

CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

Transportation Advisory Committee
Workshop #1 – Existing & Future Conditions



PROJECT STATUS

FIVE PROJECT PHASES

WE ARE
HERE

Phase 1

- Project Launch & Administration

Winter 2021

Phase 2

- Existing & Future Conditions

Spring / Summer 2021

Phase 3

- Vision, Goals, & Plan Development

Fall 2021

Phase 4

- Strategy Development & Refinement

Winter 2022

Phase 5

- Implementation & Final Plan

Spring 2022

Completed:

- Technical summaries of existing and future conditions
- Transportation Advisory Committee Meeting
- Public Engagement

PHASE 2 OBJECTIVES

Understand the community context

Regional and local policies, land use patterns, historic and projected growth, demographics

Understand travel patterns

Where, why, and how people travel and how that is changes

Understand transportation issues

Public, stakeholder, and technical assessment of issues for all modes of transportation now & in the future

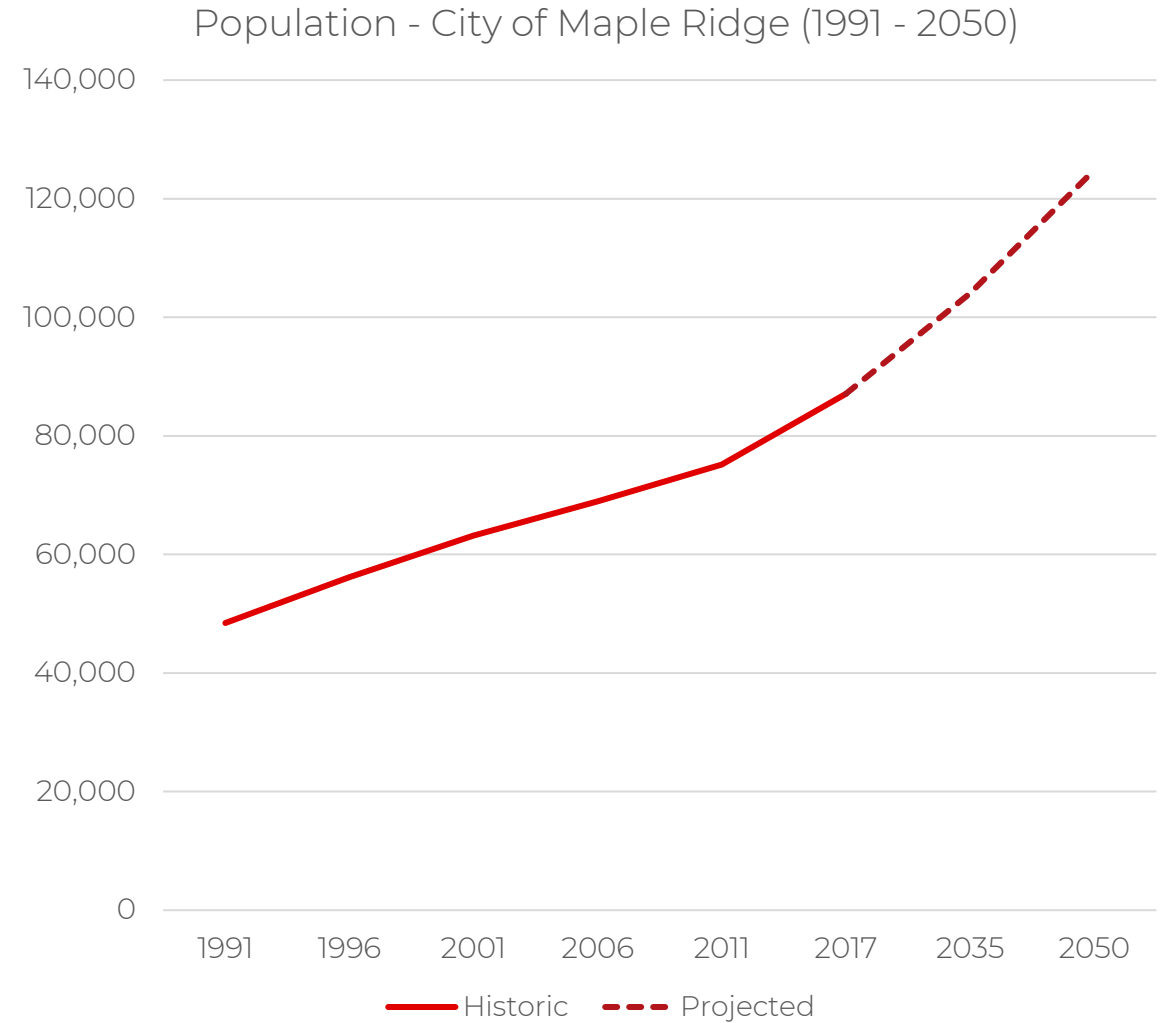
Identify opportunities

Public, stakeholder, & technical development of future potential

COMMUNITY PROFILE

POPULATION & EMPLOYMENT

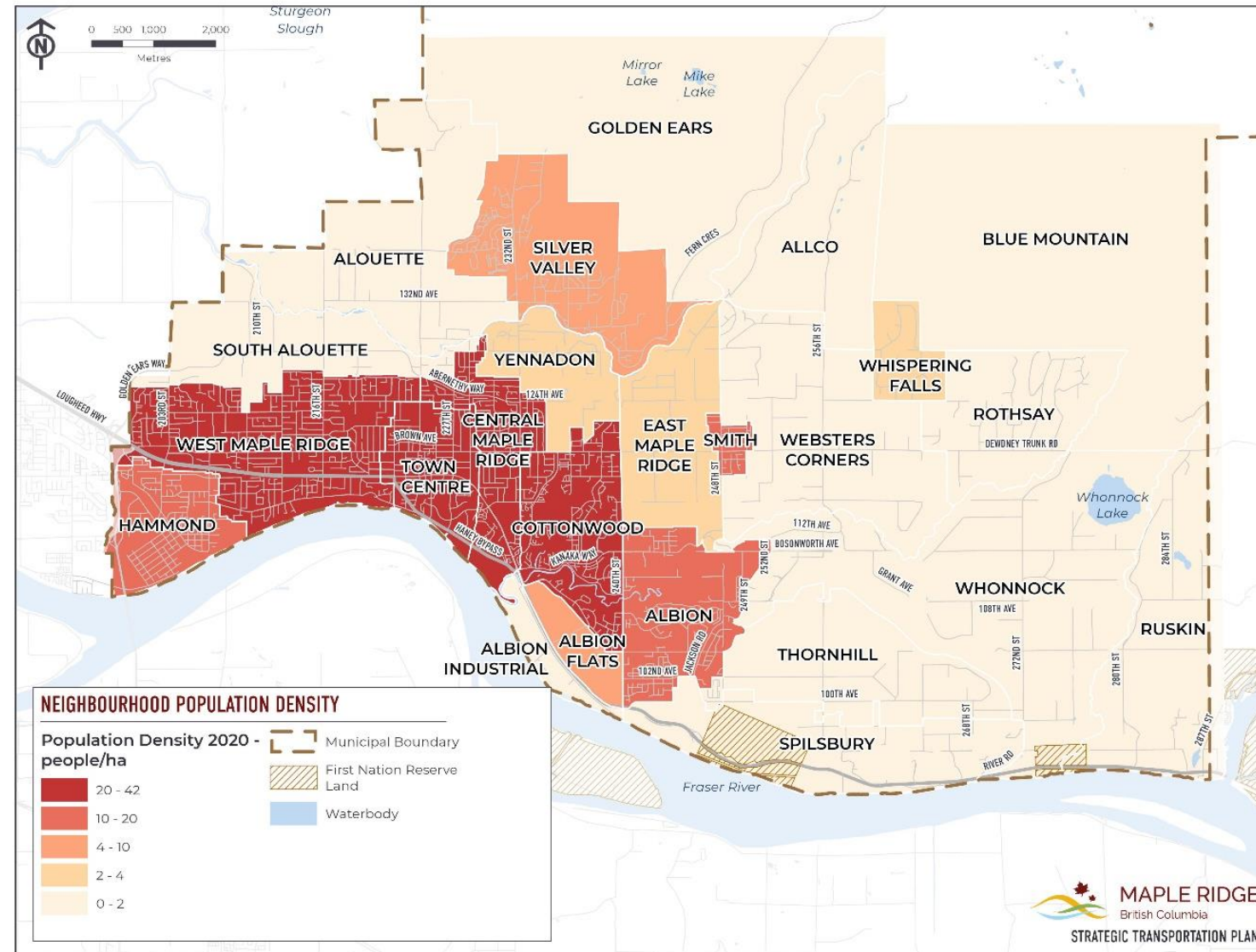
- 88,000 people – almost doubled in population in the last 30 years
- 2.7 people / household – higher than regional average of 2.6
- Forecast to reach 125,000 people by 2050
- 30,000 jobs within the City – forecast to grow faster than population & reach 43,500 by 2050



COMMUNITY PROFILE

POPULATION DENSITY

- Highest population in the Town Centre and surrounding areas.
- Lower density areas require more capital to provide the same level of service to fewer people
- Transportation plan must respond to evolving land use and key connections from neighbourhood plans (e.g. Town Centre, Lougheed Corridor & others)



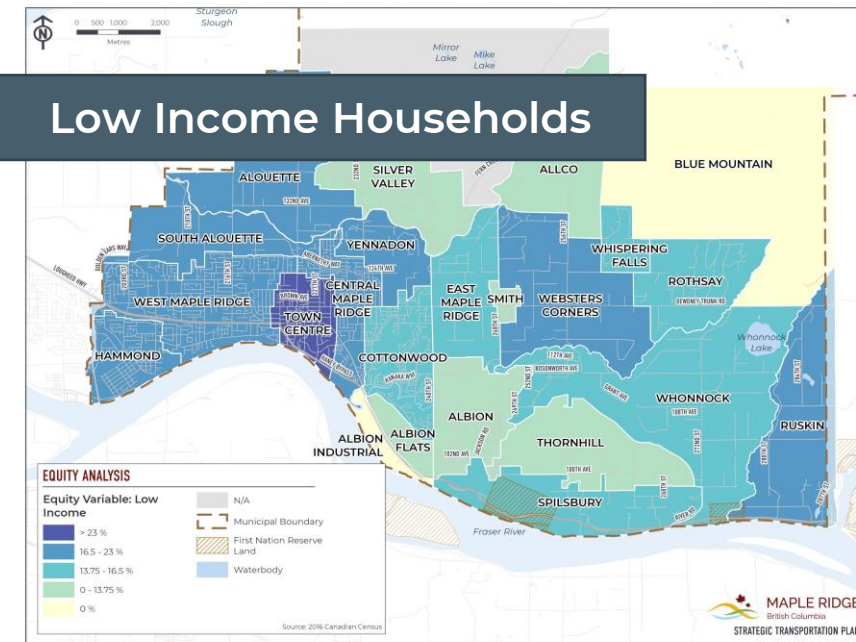
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COMMUNITY PROFILE

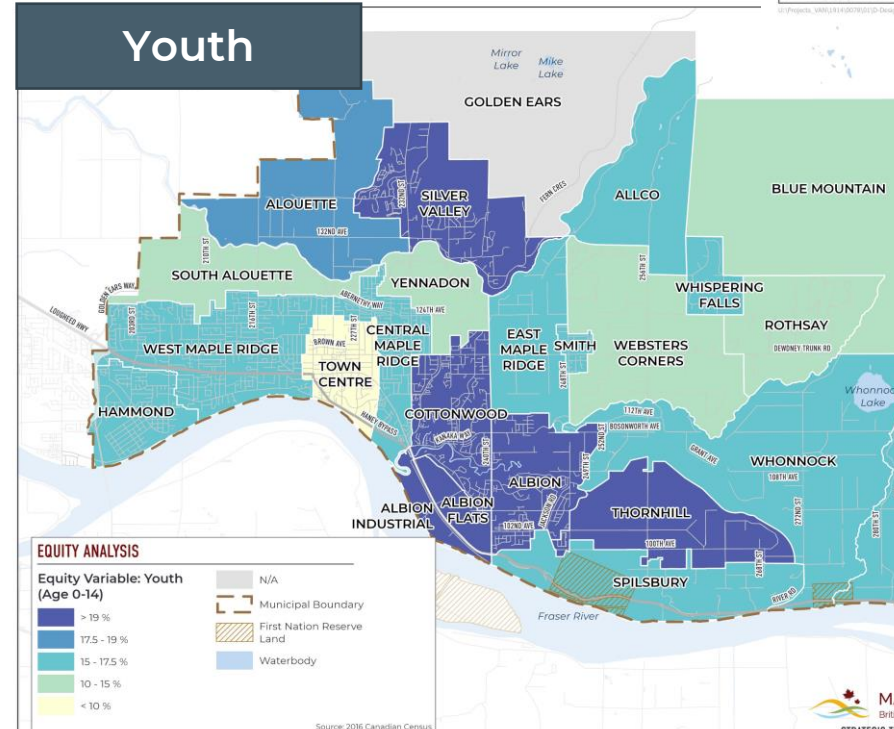
VULNERABLE POPULATIONS

- Safe, accessible, and affordable transportation choices critical for vulnerable populations

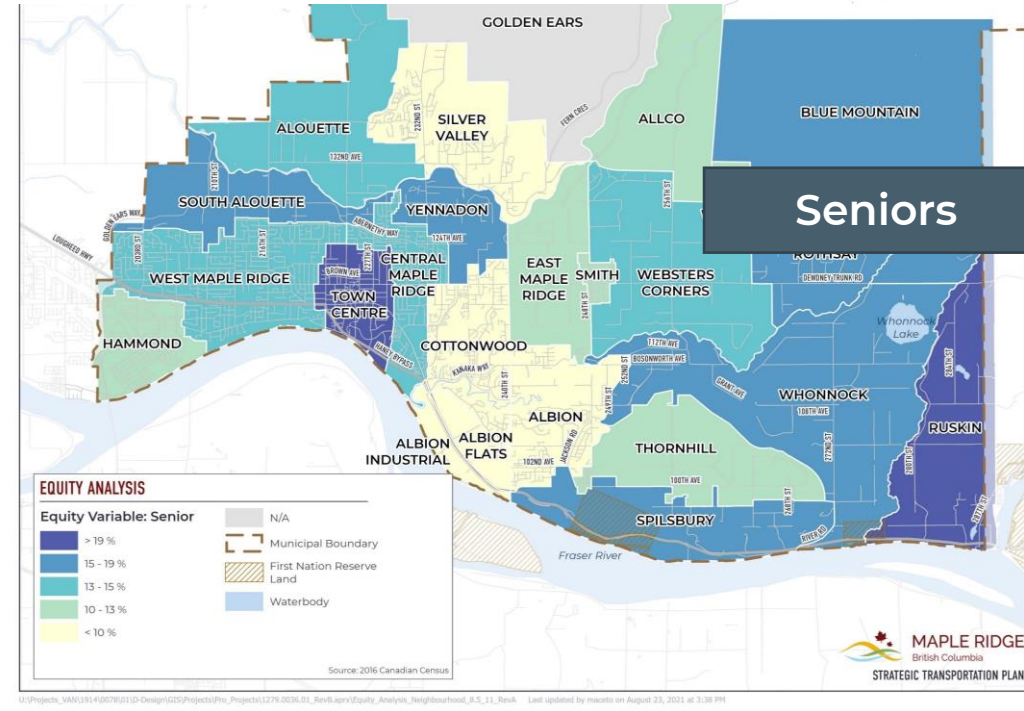
Low Income Households



Youth



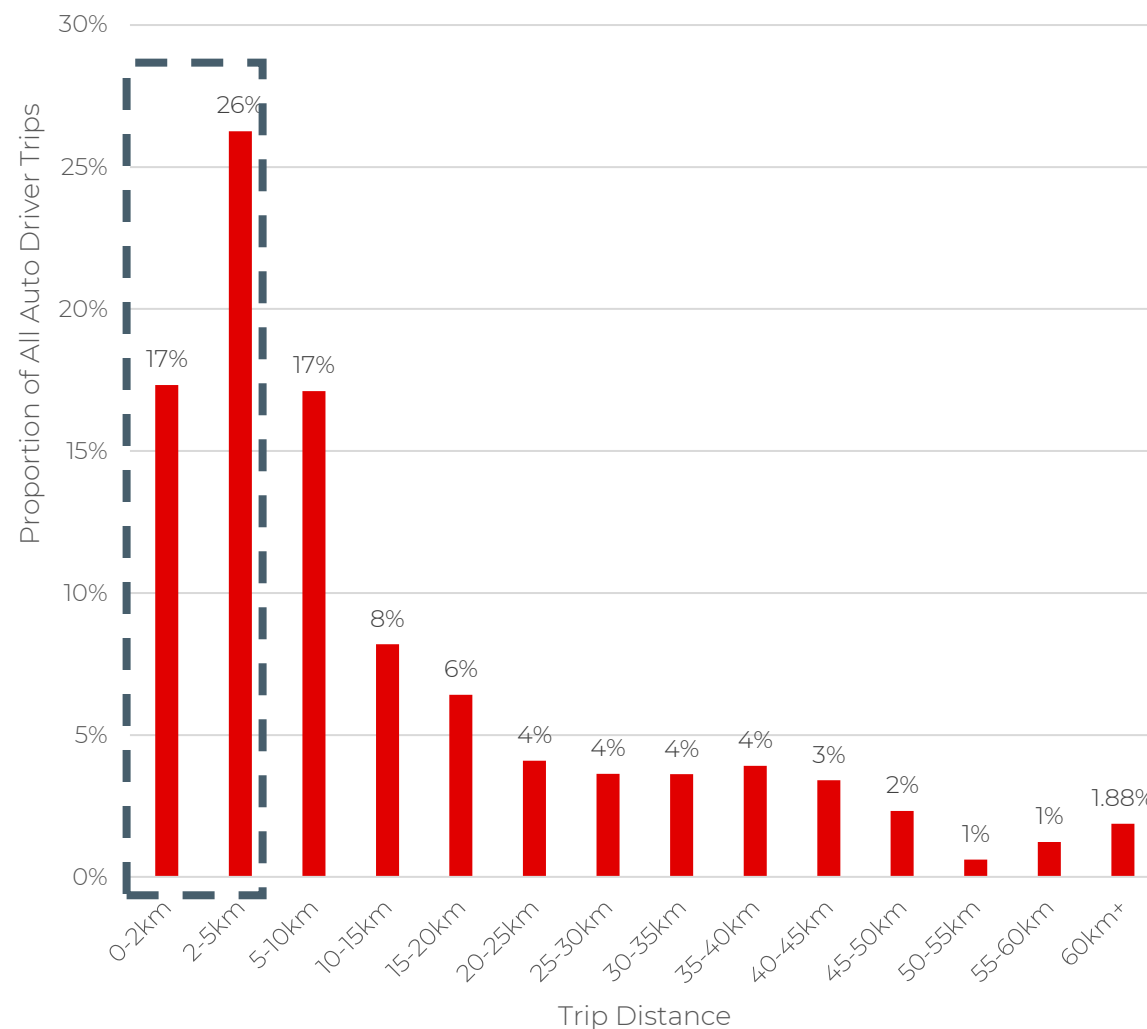
Seniors



TRAVEL PATTERNS

HOW MUCH DO WE TRAVEL?

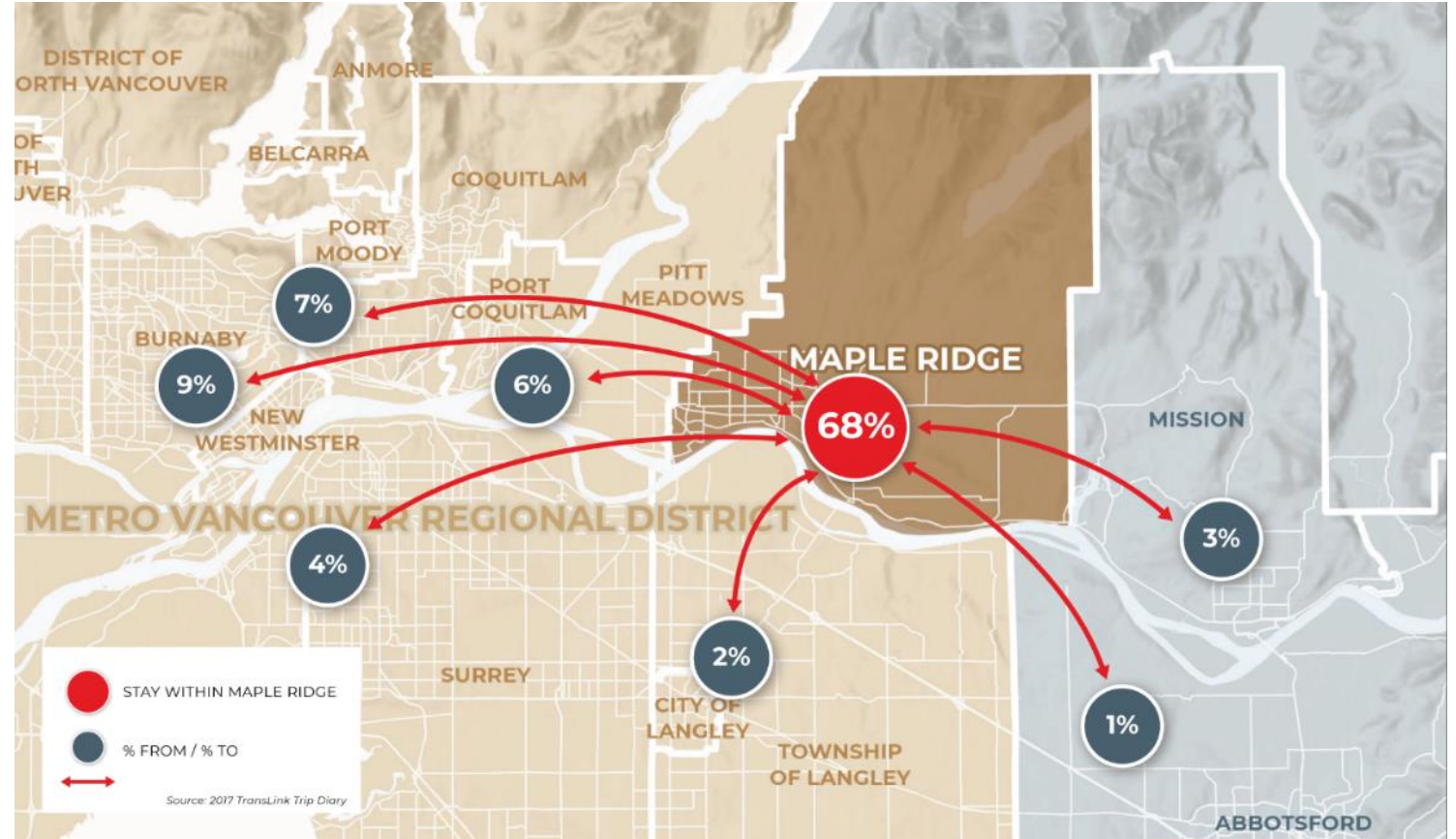
- Maple Ridge residents make an average of 3.1 trips per day, this is consistent with the Metro Vancouver average (3.1 trips per person per day).
- Has been increasing over time (up from 2.7 in 2008)
- Total of 40 km of travel / capita / day and average vehicle kilometers travelled of 31 km / capita / day
- Most driving trips are less than 5 km



TRAVEL PATTERNS

WHERE DO WE TRAVEL?

- Most trips (68%) by Maple Ridge residents start and end in Maple Ridge
- Another 28% are to the west and south
- Pressure on western gateway and access to Town Centre

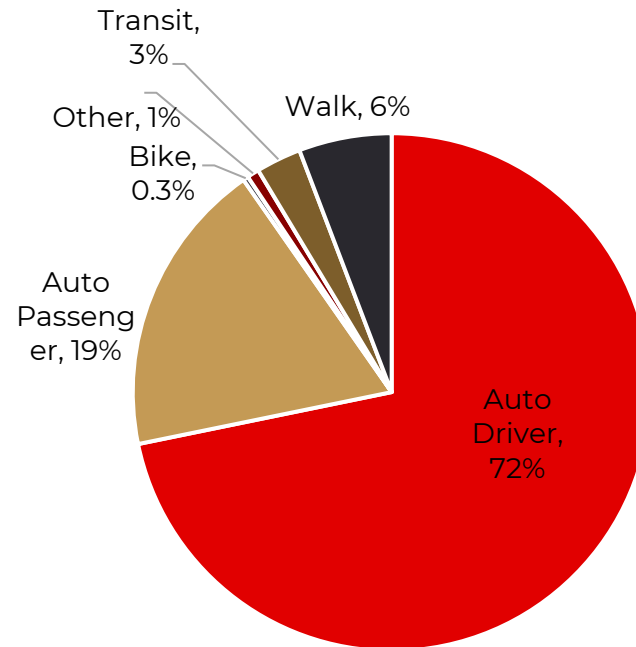


TRAVEL PATTERNS

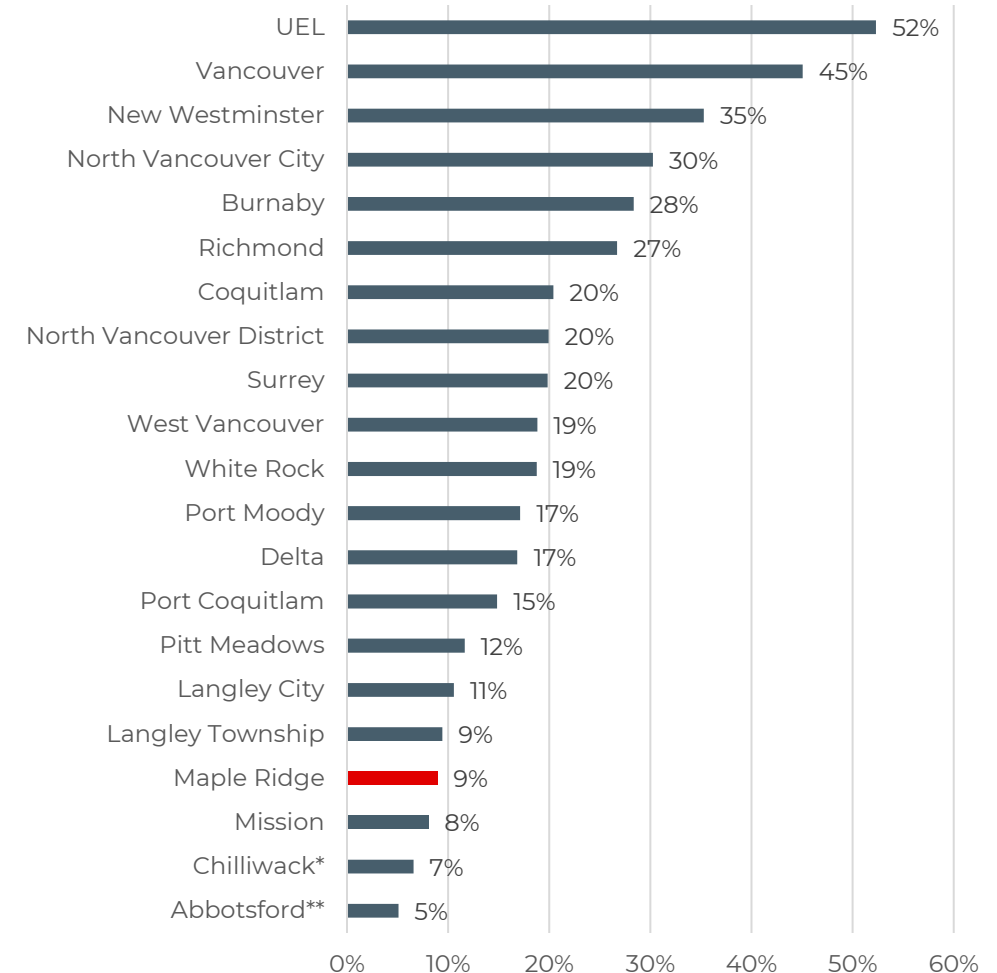
HOW DO WE TRAVEL?

- Majority of trips (72%) are auto as a driver
- Driver mode share has increased over time (up from 60% in 2008)
- Highest auto driver mode share in Metro Vancouver.
- Most of region's, auto driver mode share is decreasing

Mode Share of All Trips Made by Maple Ridge Residents (2017)



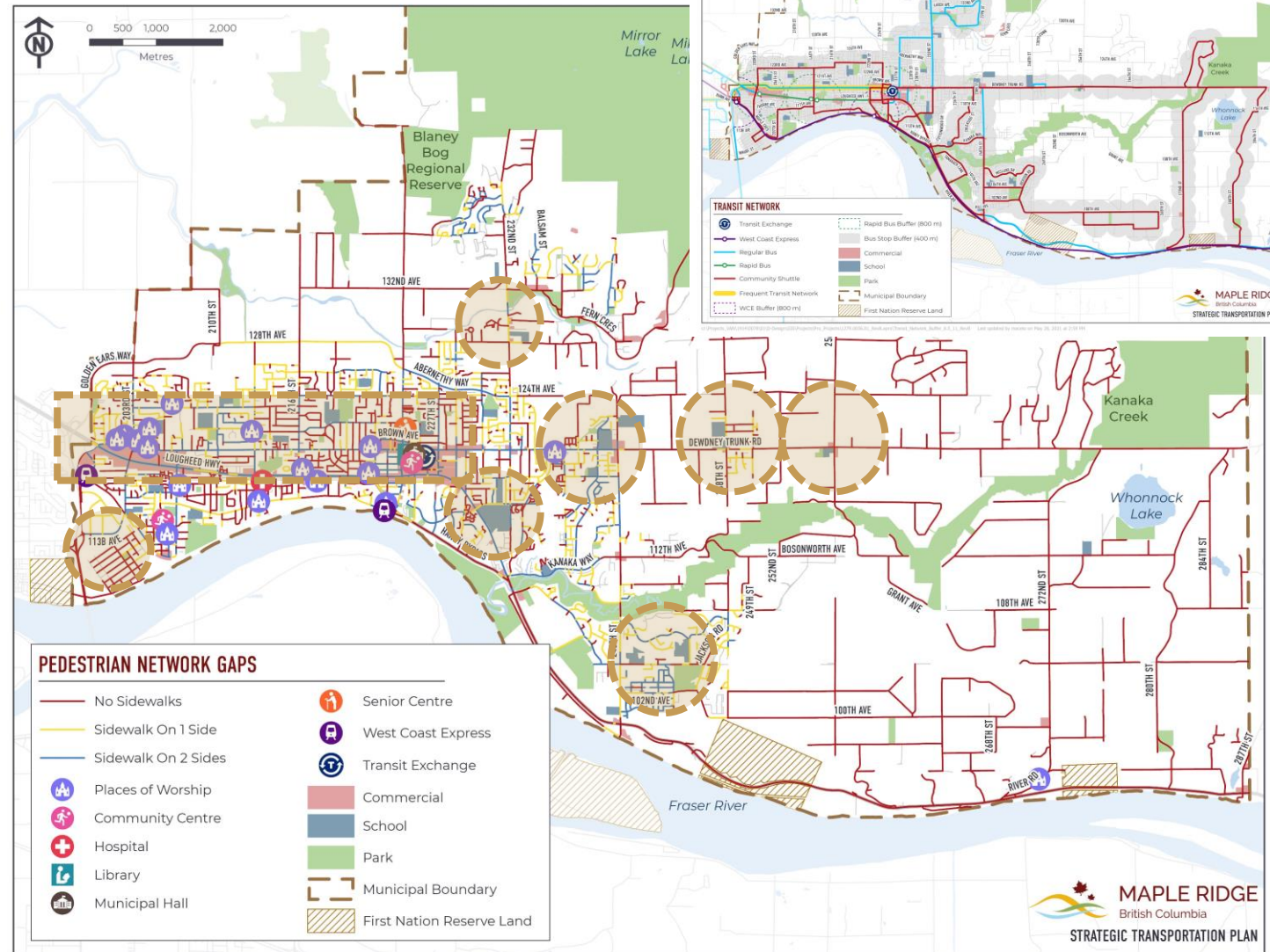
Proportion of All Trips Made by Sustainable Transportation Modes in the Lower Mainland Region (2017)



TRANSPORTATION ISSUES

WALKING / ROLLING

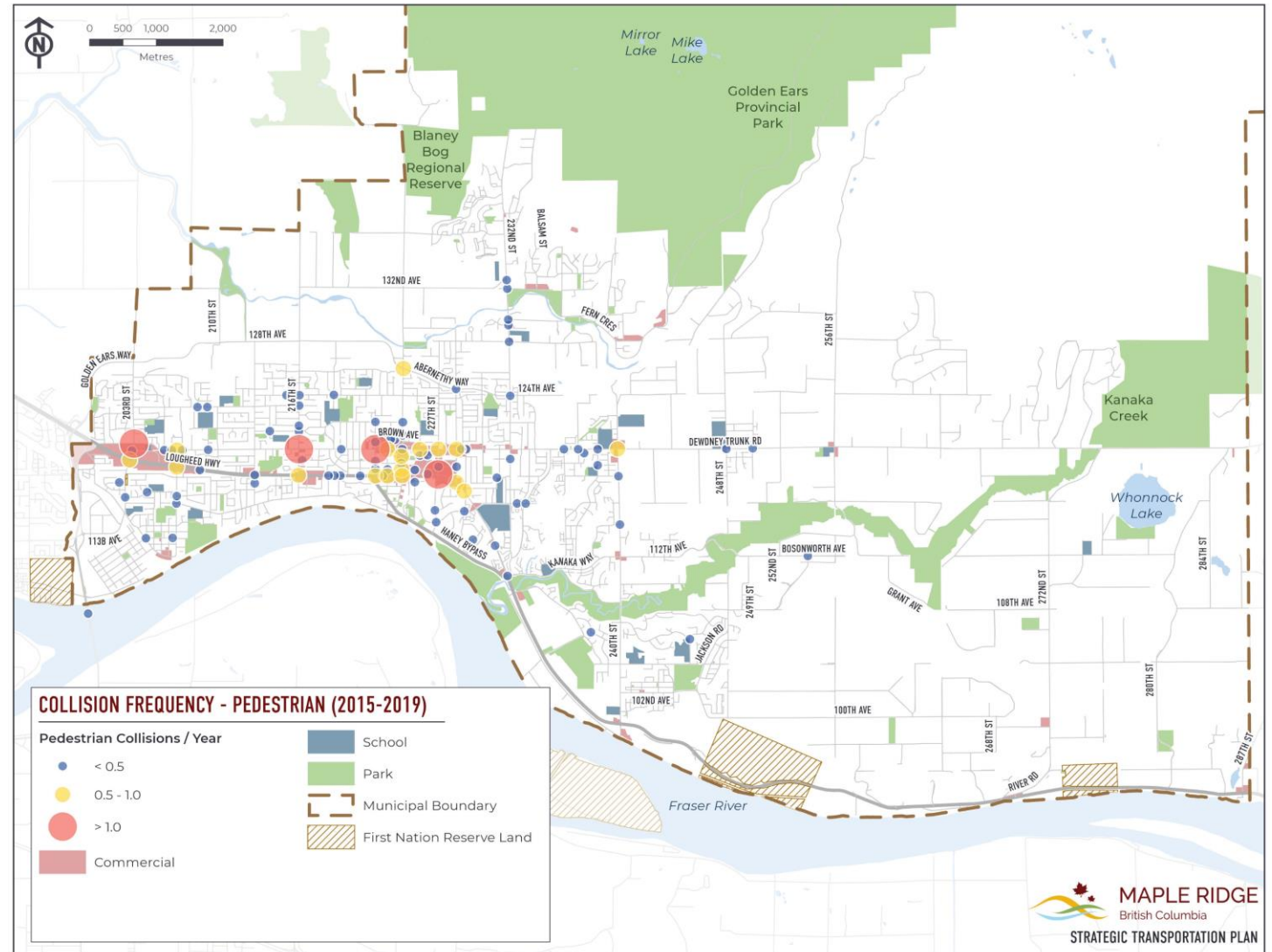
- Approximately 35% of roadways have sidewalks or MUPs on one or both sides
- 53% of survey respondents cited lack of sidewalks / pathways as the biggest barrier to walking
- Personal safety (33%), intersection safety (31%) and speed / noise of motor vehicles also cited as issues



TRANSPORTATION ISSUES

WALKING / ROLLING SAFETY

- Highest frequency of pedestrian collisions in Town Centre & commercial areas
- Clusters around schools and locations with limited sidewalks / pedestrian infrastructure
- Collisions involving pedestrians are more likely to result in injury or death than those involving only vehicles



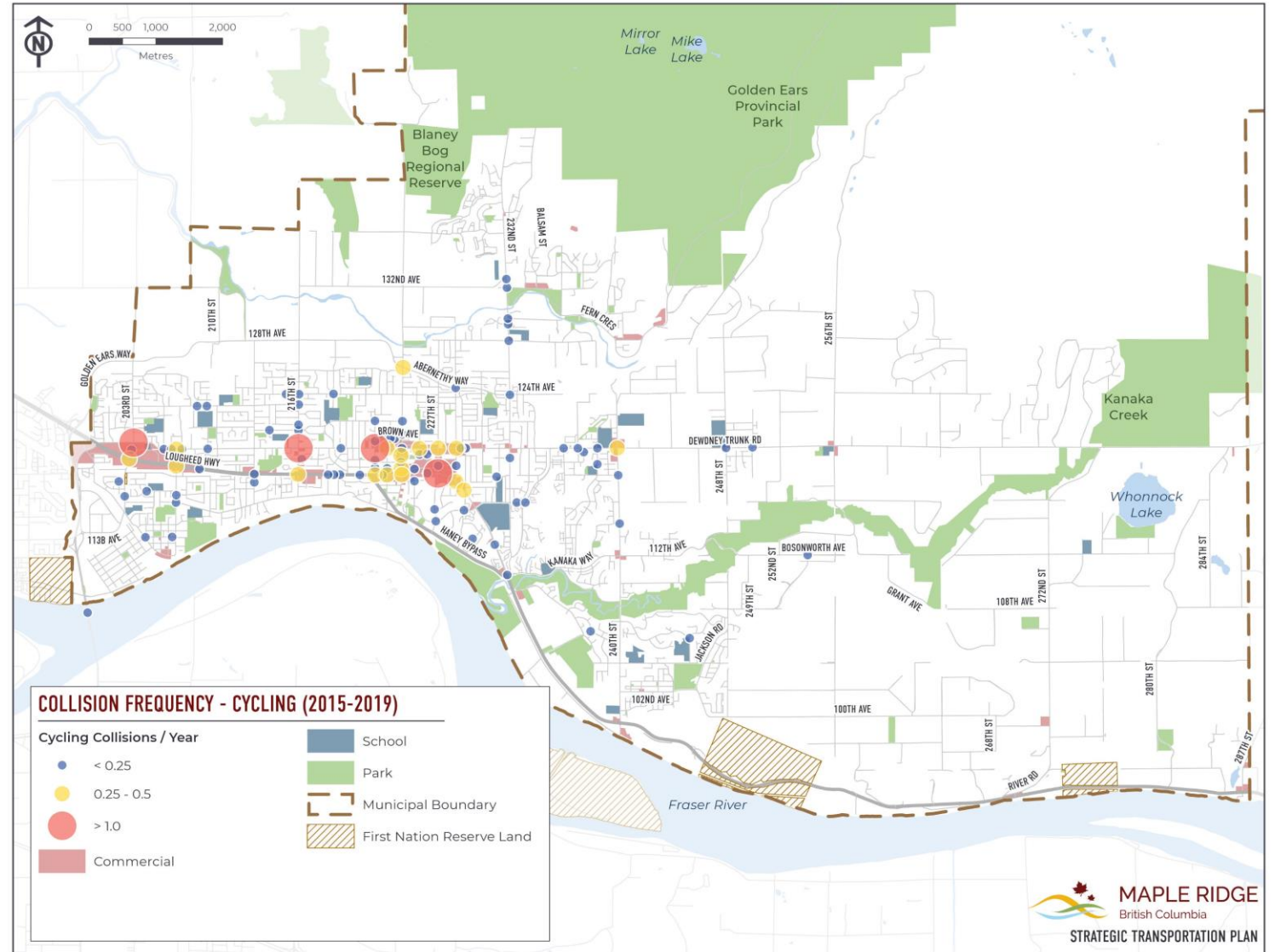
CYCLING

-
- CYCLING COMFORT LEVEL**
- Comfortable for
- Most
 - Some
 - Few
 - Very Few
- Places of Worship
 Community Centre
 Hospital
 Library
 Municipal Hall
 Senior Centre
 West Coast Express
 Transit Exchange
 Commercial
 School
 Park
 Municipal Boundary
 First Nation Reserve Land
- Maple Ridge, British Columbia
 STRATEGIC TRANSPORTATION PLAN

TRANSPORTATION ISSUES

CYCLING - SAFETY

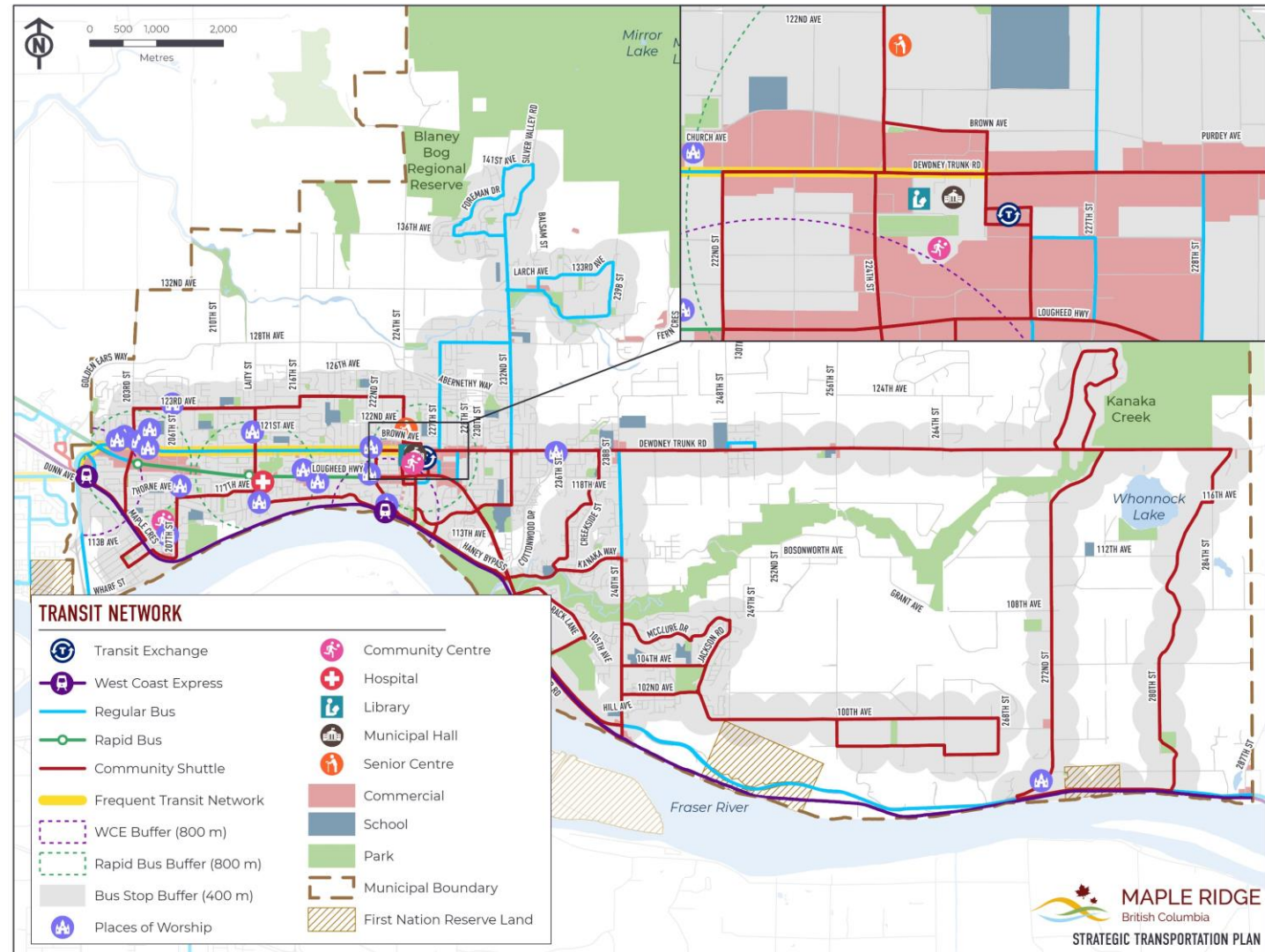
- Highest frequency of cycling collisions along Lougheed Highway, 232 Street, and within the Town Centre
- Like pedestrians, collisions involving cyclists are more likely to result in injury or death than those involving only vehicles



TRANSPORTATION ISSUES

TRANSIT

- 14% of homes are within a 10 minute walk of the Frequent Transit Network
- More than 40% of survey respondents would take transit more if it was faster and more direct
- Transit delay and low reliability is caused by traffic congestion on key routes
- Frequency and service hours of West Coast Express are limited.



TRANSPORTATION ISSUES

DRIVING / GOODS MOVEMENT

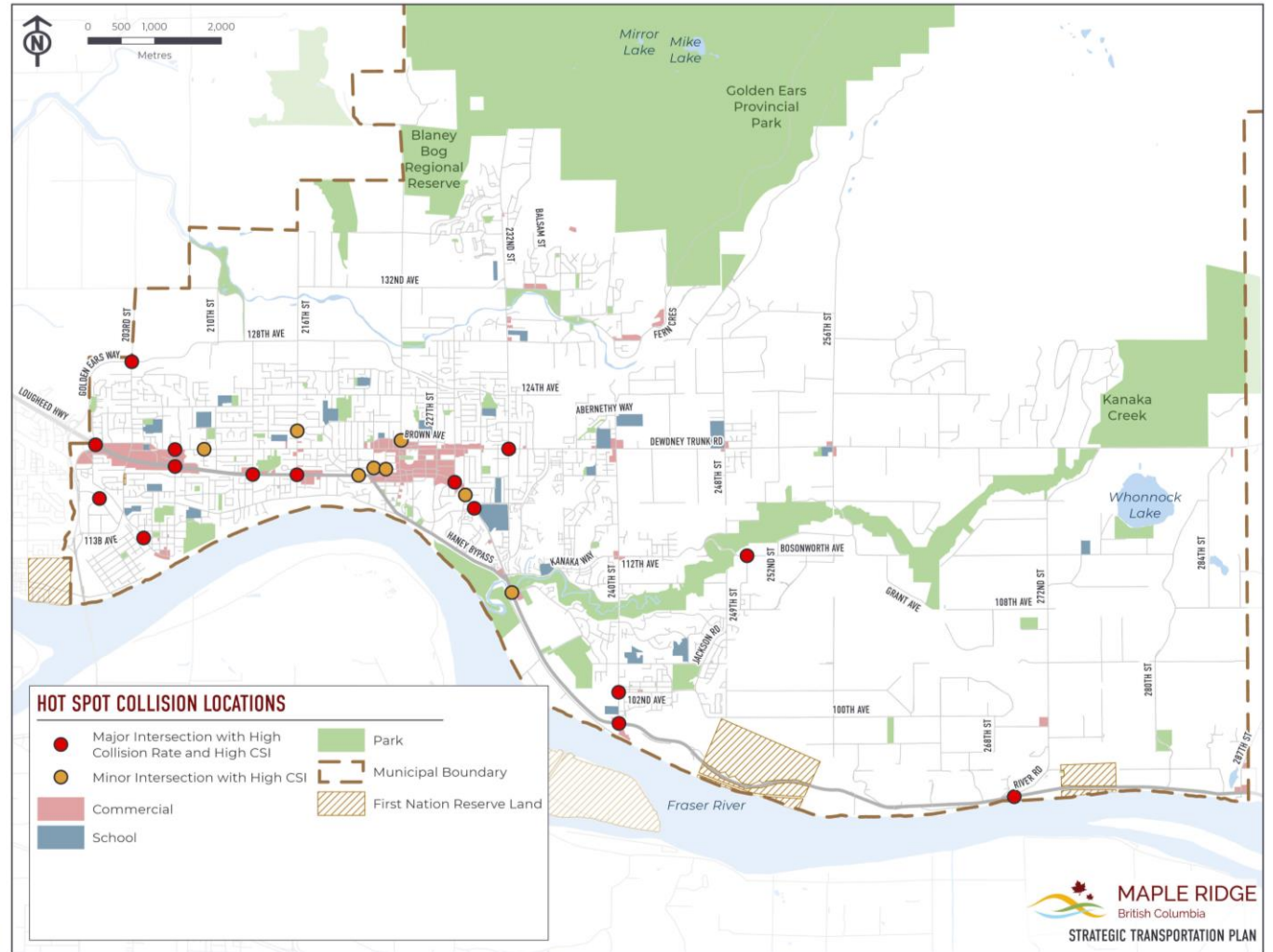
- Congestion and low reliability at western gateway
- Traffic volumes continue to grow with limited space for expansion
- 80% of survey respondents indicated that peak hour congestion was an issue
- Driving is a significant contributor to municipal GHG emissions



TRANSPORTATION ISSUES

DRIVING / GOODS MOVEMENT SAFETY

- High frequency of collisions relative to volumes within Town Centre, along Dewdney Trunk Road, and along 240th Street
- Collisions at some intersections along 216th, within Town Centre, along Dewdney Trunk Road, and along 240th Street have higher likelihood of injuries

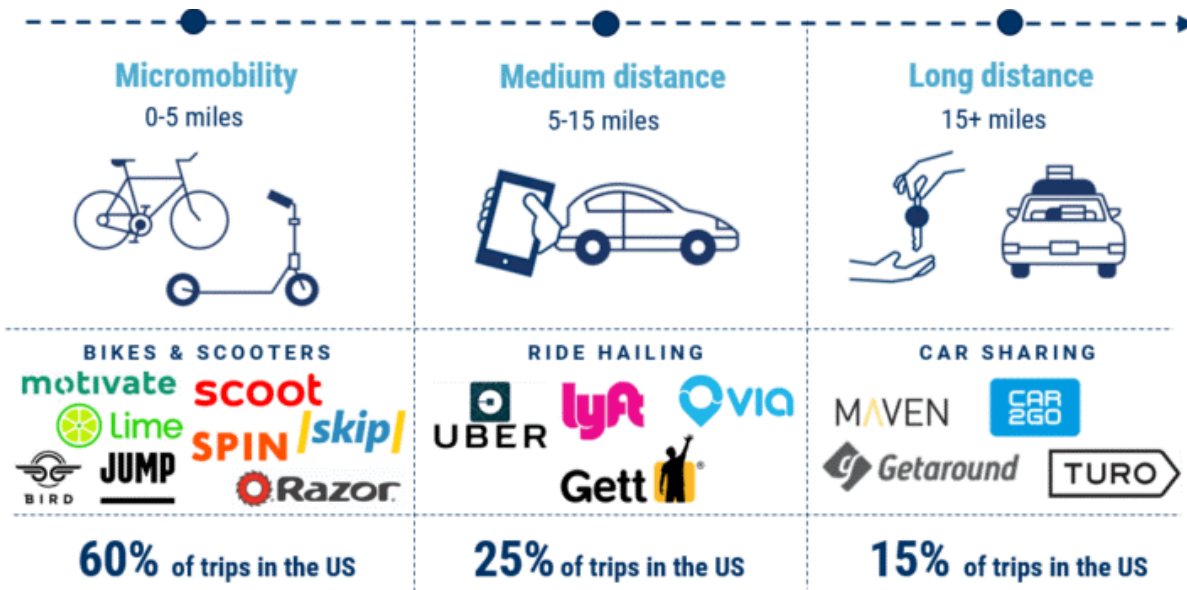


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TRANSPORTATION ISSUES

CHANGING TECHNOLOGY AND PATTERNS

- Micromobility, ride hailing, and car sharing create new opportunities and challenges
- Regional discussions around mobility pricing and automated vehicles
- Growing uncertainty around technology & travel patterns call for more frequent updates to transportation planning and decision making



Source: NHTS

CBINSIGHTS



OPPORTUNITIES

OPPORTUNITIES



Growth creates opportunities to provide high quality transportation amenities & address network gaps.

Provincial & regional investment in key priorities, including MRN connections, rapid transit, cycling, and walking

High percentage of driving trips less than 5 km – mode shift can limit congestion and reduce GHG emissions from transportation

Growing density along key corridors creates opportunity for complete communities with fast, reliable transit service

Planned road network expansion expected to shift some east / west trips out of the Town Centre

Potential new mobility hub could better service eastern Maple Ridge and reduce peak hour through trips

Focused investment in walking and cycling along key corridors can serve key destinations and may be combined with other priority improvements





NEXT STEPS

NEXT STEPS

- Council workshop on Vision, Goals, Principles, and network approaches (early fall)
- Develop and model modal networks
- Public consultation on Vision, Goals, Principles, and networks
- Phase 3 Report and Council workshop