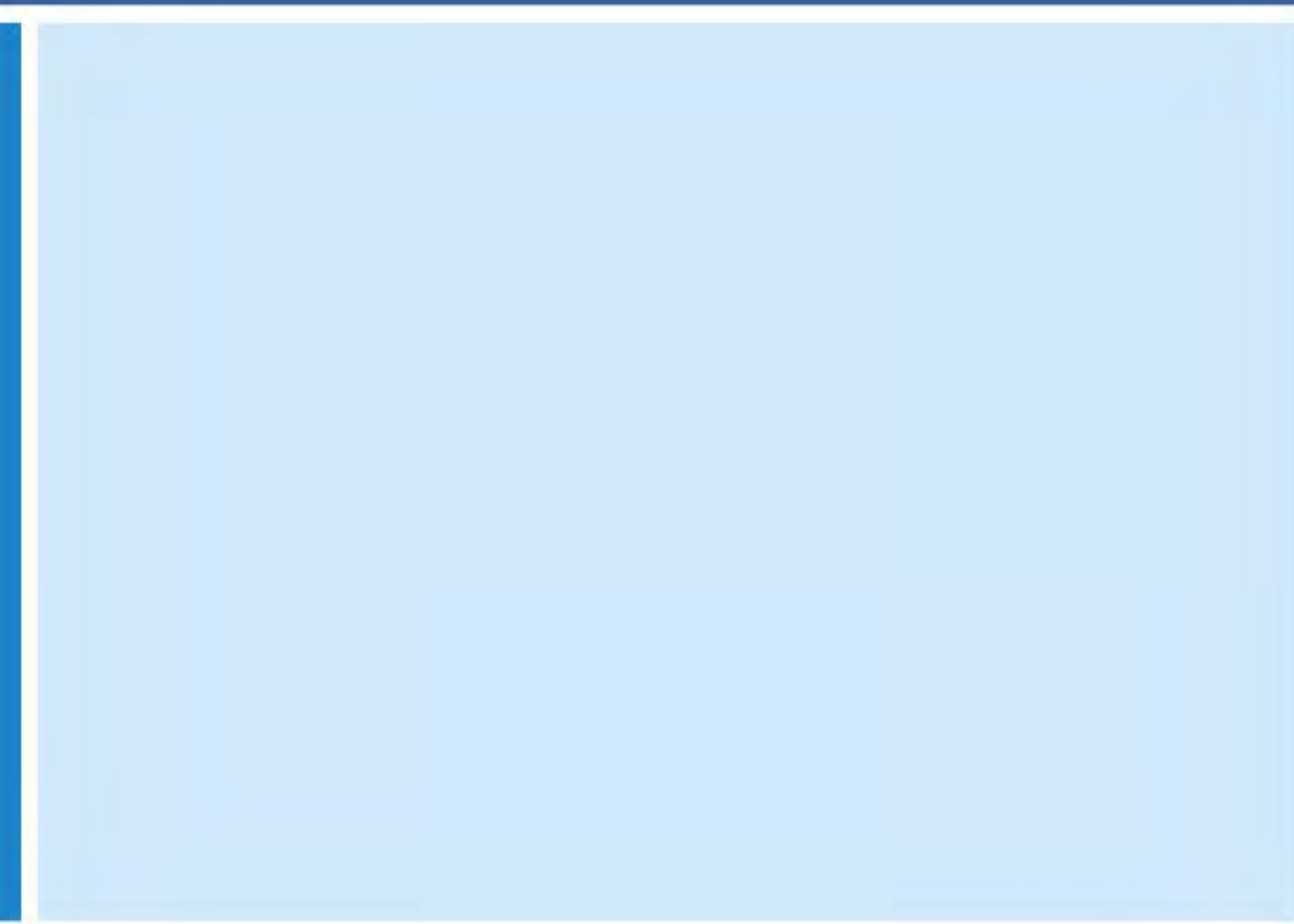
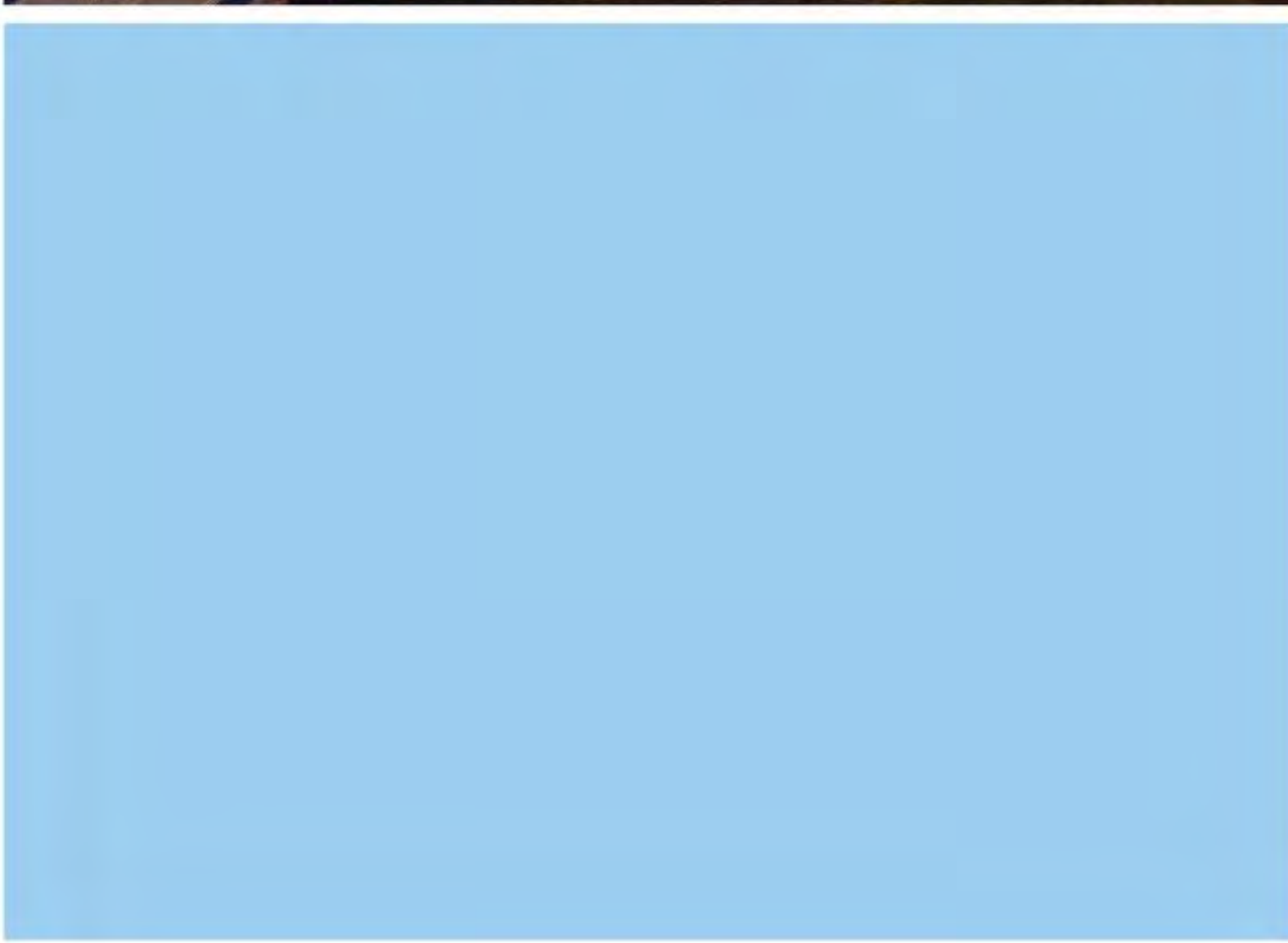


Highway 97 Quesnel Transportation Plan



Community Engagement February 7 – 21, 2018

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

We want to hear from you!

**Please submit your
comments by
February 21, 2018**

- Read the information boards
- Ask questions or discuss your ideas with us
- Complete the comment form today or online at:
www.gov.bc.ca/quesneltransportationstudy
- Or email us at: 97qtp@gov.bc.ca
- Mail the comment form to:

MoTI

ATTN: Quesnel Transportation Plan

447 Columbia Street

Kamloops, BC, V2C 2T3

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

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.

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:

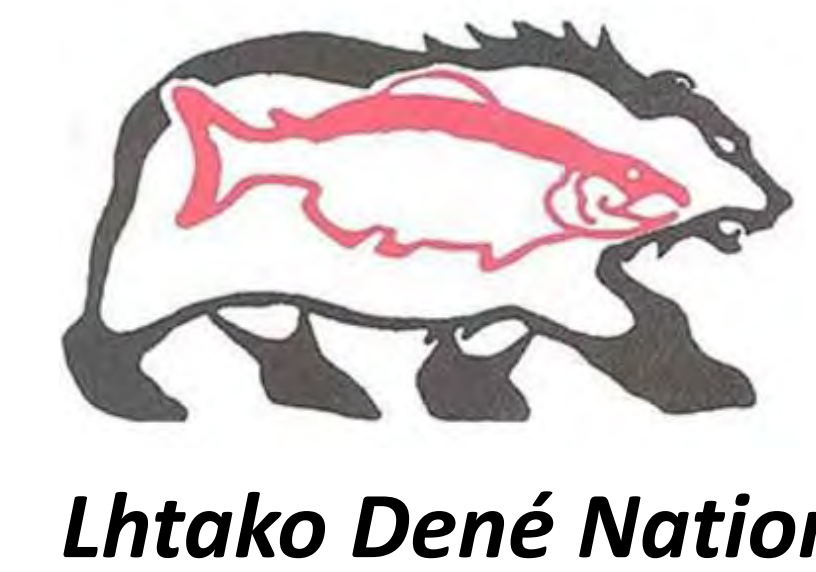
- Explore on-highway and off-highway improvement options
- Identify a long-term plan for the Quesnel River bridges
- Recommend short, medium and long-term solutions



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. 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.

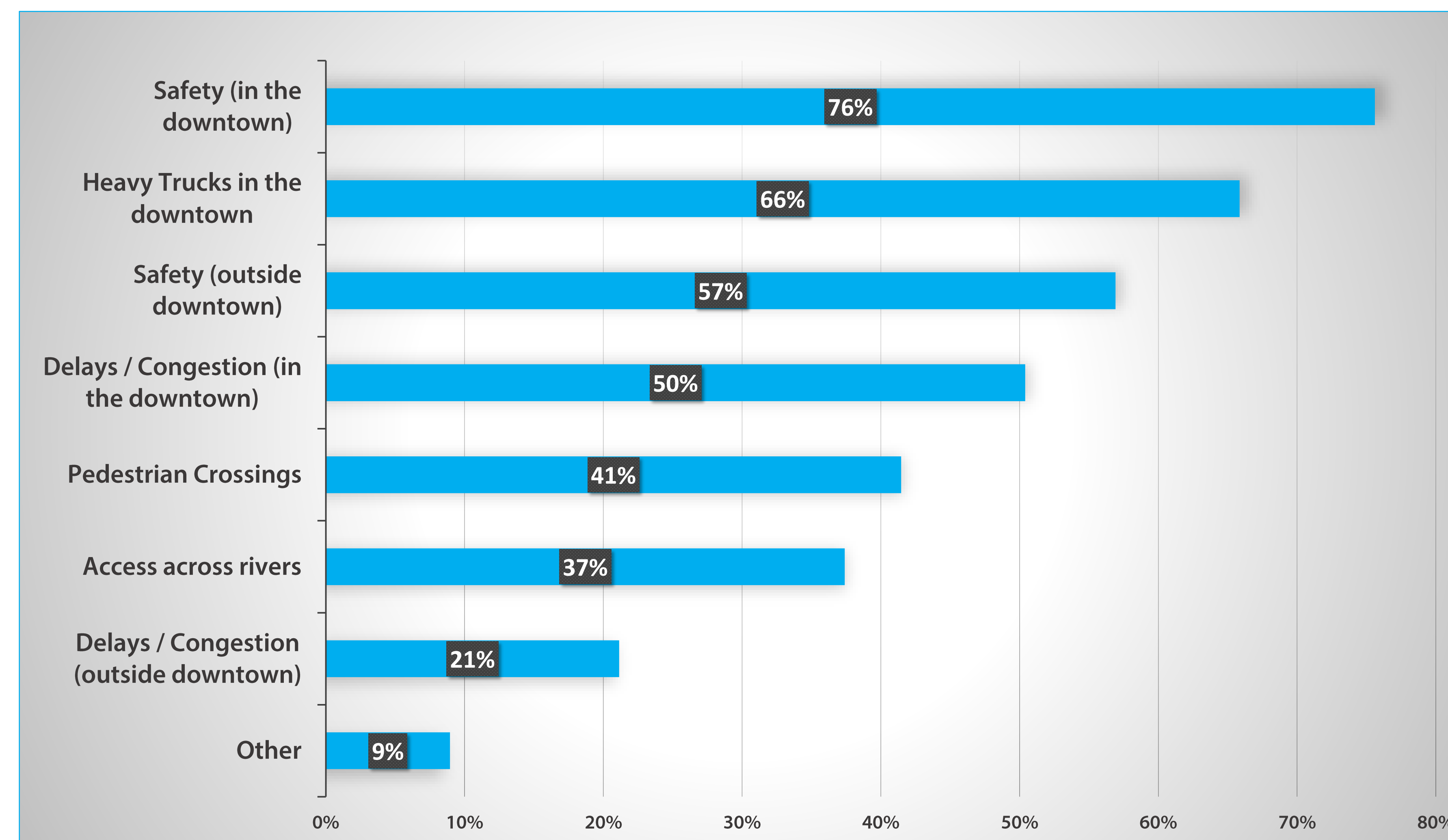
Public Open House

- Open House was held on April 3rd, 2017 at the Quesnel & District Seniors' Community Centre
- Attended by 81 community members and 123 survey responses received

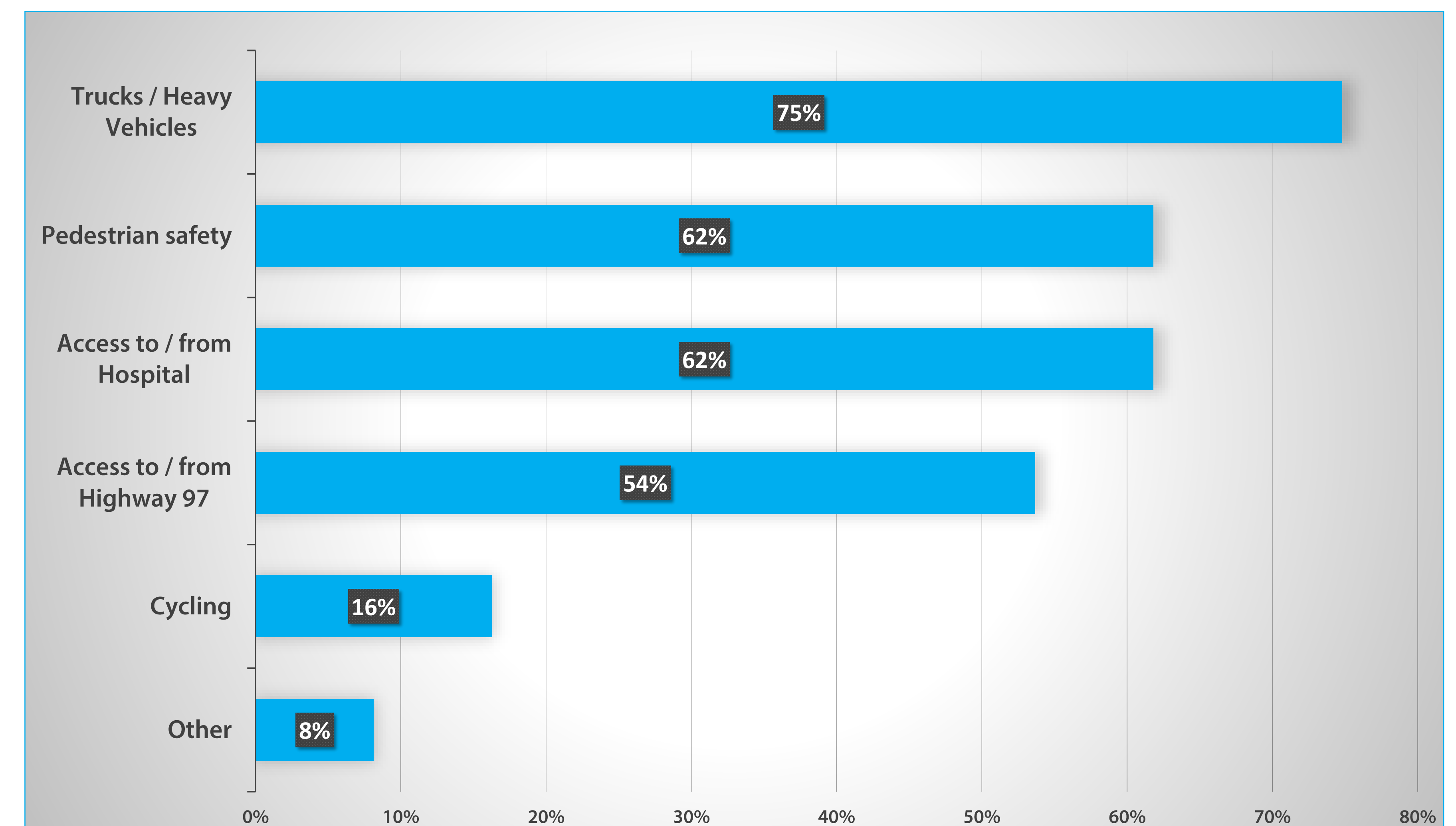
Open House Summary – April 3rd, 2017

The following issues were most commonly identified by respondents as the most important issues today to address on Highway 97.

Overall Study Area



Specific to Front Street / Downtown

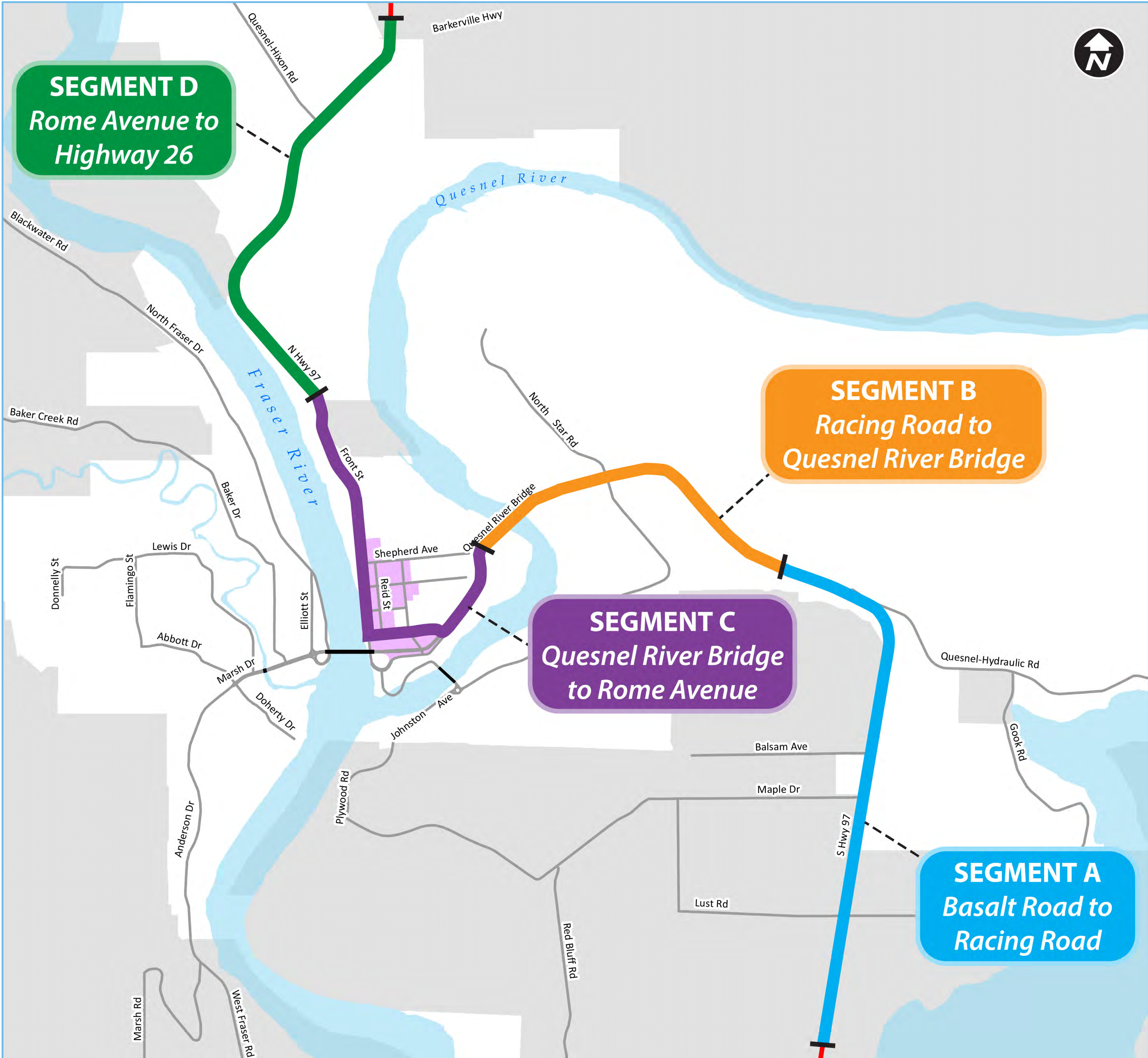


- In terms of future issues on Highway 97, “Truck Traffic Concerns” (28%) was most commonly identified by respondents, followed by “Congestion, Speed, and Safety” (20%) and “Downtown Health and Safety Concerns” (20%)

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



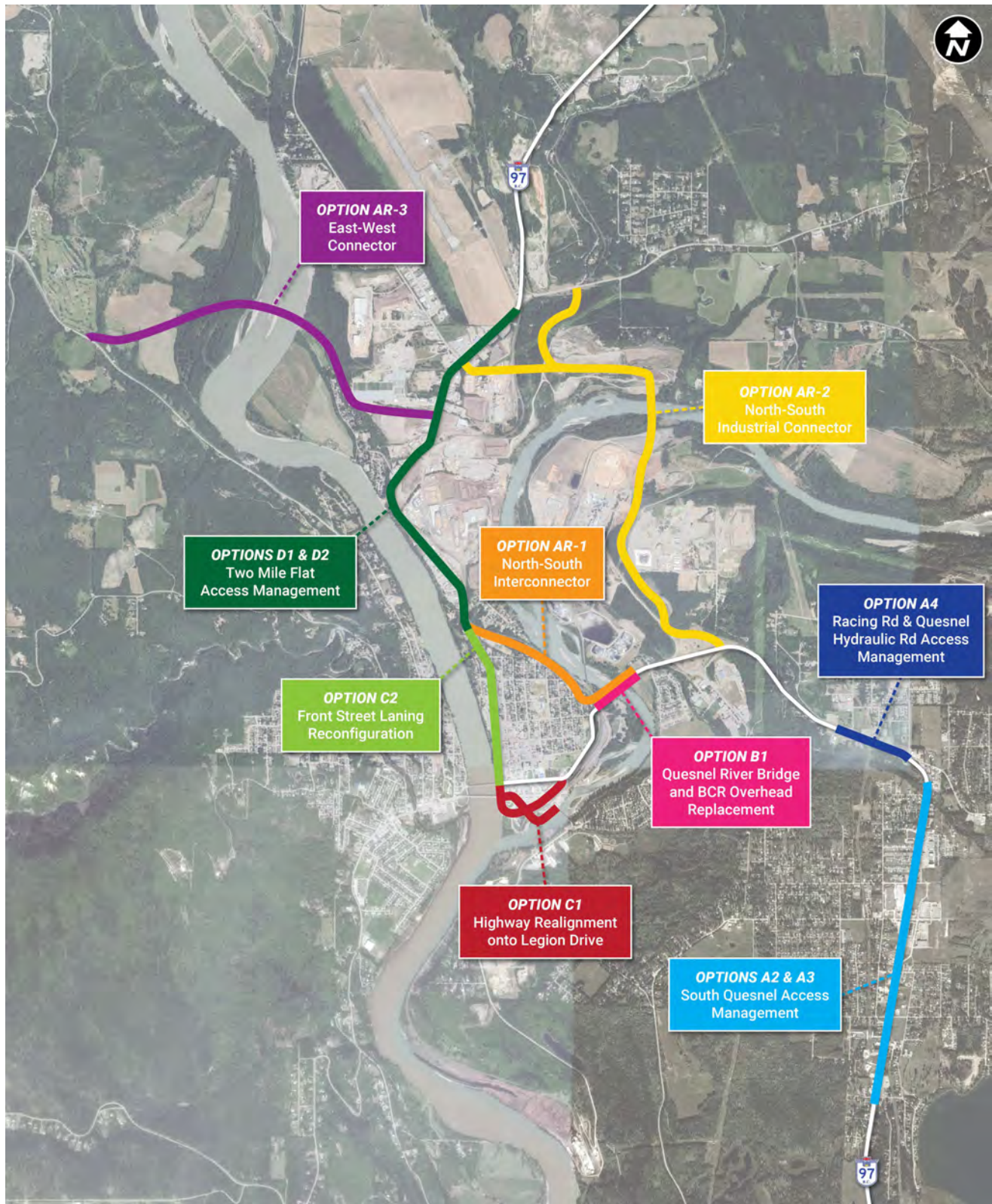
Guiding Principles for Option Recommendations

Each improvement option was evaluated according to six guiding principles. The guiding principles evaluation ensures the recommended improvements support the study objectives and improve transportation conditions in Quesnel.

Guiding Principles:

- **Support Local and Regional Travel Demands** – Options improve highway mobility through Quesnel and support local traffic patterns.
- **Improve Intersection and Highway Safety** – Options address safety challenges at high collision intersections and on sections of highway.
- **Support Active Transportation** – Options improve pedestrian and bicycle travel and safety at highway crossings and as part of changes to the highway design.
- **Improve Intersection and Corridor Mobility** – Options improve mobility and reduce delay for vehicle travel.
- **Improve Access and Connectivity with the Local Road Network** – Options achieve better controlled access to the highway through intersection improvements, turn restrictions and intersection closures.
- **Mitigate Heavy Vehicle Impacts** – Options mitigate heavy vehicle impacts on the highway and their effects on adjacent land use.

Improvement Options Overview



FIND OUT MORE ABOUT EACH OPTION BY FINDING THE MATCHING COLOURED PANEL!

Option AR-1: North-South Interconnector

Overview:

- Provides an alternative to the existing route through downtown Quesnel
- Replaces the Quesnel River Bridge and BCR Overhead on a new alignment
- Could be 2 or 4 lanes wide and includes two new signalized intersections at each end of the route
- Estimated cost = \$275 million

Background:

- Traffic demand and safety on Front Street is a top community concern
- Results in a significant reduction in traffic and truck demand on Front Street



Benefits

- Reduces heavy trucks and dangerous goods movement from Front Street and Carson Avenue
- Improves mobility and reduces traffic congestion in downtown Quesnel
- Front Street and Carson Avenue have the potential to be revitalized to support the City's community objectives

Disadvantages

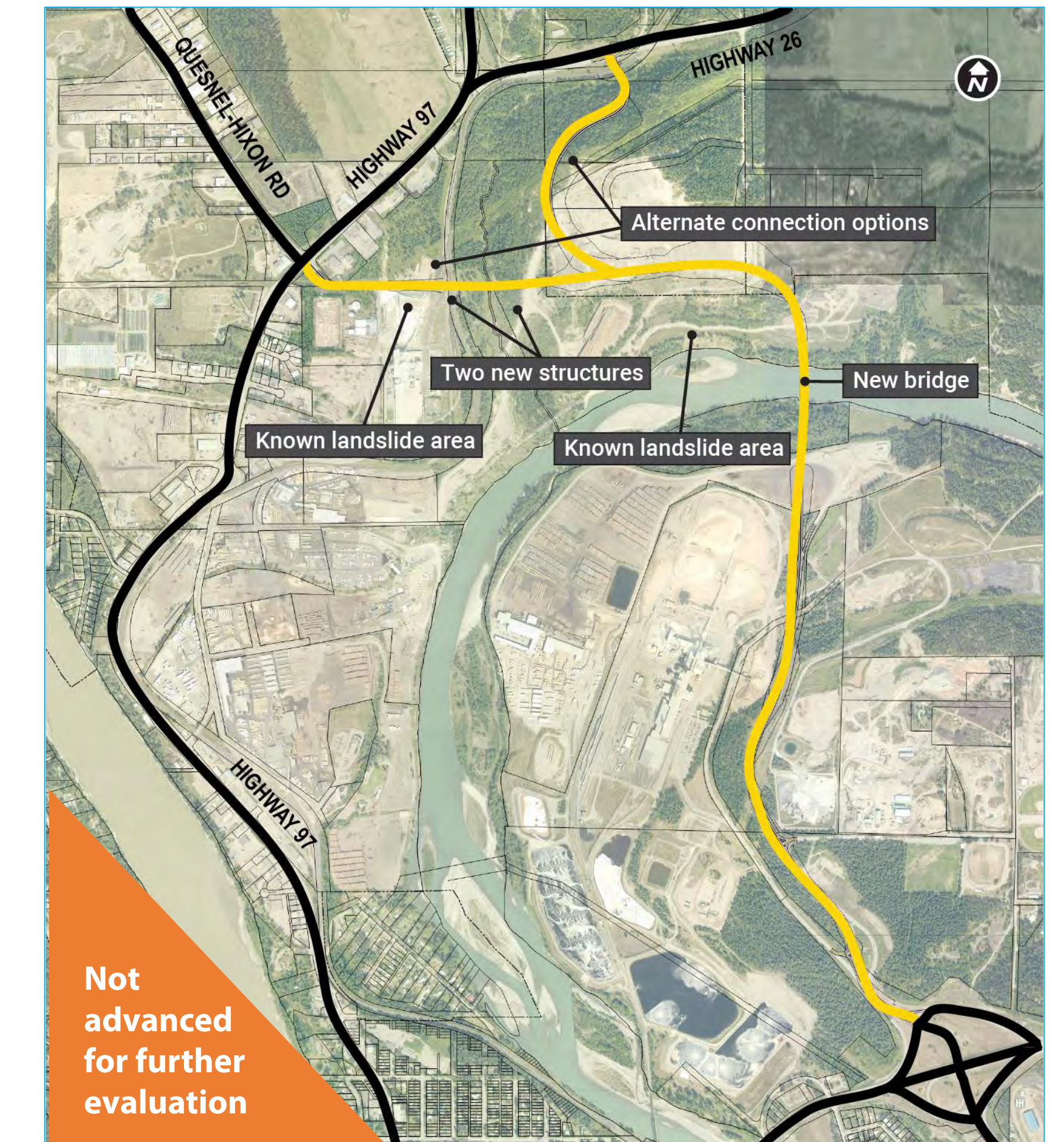
- Requires property acquisition
- Has geotechnical challenges with hillside slopes
- High overall project cost

Other Options Considered

Option AR-2 – North-South Industrial Connector

Screening Evaluation

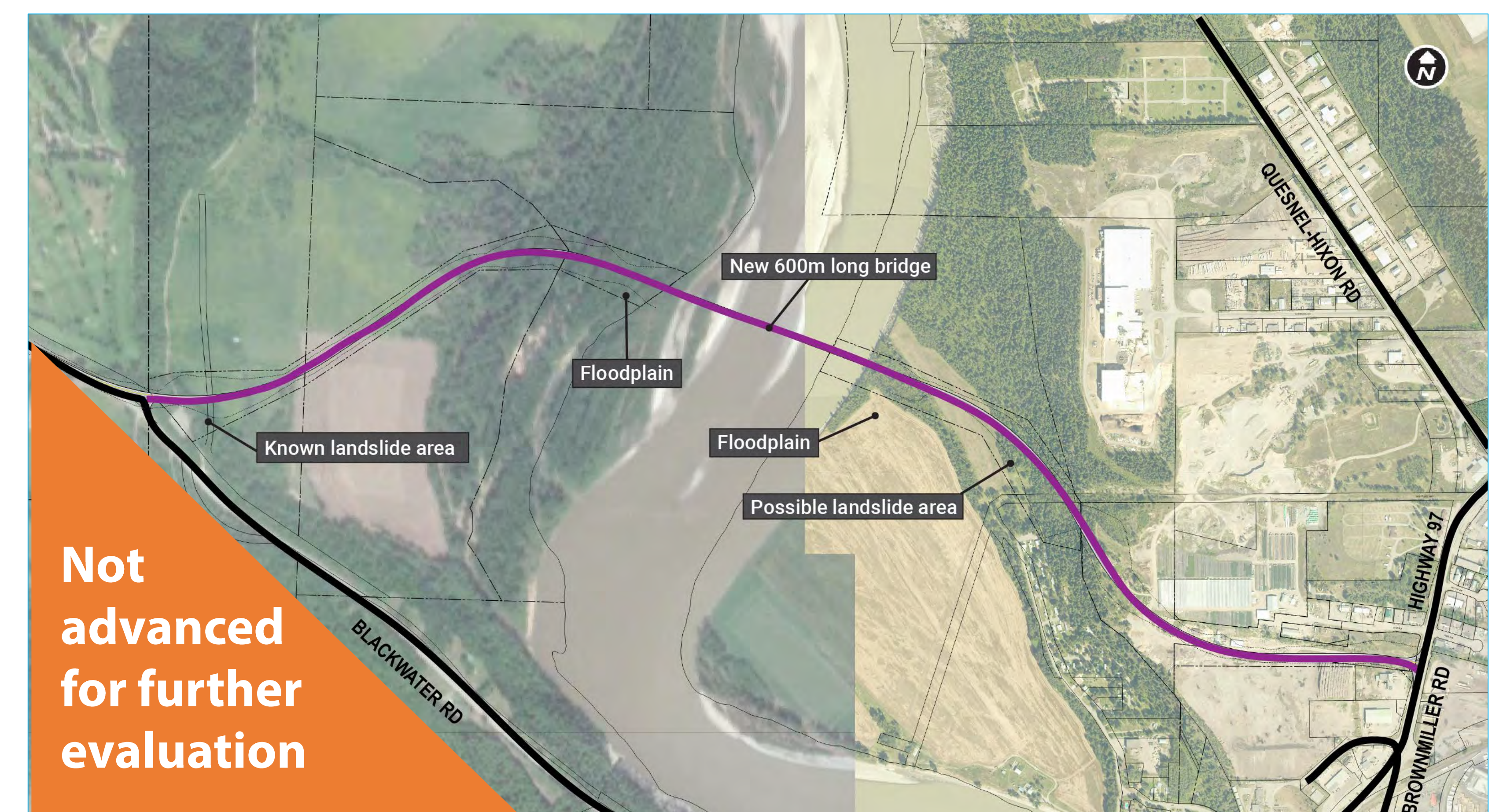
- Does not remove the need to rehabilitate or replace the Quesnel River Bridge and BCR Overhead
- Requires up to 3 new structures including a new 400 metre bridge over the Quesnel River
- Mainly serves regional traffic passing through Quesnel
- Does not completely remove trucks from Front Street (trucks from West Quesnel still likely to use existing highway route)
- Alignment crosses the Quesnel River Slide Complex, a known geotechnical hazard with significant constructability challenges
- **This option not being considered for further evaluation**



Option AR-3 – East-West Connector

Screening Evaluation

- Does not remove all truck traffic from Front Street, only trucks going to and from Blackwater Road and West Quesnel
- Requires a significant 600 metre bridge span over the Fraser River and large embankments to traverse the flood plain
- Could lead to increased traffic on Front Street as traffic patterns between West Quesnel and Downtown Quesnel change
- Alignment crosses known slide areas and geotechnical hazards with significant constructability challenges
- Does not address traffic volume and safety concerns on Front Street
- **This option not being considered for further evaluation**



Option B1: Quesnel River Bridge & Overhead Replacement

Overview:

- This option replaces the Quesnel River Bridge and BCR Overhead structure
- Maintains Highway 97 on its existing alignment on both sides of the river crossing
- Estimated cost = \$125 million

Background:

- The existing bridges are nearing the end of their lifespan
- The bridges are narrow and are a constraint for oversized heavy trucks
- Some rehabilitation can be undertaken in the short-term to prolong the bridges' life
- Long-term solution is to fully replace both bridges



Benefits

- Improves local and regional traffic mobility with increased lane capacity
- Few property impacts
- New structures would eliminate truss height restriction for trucks and improve overall safety by meeting current design standards
- New structures would include an enhanced pedestrian / cycling facility

Disadvantages

- Does not reduce highway traffic volumes in downtown Quesnel
- Does not remove trucks or dangerous goods from using Carson Avenue and Front Street
- Does not support a future alternate route alignment

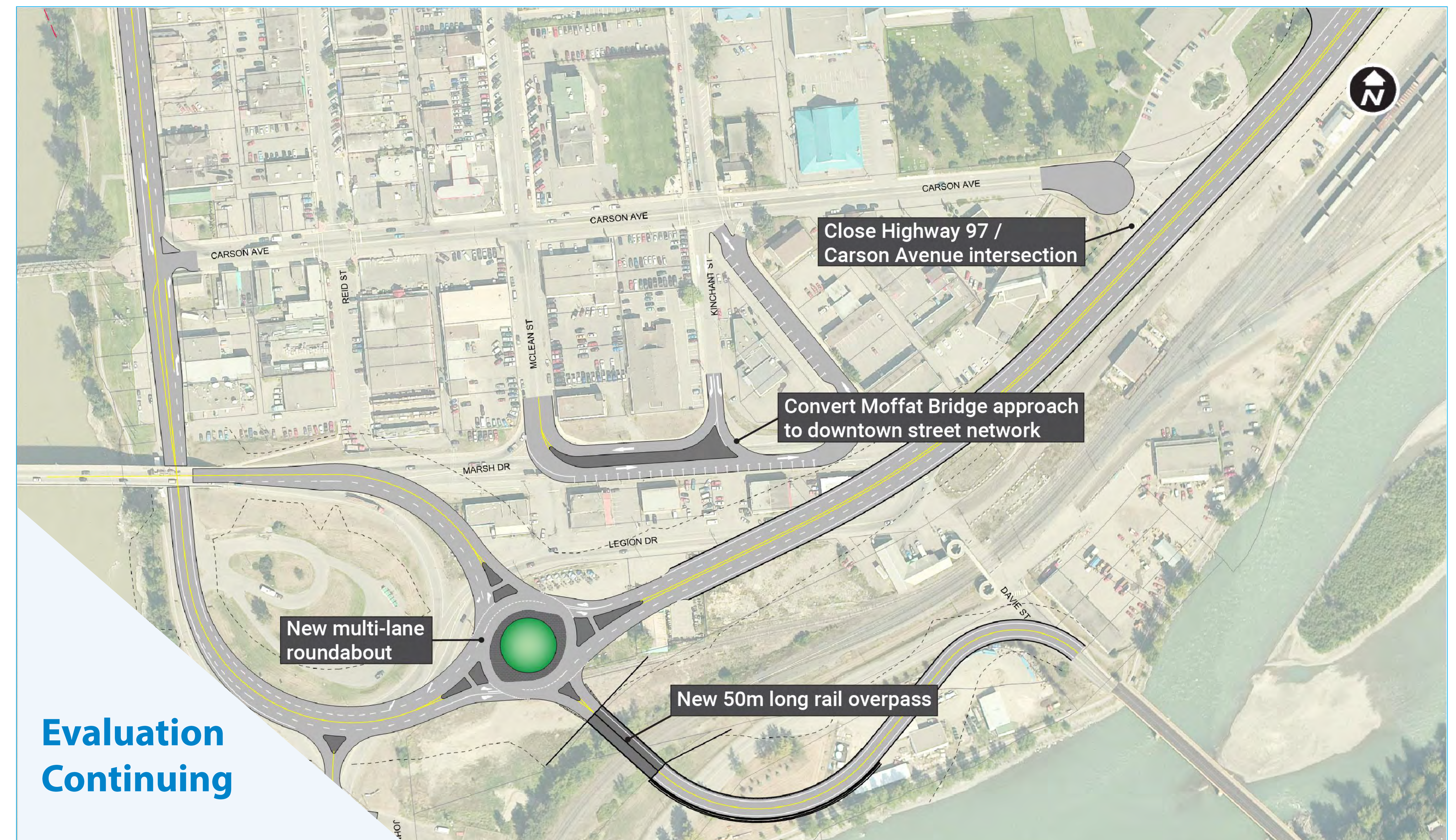
Option C1: Highway Realignment onto Legion Drive

Overview:

- This option moves Highway 97 off Carson Avenue and onto Legion Drive
- Reduces the number of intersections on the highway and consolidates major turning movements to a new multi-lane roundabout
- Estimated cost = \$65 million

Background:

- Traffic volumes are highest entering the downtown and contribute to safety issues at intersections
- There are community concerns about the amount of heavy trucks entering downtown



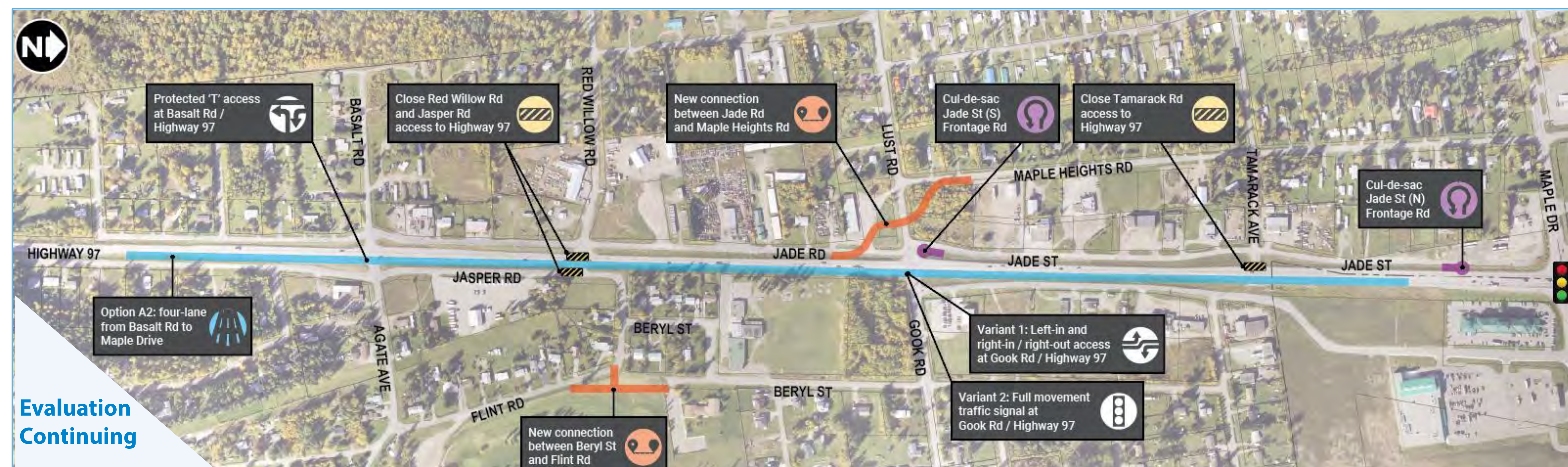
Benefits

- Allows the City to integrate Carson Avenue into the downtown street network
- Eliminates the spring freshet closure / detour of the Johnston Bridge Loop
- Improves highway safety with fewer intersections with downtown Quesnel streets
- Moves highway traffic off Carson Avenue

Disadvantages

- Requires significant property and business impacts
- Does not remove trucks or dangerous goods from Front Street
- Requires a new overpass of the railway

Options A2 & A3: South Quesnel Access Overview



Overview:

- Completes four laning between Basalt Road and Maple Drive
- Reduces the number of accesses on the highway and consolidates major turning movements to improved intersections
- Improves frontage road connections and spacing from highway intersections
- Estimated cost = \$50 million

Background:

- This area has seen significant growth and commercial development in recent years
- A number of highway accesses and frontage road connections are sub-standard
- Improvements are required to safely and effectively serve current and future traffic demands

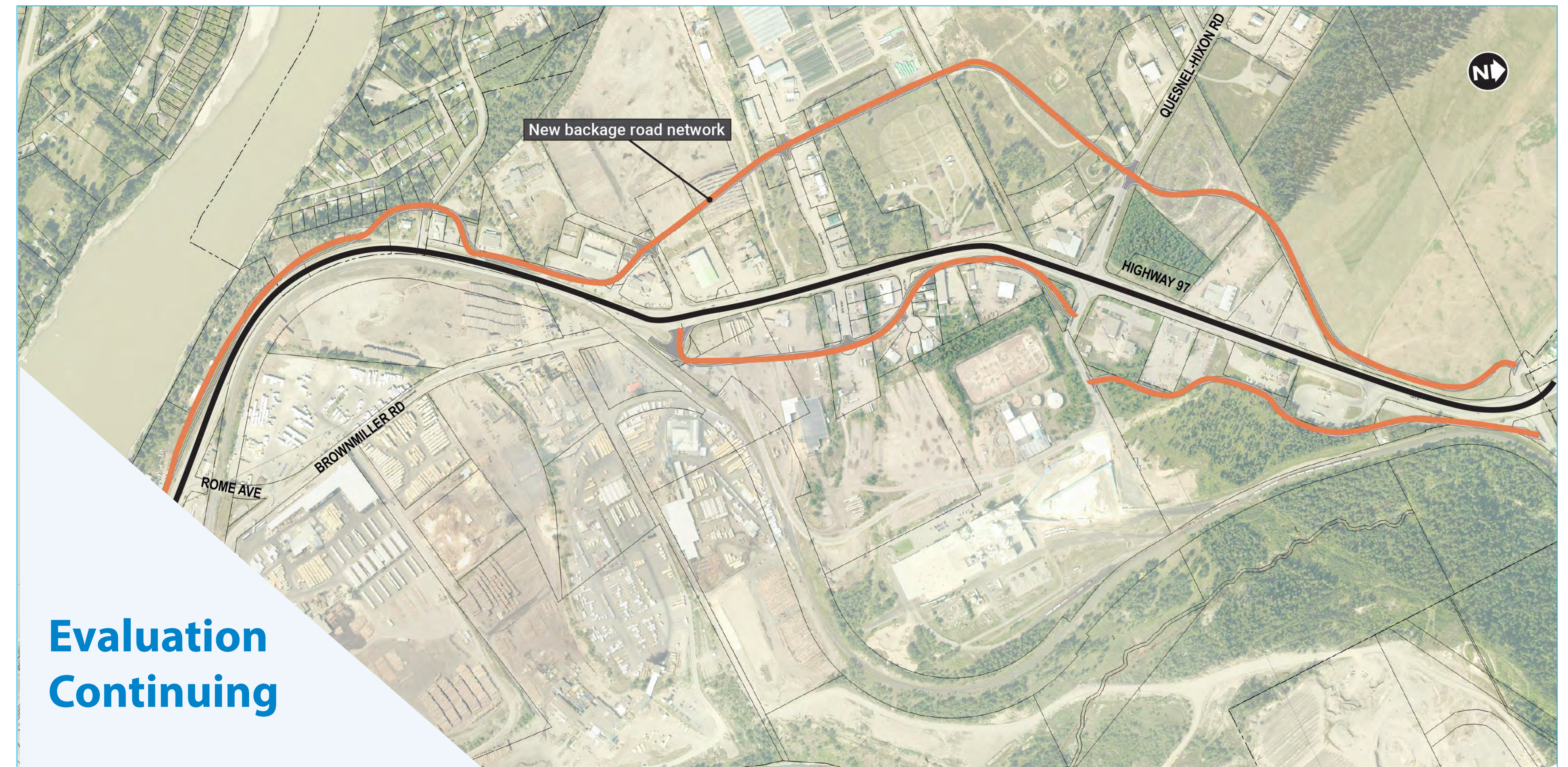
Option D1: Two Mile Flat Long Term Access Strategy

Overview:

- Addition of a network of new frontage and backage roads to support highway access to local business and properties
- This local road network would need to be phased over time and developed with further community consultation and design

Background:

- Many constraints for Highway 97 in the Two Mile Flat area including property, CN Rail corridor, and topography
- Many private driveways to adjacent land uses that have direct access to Highway 97
- Most adjacent land uses are industrialized and some identified as contaminated sites

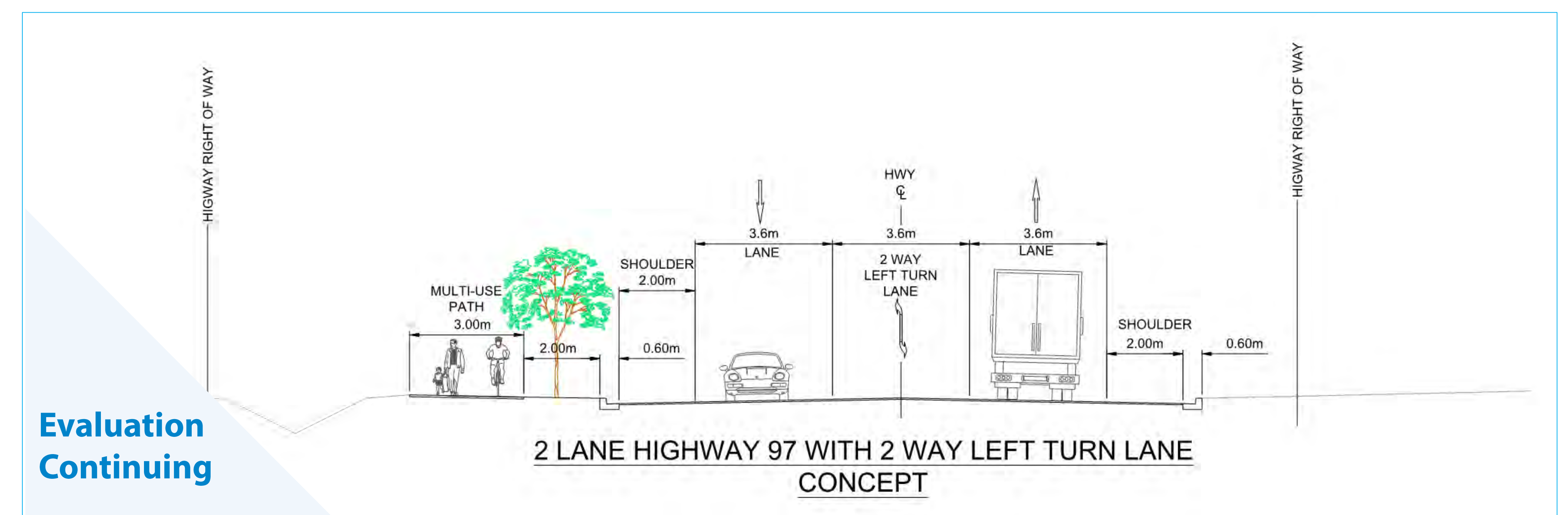
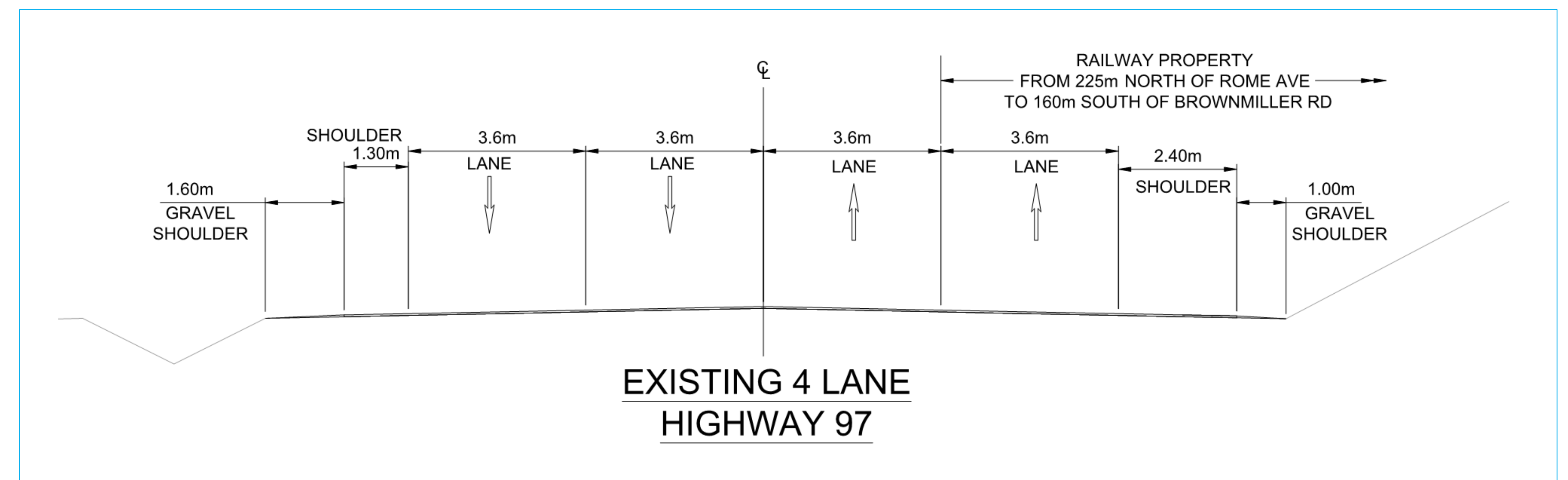


Benefits	Disadvantages
<ul style="list-style-type: none">■ Reduces number of accesses to Highway 97■ Improves highway safety by reducing the number of conflicting turning movements onto / off the highway	<ul style="list-style-type: none">■ Significant property constraints and topography challenges■ Many abutting properties have environmental challenges including contaminated sites■ Costly to build road network around developed land uses

Option D2: Two Mile Flat Highway Urbanization

Overview:

- Reconfigure Highway 97 from Sutherland Avenue to Highway 26
- Change to a more urban design with curb, gutter, sidewalk and a multi-use pathway
- Four lanes reconfigured to three lanes with one lane in each direction and centre left turn lanes
- Reduce posted speed and consolidate driveways where possible
- This design would match with same three-lane configuration for Front Street



Benefits

- Improves access to adjacent land use for all vehicles including trucks
- Improves pedestrian and bicycle transportation with a dedicated multi-use pathway
- Improves road safety for all users

Disadvantages

- Restricts passing opportunities
- Reduces speed to reflect urban street design
- Reduces through lane capacity on Highway 97

No longer part of this planning study.

Advanced as separate design project.

Option A4: Racing Road and Quesnel-Hydraulic Road

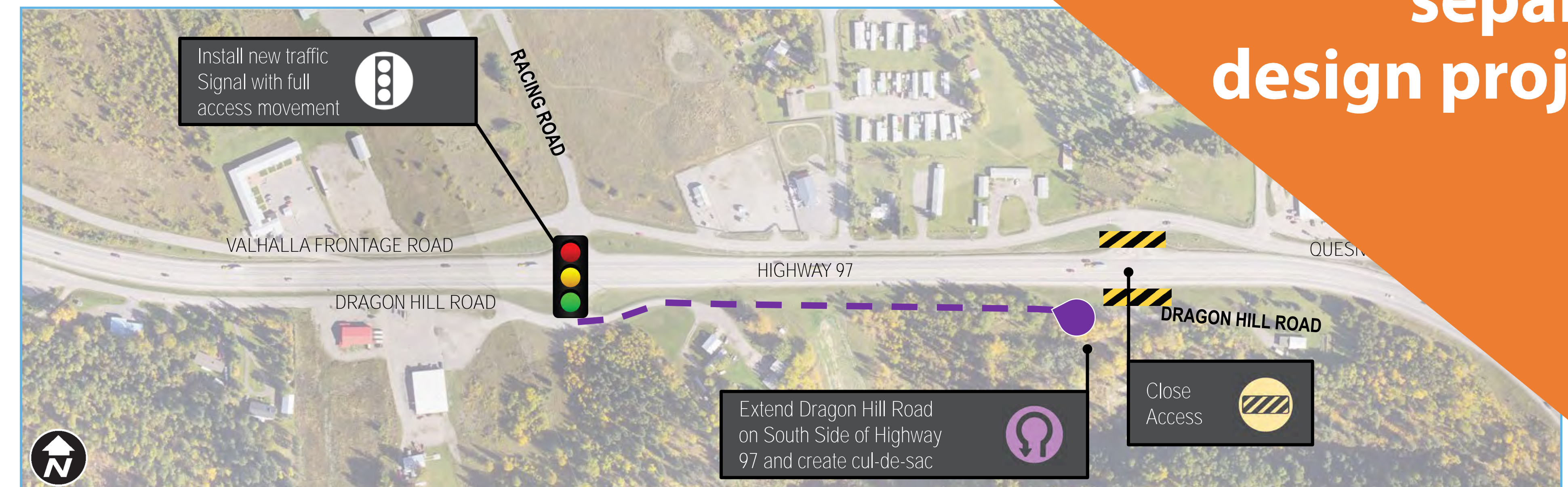
Option A4 i) Signalize Racing Road Intersection

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



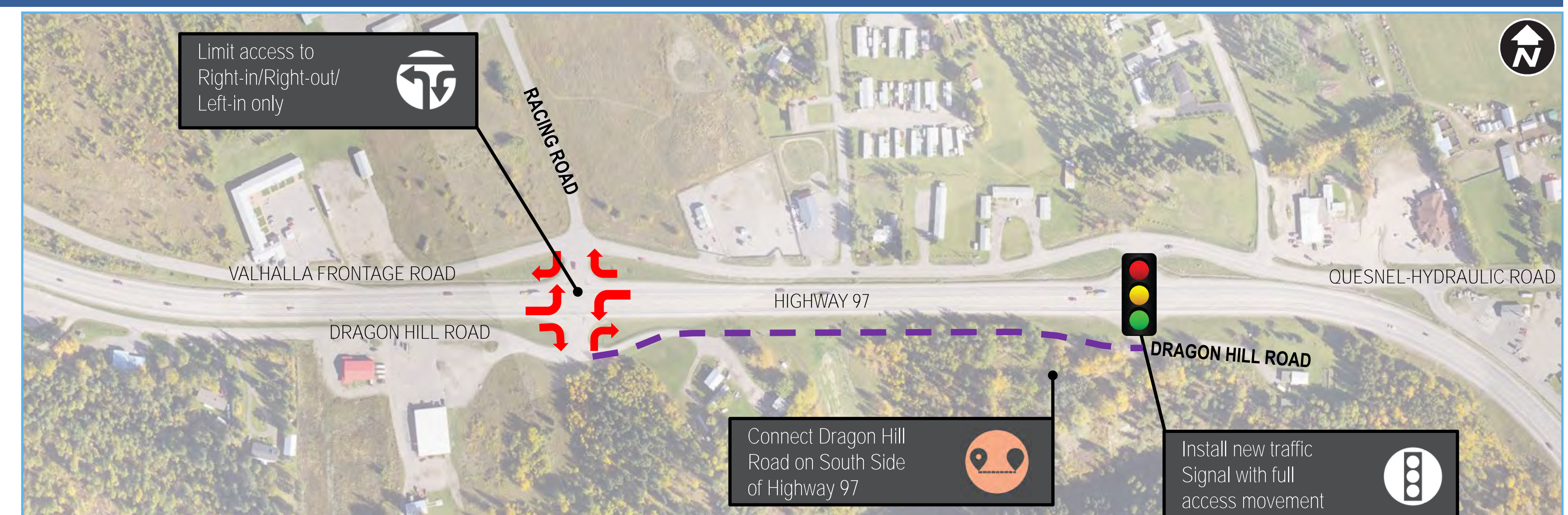
Option A4 ii) – Signalize Quesnel-Hydraulic Road

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



Option A4 iii) – Access Left Out Turn Restrictions

Benefits

- Access restrictions would improve safety onto Highway 97 at both intersections
- Current and future traffic volumes can be accommodated

Disadvantages

- Left turn restrictions may divert more traffic to signal at Cedar Avenue
- Longer travel times for left turn movements from the side street



No longer part of this planning study.

Advanced as separate design project.

Front Street Laning Reconfiguration



Overview:

- Reconfigures Front Street from Carson Avenue to Sutherland Avenue
- Laning changes to one lane northbound, one lane southbound and a centre left turn lane
- May include future pedestrian crossing improvements (i.e. increased crossing time, median refuge, or staggered crossing)
- May also include the relocation of the traffic signal at Carson Street / Reid Street to Carson Street / McLean Street



Benefits

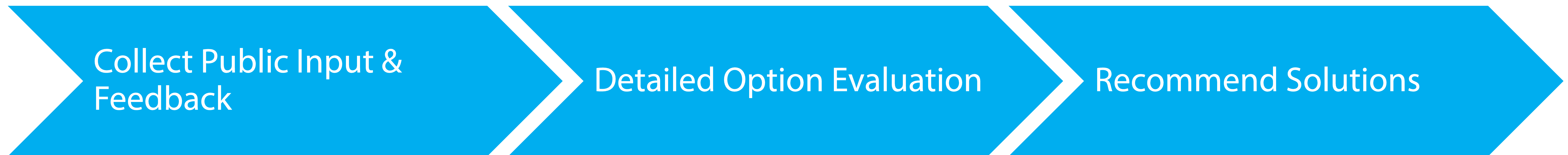
- Improves traffic flow by separating left turn traffic from highway through traffic
- Improves pedestrian crossing safety
- Does not require property acquisition
- Responds to community feedback

Disadvantages

- Does not remove trucks or dangerous goods from Front Street

Highway 97 Quesnel Transportation Plan

Next Steps:



We want to hear from you!

**Please submit your
comments by
February 21, 2018**

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- Fill out our online comment form at: www.gov.bc.ca/quesneltransportationstudy
- Send us an email to: 97qtp@gov.bc.ca
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MoTI

ATTN: Quesnel Transportation Plan

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Thank you for coming!