

District of Maple Ridge Strategic Transportation Plan



Welcome!

Thank you for attending this open house. The District of Maple Ridge is developing an update to its Strategic Transportation Plan and wants your input!

The purpose of this Open House is:

1. To let you know about the Strategic Transportation Plan process
2. To present our findings regarding the transportation system in Maple Ridge
3. To obtain your input on the draft Strategic Transportation Plan



Please review the display boards and talk to District staff and consultants and provide your input!



Study Process

Phase 1 – Plan Start-Up

- Review background information
- Council Meeting

Phase 2 – Updated Key Issues & Opportunities

- Committee Workshops
- Goals and Objectives
- Updated Key Issues
- Open House #1

Phase 3 – Updated Improvement Strategies

- Roadway network plan
- Transit strategy
- Active transportation plan
- Transportation Demand Management

Phase 4 – Reporting

- Open House #2
- Finalize & Adopt Plan

The District's current Transportation Plan was prepared in 2004 and needs updating. The draft Strategic Transportation Plan has been developed based on a range of opportunities for input including:

- Open House #1
(Sept 2012)
- Community Survey
(Oct - Nov 2012)
- Staff Workshops
(Sept – Oct 2012)
- Council Presentations

We are here



What We've Heard



ROADS

- Need for Improvements
- East-west roadways expected to be under increasing pressures
- Challenges of accommodating multiple transportation functions on rural roads
- Limited access to key areas of the District
- Neighbourhood traffic



WALKING

- Discontinuities in sidewalks
- Desire for pleasant and safe walking corridors
- Connections between neighbourhoods and commercial centres
- Safer crossings and places to walk



TRANSIT

- Transit service not keeping up with development patterns & demand
- Local services in neighbourhoods
- Better regional connections (i.e. Vancouver)
- Efficiency and frequency
- Service outside of peak hours
- West Coast Express overcrowding, service hours too limited
- Rapid transit



CYCLING

- Uncomfortable roadways for cyclists
- Barriers and challenging crossings for cyclists
- Modest cycling coverage of dedicated bicycle facilities

Key Features

The Draft Strategic Transportation Plan will guide the District's transportation decision-making over the next 25 years and beyond. The Draft Plan includes recommendations for all modes of transportation, including the road network, walking, cycling and transit.

The key features of the Draft Plan include:



ROAD

Major Roads Development

Minor Network Improvements

Traffic Calming Local and Collectors



WALKING

Key Activity Area Improvements

Enhanced Sidewalk Coverage

Interim Strategies for Growth Areas

Crossings

Support Programs



CYCLING

Comfortable Facilities

Complete Connections

Crossings

Support Strategies



TRANSIT

Enhanced Network of Local & Regional Services

Comfortable & Accessible Passenger Facilities



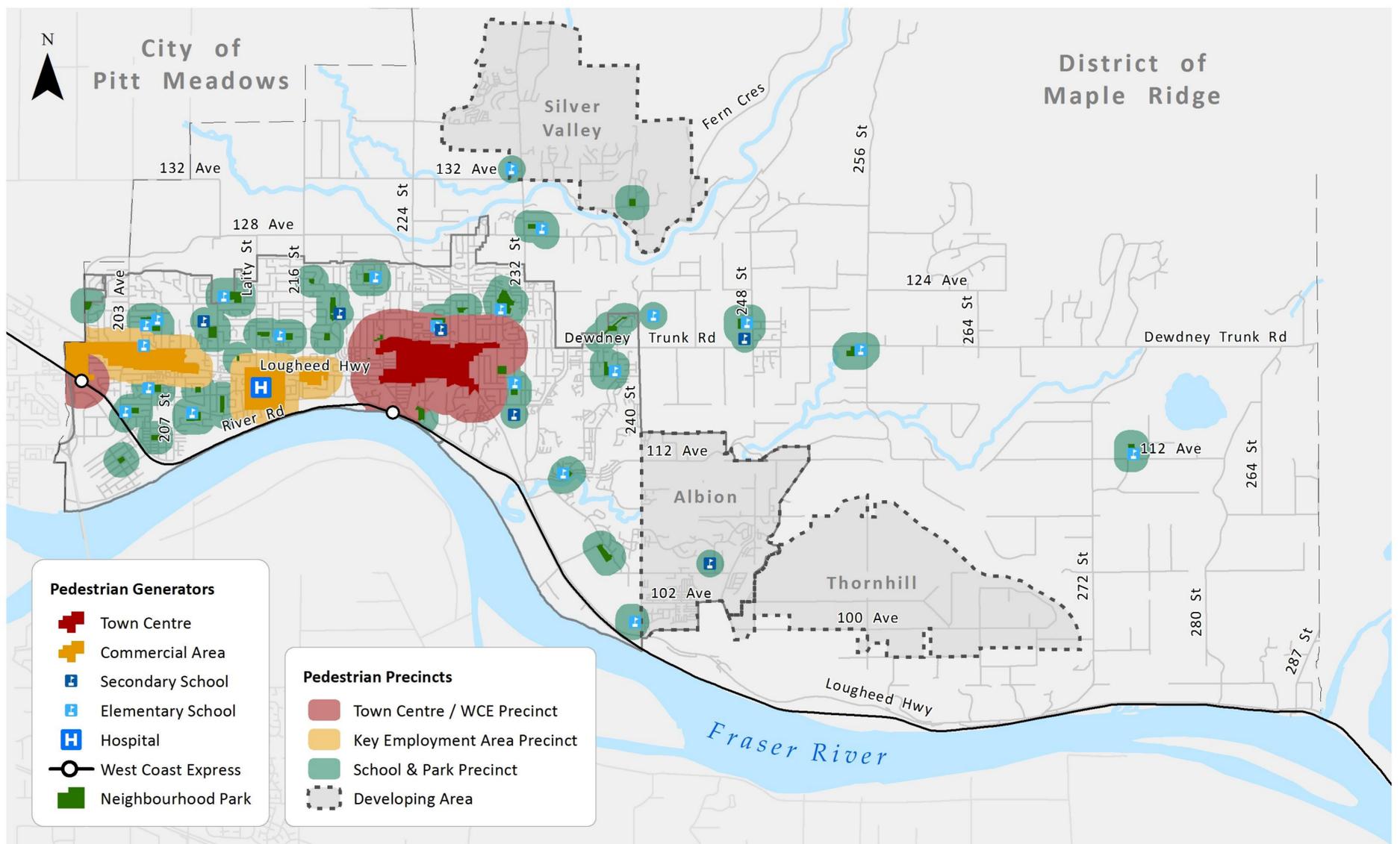
Walking

Pedestrian Plan Key Themes

1. Key activity area improvements
2. Interim strategies for growth areas
3. Enhanced sidewalk coverage
4. Crossing treatments
5. Support programs

1. Key Activity Area Improvements

Make walking safer and more attractive in key activity areas, such as around the Town Centre, commercial areas, West Coast Express stations, schools, parks, and the hospital



2. Interim Strategies for Growth Areas

Improve walkability in future growth areas, such as Silver Valley, Thornhill, and Albion, to improve pedestrian connectivity and avoid gaps in the sidewalk network. Strategies include:

- Providing temporary shoulders over the short-term
- Providing temporary sidewalks
- Providing ultimate sidewalks or separated pathways with new developments



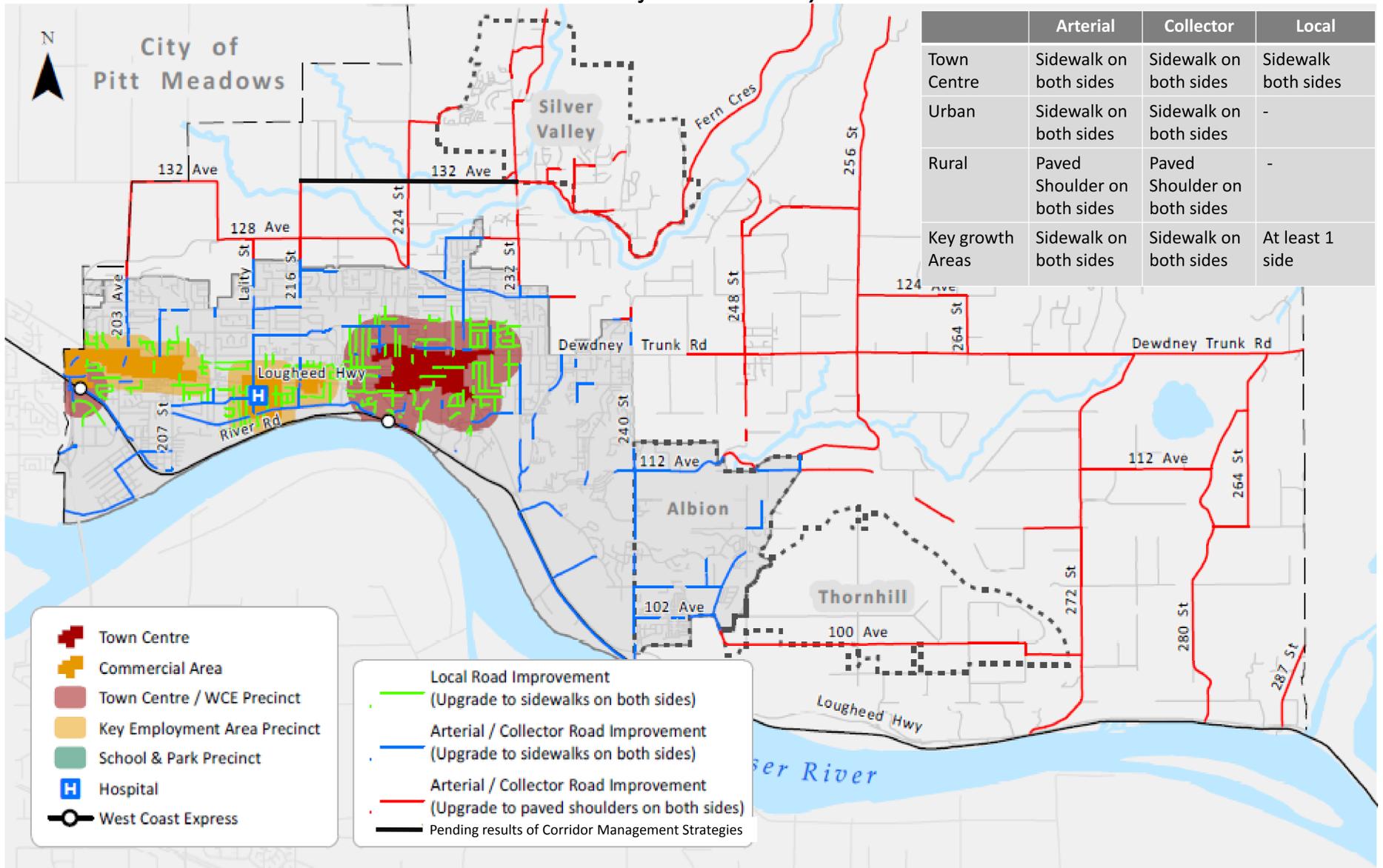
Walking

Pedestrian Plan Key Themes

1. Key activity area improvements
2. Interim strategies for growth areas
3. Enhanced sidewalk coverage
4. Crossing treatments
5. Support programs

3. Enhanced Sidewalk Coverage

Expand sidewalk and paved shoulders coverage on arterial and collector roads, as well as local roads in major activity areas



4. Crossing Treatments

Provide crossing treatments to address barriers and improve safety and accessibility



5. Support Programs

Promote support programs that help encourage walking



Events
Open Streets / Sunday street closures



Education & Awareness
Safer School Travel Programs



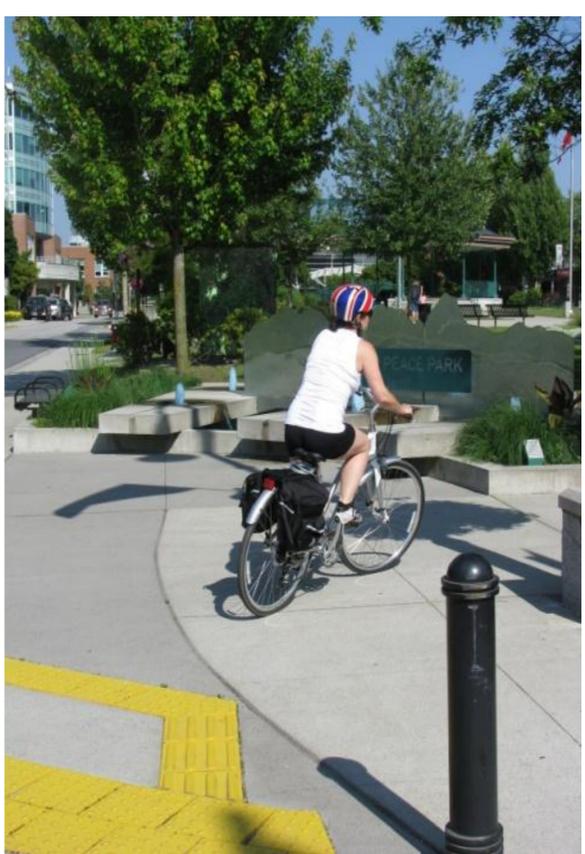
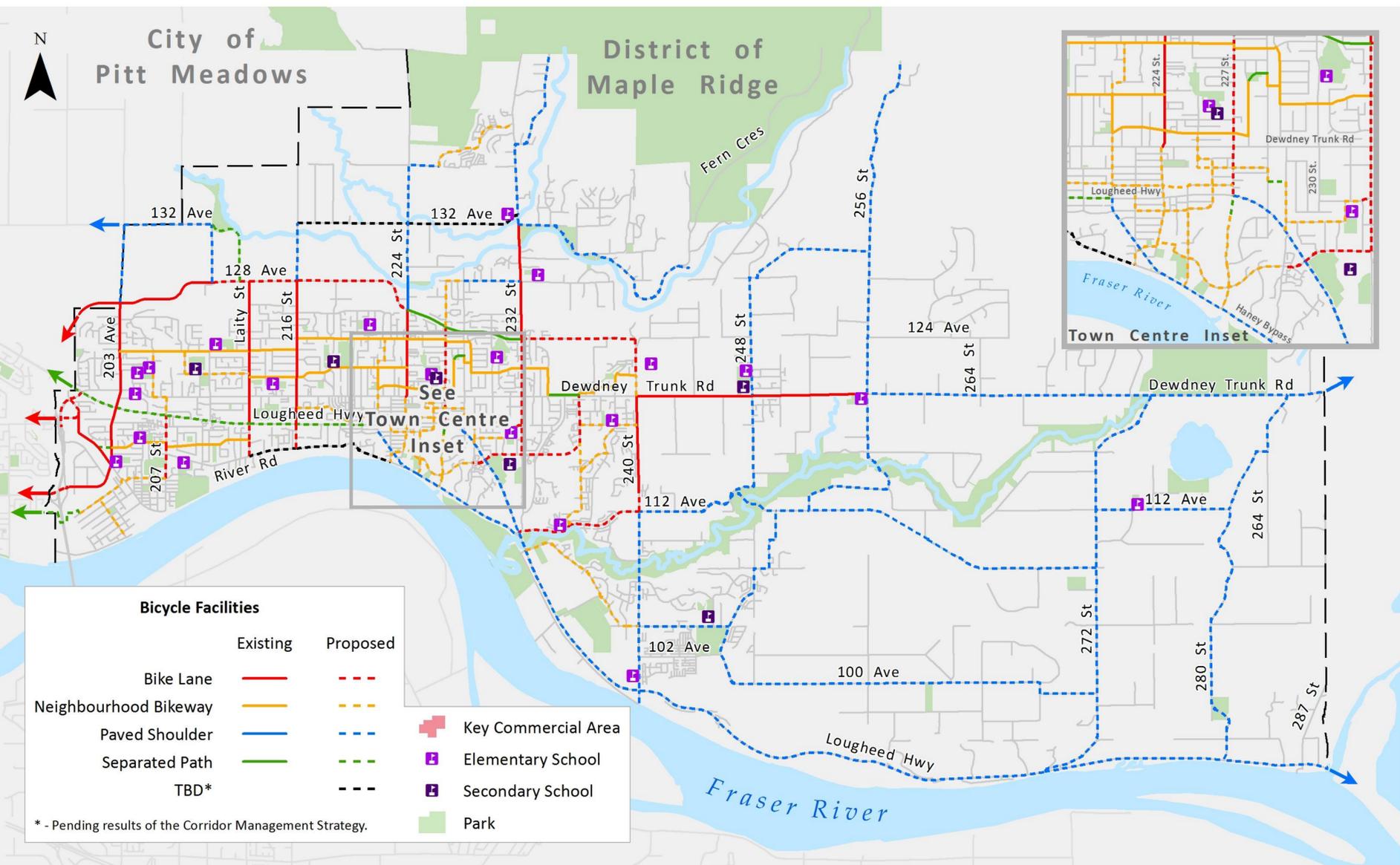
Cycling

Bicycle Plan Key Themes

1. Complete and connected facilities
2. Comfortable standard of facilities
3. Crossings, support facilities, and programs

1. Complete and Connected Facilities

Develop a complete network of bicycle routes that connects key commercial areas, schools, parks and neighbourhoods



Cycling

Bicycle Plan Key Themes

1. Complete and connected facilities
2. Comfortable standard of facilities
3. Crossings, support facilities, and programs

2. Comfortable Standard of Facilities

Provide bicycle facilities that are comfortable for people of all ages and abilities

More
Comfortable

Less
Comfortable



Off-Street Pathway

Cycle Track

Local Street Bikeway

Bicycle Lane

Paved Shoulder

Shared Use Lane

3. Crossings and Support Programs

Provide crossing facilities and support facilities and programs that promote cycling



Bike Boxes



Bicycle Parking



Signage & Wayfinding



Enhanced Pavement Markings



Bicycle Activated Push Buttons



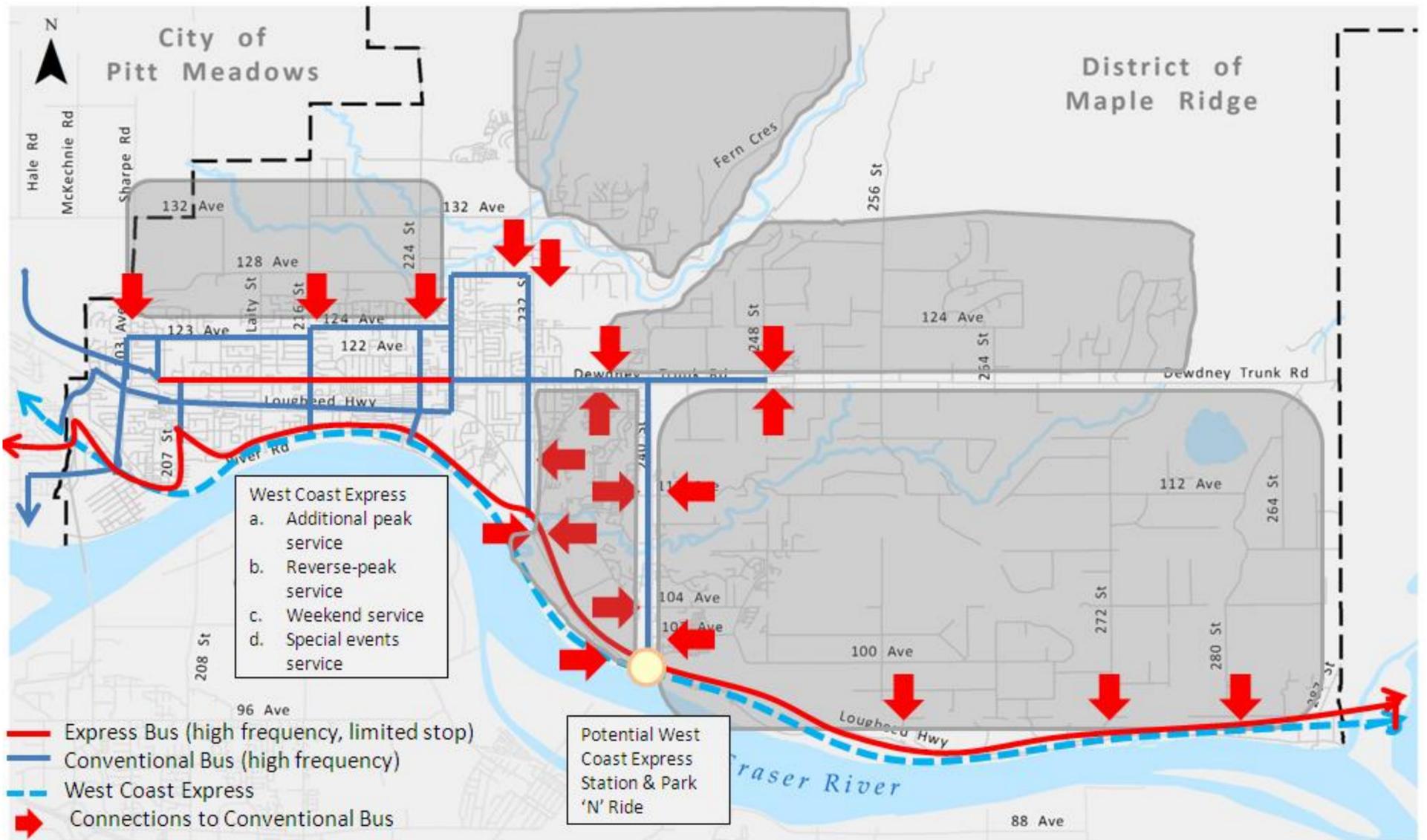
Transit

Transit Strategy Key Themes

1. Enhanced network of local and regional services
2. Comfortable and accessible passenger facilities

1. Enhanced Local and Regional Services

Support TransLink to enhance local and regional transit service on both weekdays and weekends, including Express Bus, high frequency conventional bus, West Coast Express, and neighbourhood connections



2. Comfortable & Accessible Facilities

Improve the transit customer experience by providing improved customer information, seating and shelters at bus stop and also ensuring the transit system is universally accessible



Customer Information



Seating



Shelters



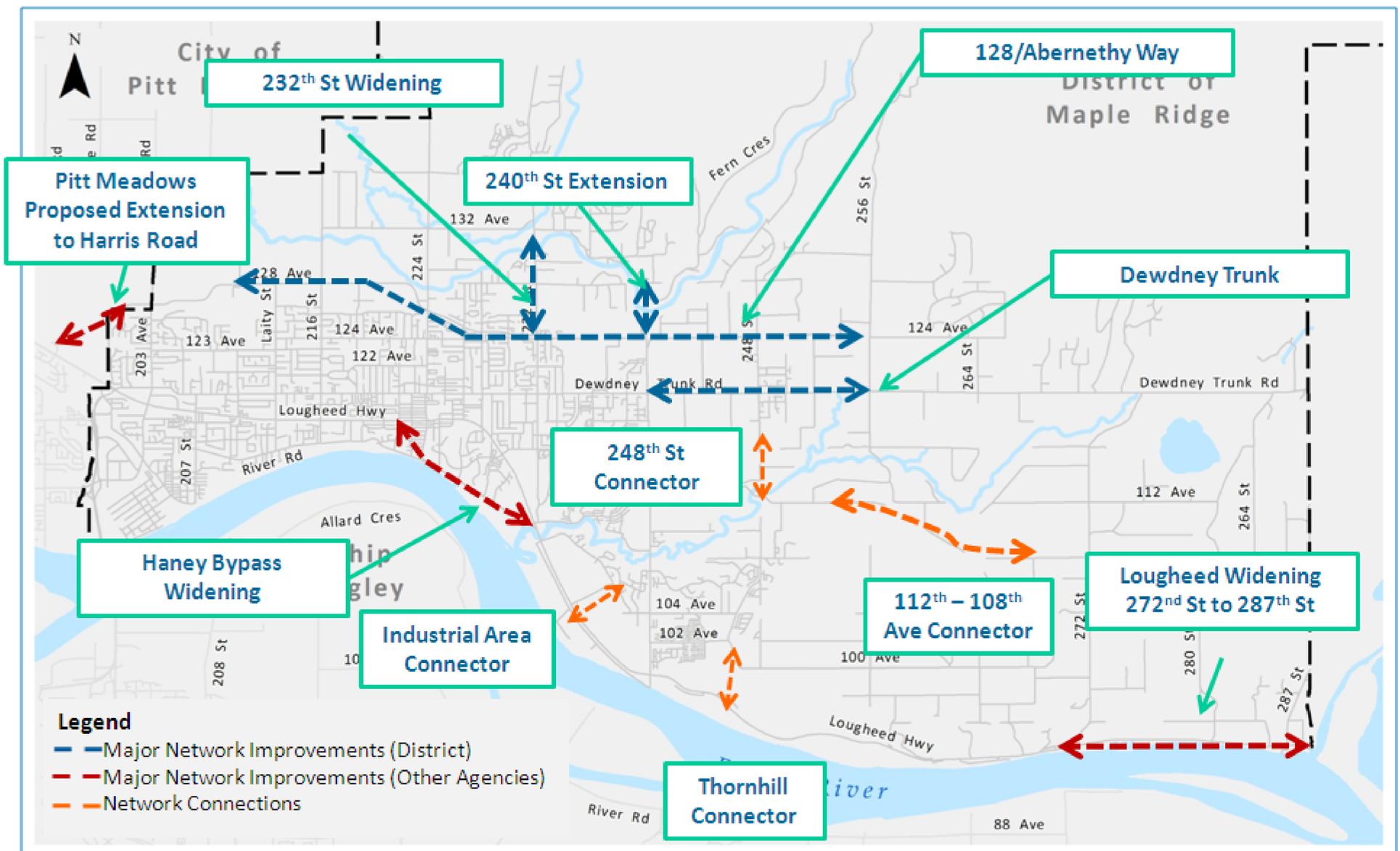
Accessible Design

Roads

Road Network Plan Key Themes

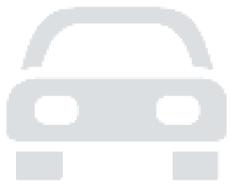
1. Major Network Improvements
 - 1a. District
 - 1b. Other Agency
 - 1c. Network Connections
2. Minor Network Improvements
3. Traffic Calming

1. Major Road Network Improvements



The Road Network Plan identifies three types of major road network improvements:

1. **Major Network Improvements (District)** – Includes Abernethy Way extension, Dewdney Trunk Road widening, 232nd Street widening, and 240th Street extension
2. **Major Network Improvements (Other Agencies)** – Includes roads that are maintained by the Province or other municipalities including Haney Bypass widening, Lougheed Highway Widening, and North Lougheed Connector
3. **Network Connections** - Includes roads that will improve network connectivity to key areas throughout the District, including: Thornhill Connector, Industrial Area Connector, 248th Street Connector, and 112th – 108th Avenue Connector

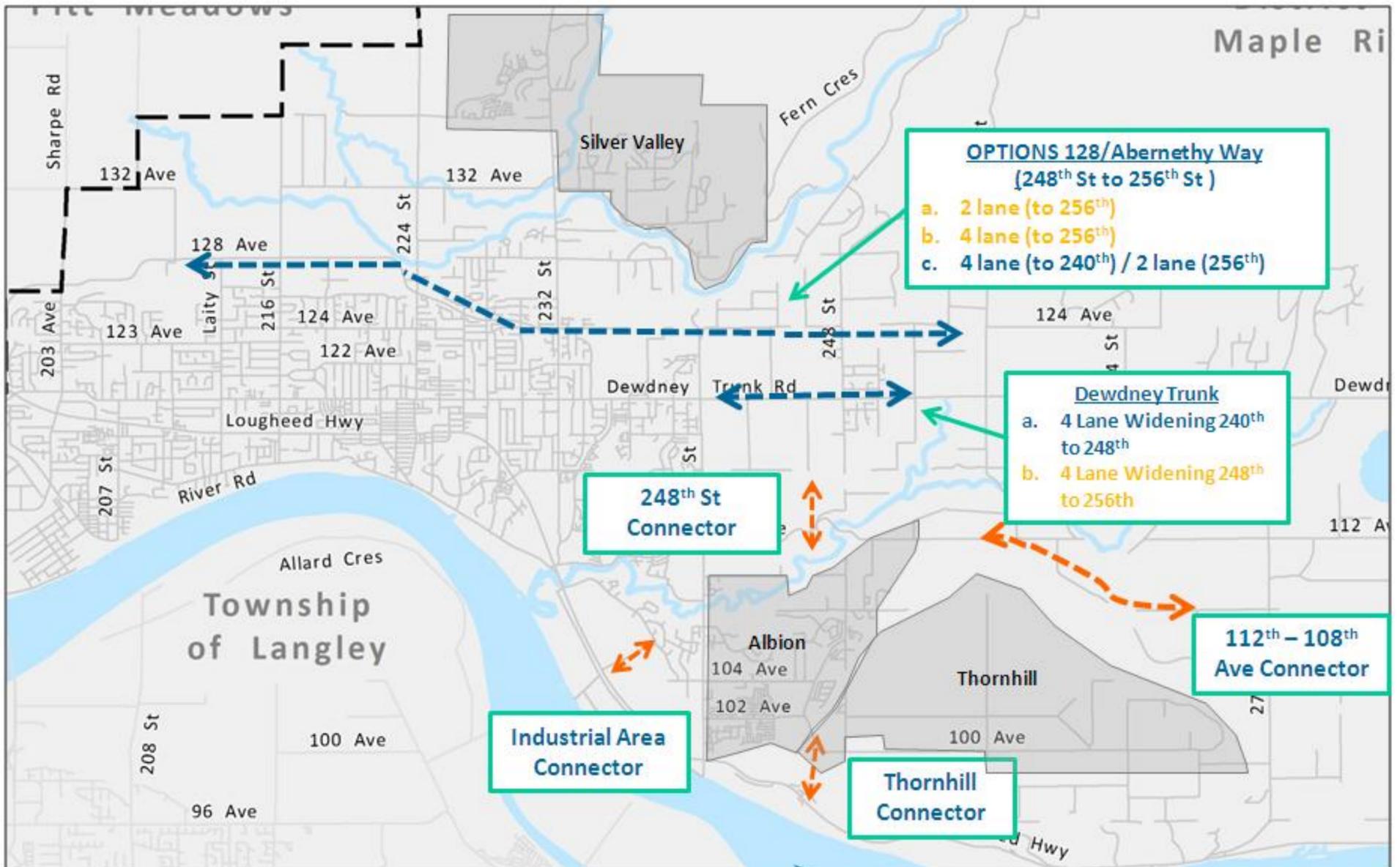


Roads

Road Network Plan Key Themes

1. Major Network Improvements
 - 1a. District
 - 1b. Other Agency
 - 1c. Network Connections
2. Minor Network Improvements
3. Traffic Calming

1a. Major Improvements (District)



Abernethy Way - 4 Lanes (to 240th) and 2 Lanes (240th to 256th)

- Approximately 50% traffic reduction on Dewdney Trunk between 232nd Street and 256th Street
- 20 Year forecast volumes do not warrant for 4-lanes east of 240th Street

Dewdney Trunk Road - 4 Lanes (240th to 248th)

- Forecast growth in traffic along Dewdney Trunk through 248th Street
- Modest long-term growth east of 248th Street
- Forecast volumes support widening 240th to 248th in the long-term

Long-Term Silver Valley Improvements:

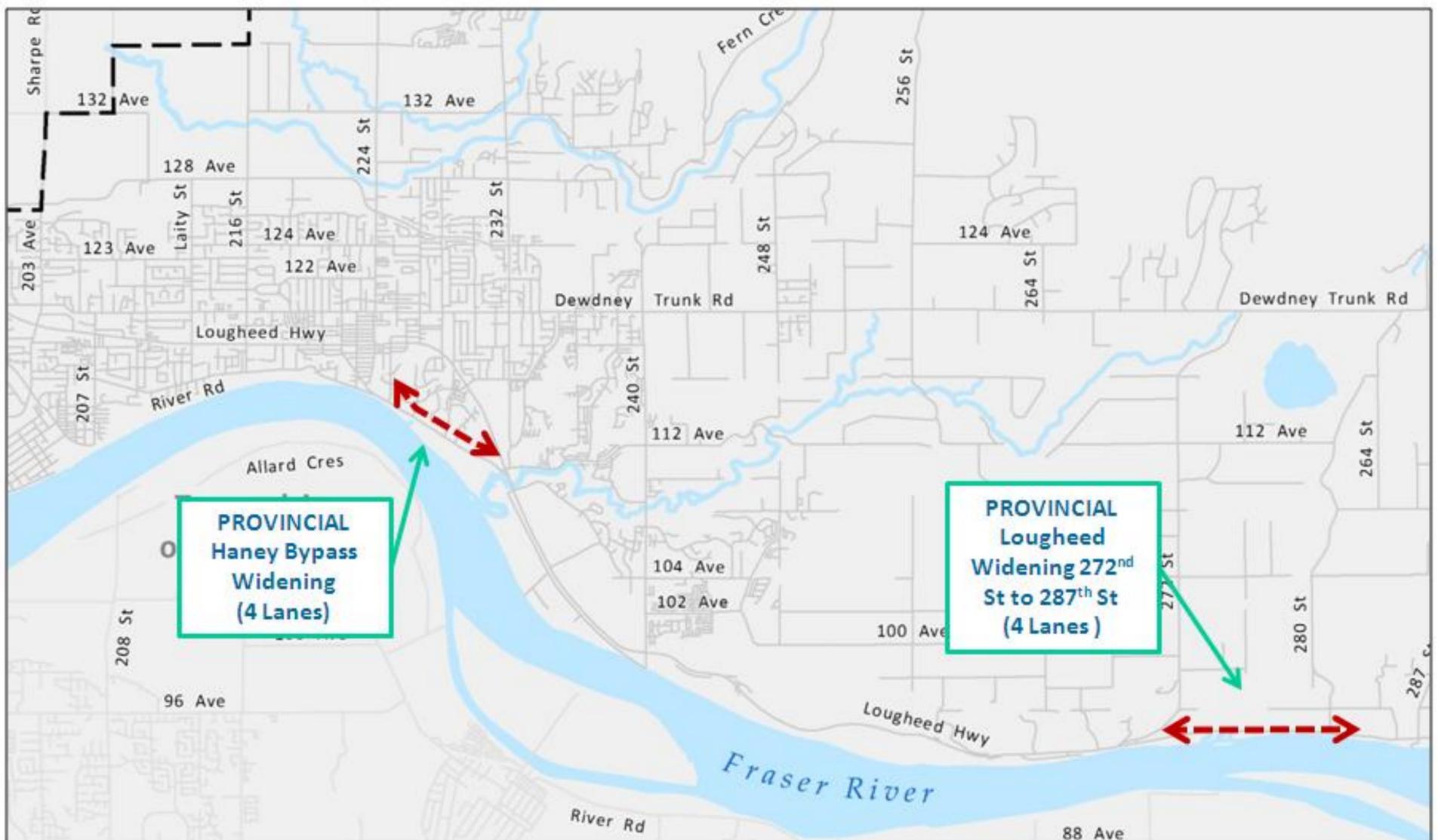
- 240th Street crossing would support 30% of 232nd Street traffic
- Widening 232nd Street
- Upgrades to Fern Crescent

Roads

Road Network Plan Key Themes

1. Major Network Improvements
 - 1a. District
 - 1b. Other Agency
 - 1c. Network Connections
2. Minor Network Improvements
3. Traffic Calming

1b. Major Improvements (Other Agencies)



Haney Bypass Widening

- Significant traffic diversion from Lougheed
- Forecast volumes support need for widening in short-term
- Intersection improvements needed at Lougheed/Haney Bypass

Lougheed Highway Widening

- Projected growth in inter-regional travel
- Peak period volumes support need for widening to 4 lanes

1c. Network Connections

Includes roads that will improve network connectivity to key areas throughout the District, including:

- Thornhill Connector
- Industrial Area Connector
- 248th Street Connector,
- 1128th – 108th Avenue Connector



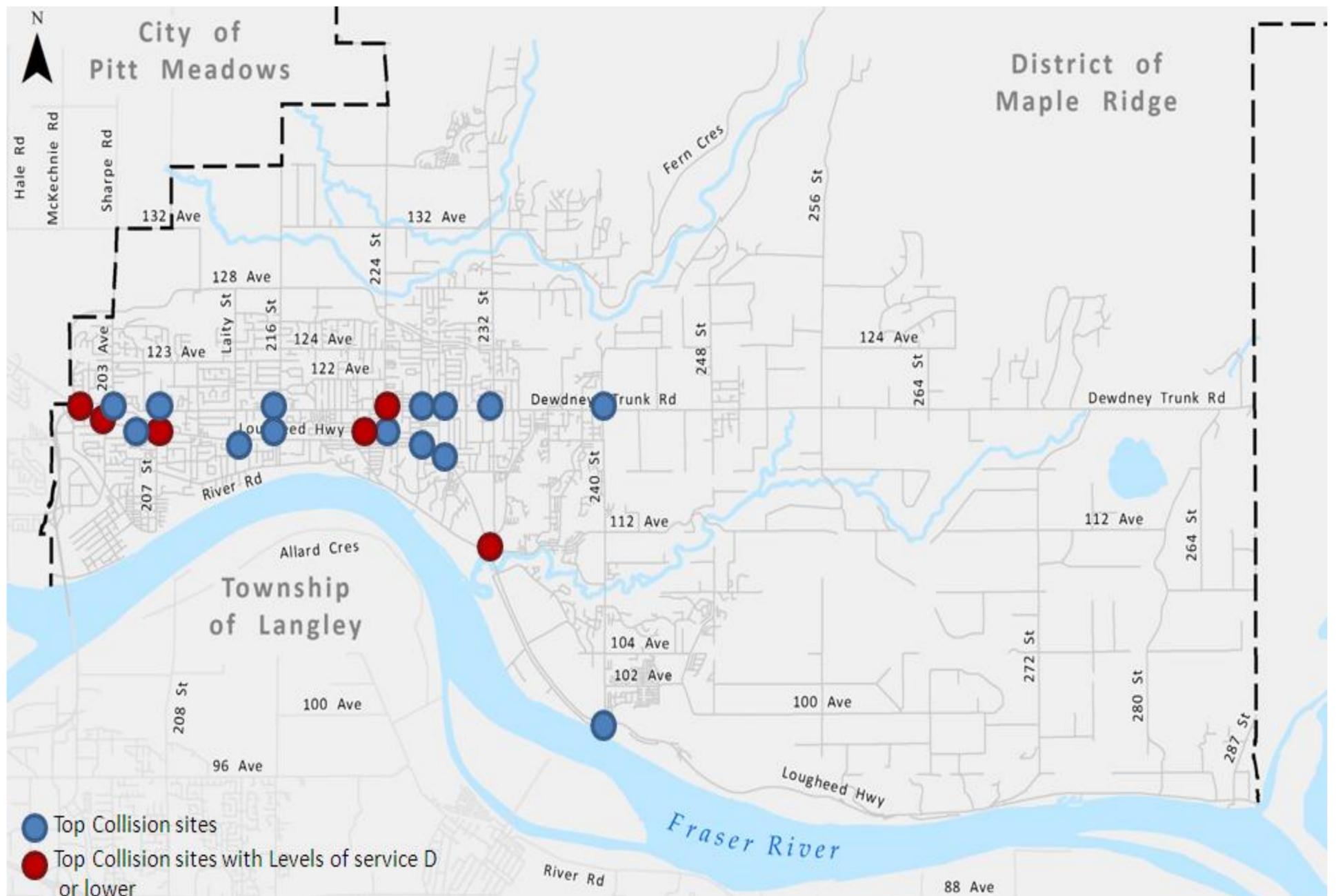
Roads

Road Network Plan Key Themes

1. Major Network Improvements
 - 1a. District
 - 1b. Other Agency
 - 1c. Network Connections
2. Minor Network Improvements
3. Traffic Calming

2. Minor Network Improvements

Provide minor intersection improvements to address safety and operational issues at locations with identified congestion and safety issues



3. Traffic Calming

The District has developed a Traffic Calming Policy to address identified neighbourhood transportation issues. The primary goals of traffic calming is to:

- *Improve Safety*
- *Preserve Neighbourhood Livability*

The District should continue to develop traffic calming plans on corridors with identified traffic speed and volume issues.