

Highway 97 Quesnel Transportation Plan

Consultation Companion
Open House - Spring 2017



Ministry of
Transportation
and Infrastructure

Welcome

How to use this Consultation Companion

This booklet is designed to work as a companion to the displays and Comment Form.

Your responses, combined with those of other participants, will help in the development and selection of future transportation solutions for the Highway 97 corridor through the City of Quesnel.

Thank you for participating in the consultation for the Highway 97 Quesnel Transportation Plan. This Consultation Companion provides an introduction to the work currently underway.

You are invited to provide input on transportation needs for the Highway 97 corridor through Quesnel.

Your input will help us to explore short, medium and long-term solutions to meet the needs of Quesnel and highway users:

- Read the discussion guide and information boards
- Ask questions or discuss your ideas with us
- Complete the Comment Form today or online at: www.gov.bc.ca/quesneltransportationstudy
- Email us at: 97qtp@gov.bc.ca

Please provide your input by April 17, 2017.

Stages of Planning and Engagement



Why Study Highway 97 through Quesnel?

Highway 97 plays a vital link in the transportation of people, goods and services across the province. This study will look at current and future transportation needs for Highway 97 through Quesnel and identify solutions.

Phases of the Highway 97 Quesnel Transportation Plan

This project is carried out in two phases:

Phase 1 - Existing Conditions:

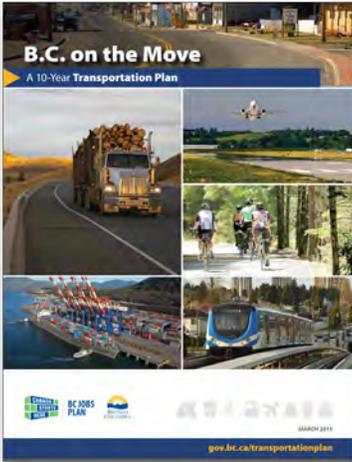
- Confirmed current transportation conditions on Highway 97
- Developed a better understanding of traffic patterns and constraints
- Identified current needs on the corridor

Phase 2 - Option Generation and Evaluation:

- Explore on-highway and off-highway improvement options
- Identify a long-term plan for the Quesnel River bridges
- Recommend short, medium and long-term solutions

Planning for the Future: B.C. on the Move

In 2015, the government of B.C. released *B.C. on the Move: A 10-Year Transportation Plan*. As part of developing this plan, province-wide engagement was held to seek comments from British Columbians about transportation priorities over the next 10 years.



B.C. on the Move Objectives

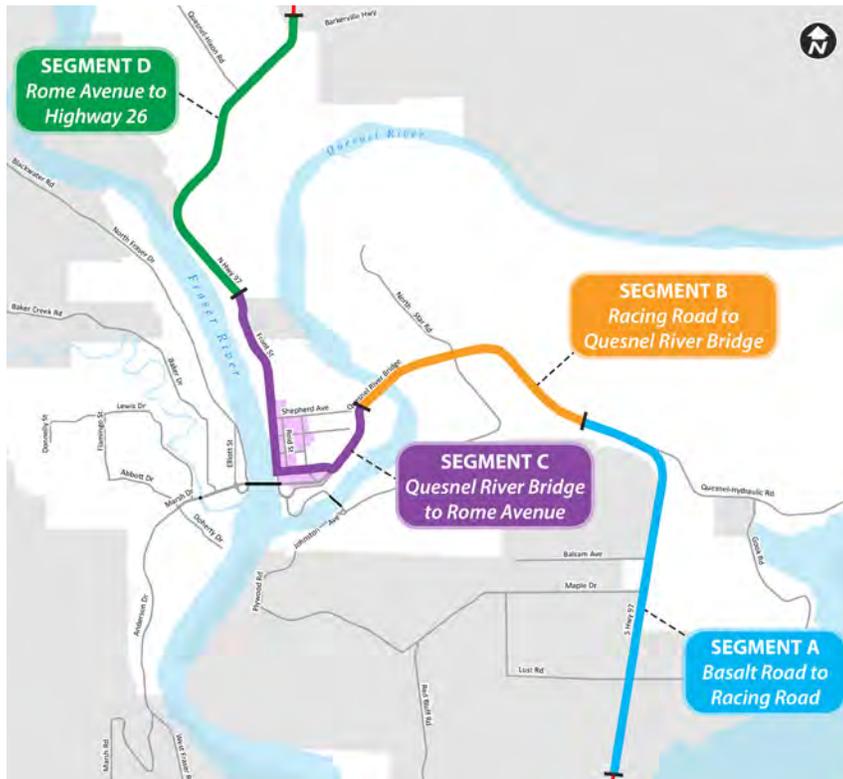
- Grow the economy
- Move people and goods safely and reliably
- Connect and strengthen communities
- Maximize collaboration and investment with partners

Continuing to widen Highway 97 between Cache Creek and Prince George, the Cariboo Connector, is a priority in *B.C. on the Move*. The Province invested \$440 million for the first two phases of the Cariboo Connector and has committed another \$200 million for projects under Phase 3.

PHASE 1

Study Area Overview

Highway 97's alignment between Basalt Road and Highway 26 (Barkerville) is the result of challenging geography. Within 14 kilometres, conditions along Highway 97 change significantly. For this reason, the highway has been divided into four study segments to better understand the current **conditions**, **challenges** and **opportunities**.



Study Segment	Characteristics
Segment A – Basalt Road to Racing Road	<ul style="list-style-type: none"> • 80 km/h • Four lanes • Rural, gravel shoulders • Highway commercial
Segment B – Racing Road to Quesnel River Bridge	<ul style="list-style-type: none"> • 80 to 60 km/h • Four lanes to two lanes • Rural, gravel shoulders • Industrial/Undeveloped
Segment C – Quesnel River Bridge to Rome Avenue	<ul style="list-style-type: none"> • 50 km/h • Two lanes and three lanes • Urban, curb and sidewalk • Commercial/Institutional
Segment D – Rome Avenue to Highway 26	<ul style="list-style-type: none"> • 70 km/h • Four lanes • Rural, gravel shoulders • Highway commercial/Industrial

PHASE 1

Regional Travel Patterns

An Origin-Destination survey was conducted to understand where traffic comes from and where it goes to in Quesnel.

Highway 97 traffic that enters the City of Quesnel from the north or south gets distributed across the City as shown on the map to the right.

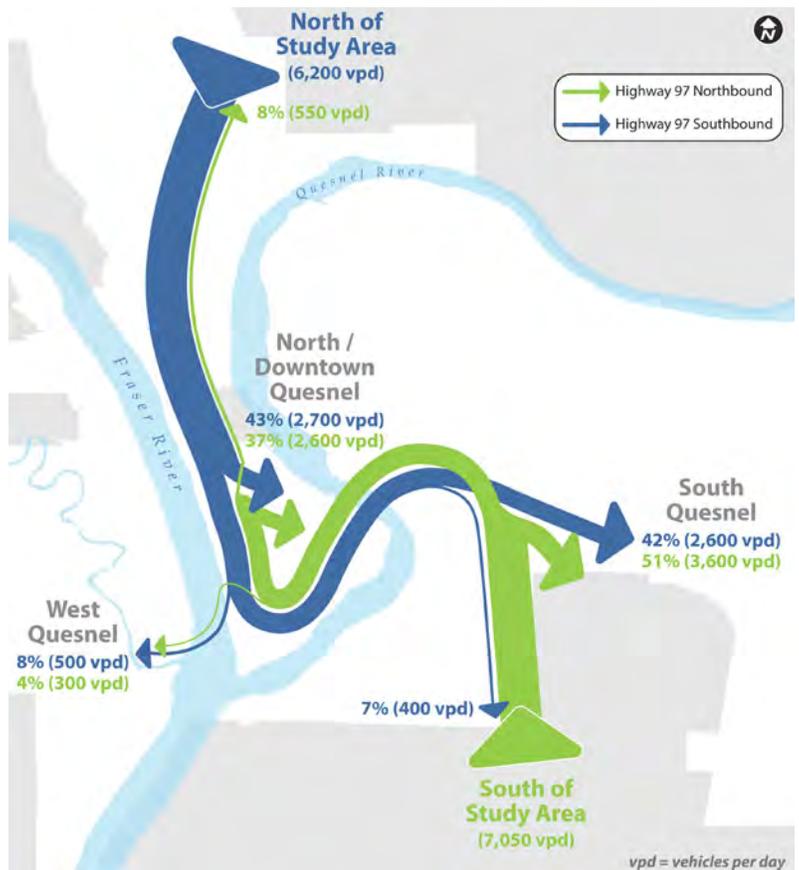
Further, of all the traffic entering Quesnel on Highway 97:

- About 8% of traffic passes through the community without stopping
- A small portion goes to areas west of Quesnel including West Quesnel, Blackwater Road and Anderson Road
- Most traffic on Highway 97 in Quesnel starts, stays or stops in the community because it is a regional service hub

How was the Origin-Destination survey completed?

The Origin-Destination survey was conducted by collecting anonymous data using 11 Bluetooth traffic monitor (BTM) units. In 2015, the BTM units were deployed for two weeks and continuously collected data. An Origin-Destination trip is registered when a vehicle passes the BTM unit with a Bluetooth device identification code. Each Bluetooth-enabled device including cell phones, laptops and in-vehicle infotainment systems transmits an identification code, which is a random series of numbers and letters used mainly for Bluetooth pairing purposes.

When the same vehicle transmitting a Bluetooth ID code passes two or more BTM units, the vehicle is registered as a unique trip starting at one point and ending at another. All of the anonymous Origin-Destination data is then filtered and checked for quality assurance to provide an accurate assessment of travel patterns across the City.



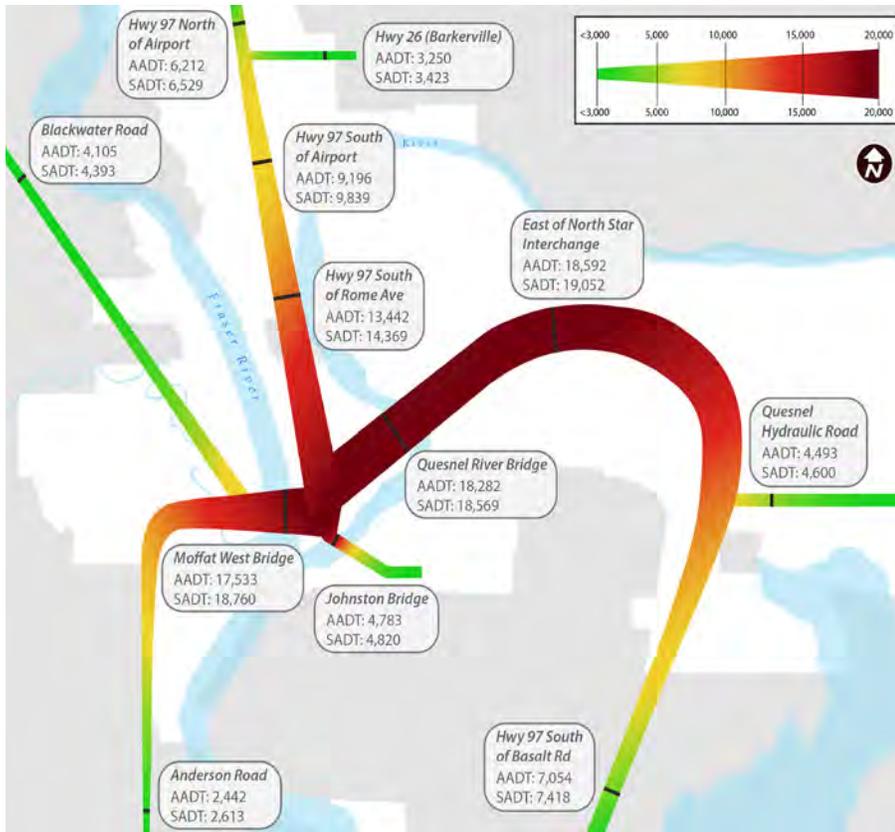
PHASE 1

Highway 97 Traffic Characteristics

Daily Total Traffic Volumes

Traffic counts were taken in 2015 and 2016 at various locations to understand current conditions. The traffic volume graphic below shows:

- Annual Average Daily Traffic (AADT)
- Summer Average Daily Traffic (SADT)



Key Observations of Daily Total Traffic Volumes

- Traffic on the corridor peaks at about 18,500 vehicles per day over the Quesnel River Bridge
- Volumes are much lower (up to 65%) at entrance points to Quesnel than at points within Quesnel

Multi-Modal Traffic

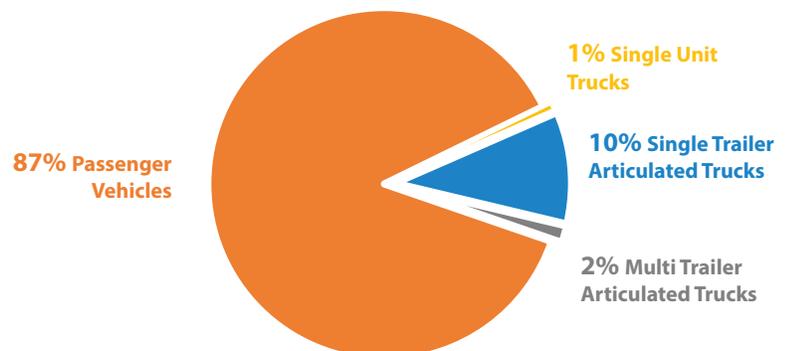
- Pedestrian and bicycle activity is highest in the downtown
- A pedestrian underpass of Highway 97 exists at Racing Road for trail users
- Six transit routes operate in Quesnel and some depend on the Highway 97 corridor

How much passenger and truck traffic travels on the corridor?

Type of Traffic

The type of traffic travelling on Highway 97 was studied to understand how the highway is being used. The diagram illustrates how much passenger and truck traffic travels on the corridor.

Vehicle Classification on Highway 97 South of Rome Avenue



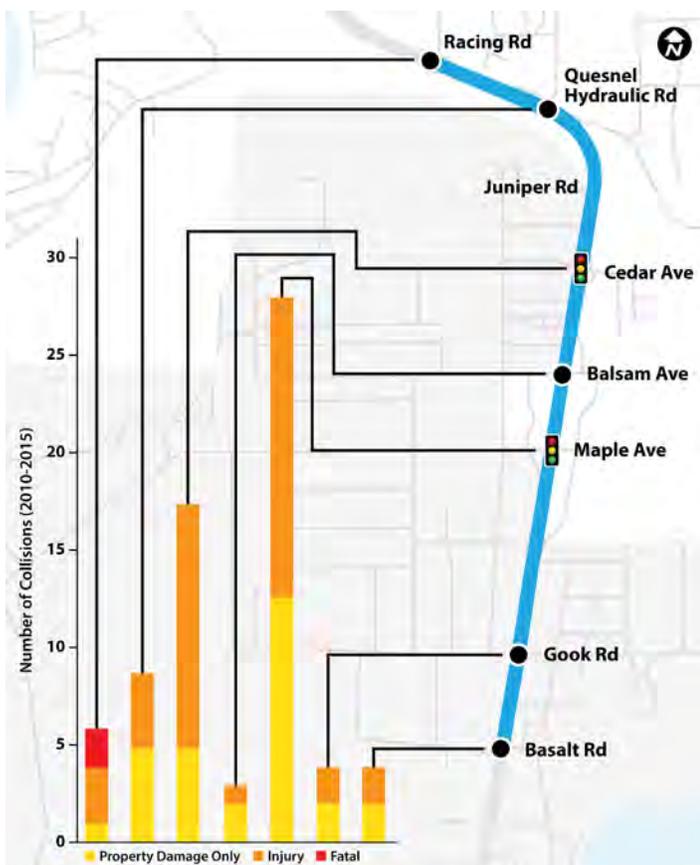
PHASE 1

Current Transportation Conditions

Study Segment A: Basalt Road to Racing Road

Current Problems and Needs

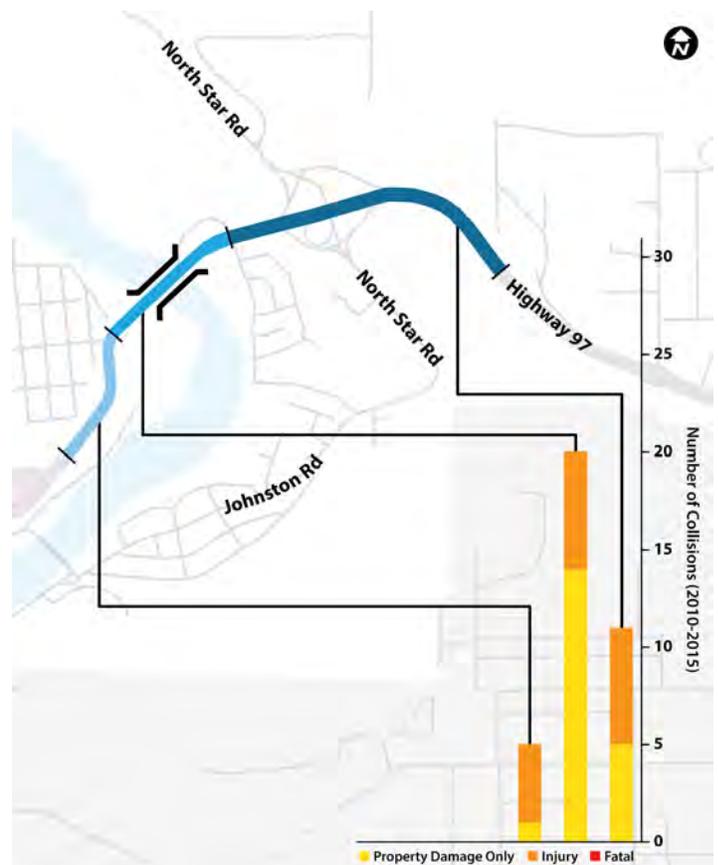
- Maple Drive, Cedar Avenue and Racing Road are identified as safety issues due to high collision rates and/or severity (2010 - 2015 data)
- Quesnel-Hydraulic Road intersection is also identified as a safety concern
- Highway and frontage road intersections are closely spaced, difficult to navigate and can limit truck movements
- All intersections operate with minimal delay on the highway and side street approaches



Study Segment B: Racing Road to Quesnel River Bridge

Current Problems and Needs

- Higher than average collision rate on this segment (2010 - 2015 data)
- Quesnel River Bridge and BCR Overhead Bridge are aging and upgrades will be needed
- Pedestrian and bicycle access over the bridges is constrained
- Signage is cluttered and requires review



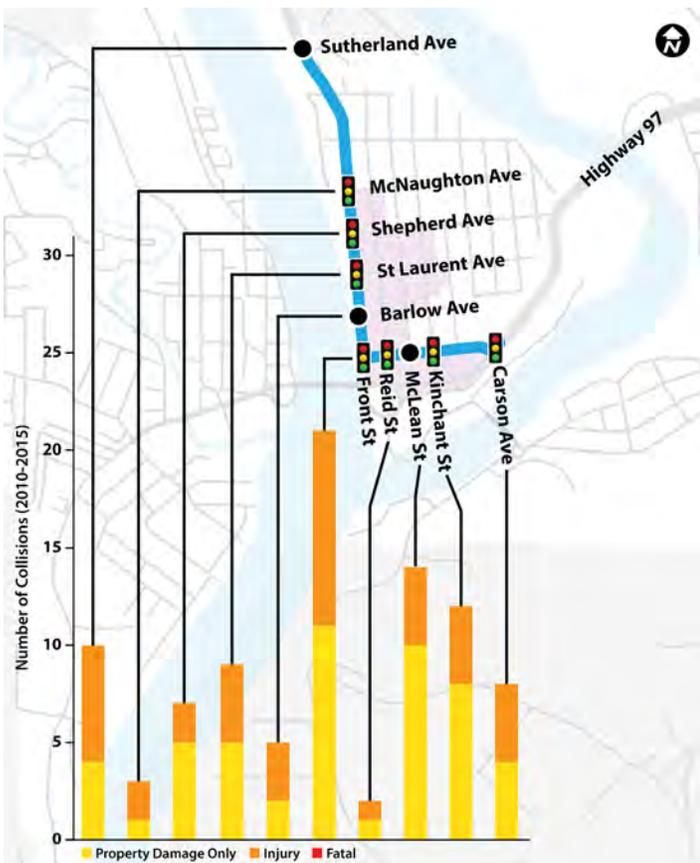
PHASE 1

Current Transportation Conditions

Study Segment C: Quesnel River Bridge to Rome Avenue

Current Problems and Needs

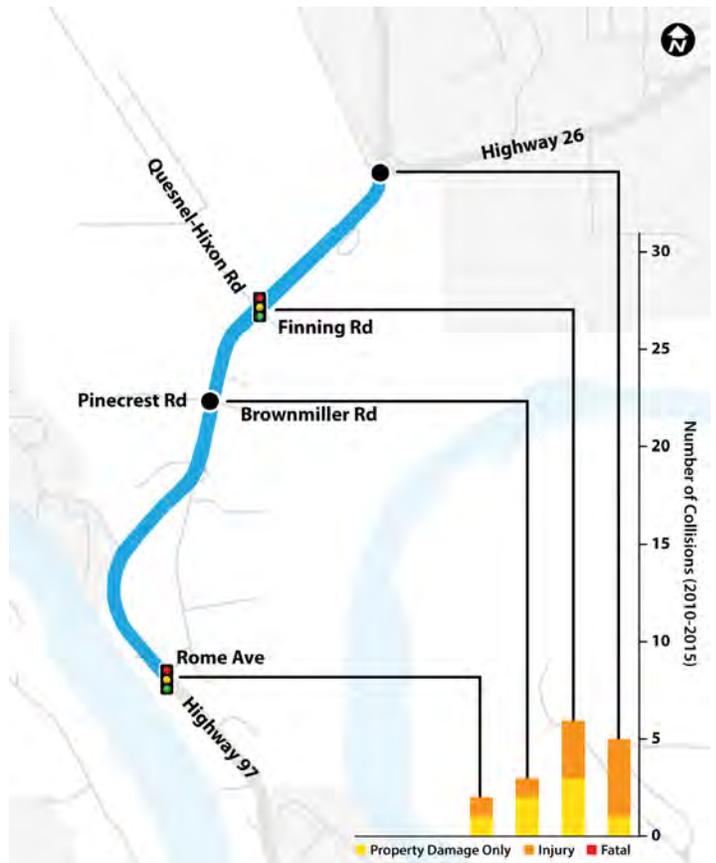
- Higher than average collision rates at downtown intersections, some including collisions with pedestrians (2010 - 2015 data)
- During peak hours, some intersections experience increased delays (35-50 seconds) on side streets including McLean Street, Reid Street, St. Laurent Avenue, Shepherd Avenue and McNaughton Avenue
- Crossing the highway in the downtown on Carson Avenue and Front Street can be challenging for some pedestrians



Study Segment D: Roam Avenue to Highway 26

Current Problems and Needs

- Highway 97 becomes constrained by the CN Rail alignment
- Intersection design at Brownmiller Road restricts some turns for large trucks
- There are many private uncontrolled accesses that create a safety risk
- There is no pedestrian or bicycle connection between downtown and the Two Mile Flats area



PHASE 2

Exploring Options: Public and Stakeholder Input

Working with Local Governments and First Nations

The Ministry is working closely with the City of Quesnel, the Cariboo Regional District and Lhtako Dené First Nation to consider their long-term transportation needs and vision for their communities.



Public and Other Stakeholders

Public and stakeholder input is vital to understanding the needs, issues, concerns and opportunities of Quesnel area residents. In addition to working with local government and First Nations, the study team has sought input from other important stakeholders such as G.R. Baker Memorial Hospital.



Input from the public and stakeholders will help the Ministry make informed decisions on how best to address today's transportation needs and enhance the highway corridor for tomorrow.



PHASE 2

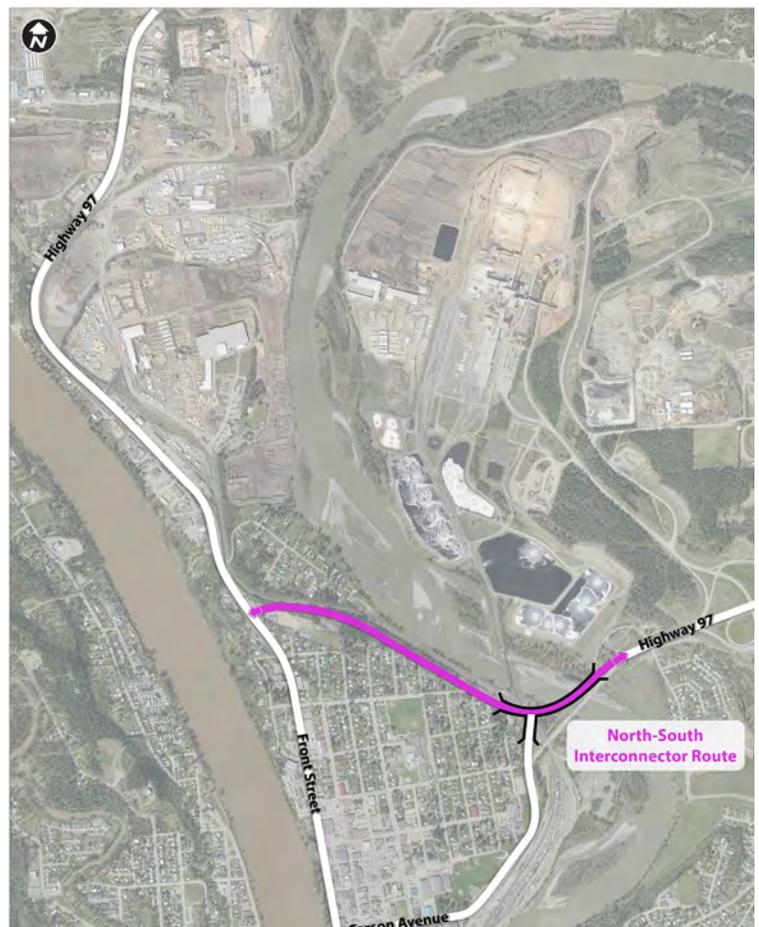
Exploring Options: Alternate Routes

Previous studies looked at alternate routes in and around Quesnel as potential options to enhance Highway 97. Alternate route alignments under consideration include:

- A North-South Interconnector Route north of downtown
- A North-South Industrial Traffic Route with a new crossing over the Quesnel River
- An East-West Connector Route with a new crossing over the Fraser River



North-South Interconnector Route



CONCEPTUAL ALIGNMENT FOR DISCUSSION ONLY

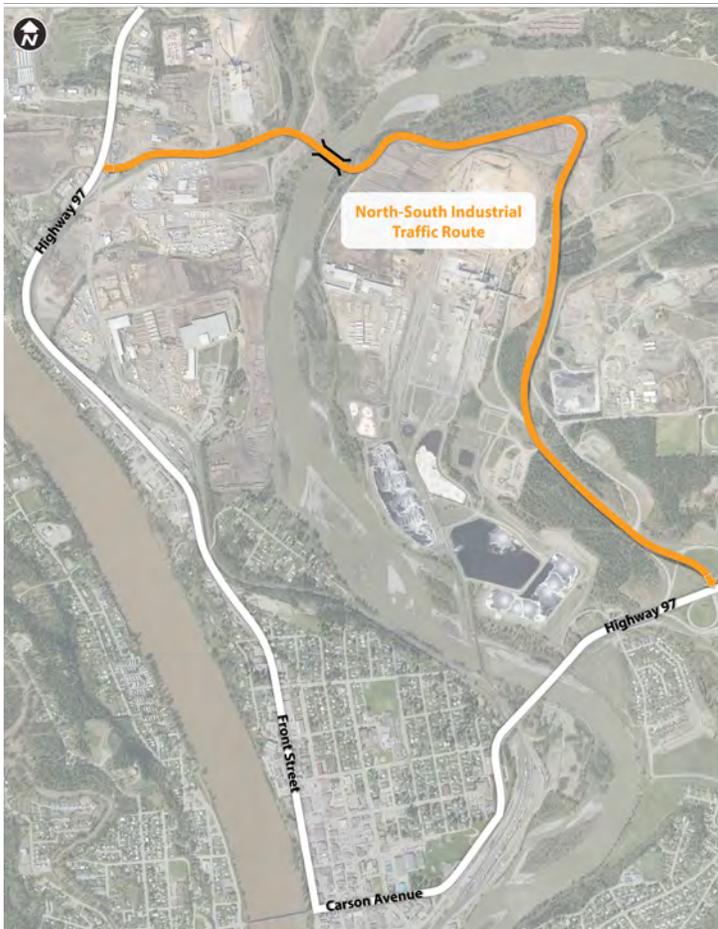
Alignments illustrated for each route are conceptual and are for discussion only. While each alternate route alignment is based on options previously identified in past studies, further investigation will be required to confirm feasibility and impacts.

Additionally, new alternate route options may be identified during the study for further consideration.

PHASE 2

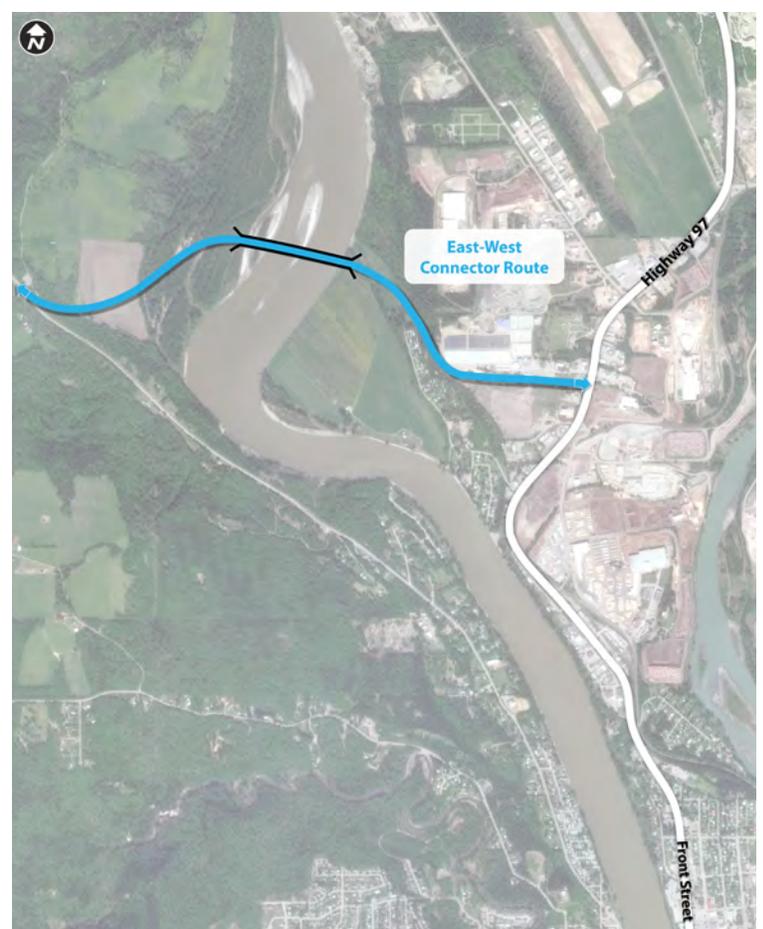


North-South Industrial Traffic Route



CONCEPTUAL ALIGNMENT FOR DISCUSSION ONLY

East-West Connector Route



CONCEPTUAL ALIGNMENT FOR DISCUSSION ONLY

PHASE 2

Exploring Options: Racing Road and Quesnel-Hydraulic Road

Racing Road and Quesnel-Hydraulic Road were identified as priority locations due to the following:

- Above average rate of collisions involving injury
- Closely spaced intersections inhibit good traffic flow
- Limited space on frontage road for vehicles to queue and for large vehicles to turn

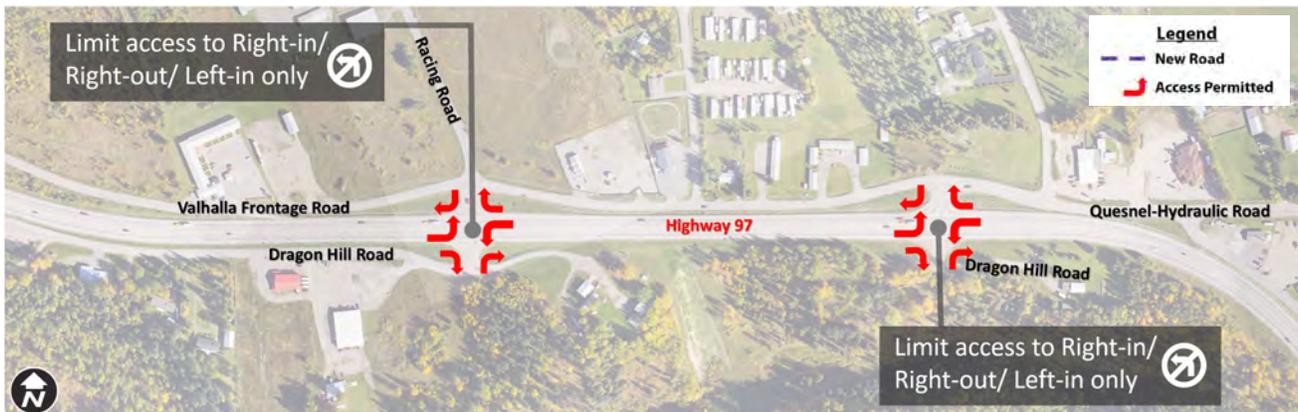


The following three improvement options are being explored to address the issues noted above:

Restricted Turning Movements

Benefits	Disadvantages
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- | | |
|--|--|
| <ul style="list-style-type: none"> • Access restrictions would improve safety onto Highway 97 at both intersections • Current and future traffic volumes can be accommodated | <ul style="list-style-type: none"> • Left turn restrictions may divert more traffic to signal at Cedar Avenue • Longer travel times for left turn movements from the side street |
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PHASE 2

Exploring Options Continued

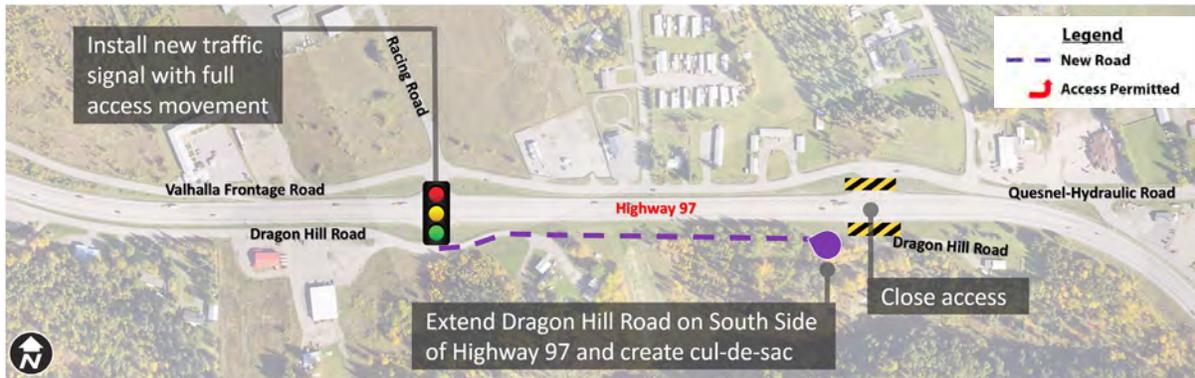
Signal at Racing Road

Benefits

- Consolidated access with a traffic signal at Racing Road would improve safety
- Greater signal spacing between Cedar Avenue and Racing Road

Disadvantages

- Quesnel-Hydraulic Road has higher side street volumes
- Quesnel-Hydraulic Road traffic would be diverted to Racing Road or Cedar Avenue



Signal at Quesnel-Hydraulic Road

Benefits

- Traffic signal at Quesnel-Hydraulic Road would better support existing turning demands
- Access restrictions at Racing Road would improve intersection safety

Disadvantages

- Reduced signal spacing between Cedar Avenue and Quesnel-Hydraulic Road
- Racing Road left turn traffic would be diverted to Quesnel-Hydraulic Road
- More significant property impacts



Highway 97 Quesnel Transportation Plan

Next Steps: PHASE 2

The next steps in Phase 2 of the project include the following:



We want to hear from you!

- Complete the Comment Form and leave it with our team
- Fill out our online Comment Form at: www.gov.bc.ca/quesneltransportationstudy
- Send us an email to: 97qtp@gov.bc.ca
- Provide your input by April 17, 2017

**Thank you for your
feedback!**

