

HAMMOND AREA PLAN

TRANSPORTATION



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Transportation has been identified as one of the most pressing issues facing the District of Maple Ridge (District). The District is currently in the process of updating its Strategic Transportation Plan (STP) that will provide a framework for the District and help guide the decision making process as it pertains to connectivity in the Hammond Area Plan. The document will be available to the public on the District's website after completion. Identified below is the current infrastructure in Hammond and the District's policies pertaining to walking, cycling, public transit, and vehicles.

Road Network

The road network in Hammond is generally well developed with arterial connections to Lougheed Hwy and Golden Ears Way providing direct access in and out of the District. The collector and local road network has sufficient capacity to provide access to residents and businesses. A road classification map is displayed below.

The consideration of additional linkages in Hammond as a result of increased density or changes in land use may require analysis on the basis of reducing conflicts between industrial and residential traffic (vehicle, pedestrian, and cyclist).

Lougheed Hwy. is a provincial corridor managed by the Ministry of Transportation and Infrastructure (MOTI). Intersections along Lougheed at Dewdney Trunk Road, 203rd, and 207th are identified as high collision locations with poor levels of service during PM peak hours. Intersection performance is reviewed on an ongoing basis and the District will continue to work with the MOTI and ICBC to improve the operation and safety of these intersections as outlined in the District's STP.

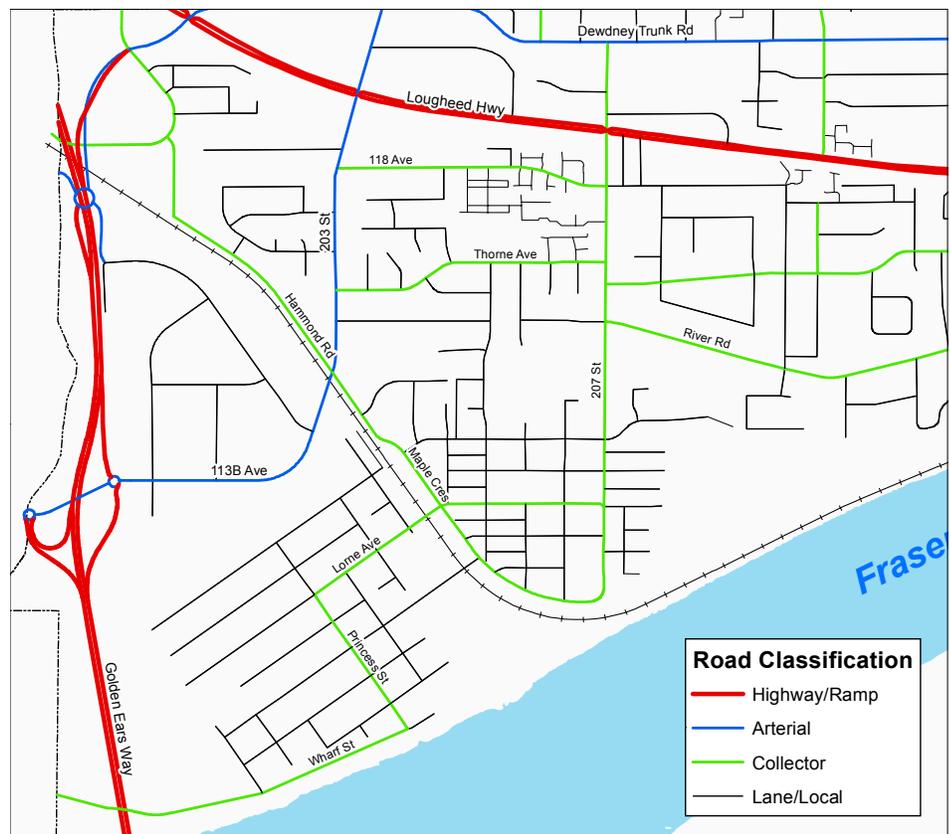


Figure 1: Road Classification in Hammond Area

The District does not support the use of designated truck routes. Given the geographical layout of the District, vehicular traffic in the District is primarily east-west. Trucks will utilize the shorter more direct route; therefore, Lougheed Hwy. and Dewdney Trunk Road are the most used. The District realizes that truck frequency may increase in growth areas as development proceeds but it is generally a short-term occurrence. Furthermore, routes to commercial and industrial land see more trucks as is necessary to conduct business.

Traffic Calming Policy

It is the goal of the District to create “safe roadways that contribute positively to community livability and quality of life”ⁱ. The District applies its Traffic Calming Policy to address safety issues due to increased traffic volume and speed. Through public involvement and careful assessment, road safety can be improved with minimal negative impact to the transportation system. It is important to understand that not every neighbourhood transportation challenge can be solved with a traffic calming plan. The District’s has developed a revised traffic calming policy that is currently being tested at three trial sites. The current policy, Neighbourhood Traffic Management (Policy 9.07), can be found at www.mapleridge.ca.

Parking Policies

Parking regulation in the District is based on road type and adjacent land use. Currently, road-side parking is permitted in designated areas on local, collector, and some arterial roads. Urban parking issues will be addressed in a manner that respects the needs of residents and business. In residential areas near an area of high parking demand, such as the West Coast Express Station, a neighbourhood can apply for resident-exempt or resident-only parking as per Policy 9.09, Resident-Exemption and Resident-Only Parking. This policy can be found on the District’s website.

Walking, Cycling, and Public Transit

The goal of Translink is “to provide a regional transportation system that emphasizes walking, cycling, and transit as priorities”ⁱⁱ. The District echoes this statement and supports connections locally and regionally that provide opportunities for these alternative modes of travel.

Walking

The District wants to put an emphasis on more active transportation options for local trips by developing strategies that seek to enhance pedestrian safety, accessibility, and visibility on streets and at crossings. Ultimately the goal of the District would be to have sidewalks on both sides of urban arterial and collector roads in urban areas, and sidewalks on one side of local roads. However, the need for sidewalks far exceeds the financial resources available to the District even with a very aggressive capital program.

A map of Hammond and the surrounding area is shown below. The map displays the zones which have convenient 5 and 10 minute walking times to commercial areas.



Figure 2: Pedestrian Crossing Sign



Figure 3: Commercial Area Convenient Walking Catchment

Cycling

The District “recognizes that attracting more people to cycle in Maple Ridge will require bicycle facilities that are both safe and comfortable”ⁱⁱⁱ. Shown in Figure 4 is a hierarchy of cycling improvements organized based on user comfort.



Figure 4: Bicycle Facilities vs. User Comfort

Source: District of Maple Ridge Strategic Transportation Plan (Draft)

Cycling routes in Hammond consist of both formal and informal routes that are displayed in the figure below. Additionally, cycling is encouraged on all local roads in Hammond as traffic volume is relatively low.



Figure 5: Bike Routes in Hammond

Source: <http://www.translink.ca/en/Getting-Around/Cycling/Cycling-Maps.aspx>

The District is in the initial stages of forming a new advisory committee to advise council on cycling and walking issues in Maple Ridge (Bylaw No. 7057-2014). Having a member of the Hammond community apply for a position is encouraged to help influence upgrades that would serve Hammond and the District as a whole.

Public Transportation

Bus routes that service Hammond residents are located in the figure (below). Maple Ridge continues to lobby for increased service to the District; however, additional routes and improvements in bus frequency for Hammond are not currently in Translink's 2040 regional strategy. Any questions regarding this matter can be directed to Translink through their website: www.translink.ca/feedback.



Figure 6: Hammond Area Public Transit

Source: <http://www.translink.ca/en/Schedules-and-Maps/Transit-System-Maps.aspx>

Real-time *Next Bus* information can be accessed on your mobile device or home computer at nb.translink.ca.

Additional Information

Support programs are softer measures that complement infrastructure-based strategies to increase alternative modes for local trips. Initiatives that provide information, education, and awareness enable people to feel more safe and comfortable while using active modes to get around. The following are programs sponsored by the district:

- Safer City Program
<http://www.mapleridge.ca/225/Safer-City-Program>
- Neighbourhood Traffic Calming Program and Safety Campaign
<http://www.mapleridge.ca/232/Neighbourhood-Traffic-Programs>
- Speed Watch Program
<http://www.mapleridge.ca/235/Speed-Watch-Program>
- Safer School Travel Plans
<http://www.mapleridge.ca/234/Safer-School-Travel>

For additional information regarding cycling, walking, and road safety please visit the websites below.

- Translink's Travel Smart Initiative
www.travelsmart.ca
- The British Columbia Bicycle Operator's Manual
www.bikesense.bc.ca

Streetscape beautification

Hammond has a variety of streetscapes that will be considered for enhancement as the Hammond Area Plan proceeds. Integration between public comments and District policies regarding future connectivity and drainage requirements will be considered during the process. Through identification of needs and funding the District will work to meet the aesthetic objectives of the neighbourhood.

ⁱ Urban Systems, 2014. [District of Maple Ridge Traffic Calming Policy](#)

ⁱⁱ Translink, June 2011. [A Regional Cycling Strategy for Metro Vancouver](#)

ⁱⁱⁱ Urban Systems, 2014. [District of Maple Ridge Strategic Transportation Plan \(Draft\)](#)