

# Maple Ridge Master Transportation Plan



**Council Meeting**  
April 8, 2013

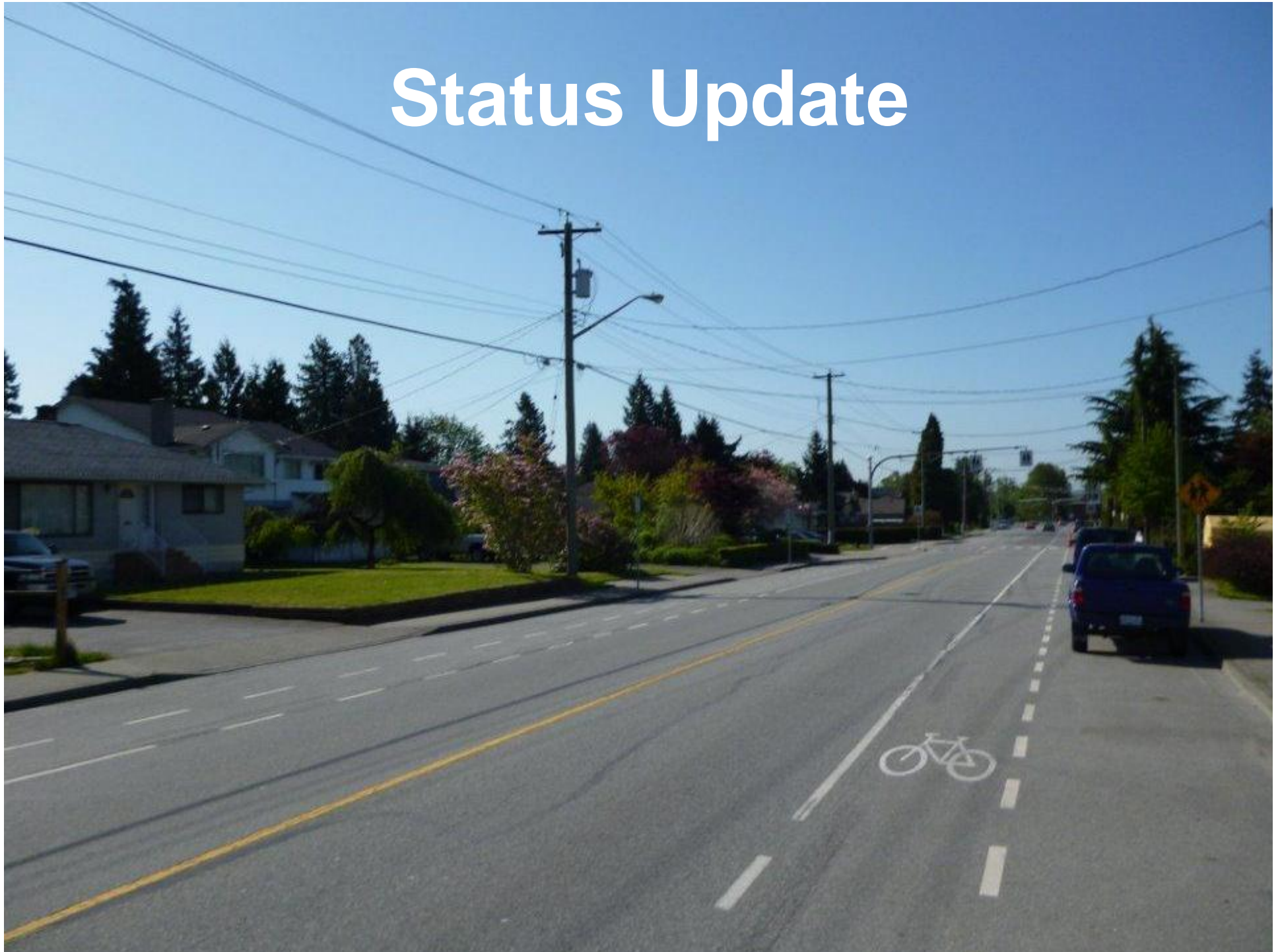
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# Discussion Guide

- **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

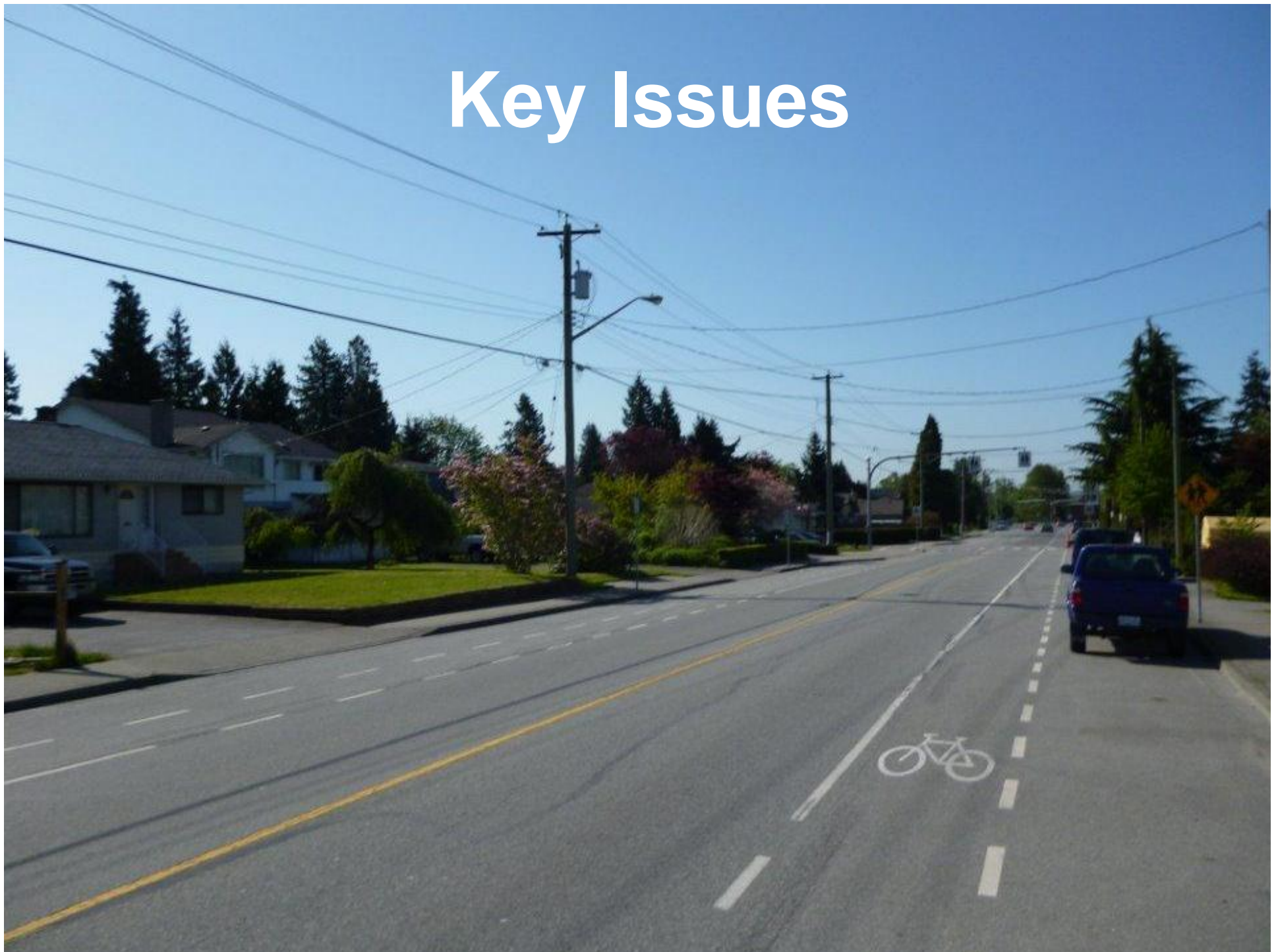


## Phase 4 – Reporting

- 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*

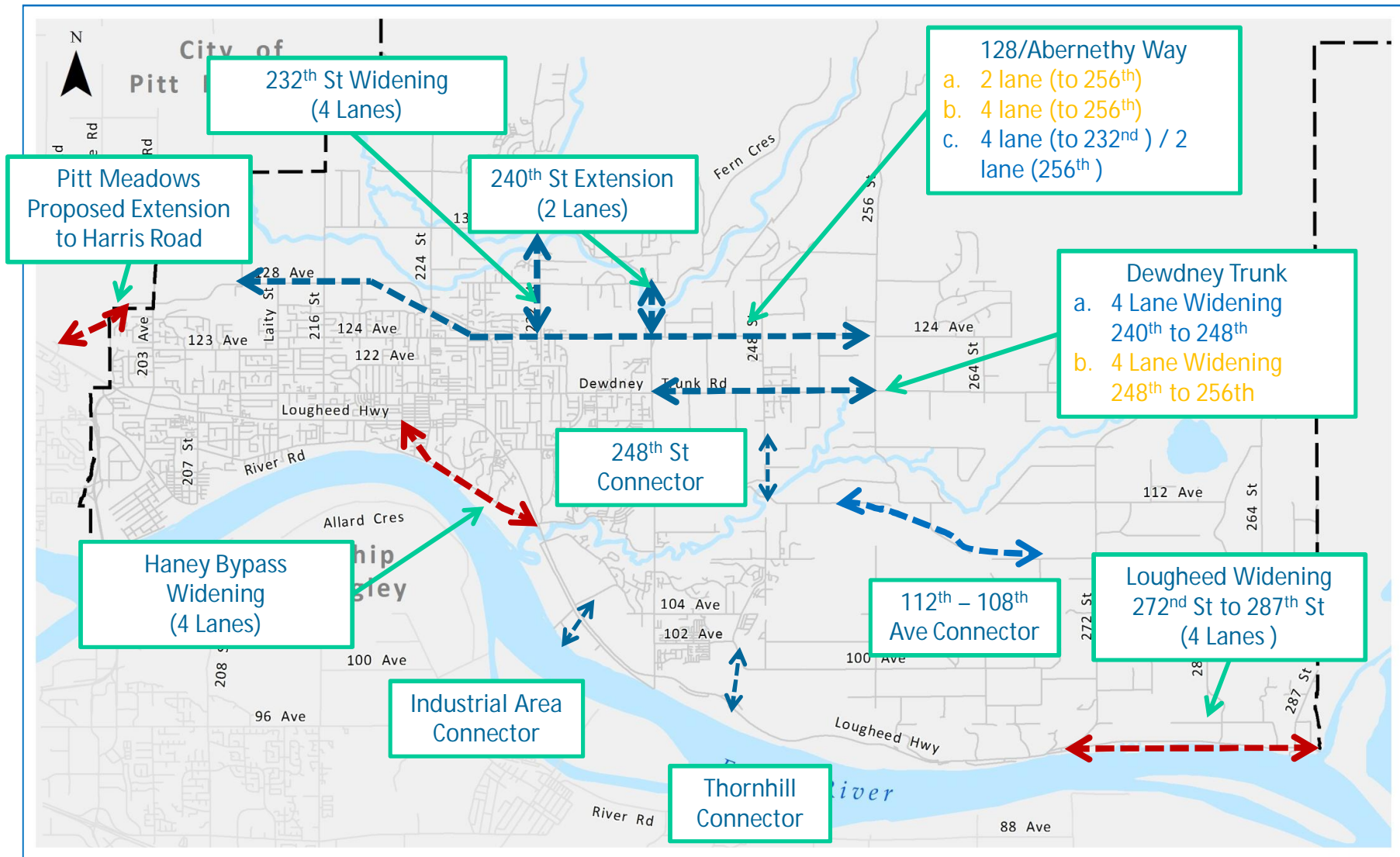




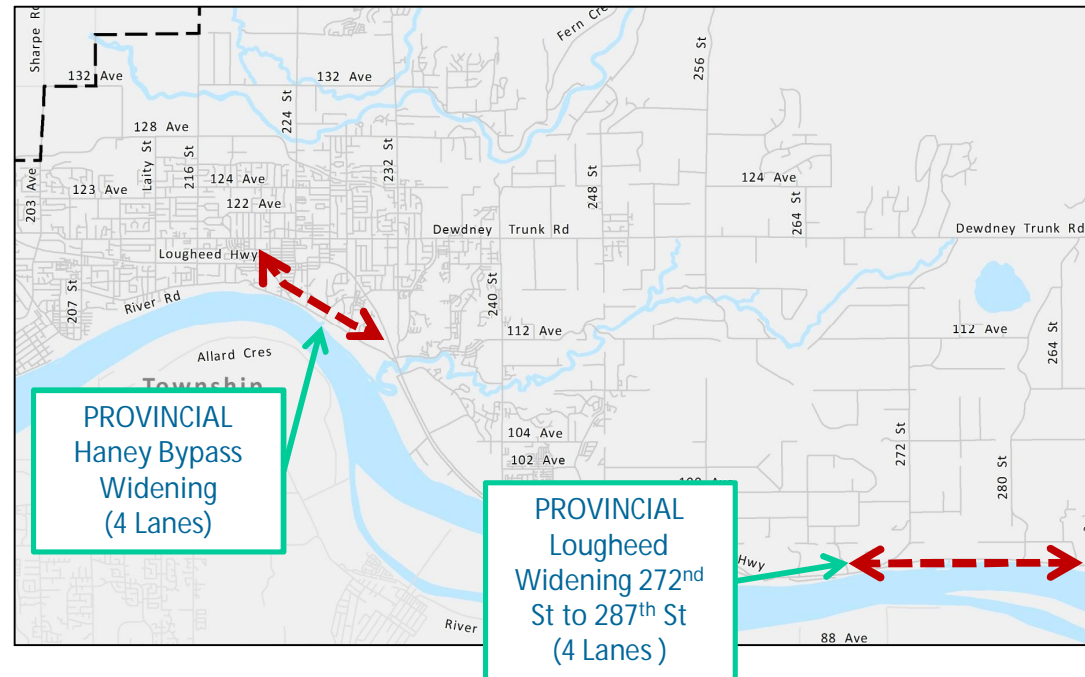
# Transportation Strategy Directions



# 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

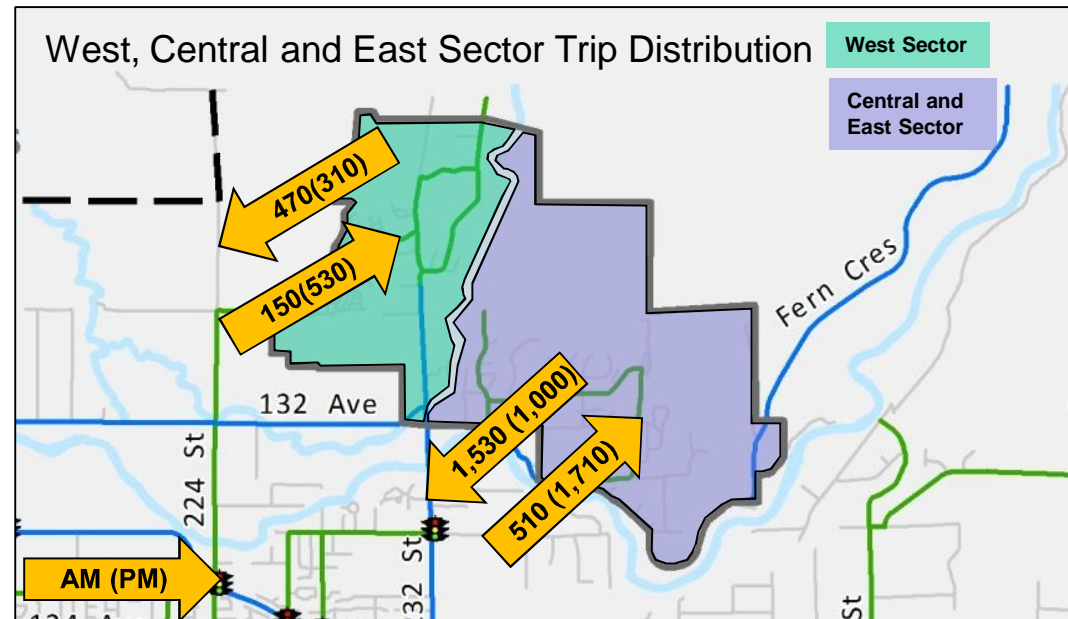
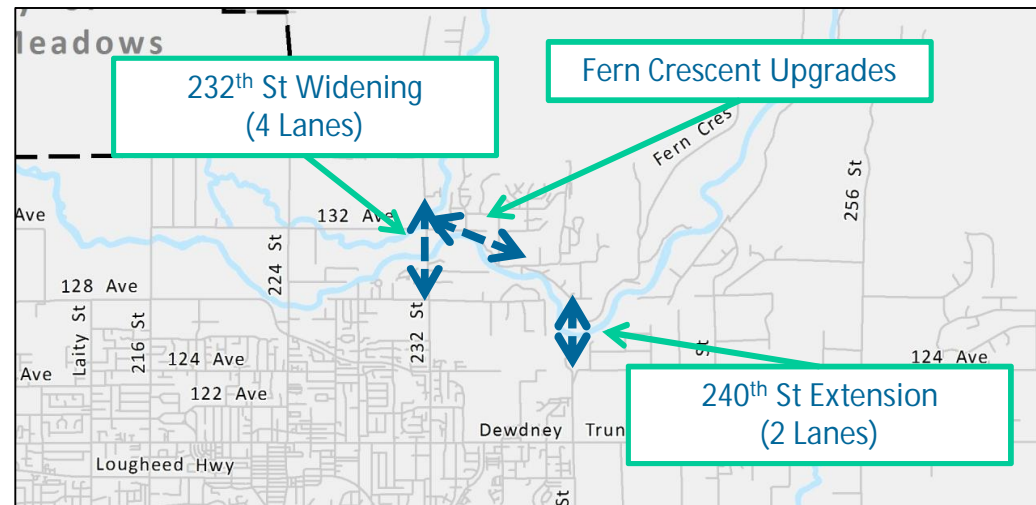
## Lougheed Widening

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

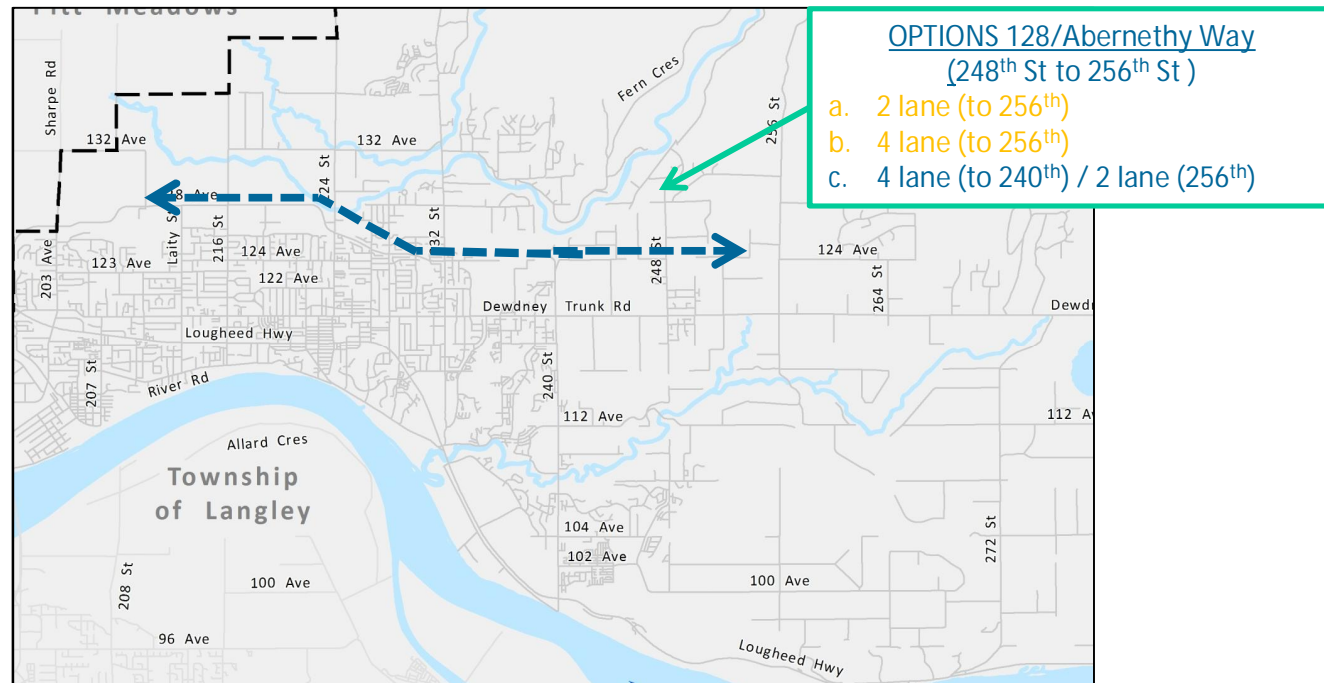


# ROAD NETWORK PLAN – Silver Valley Area Network

- 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;
  - 132<sup>nd</sup> Avenue
  - 232<sup>nd</sup> Street
  - Fern Crescent
- Long-term Direction
  - Widening 232<sup>nd</sup>
  - 240<sup>th</sup> Street crossing would support 30% of 232<sup>nd</sup> traffic
  - Maintain 132<sup>nd</sup> as arterial road
  - Upgrades to Fern Crescent



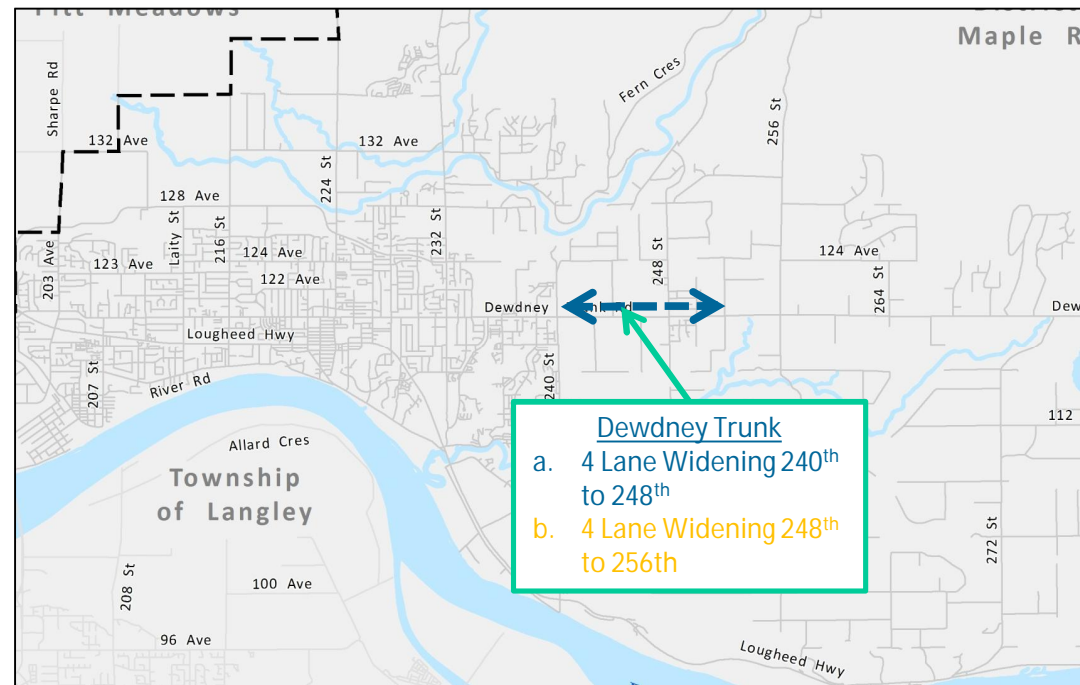
# ROAD NETWORK PLAN – Abernethy & Dewdney



4 Lane (to 240<sup>th</sup>) & 2 Lane (240<sup>th</sup> to 256<sup>th</sup>)

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

# ROAD NETWORK PLAN – Abernethy & Dewdney

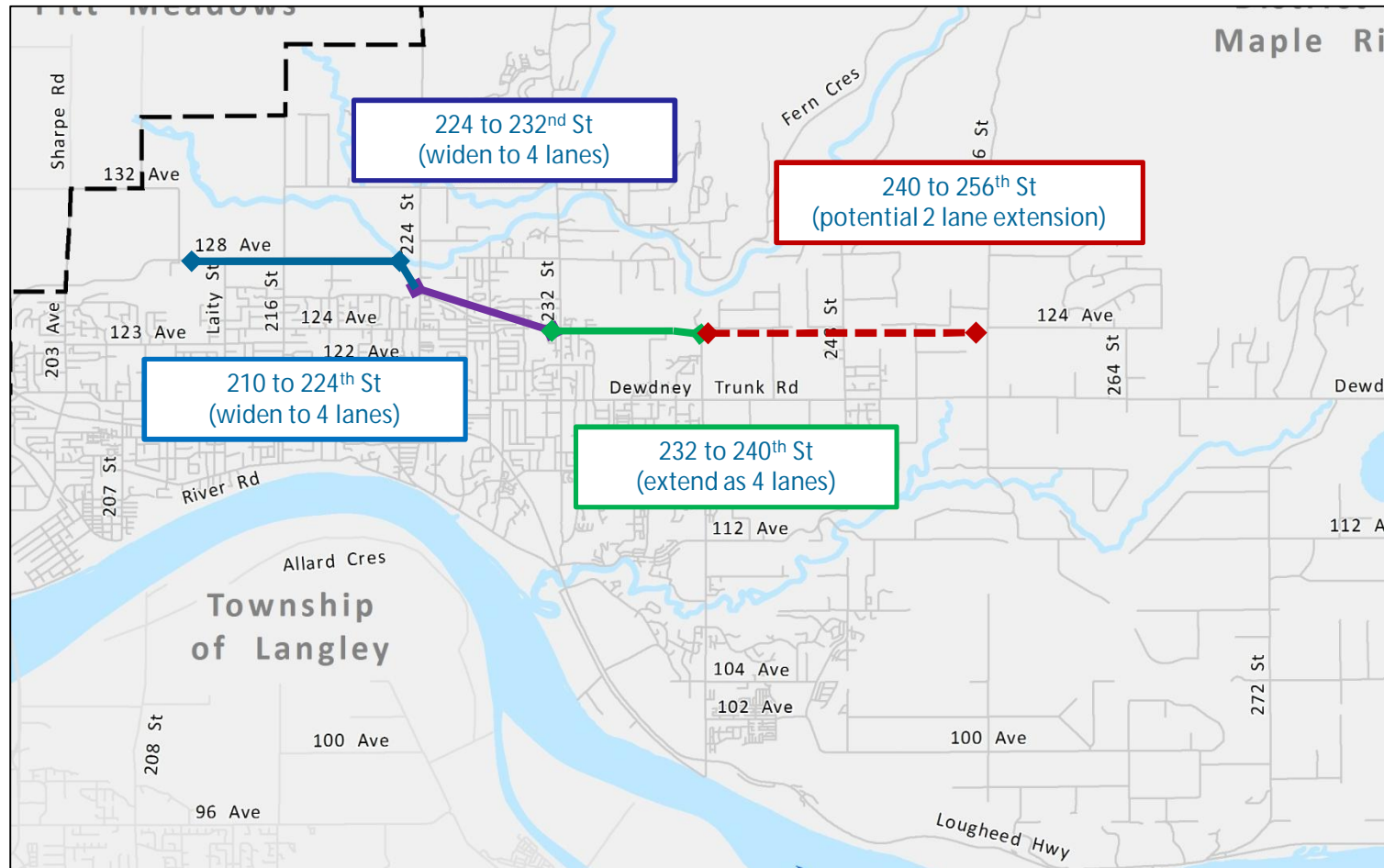


## 4 Lane (240<sup>th</sup> to 248<sup>th</sup>)

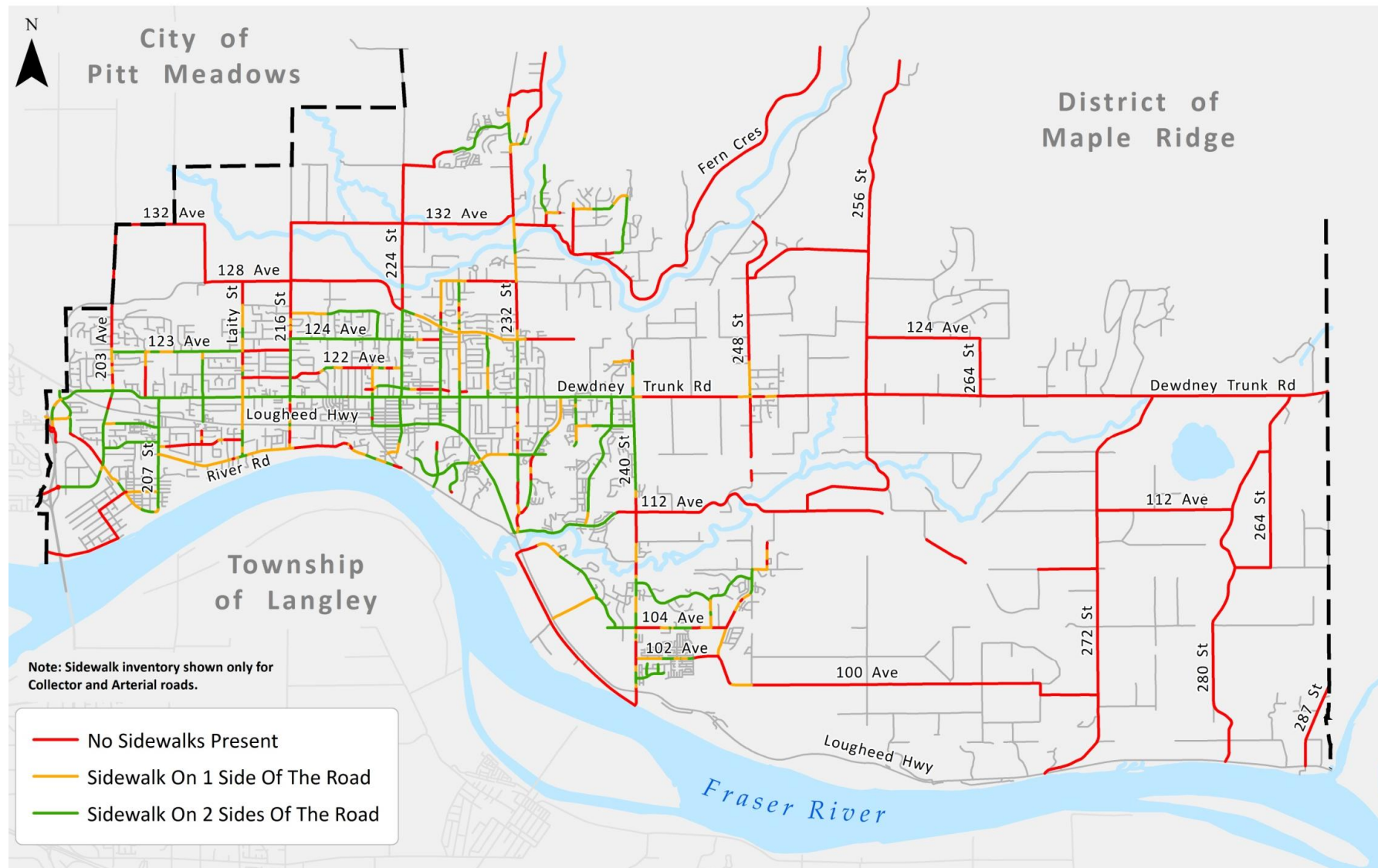
- *Forecast growth in traffic along Dewdney Trunk through to 248<sup>th</sup> Street*
- *Modest long-term traffic growth east of 248<sup>th</sup>*
- *Forecast volumes support widening 240<sup>th</sup> to 248<sup>th</sup> in long-term*



# 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

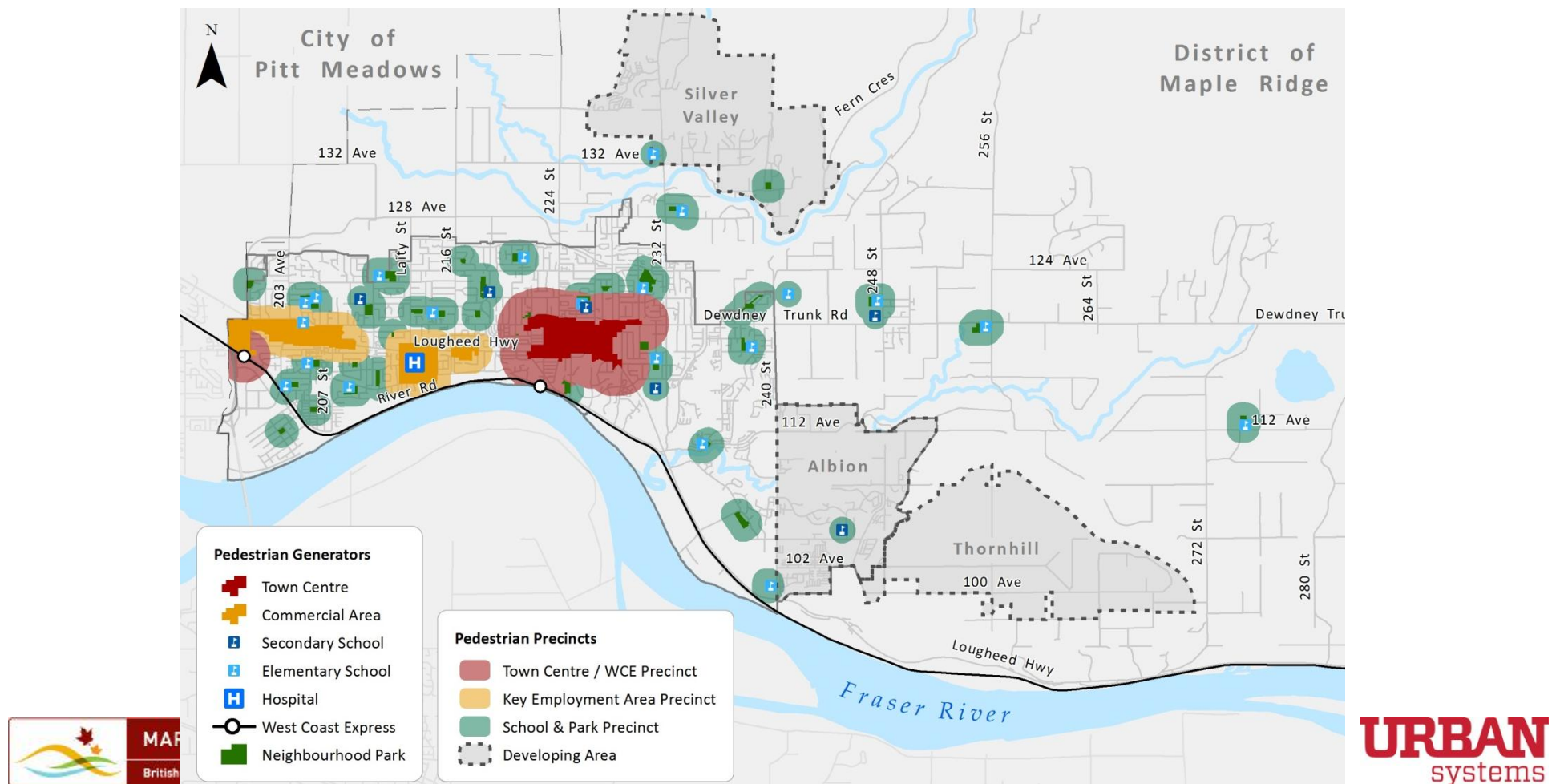




# PEDESTRIAN PLAN

## 1. Walkability Improvements in Key Areas

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



# PEDESTRIAN PLAN

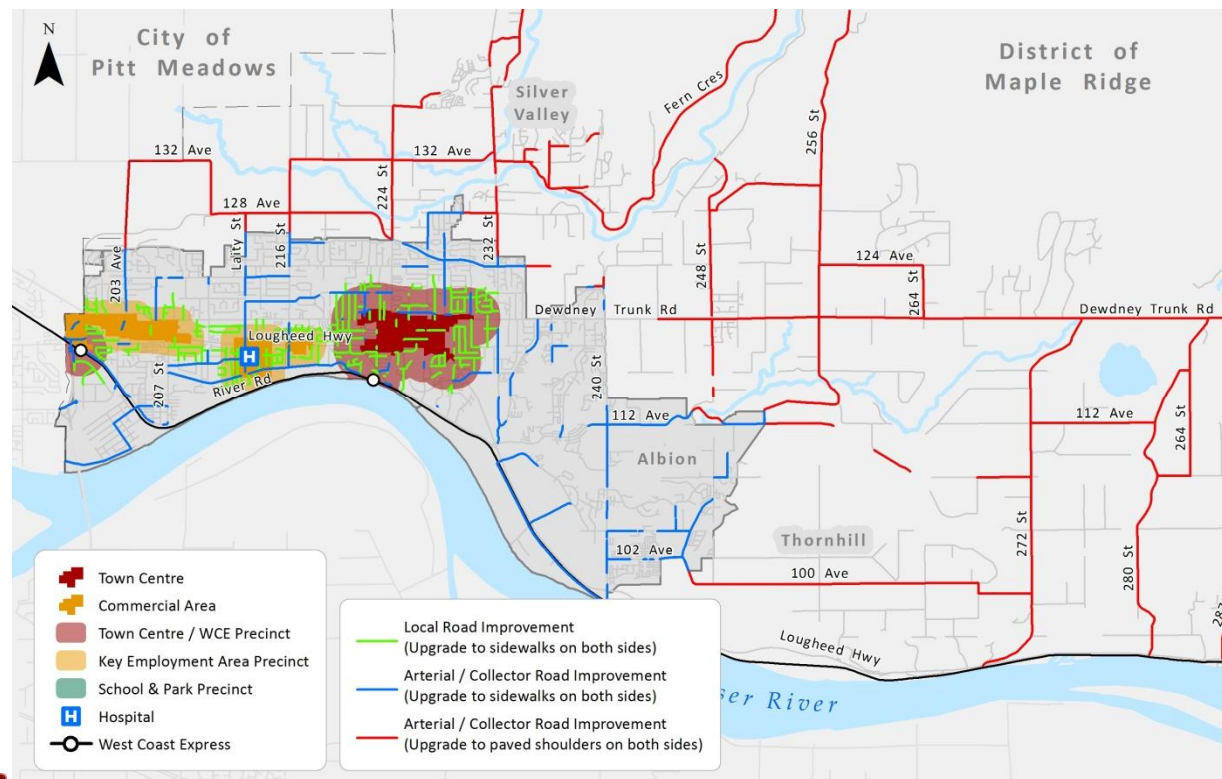
## 2. Interim Strategies for growth areas such as in Silver Valley, North Albion, etc.

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

# PEDESTRIAN PLAN

## 3. Enhanced Arterial Road Sidewalk Coverage

- Expand sidewalk investments on major roads in key pedestrian areas
- Widen shoulders or parallel pathways on arterials





# 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*



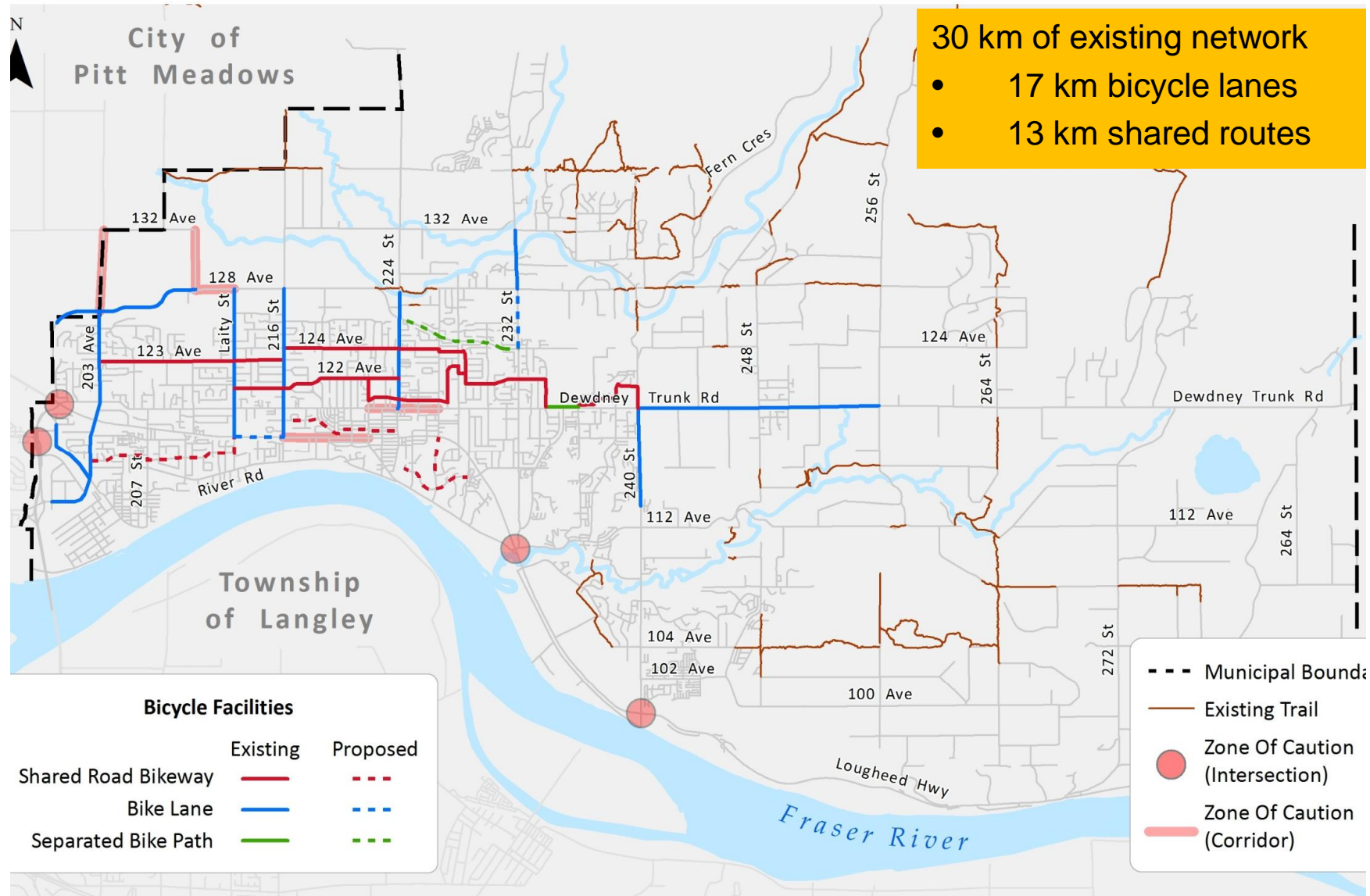
*Parklets*

*Education & Awareness  
Safer School Travel  
Programs*





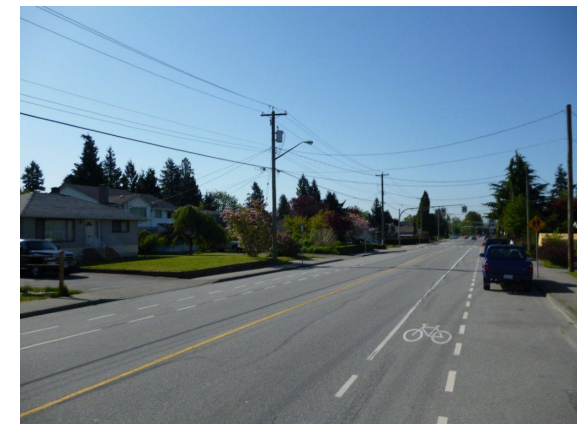
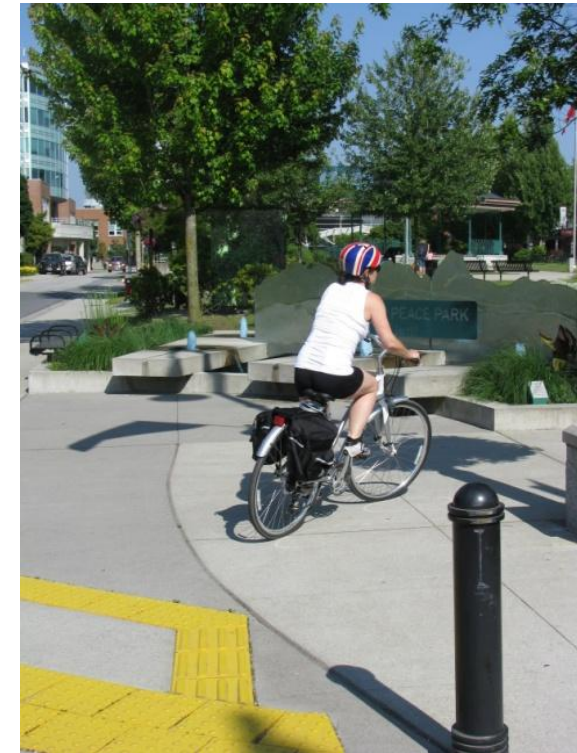
# BICYCLE PLAN – Existing Network





# 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

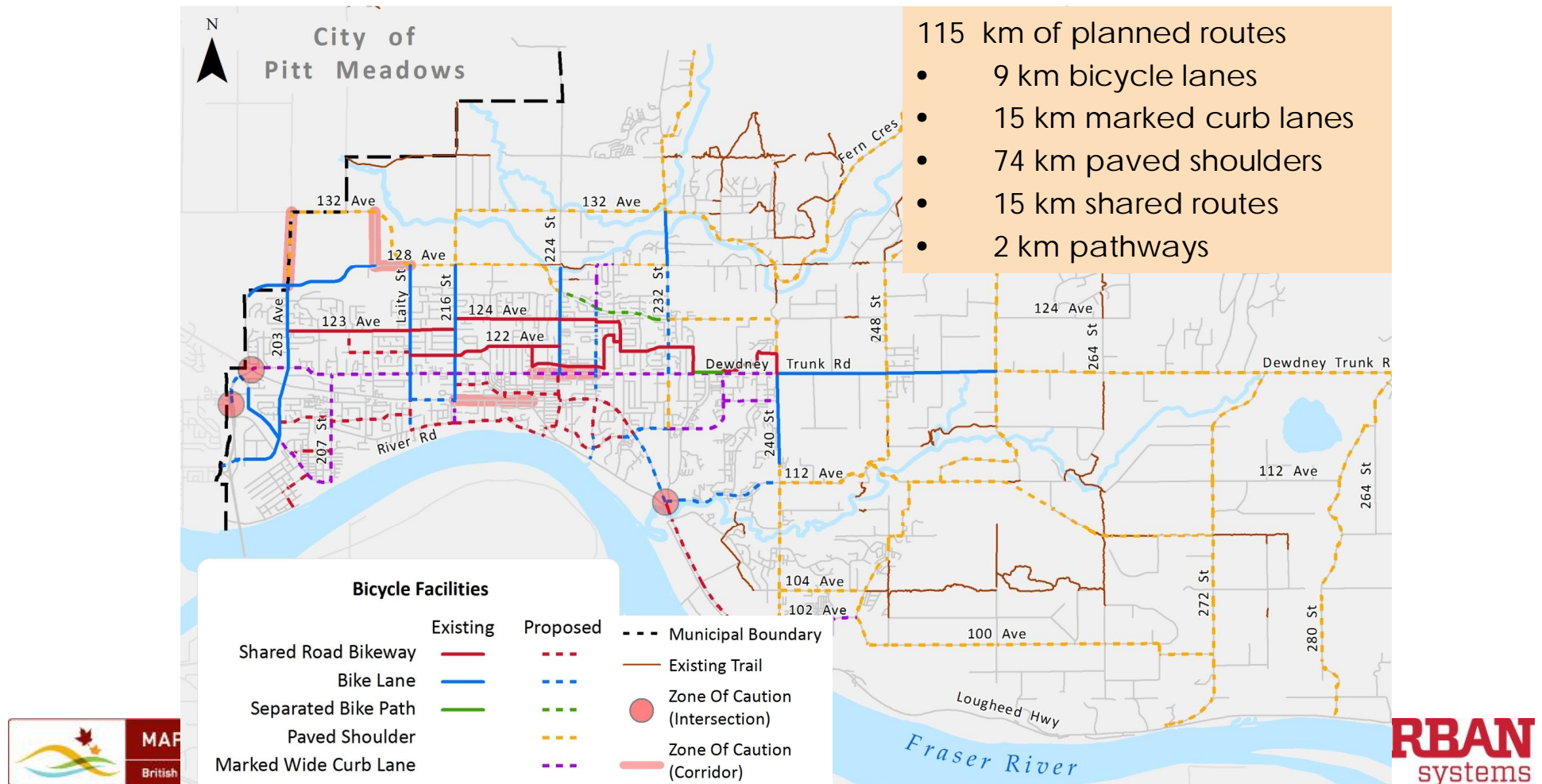


Marked  
Curb  
Lanes

# 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**

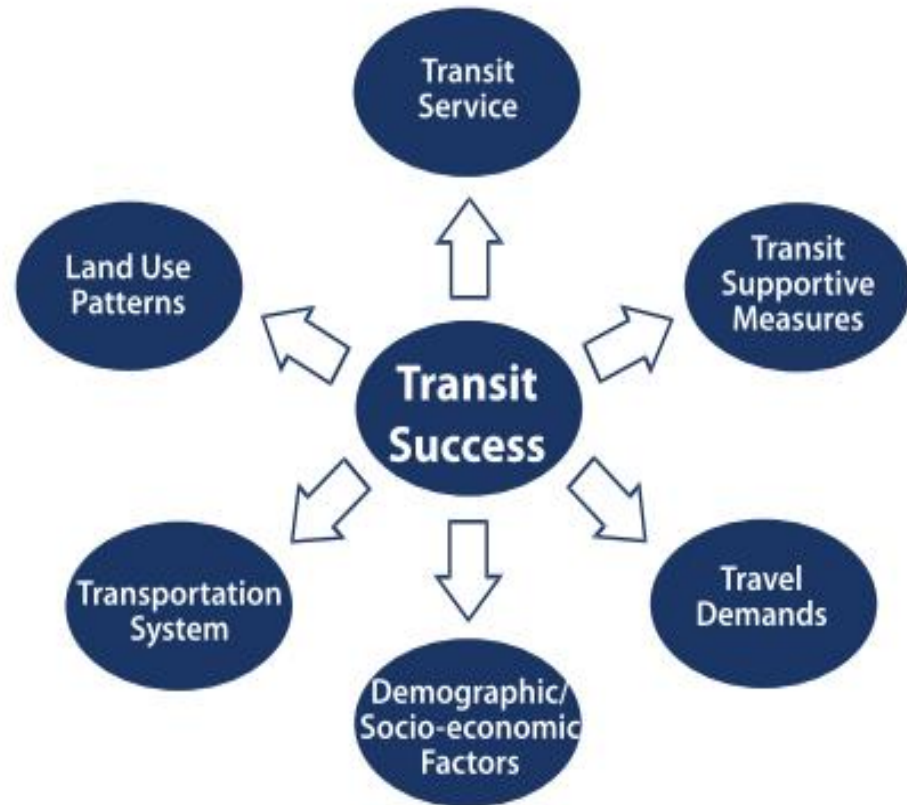
**Wayfinding**



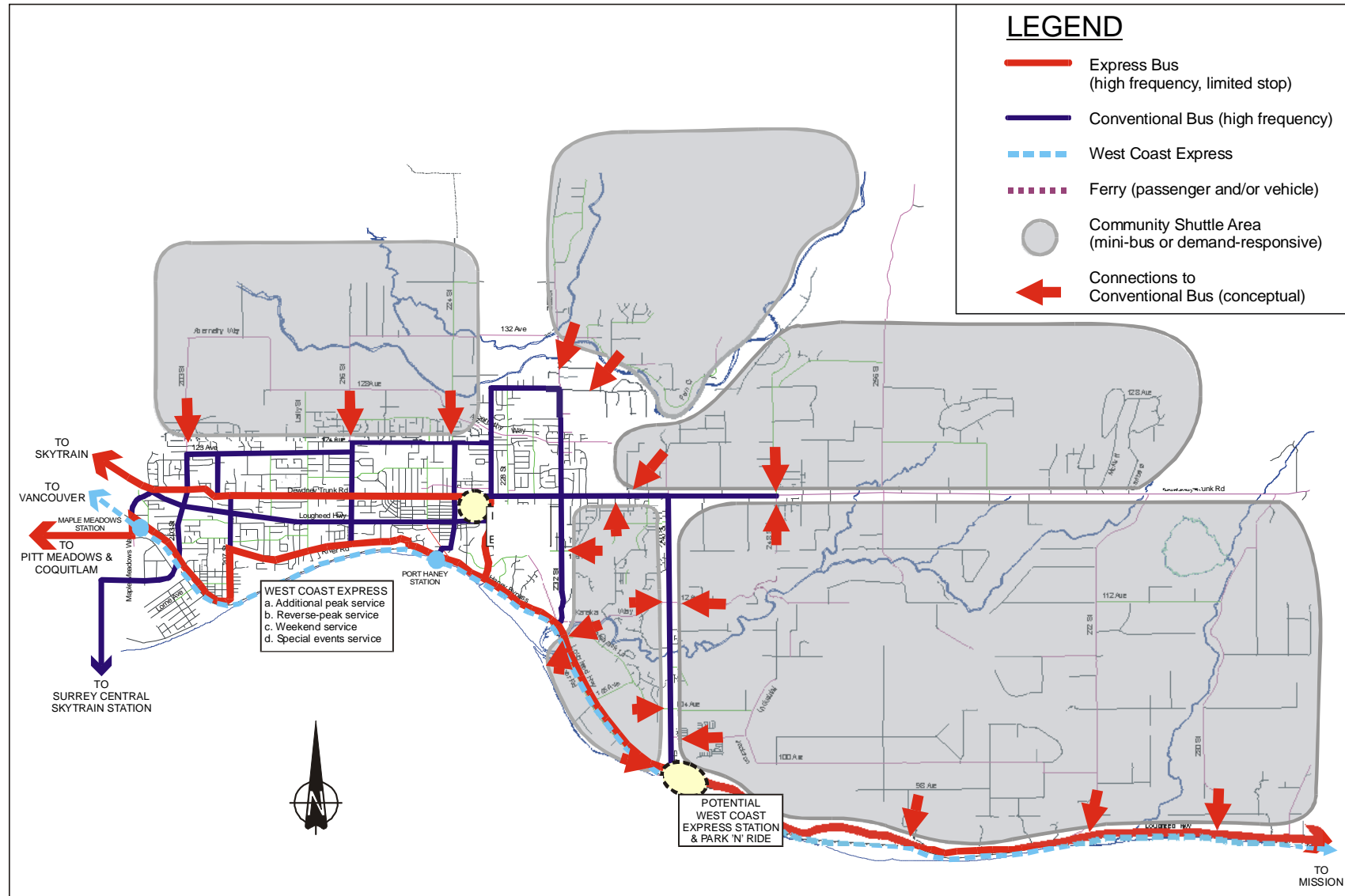
**Education & Awareness  
Safer School Travel Programs**

# 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

## Phase 1 – Plan Start-Up

- Review background information
- Council Meeting



## Phase 2 – Updated Key Issues & Opportunities

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