder meeting at 10:00am – 11:15am, November 22, 2007. Five participants completed feedback forms.

The on-line meeting agenda included:

- Feedback on Round One Consultation Summary Report
- Daytime Traffic Management Schedule
- Impacts of construction on traffic management
- Night time schedule
- Cross-street delays
- Forecasted delays on Highway 1 during lane closures
- Other issues
- Feedback on this on-line consultation

#### 5.1.1. Materials

The following materials were posted on the whiteboard for both the on-line stakeholder meeting and bulletin board (see Tab 7):

- Daytime schedule
- Daytime schedule (long version)
- Night time schedule
- Cross-street delays
- Lane closures
- Summary report key results

A feedback form was emailed to participants after the on-line meeting.

#### 5.1.2. Key Themes from On-line Stakeholder Meeting

Overall key themes resulting from the on-line stakeholder meeting:

##### Lane Closures

- Stakeholders said that consideration should be given to lane closures beginning earlier in the evening and ending earlier in the morning.
- Participants requested more information about what studies and technical analysis, such as traffic counts, were done to determine the lane closure schedule.

##### Traffic Monitoring

- Stakeholders asked for further information regarding who was responsible for monitoring traffic flow to verify that the closure and delay schedule was adhered to.

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### **Noise Mitigation**

- Participants expressed concern about noise resulting from night time construction and requested information about noise mitigation measures.

### **Daytime Traffic Delays**

- Participants were concerned that highway users would experience delays due to narrowing of lanes, reduced shoulder widths, lowered construction speed limits, incident clearance and uneven surfaces.
- Participants expressed skepticism that the daytime plan would work. They said they did not believe that there would not be construction-related delays.

### **Multi-stakeholder Committee**

- Participants recommended the establishment of a multi-stakeholder group to do quarterly reviews of the traffic management plan.

## **5.2. ON-LINE STAKEHOLDER BULLETIN BOARD – November 20 – 22, 2007**

The on-line bulletin board gave participants an opportunity to log onto a web-site to review consultation materials, comment on-line, ask questions, observe the comments of other participants, and respond to comments through discussion threads.

Participants could log onto the bulletin board between 10:00am, November 20, and 4:00pm, November 22 and were encouraged to return to the bulletin board during this time to respond to comments by other participants.

Sixteen stakeholders participated in the on-line bulletin board. Five participants completed feedback forms.

The agenda included:

- Feedback on Round One Consultation Summary Report
- Daytime Traffic Management Plan
- Impacts of construction on traffic management
- Night time schedule
- Cross-street delays
- Forecasted delays on Hwy 1 during lane closures
- Other issues
- Feedback on this on-line consultation

### **5.2.1 Materials**

Materials were sent to participants in advance for their review. Gateway Program staff monitored the bulletin board and replied to specific questions as they arose. Participants were also able to view visual materials on the bulletin board.

For a listing of materials posted on the whiteboard of the on-line bulletin board, refer to section 1.2.

As well, under each of the following sections, questions were posted and participants were encouraged to respond to the questions and to comments of other participants.

A feedback form was e-mailed to participants upon completion of the on-line bulletin board.

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### **5.2.2 Key Themes from On-line Bulletin Board Round One Consultation Summary Report**

- Participants indicated that the summary report did represent their feedback fairly.

#### **Daytime Traffic Schedule**

- Many participants noted they were satisfied with the draft daytime traffic management schedule and at this time would not change anything about the plan.
- Some respondents commented that the plan seemed realistic but particular attention should be paid to events such as World Police and Fire Games and other regional events while some respondents noted the need for on-going community relations.
- Some respondents commented that they thought the daytime plan was unrealistic and need further explanation.

#### **Construction**

- Some respondents commented that there should be on-going assessment and modification, if needed, to daytime construction adjacent to the highway.
- Some respondents suggested that a working committee should be established to review traffic flow and construction impacts.
- Several participants commented that the rush hour traffic management plan should be adequate to prevent construction vehicles from impeding traffic on Highway 1.
- The RCMP commented on the importance of providing shoulder lanes that are wide enough to accommodate disabled vehicles and enforcement activity outside of the travel lanes.
- The RCMP commented that it would be important to have tow vehicles in place to immediately remove disabled vehicles, where shoulder widths would not accommodate these vehicles.
- Many respondents noted the need for financial penalties to be imposed immediately and directly to the contractor when a violation occurs.
- Some respondents commented that the financial penalties should be escalating for repeated violations.

#### **Night Time Schedule**

- Respondents made few comments about the night time lane closure schedule.

#### **Cross-street Delays**

- Respondents noted the importance of communicating the closure schedule to the public.
- One respondent commented the Friday and Saturday night closure times could be a problem for night shift workers getting to work on the weekend mornings.

#### **Forecasted delays on Highway 1 during lane closures**

- Some respondents expressed concern that the delay schedule is not realistic.
- Several respondents commented on the necessity of providing alternative routes.

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**Other:**

- Respondents commented that the Round One summary report did reflect (overall and generally) their feedback.
- Several participants commented on the need for an on-going communications program for the traveling public.
- On-line bulletin board
- Respondents noted the convenience and the ease of use of the on-line bulletin board.

## 6. NEXT STEPS

1. Review the daytime schedule due to lack of stakeholder confidence.
2. Recommend the establishment of a multi-stakeholder group to do quarterly reviews of the traffic management success, in the first year and twice a year thereafter for the duration of construction.
3. Review stakeholder input with the procurement team and revise the draft concession agreement as appropriate.

## APPENDIX 1 PROPOSED TRAFFIC MANAGEMENT PLAN (REVISED)

During the consultation, a number of revisions were made to the draft traffic closure and delay schedule to make the wording and format easier for travellers to understand and remember.

*Please note the revised traffic management schedule:*

### DAYTIME SCHEDULE

There will be **NO** lane closures along Highway 1 or cross streets:

- During daytime and restricted hours (Monday – Friday, 5:00am - 11:00pm)
- On Statutory Holiday long weekends (B.C.)
- During the Olympic Games
- When major events including parades and marathons, and other major events occur at BC Place, GM Place, Pacific Coliseum or other major venues or within the municipalities.

**The contractor will not be permitted to carry out construction activities that cause delays at peak travel times (Monday – Friday, 6:00am – 9:00am and 3:30pm – 6:30pm).**

### NIGHT SCHEDULE

Delays along Highway 1 due to lane closures will occur **ONLY** at these times:

#### ***From Grandview Highway to 160th Street (Westbound and Eastbound)***

Direction	Weekdays Sunday PM – Friday AM	Friday PM – Saturday AM	Saturday PM – Sunday AM
Westbound and Eastbound	11:00pm – 5:00am	11:00pm – 7:30am	Midnight – 9:00am

#### ***East of 160th Street***

Direction	Sunday PM – Monday AM	Monday PM – Friday AM	Friday PM – Saturday AM	Saturday PM – Sunday AM
Westbound	10:00pm – 5:00am	11:00pm – 5:00am	11:00pm – 7:30am	10:00pm – 9:00am
Eastbound	10:00pm – 5:00am	11:00pm – 5:00am	11:00pm – 7:00am	10:00pm – 7:00am

**During periods where lane closures are permitted, no traveller will be delayed on Highway 1 longer than:**

- 10 minutes between Boundary Road and Cape Horn Interchange
- 10 Minutes between Brunette Avenue and 160 Street
- 10 minutes between 160th Street and 216th Street
- 20 Minutes total between Boundary Road and 216th Street

Delays on cross-streets (of up to 20 minutes) due to lane closures will occur **ONLY** at these times:

Days	Multi-Lane Street	Two-Lane Street and One Lane Off Ramp	Lougheed Hwy Mary Hill Bypass
Sunday PM – Monday AM	10:00pm – 6:00am	11:00pm – 5:00am	10:00pm – 5:00am
Monday PM – Friday AM	8:00pm – 6:00am	10:00pm – 5:00am	11:00pm – 5:00am
Friday PM – Saturday AM	8:00pm – 7:00am	10:00pm – 6:00am	11:00pm – 7:00am
Saturday PM – Sunday AM	10:00pm – 9:00am	11:00pm – 6:00am	10:00pm – 9:00am

**Cross-streets (West to East):**

McGill and Cassiar Tunnel	Multi-Lane
First Avenue	Multi-Lane
Grandview Highway and Boundary Road	Multi-Lane
Gilmore Avenue	Multi-Lane
Willingdon Avenue	Multi-Lane
Douglas Street	Two-Lane
Sprott Street	Two-Lane
Kensington Street	Multi-Lane
Gaglardi Way	Two-Lane
Cariboo Street	Multi-Lane
North Road	Multi-Lane
Brunette Avenue	Multi-Lane
King Edward Street	Multi-Lane
Cape Horn Underpass	Two-Lane
Port Mann Bridge	Multi-Lane
152nd Street	Multi-Lane
156th Street	Multi-Lane
160th Street	Two-Lane
104th Avenue	Single-Lane Off Ramp
176th Street	Two-Lane
192nd Street	Two-Lane

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