

## **Chapter 7**

# **Transportation**

**Transportation**

**Road Network Plan**

**Transit**

**Cyclists**

**Pedestrians**

**Multi-Use and Equestrian Trails**





# 7.1 TRANSPORTATION

## BACKGROUND

The District of Maple Ridge faces a number of unique transportation challenges. It is bounded by waterways on the south and east, Pitt Meadows to the west, and mountains to the north. Highway 7 connects the District to the rest of the Lower Mainland and serves as the primary route to, from, and through the community. The Albion Ferry connects Maple Ridge to communities south of the Fraser River until such time as the Golden Ears Bridge is constructed.

Within the District, transportation efforts have been focused on improved roadway networks, bicycle and pedestrian facilities, and transit services. However, the automobile remains the dominant mode of transportation within the community, creating external and internal pressures on the transportation system.

## ISSUES

- Maple Ridge is one of the fastest growing municipalities in the Lower Mainland. The transportation challenges facing the District are compounded by the rapid population growth in recent years. The projected population growth for the future will intensify these challenges.
- Major transportation routes through Maple Ridge, such as Highway 7 and the Haney Bypass, fall within the jurisdiction of the Provincial Government. Also, large sections of road such as Dewdney Trunk, 232<sup>nd</sup> Street, and Fern Crescent are in TransLink's Major Road Network.
- Transportation has been identified as one of the most pressing issues facing the District in a recent survey of community attitudes. Residents would like to see much improved transit services throughout the community, improved road connections between Maple Ridge and adjoining communities, and a continued expansion of on-street bicycle facilities and pedestrian systems.
- The primary challenge for the District will be to strategically invest, with the assistance of other agencies and levels of government, in infrastructure to accommodate increasing local and regional travel. At the same time, a balance needs to be maintained amongst the various travel modes in the transportation system and to explore options to improve safety, increase capacity and reduce congestion resulting from all traffic.

- A number of significant transportation improvements have been implemented. Other improvements, such as TransLink’s Area Transit Plan and the Golden Ears Bridge, are planned to proceed. The replacement of the Pitt River Bridge is also being planned as part of the Provincial Gateway Program.
- The District needs a variety of transportation options that provide good connections to both local and Regional destinations. For local travel, the emphasis should be placed on development of pedestrian and cycling connections between key destinations, and more flexible transit services to accommodate local trips. For Regional travel, strong connections to other municipalities to accommodate inter-municipal travel are necessary.
- The Transportation policies need to be read in conjunction with the District of Maple Ridge Transportation Plan.

## PRINCIPLES

The following principles reflect the shared community values of Maple Ridge residents and provide a framework for the Transportation policies in the Official Community Plan:

### Principle 12

Collaboration with other authorities, including but not limited to the ALC and Metro Vancouver, is essential to ensuring that municipal objectives can be met.

### Principle 25

Providing access to nature by way of a trails system is important as a means to optimize recreational resources in an environmentally friendly way.

### Principle 31

It is important to undertake detailed planning work on the basis of neighbourhood planning.

### Principle 34

An integrated system of centres or nodes is supported as an important framework for community development.

### Principle 38

Expanding services concurrently with development is regarded by the community as good planning and development practice.

### Principle 40

A well-planned transportation network is central to providing transportation choices that accommodate multi-modal transportation within the community, and connecting with other places.

The District of Maple Ridge Transportation Plan contains specific details regarding key issues, objectives and recommendations for transportation within the community.

### **Principle 41**

The need to address the east-west road capacity issue is recognized as important.

### **Principle 42**

Improved community bus service is important to provide connections between neighbourhoods and transit services.

### **Principle 43**

The community desires more frequent West Coast Express trains, with safer pedestrian access to stations.

### **Principle 44**

Adequate roadway capacity, especially for emergency vehicles, is an important component of developing new areas.

### **Principle 45**

Citizens value a pedestrian friendly environment that includes a trail network for horses, walking and cycling for recreation and access to amenities, employment, and services.

## **OBJECTIVES**

- To provide for safe, convenient, efficient and accessible movement of people, goods, and services throughout the District.
- To provide an integrated system of transportation which balances all modes of transportation.
- To develop a transportation network that provides increased Regional connections for all modes of transportation.
- To develop a transportation network that supports travel by all modes of transportation and for people of all abilities.
- To provide transportation infrastructure and services in a manner that offers more travel choices to District residents and employers.
- To provide transportation infrastructure and services that support long-term municipal and Regional land use and economic policies and actions.
- To provide transportation infrastructure and services that enhance quality of life in Maple Ridge and the quality of the natural environment in a cost-effective manner that make the best use of resources.
- To support urban design initiatives that are conducive to enhancing the attractiveness of walking, cycling, and transit for people of all physical abilities.

## POLICIES

**7 - 1** Maple Ridge will encourage the development of a safe, integrated, multi-modal transportation system based on the long-term interests of the community, the economy, and the environment.

**7 - 2** Maple Ridge will, with the assistance and cooperation of other agencies and levels of government, develop transportation strategies to address east-west mobility across the District, network improvements to facilitate the Golden Ears Bridge crossing, and mobility within the Town Centre.

**7 - 3** Maple Ridge will place a priority on the following major inter-regional transportation links:

- a) the Golden Ears Bridge crossing;
- b) enhancement of inter-regional bus connections;
- c) obtaining more frequent (off-peak and reverse peak) West Coast Express train service to and from Maple Ridge;
- d) development of a continuous high occupancy vehicle and bus lane network to the west and east along Lougheed Highway.

**7 - 4** Maple Ridge will place an emphasis on increasing choice for non-automobile transportation modes.

**7 - 5** Maple Ridge supports an integrated approach to land use and transportation, and will provide for transportation services in accordance with the Maple Ridge Transportation Plan.





## 7.2 ROAD NETWORK PLAN

### BACKGROUND

The Major Corridor Network Plan, as outlined in detail in the Maple Ridge Transportation Plan (Figure 4), identifies the District's long-term roadway network strategy and improvements, ranging from new roadway corridors to minor intersection improvements.

Details regarding the Major Corridor Network Plan are found in the District of Maple Ridge Transportation Plan.

### ISSUES

- A key issue with the existing transportation network is the limited number of connections between Maple Ridge and the other areas of the Lower Mainland.
- Surrounding municipalities represent key origins and destinations for Maple Ridge. With projected population growth, employment expansion throughout the region, and the Golden Ears Bridge, traffic patterns can be expected to change as a result of the anticipated growth.
- Maple Ridge has a lack of continuous east-west roadways which concentrates travel demand onto Lougheed Highway and Dewdney Trunk Road and increases traffic congestion along these routes. As a consequence, motorists tend to short-cut through residential neighbourhoods.
- Existing discontinuities in the road network make travel by automobile more circuitous, make transit more difficult to provide, and discourage cycling and walking for even short trips. Emergency response is also challenging when fewer direct routes are available.
- Unchecked expansion of the road network in response to increased traffic volume is expensive and difficult in the long term for most communities. The issue is how to strategically develop a transportation network with adequate capacity that supports and encourages non-automobile travel modes, in conjunction with a coordinated land use strategy that promotes compact, long term sustainable development within the urban area.
- The efficient movement of people, goods and services within Maple Ridge is important to the economic development of the community.
- It has been identified through both public input and agency discussion that road safety is an issue for residents of Maple Ridge.

- In the rural areas of Maple Ridge, equestrians often share road space with motorized traffic along District roadways. The safety of sharing road space and/or right-of-way with automobiles and trucks is a key concern for horseback riders.

## OBJECTIVES

- To support the development of Regional connections between Maple Ridge and other municipalities to enhance Regional mobility.
- To enhance the movement of people, goods, and services by providing an efficient and effective roadway network and by identifying strategic opportunities for improving mobility within the District with new road connections.
- To facilitate access to/from/within local commercial areas for people, goods, and services, while considering the impacts of truck traffic on local neighbourhoods.
- To place a priority on road safety in the planning, operation and maintenance of the road network for people, goods and vehicle movement.
- To support equestrian activities and ridership in the rural areas of Maple Ridge.

## POLICIES

**7 - 6** Maple Ridge will work with all levels of government and relevant agencies to continue to advance the implementation of the new Golden Ears Bridge, and will continue to recommend improvements to the local road network to minimize impacts of the crossing on Maple Ridge neighbourhoods, while ensuring minimal impact on the Major Road network as a result.

**7 - 7** Maple Ridge will work with the Provincial Government, Translink, and other municipalities to advance the replacement of the Pitt River Bridge.

**7 - 8** Maple Ridge will work cooperatively with all levels of government to ensure that major highway corridors and commuter routes, both within the District and connecting to adjacent municipalities, are developed or upgraded in accordance with the community's needs.

**7 - 9** Maple Ridge will build on the existing grid system to improve the east-west road network, to provide better connectivity in the local road network and to complete the major arterial network where appropriate, as identified on the proposed Major Corridor Network Plan (Figure 4). The District will work with the community, the Agricultural Land Commission and other relevant agencies to explore the potential future routes identified on the Plan.

**7 - 10** Maple Ridge will define and plan for transportation improvements that keep pace with development and whenever feasible will accommodate automobile and alternative modes of travel, including bicycle lanes and in decisions on transportation improvements and when constructing or reconstructing roadways.

**7 - 11** Maple Ridge will support initiatives that reduce traffic demand and automobile trips such as:

- a) encouraging more compact development in the Town Centre and around village commercial centres and community commercial cores;
- b) supporting the Town Centre as the central node of the community linked to outlying areas;
- c) locating the industrial and commercial land base in appropriate areas;
- d) encouraging telecommuting and home-based business;
- e) emphasizing more employment opportunities adjacent to residential developments, or more housing adjacent to employment generating uses;
- f) encouraging transit use, bicycle use, and pedestrian travel;
- g) promoting community education programs.

**7 - 12** Maple Ridge will monitor the changes occurring in the transportation network as the system is improved.

**7 - 13** Maple Ridge will encourage the use of the Fraser River for transportation purposes such as:

- a) the transshipment of industrial goods and raw materials;
- b) for recreation; and
- c) for tourism.

**7 - 14** Maple Ridge will make road safety a priority in the planning, operation and maintenance of the road network through programs and institutionalized approaches to transportation.

**7 - 15** Maple Ridge will explore, where appropriate, and adopt methods of accommodating equestrians within the right-of-way of rural arterial and collector roadways in a safe manner. It is recognized that equestrians prefer off-road networks.





## 7.3 TRANSIT

### ISSUES

- An Area Transit Plan was completed for Maple Ridge and Pitt Meadows in 2004. This plan provides for many short term and long term transit related improvements.
- Current bus service is relatively limited in Maple Ridge, with only one route providing a Regional connection between Maple Ridge and Coquitlam Station.
- The West Coast Express currently provides a limited service to and from downtown Vancouver. A new West Coast Express station is planned for the Albion area, after the opening of the Golden Ears Bridge.
- Service frequency, hours of service, routing, coverage, travel time and reliability are key transit issues that can limit the attractiveness of transit as a viable travel option.
- Present transit connections to destinations outside Maple Ridge are provided in a westerly direction only. There is demand and opportunities to expand Regional connections to the south and to the east.
- A full-service transit exchange in the Town Centre is planned for the future.

### OBJECTIVES

- To ensure that long-term transit services support growth and development in the community and offer a viable choice for local and Regional travel.
- To identify opportunities that enhance the success of transit and the West Coast Express service to and from the District.

### POLICIES

**7 - 16** Maple Ridge will develop land use strategies that support and encourage the use of transit, such as compact communities, mixed use developments, and higher density developments in appropriate areas.

**7 - 17** Maple Ridge will support initiatives that reduce traffic demand and automobile trips such as:

- a) encouraging transit friendly design in higher density nodes;
- b) encouraging changes to local transit service to support commuter rail and other regional transit services;
- c) supporting and promoting design principles and guidelines that encourage transit-oriented developments;
- d) Encourage the protection of corridors that consider future light rail or similar transportation nodes.

**7 - 18** Maple Ridge supports priority treatments for inter-regional public transit movement, and improvements to local service and facilities.

**7 - 19** Maple Ridge will encourage the development of an efficient transit system to link historic community centres and community commercial cores with each other and the Town Centre, and to link major employment areas with residential areas. The system will include linkages with other modes of transportation, convenient routing, and provision of appropriate facilities, such as walkways, sidewalks and other pedestrian amenities.

**7 - 20** Maple Ridge will consult and work in cooperation with the appropriate government authorities:

- a) in planning for new urban areas to ensure provision of convenient routing and appropriate facilities;
- b) to promote efficient transit services;
- c) to provide safe pedestrian access to transit facilities;
- d) to support an increased range of bus services to meet the needs of Maple Ridge residents;
- e) to prioritize redevelopment of the Town Centre bus exchange.

**7 - 21** Maple Ridge will assist in the advancement of a public transit depot in the Town Centre and explore the possibility of a coordinated approach with other transit service providers.

**7 - 22** Maple Ridge will promote the expansion of the West Coast Express service as part of an overall strategy to improve transit services within the municipality, including the provision of off-peak and reverse-peak train or bus services to and from downtown Vancouver.

**7 - 23** Maple Ridge will promote where appropriate the protection of corridors and the inclusion of design features in Regional and provincial facilities that consider future light-rail or other similar transportation modes to Maple Ridge.

**7 - 24** Maple Ridge will work in cooperation with Regional and Provincial agencies and authorities, such as the West Coast Express and TransLink, to provide safe pedestrian access to stations, facilities and bus-stops.





## 7.4 CYCLISTS

### ISSUES

- Cyclists have identified the need for a more extensive network of appropriate and consistent on-street bicycle facilities in Maple Ridge with connections to adjacent municipalities.
- Road safety has been identified as an issue for cyclists in Maple Ridge.
- End-of-trip support measures such as parking, showers, and lockers are an important component of the cycling network but are generally limited.

The Bicycle Network Plan identifies a comprehensive District-wide network of bicycle facilities that link regional and local destinations throughout Maple Ridge.

### OBJECTIVES

- To support and promote cycling as an important component of the transportation network and as part of a multi-modal system.
- To establish a comprehensive network of routes and facilities throughout Maple Ridge with connections to adjacent municipalities.
- To place a priority on road safety in the planning, operation and maintenance of the road network for cycling in Maple Ridge.

### POLICIES

**7 - 25** Maple Ridge will integrate cycling into the broader transportation system. Maple Ridge recognizes the economic and positive lifestyle values that cycling brings to the community.

**7 - 26** Maple Ridge will encourage and promote a network of cycling routes with connections to surrounding municipalities through the Bicycle Network and the Maple Ridge Transportation Plan.

**7 - 27** Maple Ridge will continue to support the Bicycle Advisory Committee and the development of a bicycle network to improve cycling facilities.

**7 - 28** Maple Ridge will work with other municipalities to coordinate bicycle planning initiatives and to develop a consistent set of cycling standards for all designated bicycle routes.



**7 - 29** Maple Ridge will support and implement the bikeways standards and guidelines in the Bicycle Network Plan.

**7 - 30** Maple Ridge will encourage the development of cycling infrastructure and support programs, such as 'end-of-trip' facilities for cyclists at key destinations and new developments.

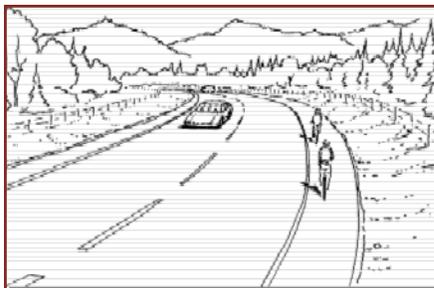
**7 - 31** Maple Ridge will support initiatives that reduce traffic demand and automobile trips by ensuring adequate treatment of bicycles in the design of developments.

**7 - 32** Maple Ridge will encourage education and awareness campaigns to enhance cycling safety in the community.

**7 - 33** Maple Ridge will make road safety a priority in the planning, operation and maintenance of the road network for cycling in the District.



**Marked Wide Curb Lanes**



**Paved Shoulders**



**Shared Route**

Courtesy of Urban Systems





## 7.5 PEDESTRIANS

### ISSUES

- The safety of walking along major roads and crossing major intersections is a primary issue for residents in Maple Ridge.
- Sidewalk facilities are not provided on some streets or are immediately adjacent to travel lanes with no buffer, creating uncomfortable walking conditions for pedestrians.
- The major east-west transportation routes and the CP railway line create barriers for north-south pedestrian travel.
- Trails are a very desirable feature of the community and contribute to the overall livability of Maple Ridge.
- It has been identified through both public input and agency discussion that road safety is an issue for residents of Maple Ridge.
- Pedestrian facilities include all methods of personal mobility, and promote the principles of universal accessibility.

### OBJECTIVES

- To provide a safe, accessible and hospitable pedestrian environment in higher density areas and key pedestrian areas.
- To provide opportunities to overcome major barriers to pedestrian travel.
- To place a priority on road safety in the planning, operation and maintenance of the pedestrian network for people movement in Maple Ridge.
- To promote universal accessibility throughout the District.

### POLICIES

**7 - 34** Maple Ridge will promote the construction of sidewalks in higher density areas and key pedestrian areas and will encourage the implementation of a safe, accessible and hospitable pedestrian environment throughout the District.

**7 - 35** Maple Ridge will encourage pedestrian routes that link local destinations and neighbourhoods.

**7 - 36** Maple Ridge will develop urban design standards and encourage pedestrian facilities for the Town Centre to promote the identity and importance of the area. See Town Centre Area Plan for more details.

**7 - 37** Maple Ridge will, over time, work towards the provision of sidewalks on all major streets and will develop safe and convenient pedestrian crossings at key locations along major east-west transportation routes, including the CP railway line.

**7 - 38** Maple Ridge will continue to promote universal accessibility throughout the District.

**7 - 39** Maple Ridge will support the development of a major pedestrian trail network and will work cooperatively with the Agricultural Land Commission and other relevant agencies to acquire necessary approvals.

**7 - 40** Maple Ridge will support initiatives that reduce traffic demand and automobile trips by ensuring adequate treatment of pedestrians in the design of developments.

**7 - 41** Maple Ridge will make road safety a priority in the planning, operation and maintenance of sidewalks and the pedestrian network.





## 7.6 MULTI-USE AND EQUESTRIAN TRAILS

### BACKGROUND

Trail connections provide linkages between neighbourhoods and between rural and urban areas in Maple Ridge. They are important to community health and sustainability to the extent that they provide opportunities for active living, experiencing nature and scenic landscapes, and an alternative mode of travel. Residents enjoy portions of the trail network on foot, on bicycle, or on horseback. Some routes and trails are restricted in terms of the mode of travel given the standard of trail development or level of use, while others accommodate all forms of travel.

The existing trail network and the potential it has for growth and continuing to provide valuable connections as the community develops has been preserved largely through the efforts of equestrians over many years who have seen the strength of this feature in Maple Ridge and wish to preserve it for future generations.

Figure 5 is the Long Term Multipurpose Trail Plan for Maple Ridge which the municipality and its partners intend to work toward. As an Official Community Plan figure it should not be interpreted to be in its exact detail but rather to indicate the important general routes and connections which are to be preserved and developed. It provides direction for the detailed discussions which must take place as development occurs and other opportunities for making connections present themselves. It is supported by a working map maintained and updated regularly by the municipality which will reflect the more exact location of trails as they are developed, removed, or replaced by a preferred route identified on the Trail Plan.

### OBJECTIVES

- To support the establishment and maintenance of a multi-use and equestrian trail network in partnership with trail users.
- To recognize that multi-purpose and equestrian trails are important to community health and sustainability.

## POLICIES

**7 - 42** Maple Ridge supports the establishment and maintenance of a multi-use and equestrian trail network in partnership with trail users and defines the general plan for trail routes and connections on Figure 5 of the Official Community Plan. The District of Maple Ridge acknowledges that any proposed trail routes and connections through the Agricultural Land Reserve would require the approval of the Agricultural Land Commission.

**7 - 43** Maple Ridge will maintain and update as required, a working map of multi-use and equestrian trails which will reflect as accurately as possible the existing trail network.



