

Maple Ridge Master Transportation Plan



Council Meeting
April 8, 2013

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MAPLE RIDGE
British Columbia

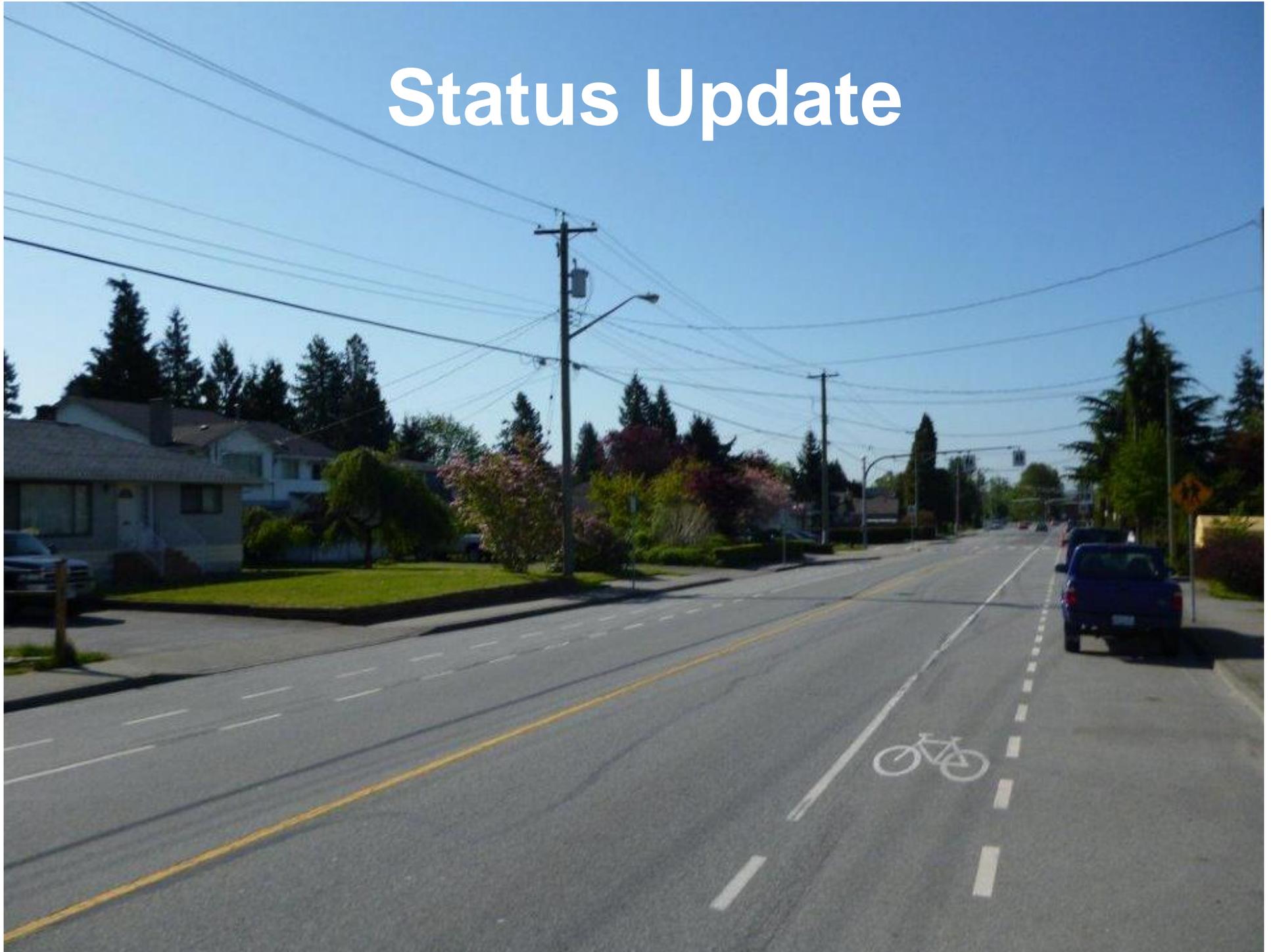
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Discussion Guide

- **Status Update**
- **Key Issues**
- **Draft Strategic Directions**
 - Road Network Plan
 - Pedestrian Plan
 - Bicycle Plan
 - Transit Strategy
- **Next Steps**



Status Update



Where are we in the process?

Phase 1 – Plan Start-Up

- Review background information
- Council Meeting



Phase 2 – Updated Key Issues & Opportunities

- Working Committee Workshops
- Goals and Objectives
- Updated Key Issues



Phase 3 – Updated Improvement Strategies

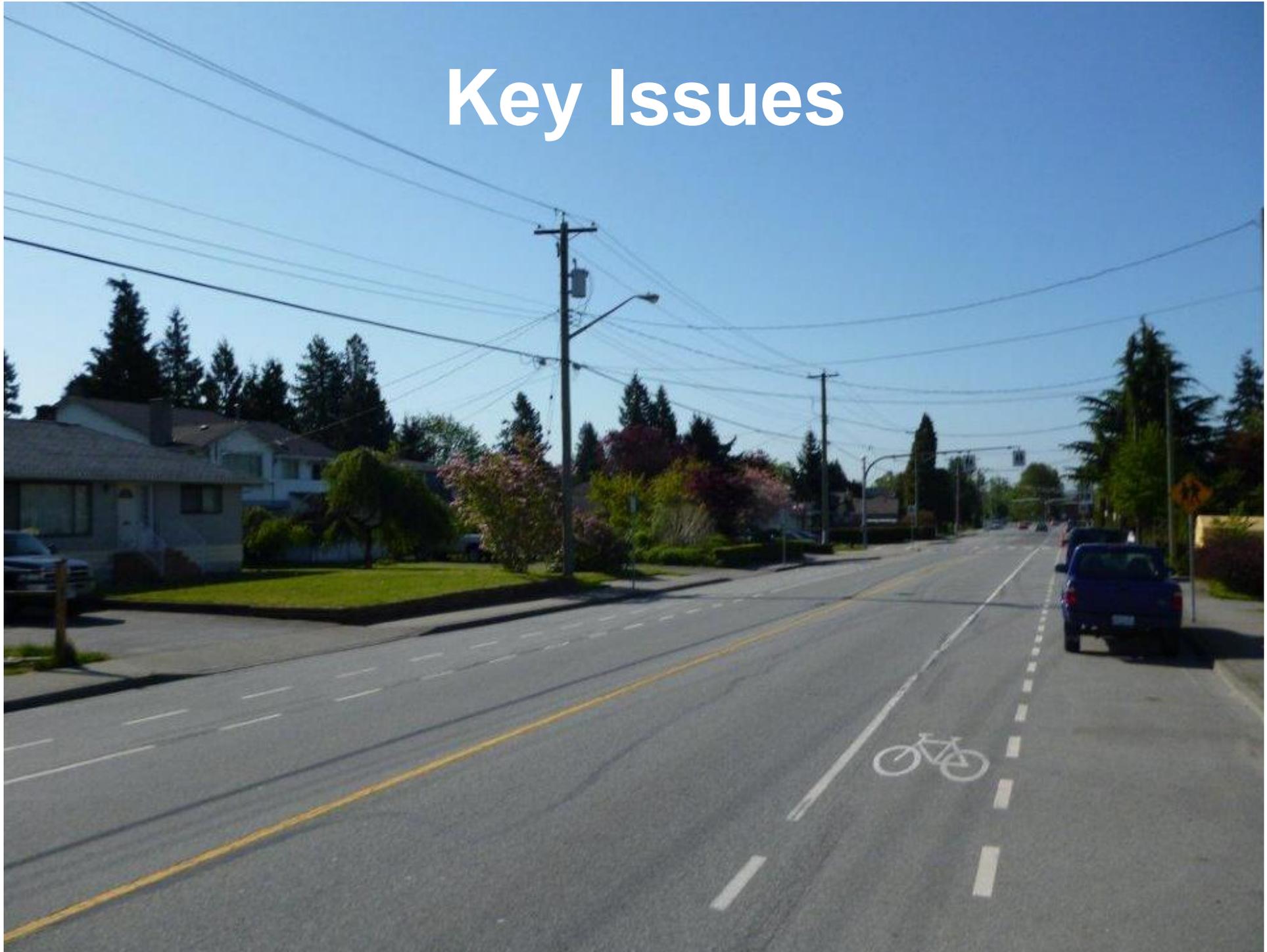
- Roadway network plan
- Transit strategy
- Active transportation plan
- Transportation Demand Management



Phase 4 – Reporting

- Open House
- Finalize & Adopt Plan

Key Issues



KEY ISSUES – Roads & Walking

Roads

- Need for improvements identified in initial MTP work
- 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,
- Better lighting

KEY ISSUES – Cycling & Transit

Transit

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

Cycling

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

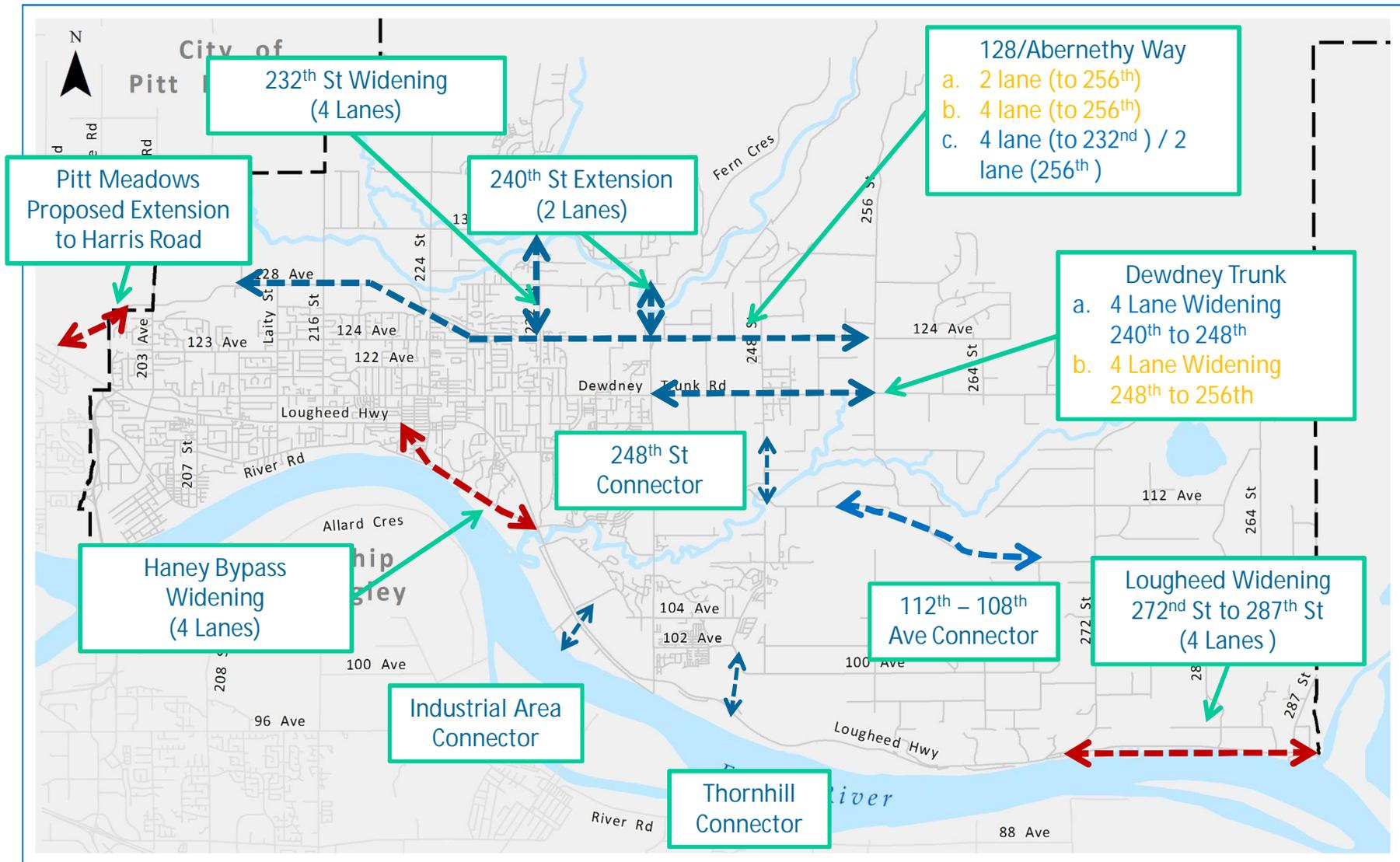
Strategic Directions for the *Master Transportation Plan*



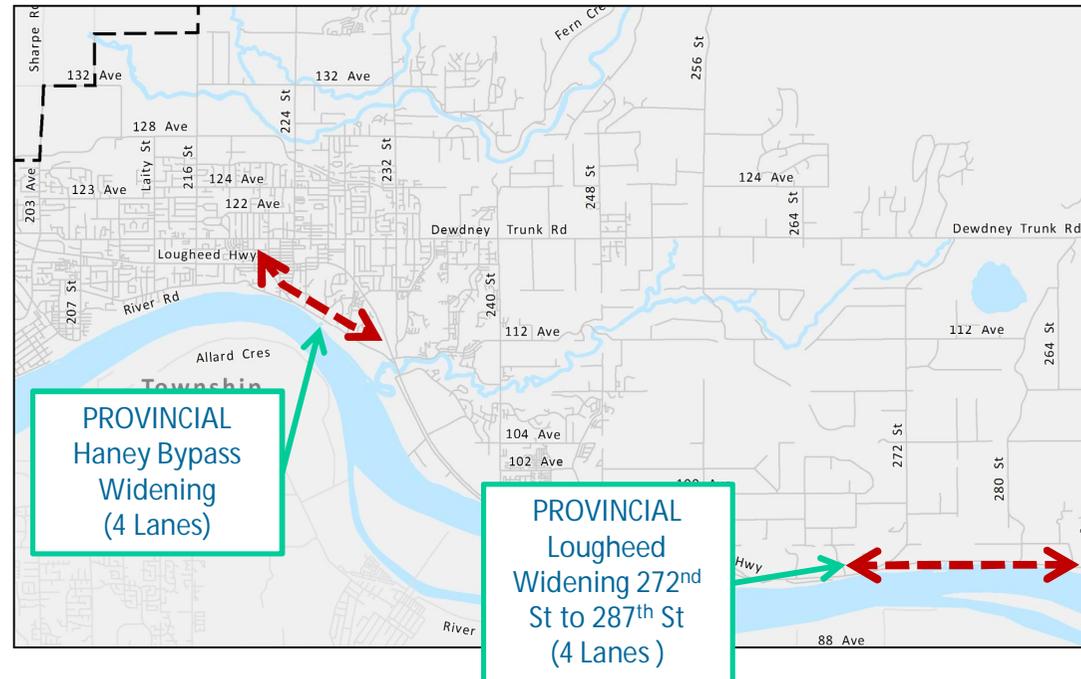
Transportation Strategy Directions



ROAD NETWORK PLAN – Major Roads Development



ROAD NETWORK PLAN – Lougheed / Haney Bypass



Haney Bypass Widening

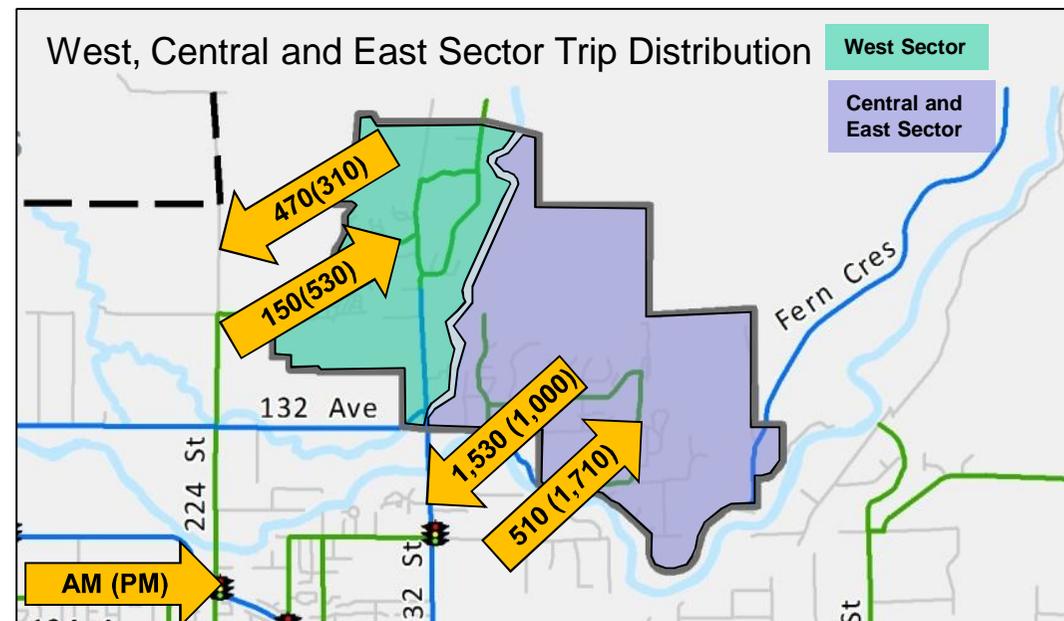
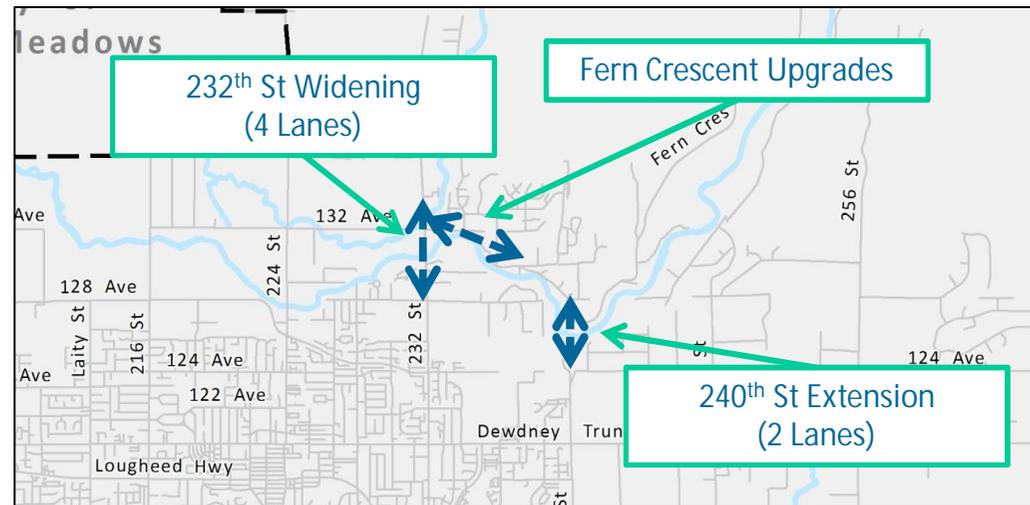
- Significant traffic diversion from Lougheed Highway
- Forecast volumes support need for widening in short-term
- Intersection improvements needed at Lougheed/Haney Bypass

Lougheed Widening

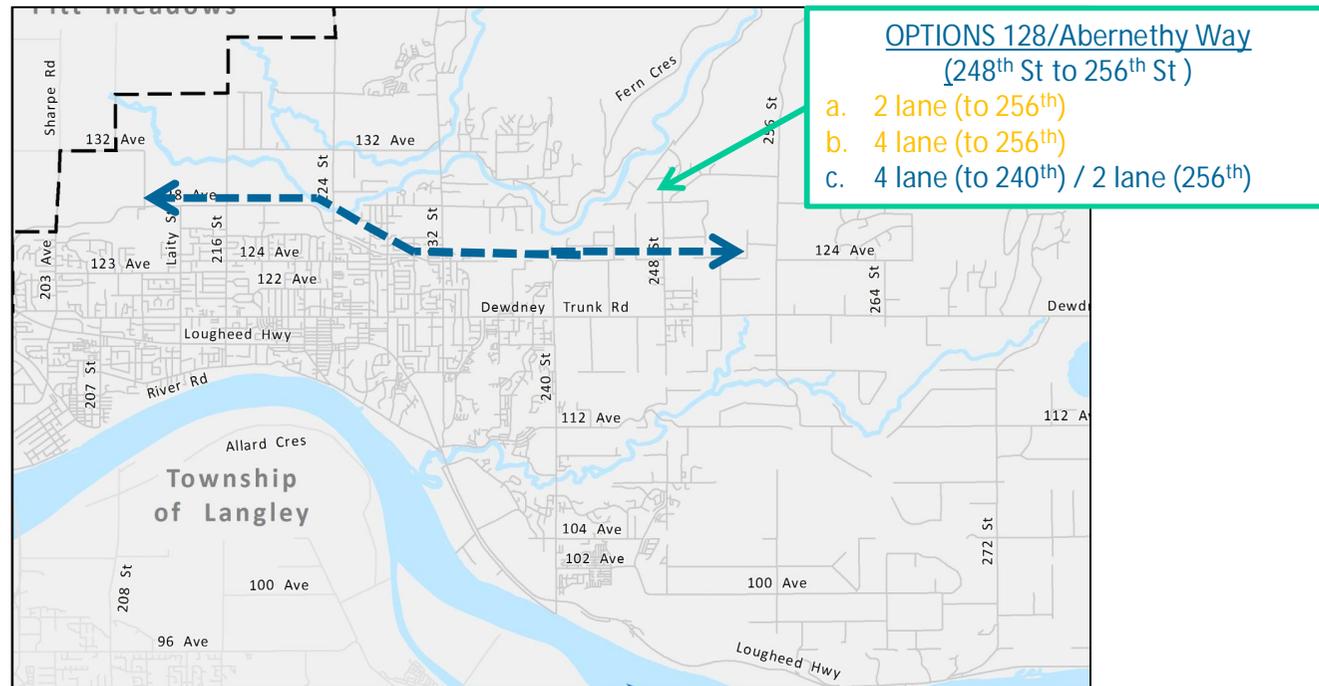
- Projected peak period volumes support need for widening to 4 lanes
- Minor traffic diversion from parallel corridors

ROAD NETWORK PLAN – Silver Valley Area Network

- Projected to generate as much as 3,500 vehicle trips during the afternoon peak hour in 2031
- Majority of trips are generated to/from the central and east sector
- Increased traffic pressures projected on;
 - 132nd Avenue
 - 232nd Street
 - Fern Crescent
- Long-term Direction
 - Widening 232nd
 - 240th Street crossing would support 30% of 232nd traffic
 - Maintain 132nd as arterial road
 - Upgrades to Fern Crescent



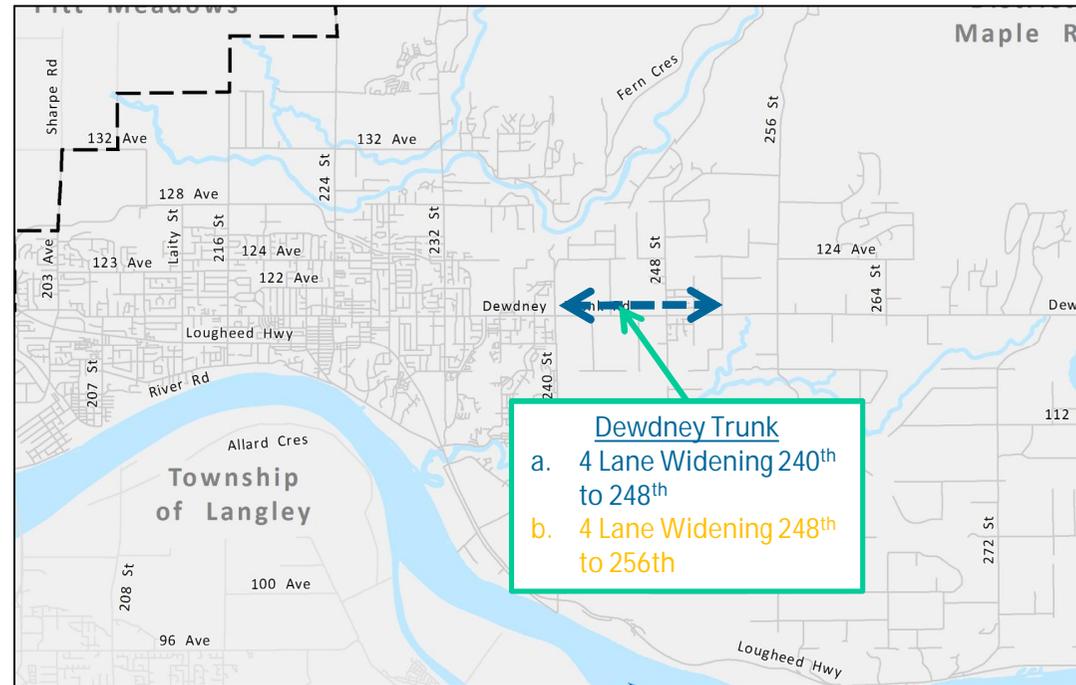
ROAD NETWORK PLAN – Abernethy & Dewdney



4 Lane (to 240th) & 2 Lane (240th to 256th)

- Significant traffic growth on Abernethy Way and 128th Ave
- Approximately 50% traffic reduction on Dewdney Trunk between 232nd St and 256th St
- 20 Year forecast volumes do not warrant for 4-lanes east of 240th

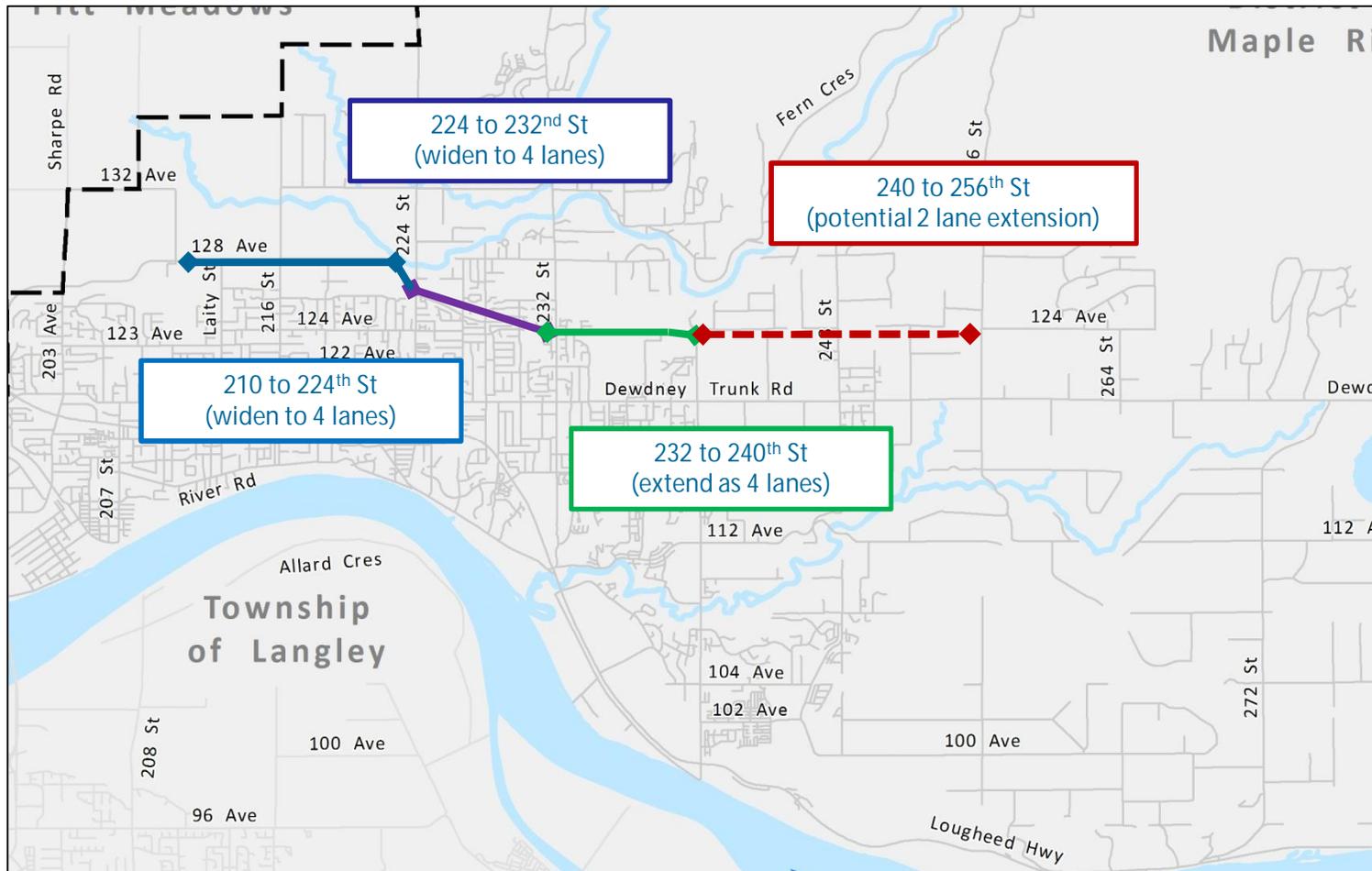
ROAD NETWORK PLAN – Abernethy & Dewdney



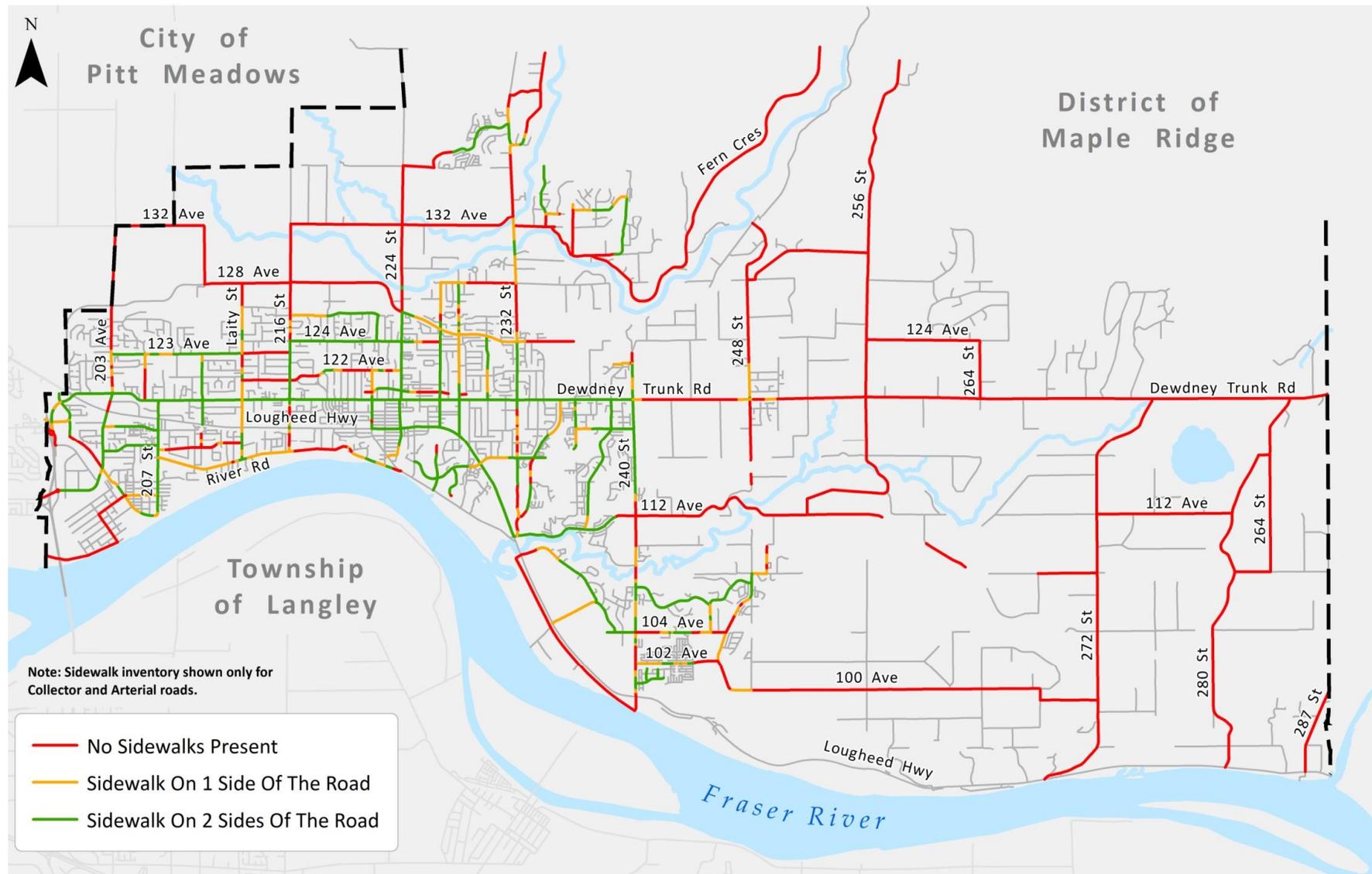
4 Lane (240th to 248th)

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

ROAD NETWORK PLAN – Abernethy Project Segments



PEDESTRIAN PLAN – Existing Network



PEDESTRIAN PLAN – Key Themes

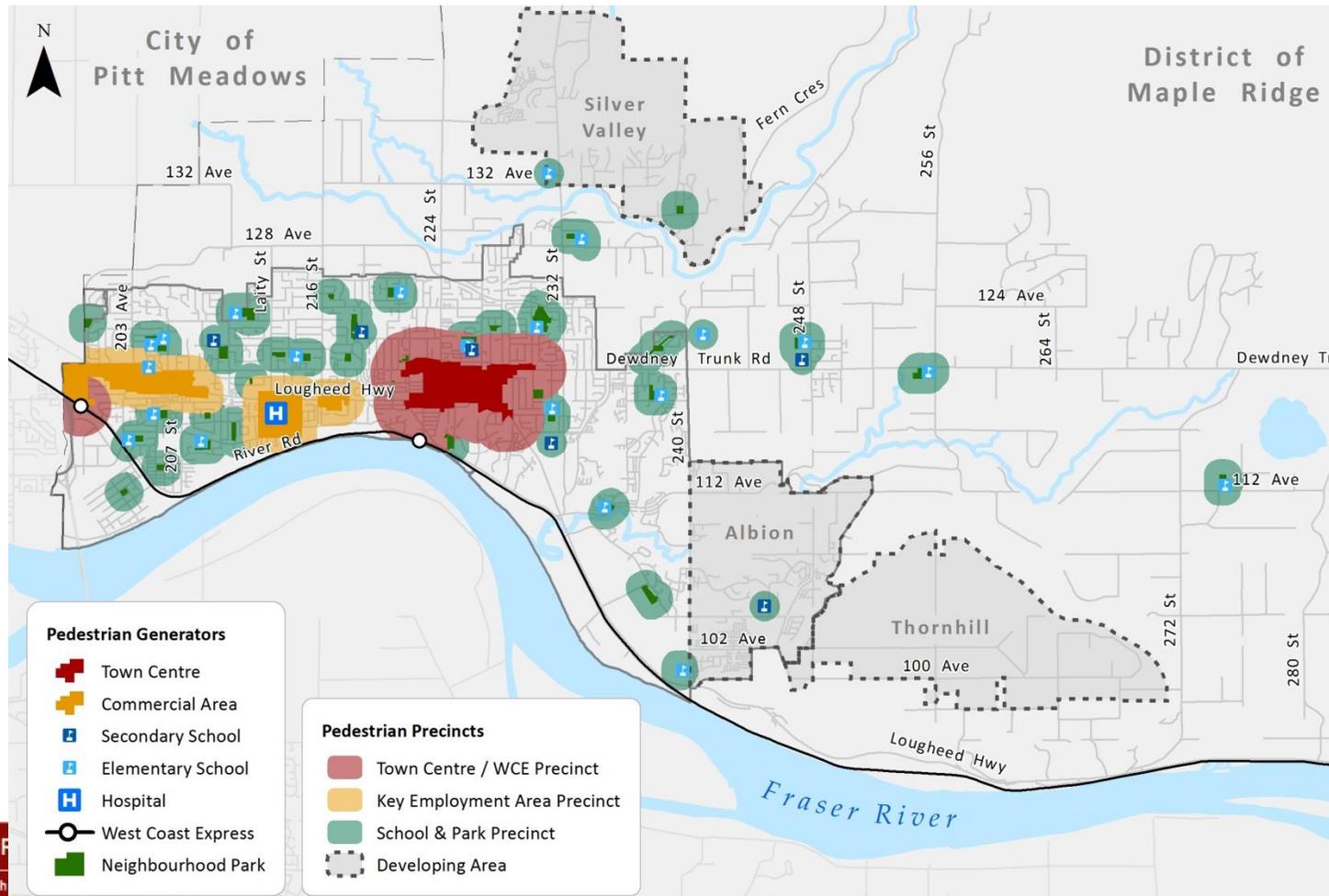
1. Walkability improvements in key areas
2. Interim strategies for growth areas
3. Enhanced arterial road sidewalk coverage
4. Crossing Treatments
5. Support Programs



PEDESTRIAN PLAN

1. Walkability Improvements in Key Areas

Town Centre, Employment Areas, Schools & Parks, and Developing Areas



PEDESTRIAN PLAN

2. Interim Strategies for growth areas such as in Silver Valley, North Albion, etc.

	PROS	CONS
Provide with Growth	<ul style="list-style-type: none"> Minimizes cost 	<ul style="list-style-type: none"> Reduced comfort & safety of pedestrians Limits access to new areas
Temporary Sidewalk	<ul style="list-style-type: none"> Within right-of-way Provides separation for pedestrians May use asphalt or concrete 	<ul style="list-style-type: none"> Moderate-high cost Challenges of continuity
Ultimate Sidewalk	<ul style="list-style-type: none"> Separation for pedestrians as development progresses 	<ul style="list-style-type: none"> Higher capital and property cost Requires land acquisition
RECOMMENDED: Temporary shoulder widening or separated path	<ul style="list-style-type: none"> Low cost Separation for pedestrians with growth Within right-of-way Flexible design around existing constraints & integration with equestrian trails 	<ul style="list-style-type: none"> Both separate shoulder and pathway required for equestrian facilities on same road

PEDESTRIAN PLAN

4. Enhance Town Centre Walkability

Continue improvements within key areas of high pedestrian demand

- *Landscaped boulevards*
- *Street furniture*
- *Enhanced wayfinding*
- *Accessible bus stops*
- *Street lighting*
- *Pedestrian safety considerations*



PEDESTRIAN PLAN

5. Crossings



Enhanced crosswalks



Narrower Crossings



Countdown Timers



Accessible & Audible Signals

6. Support Programs

*Events
Open Streets / Sunday
street closures*

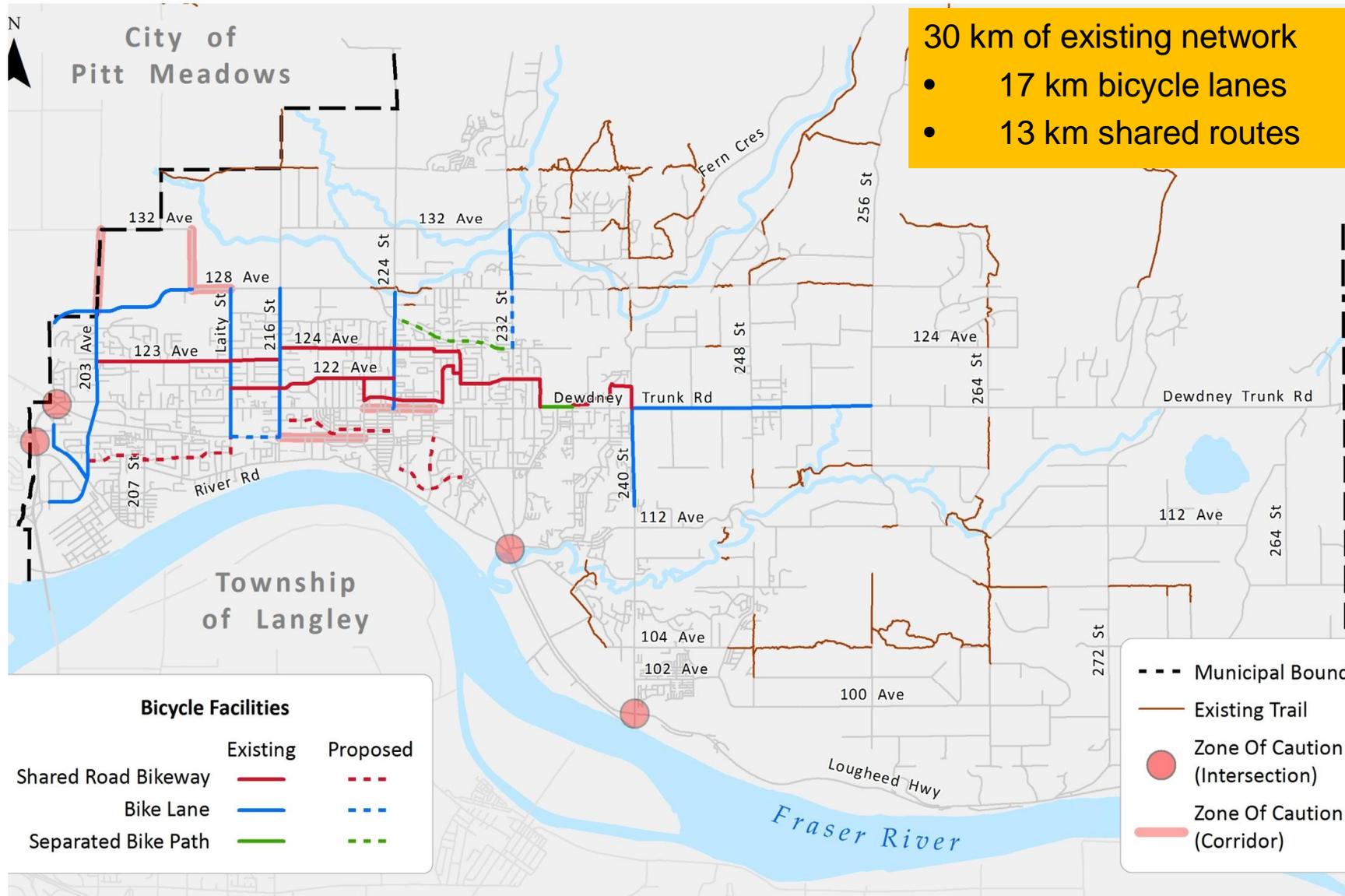


Parklets

*Education & Awareness
Safer School Travel
Programs*

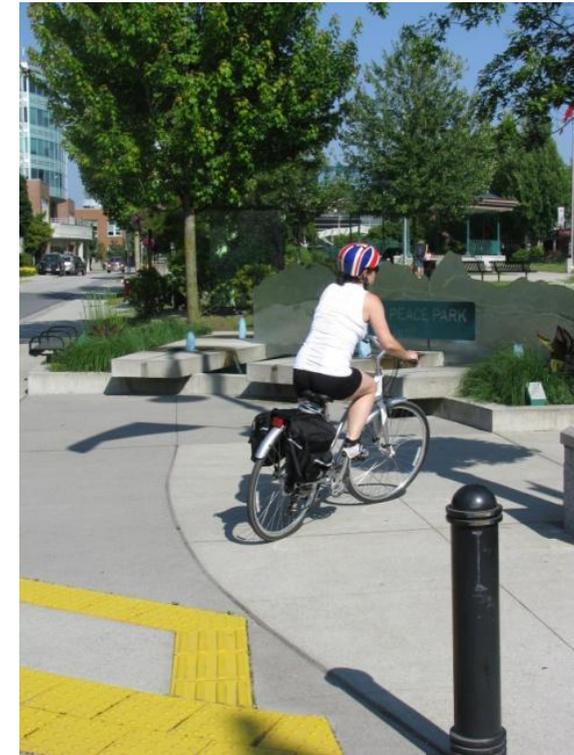


BICYCLE PLAN – Existing Network



BICYCLE PLAN – Key Themes

1. Comfortable standard of facilities
2. Complete & Connected Facilities
3. Crossings
4. Support Facilities & Programs



BICYCLE PLAN

1. Comfortable Standard of Facilities

Targeting improvements where there is potential to increase cycling



Off-Street
Pathway

Bicycle
Lane

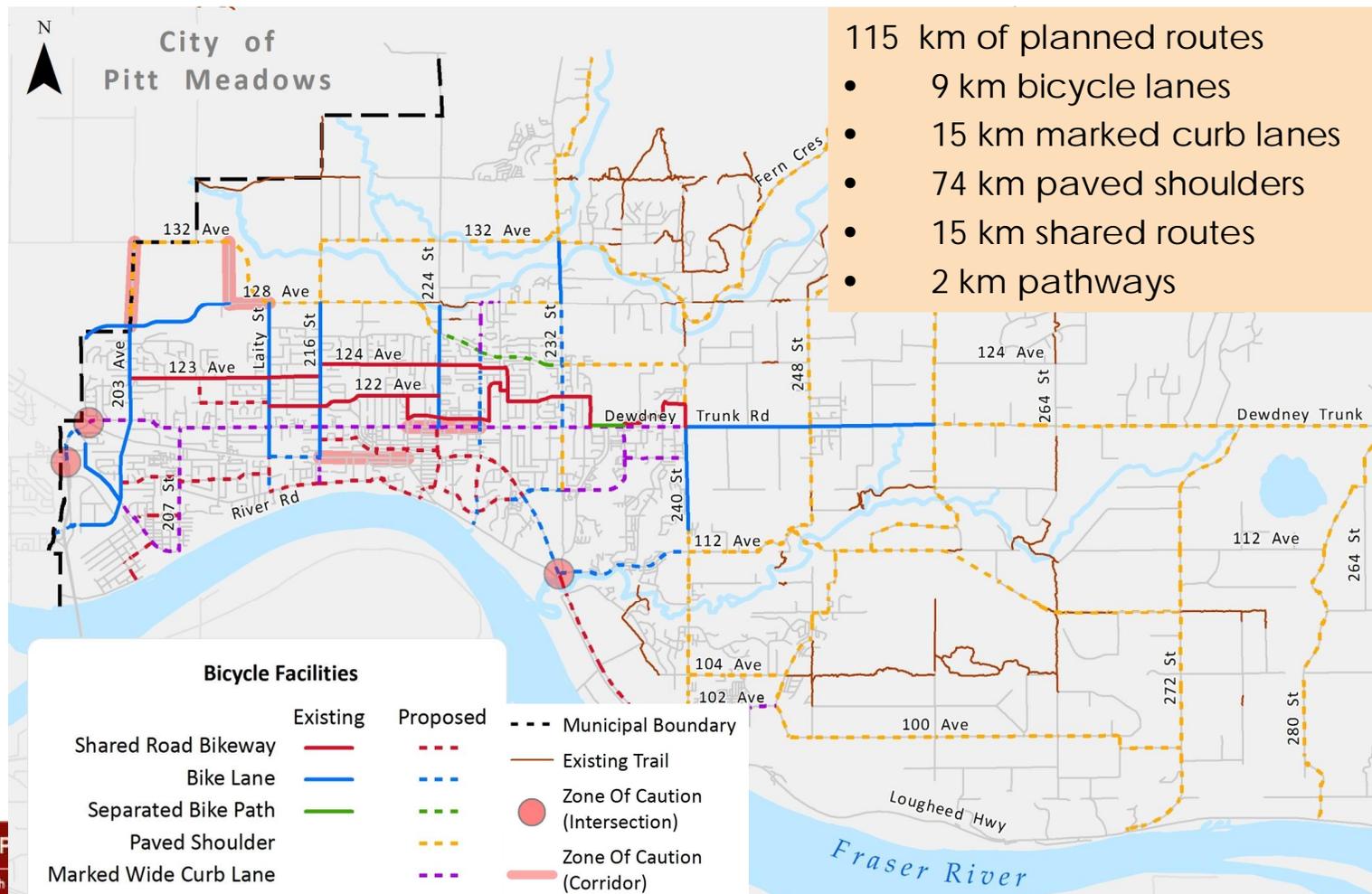
Shoulder
Bikeway

Marked
Curb
Lanes

BICYCLE PLAN

2. Complete, Connected Facilities

Addressing gaps, east-west connections, and access to rural areas and neighbourhoods



BICYCLE PLAN

3. Crossings



Bicycle Activated Push Buttons



Enhanced Pavement Markings



Bike Boxes

4. Support Programs



Bicycle Parking

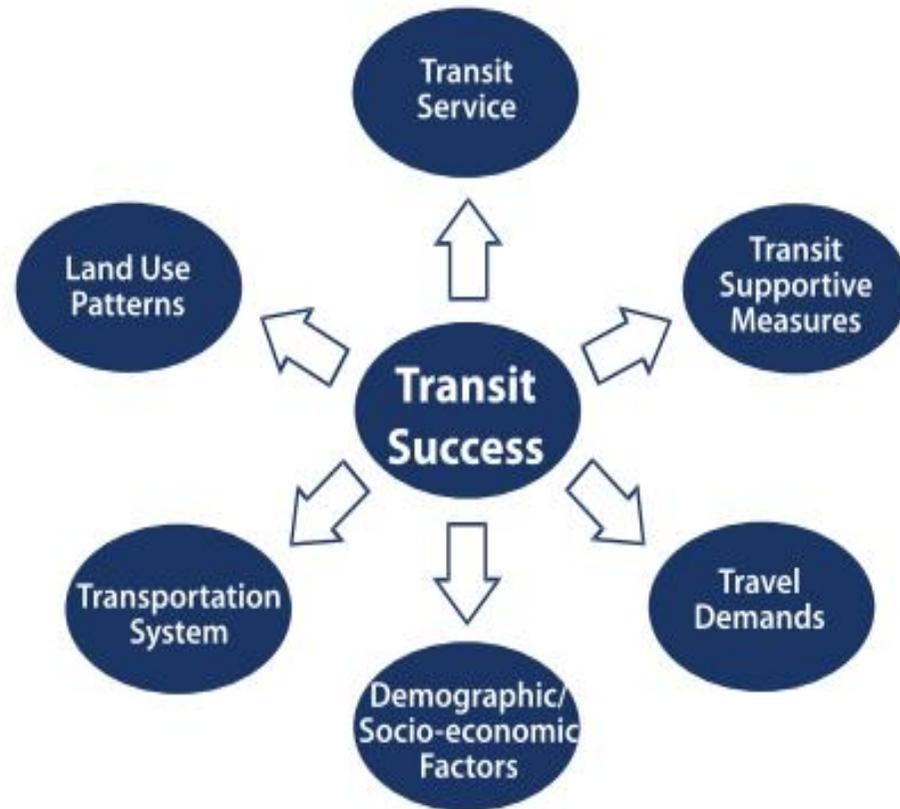
Wayfinding



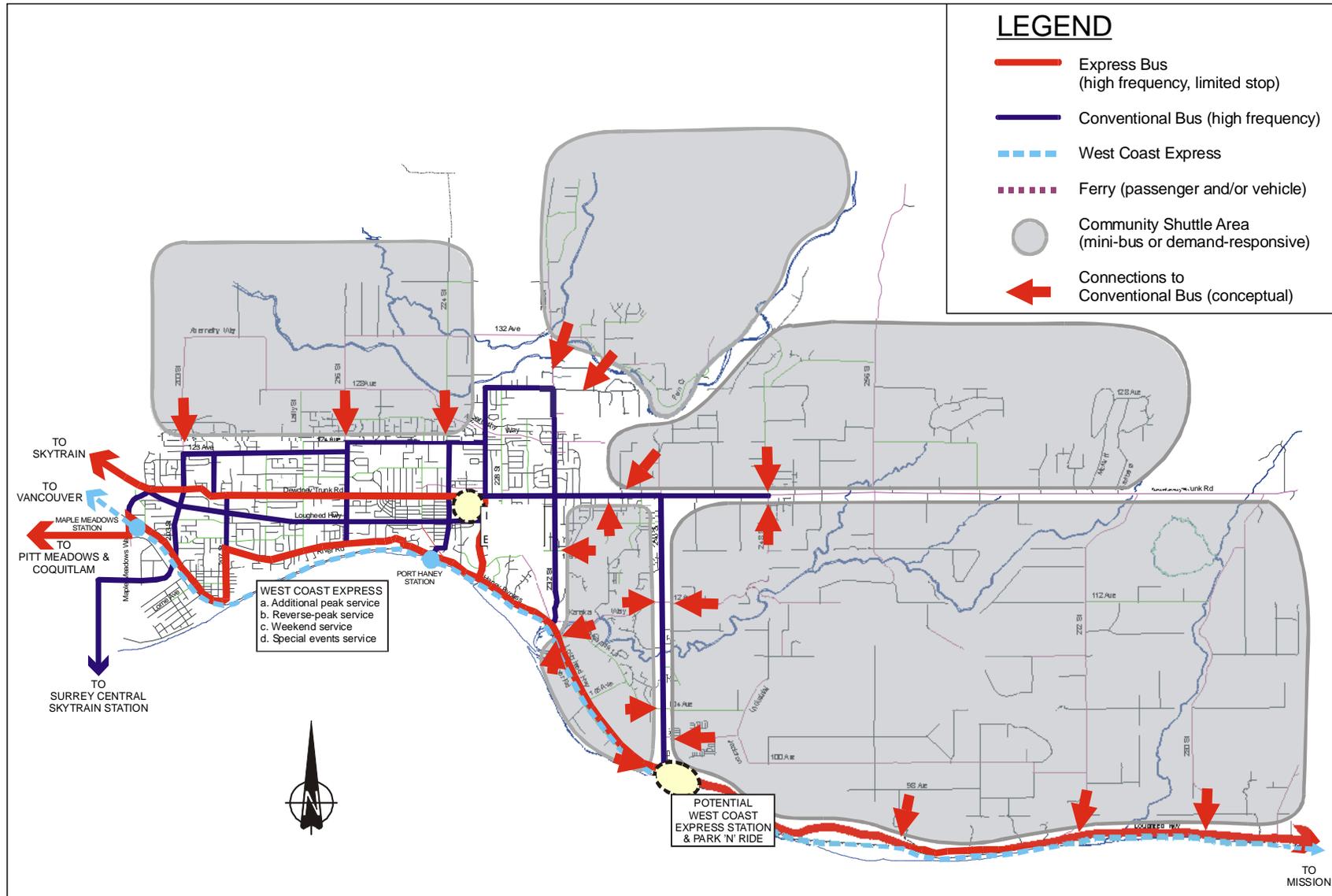
**Education & Awareness
Safer School Travel Programs**

TRANSIT STRATEGY – Key Themes

1. Enhanced network of local and regional services (*weekday and weekend*)
2. Comfortable and accessible passenger facilities



TRANSIT STRATEGY – Enhanced Network



TRANSIT STRATEGY – Comfortable & Accessible Passenger Facilities



Customer Information



Seating



Shelters

Accessible Design



Next Steps

1. Draft Plan Open House
2. Costs & Prioritization
3. Finalize & Adopt Plan

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