Transportation Update: Highway 1 Traffic Patterns

February 23, 2015
Highway 1 Back-ups?

- Preliminary answers
  - Patterns
  - Possible causes

- MOTI review

- Improvement Plans
  - District Transportation Plan Strategies
Queue back to Westview Avenue

Facing East, Lonsdale Avenue

Facing West, Lonsdale Avenue

Facing South, Lillooet Road

Facing South, 2nd Narrows

...but the Bridge is clear
Queue forming - 3:00 to 3:30 pm
Hourly Volumes Similar

September 2011 vs September 2014
(Average of all Weekdays)

- Northbound 2011
- Southbound 2011
- Northbound 2014
- Southbound 2014
Range of Traffic (Southbound) September Examples – Weekdays Only

2011

2014
Ministry’s Highway Operations Review

- **1st Phase** is to identify current problem locations and types

- **Schedule**
  - Started February 2015
  - Update planned April 2015
  - Completion expected June 2015
## What causes congestion?

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<th>Causes of Congestion</th>
<th>Strategies Might Include</th>
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<td>Larger vehicles</td>
<td>Physical changes</td>
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<td>Narrow lanes</td>
<td>Ramp metering</td>
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<td>No side clearance</td>
<td>Changeable message signs</td>
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<td>Ramps too close</td>
<td>Improved incident response</td>
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<td>Irregular drivers</td>
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- Weather
- Rolling terrain
- Peaking
- Incidents

**Strategies might include**

- Physical changes
- Ramp metering
- Changeable message signs
- Improved incident response
Key challenges then are the same now:

- Highway 1 bisects the District
- Lack of road connectivity (alternative routes)
- Lack of east-west routes
- Congestion around bridgeheads

Strategies in the Plan include:

- Lower Lynn Interchanges
- North Service Road
- Barrow-Spicer Connector
- Seymour Boulevard extension
- Pedestrian/Cycling Crossings (highway, creeks)
East-West connections planned

North Service Road (Keith Road)
Lillooet Road overpass
Crown Street overpass
Barrow Street-Spicer Street connection

Phibbs Exchange & Access Upgrade
Update on Interchanges

- November 2014 funding announcement
Thank you