



Sustainable Transportation Choices



Mobility and Connectivity for Livable Neighbourhoods

Transportation networks for all types of mobility – cars, trucks, public transit, bicycles and pedestrians – contribute significantly to the quality and character of a neighbourhood. The size, shape and frequency of all types of transportation networks have consequences for energy consumption, comfort and convenience, sociability, the time and effort we must spend in local trips, the costs of construction and maintenance and ultimately, and most importantly, facilitate or undermine the livability of neighbourhoods.

Nearly all movement within neighbourhoods and connectivity to adjacent communities happens within the street or other public rights-of-way. Yet some streets provide and should serve many functions beyond movement and travel – they are also settings for social activity including children’s play and adult recreation, and entries for homes and businesses. The design and engineering of streets solely for the convenience of automobile movement overlooks these realities.

Maillardville on the Move

Maillardville enjoys a central location in Coquitlam and the Region and sits at the crossroads of a multi-modal transportation system that accommodates cars, trucks, public transit, bicycles and pedestrians. In addition to the local transportation network, Maillardville is also home to some of Metro Vancouver’s most significant commuter and goods movement routes.

The range, quality and convenience of available transportation options influence the way people choose to travel within a neighbourhood and beyond. As the community works towards a renewed vision for neighbourhood change through the planning process, it will be important to consider the relationships between sustainable transportation, land use, density and the experiential factors influencing daily transportation choices.

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Street Network

Maillardville’s street network is a mix of road patterns that is crossed at an angle by the Trans-Canada and Lougheed Highways and Brunette Avenue, a municipal arterial. This “eclectic” mix provides Maillardville with an amazingly unique and robust street network that serves as a foundation to support residential, commercial, employment and other types of land use activities and the potential to increase opportunities for all types of travel that contribute to the livability of the neighbourhood. As the neighbourhood planning process moves forward it will be important to explore opportunities for reconstructing and enhancing aging streets as well as seeking out design innovations for more livable streets, such as those described in the City’s Green Development Guide.

Lanes

Lanes are an important and often overlooked part of a neighbourhood street network. Locating garages and parking, sanitation collection, loading and service areas on the lane can result in a front streetscape

that has improved aesthetics, increased functionality for other uses (no more driveway curb cuts), creates opportunities for new housing choices and is reclaimed as the social and physical domain of the pedestrian.

Transit

The City’s Strategic Transportation Plan (STP) identifies Lougheed Highway and Brunette Avenue as a long term superior transit corridor intended for high-frequency, all-day transit service. With the Braid Street SkyTrain station on Maillardville’s doorstep, significant opportunities exist to explore options for integration of this rapid transit facility and recently approved high-density, mixed-use vision for Maillardville’s Neighbourhood Centre. As well Blue Mountain and King Edward Avenues are possible corridors that could assume greater prominence for frequent transit network as regional highway improvements are completed and as Maillardville’s Neighbourhood Centre and the Waterfront Village at Frasers Mills develop.

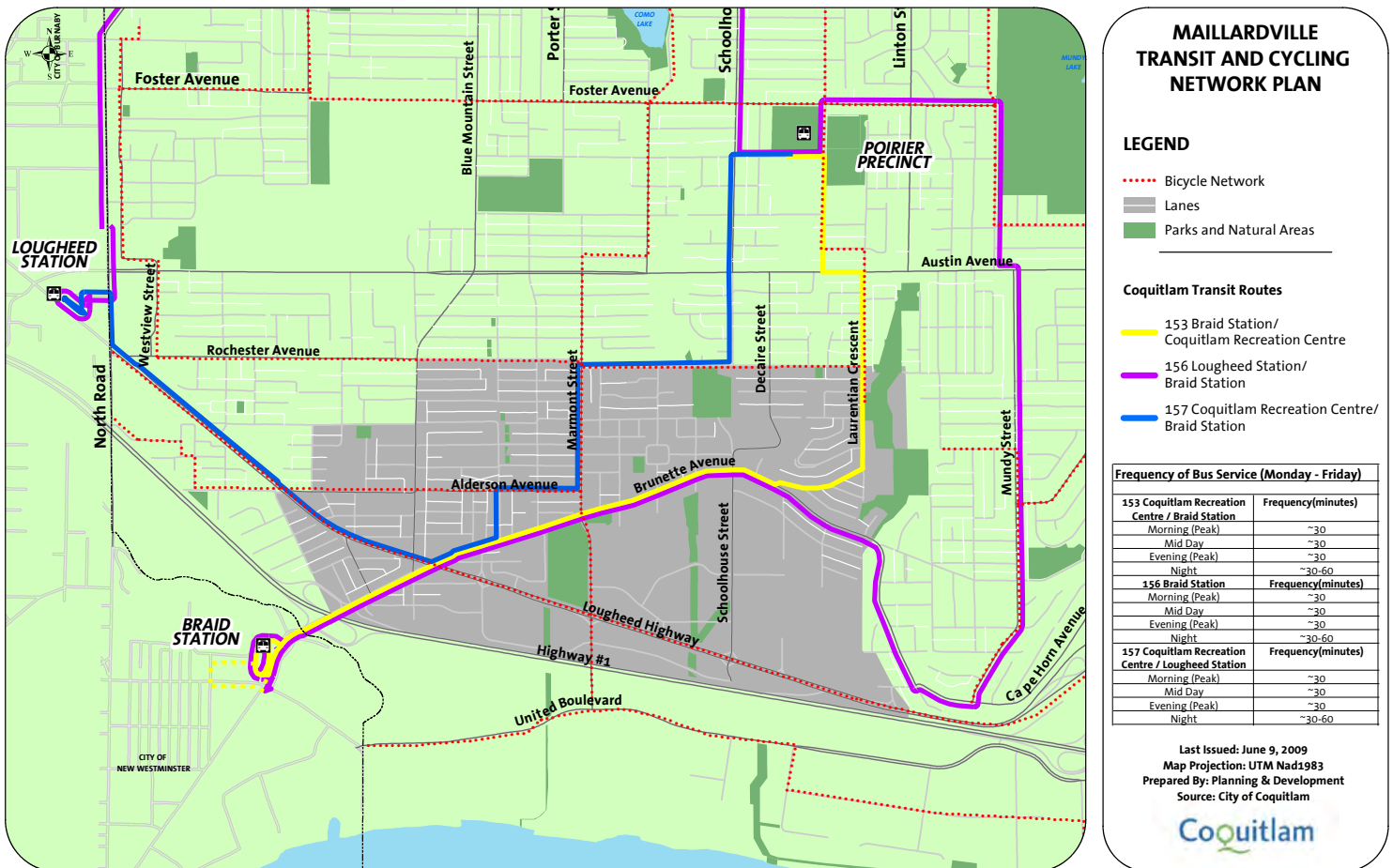


Figure 1: Transit and Cycling Routes Serving Maillardville

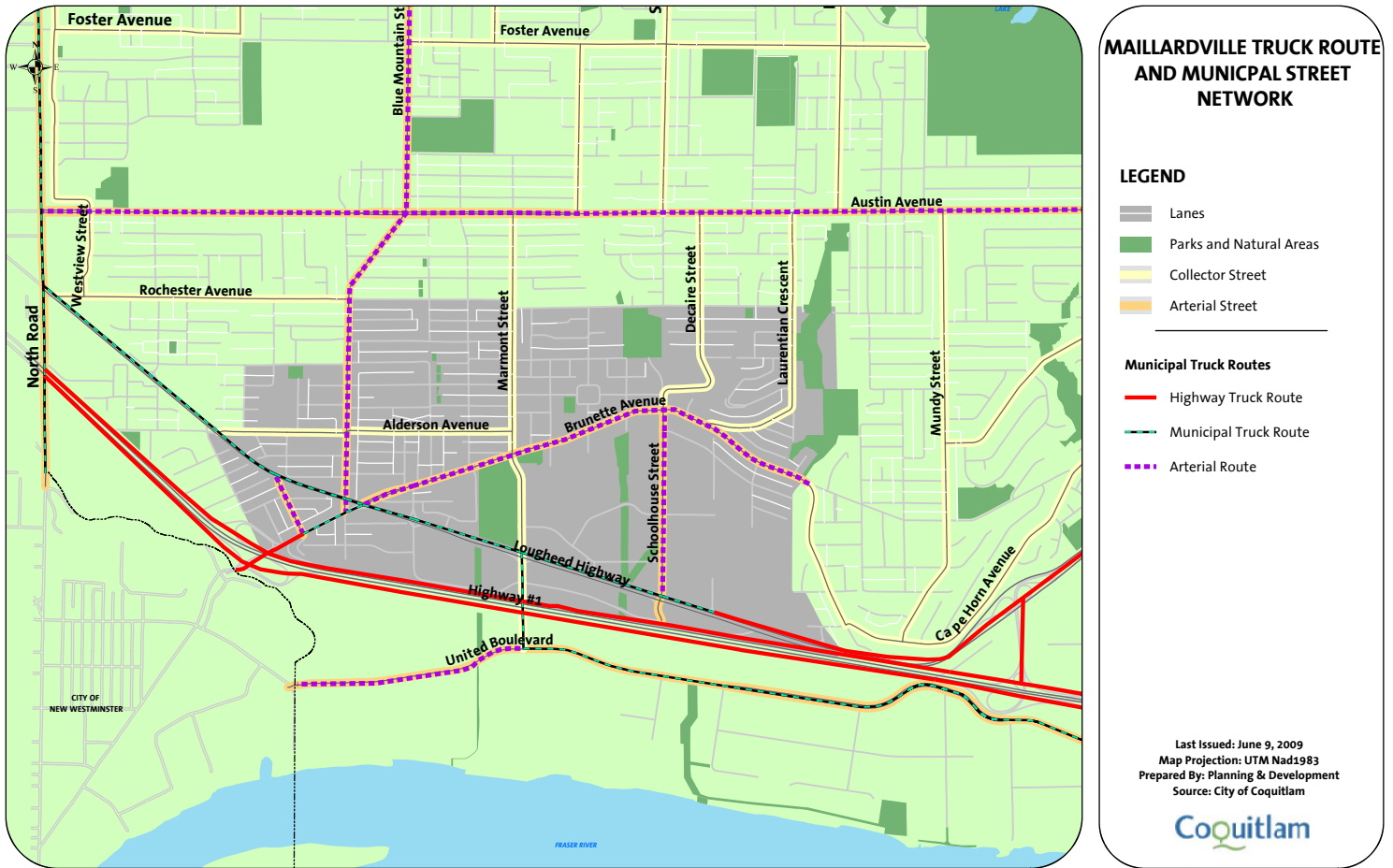


Figure 2: Truck Routes and Municipal Street Network Serving Maillardville

Bicycle Connections

Coquitlam’s STP includes a Bicycle Network Plan that seeks to integrate safe commuter bicycle routes throughout Maillardville neighbourhood using on and off-street facilities and connections. The City’s Master Trails Plan denotes recreational multi-use pathways for bicycle use in Maillardville neighbourhood as well. The currently Plans identify several key routes that thread through Maillardville and connect to surrounding neighbourhoods, planned regional bicycle facilities and transit. As the neighbourhood planning process moves forward it will be important to explore opportunities for reconstructing aging streets, providing improvements to route and travel-mode choice and convenience with enhancements to pedestrian, bicycle and transit infrastructure and

Pedestrian Connections

Coquitlam’s STP includes a Pedestrian Network Plan provides a strategy for enhancing pedestrian infrastructure through key City-serving pedestrian areas of which two are identified in the Maillardville

neighbourhood – Neighbourhood Centre and Lougheed Corridor. Within these two pedestrian areas, numerous priority sidewalk needs have been identified.

Urban Greenways

An urban greenway is an open space corridor linking parks and natural areas, civic and cultural amenities, and other neighbourhood features within and between neighbourhoods. Urban greenways are wide tree-lined pathways that incorporate unique surface treatments, vegetation, pedestrian lighting fixtures and are designed to accommodate a variety of non-motorized users. As the neighbourhood planning process moves forward it will be important to explore opportunities for implementation of pedestrian facilities as well as the expansion of the urban greenway system into the Maillardville community.

Goods Movement

Efficient movement of goods and services within the City is recognized as being critical to local business and economic development in neighbourhoods like Maillardville. As denoted on Figure 2, there are a series



of truck routes in Maillardville that have provincial, regional and local significance as commercial truck movement corridors. Special consideration will be necessary when exploring improvements to urban design, parking and bicycle and pedestrian realms – balancing through commercial vehicles traffic with local experience.

Parking Management

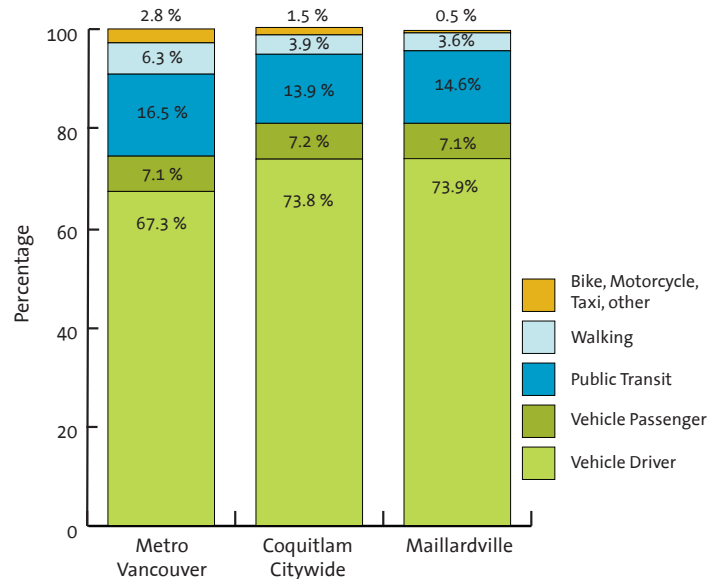
Parking management that addresses both the supply of and demand for parking in the Maillardville is an important consideration, particularly given the costs associated with the construction of both on and off-street parking facilities as well as the perceived lack of space to locate said facilities within the existing urban fabric of the neighbourhood.

Maillardville Commuting Patterns

According to the 2006 Census, 61% of the neighbourhood’s employed labour force (over 15 years of age) commute to a location outside of Coquitlam for work; 21% work within the City boundaries; 13% have no fixed place of work (i.e. construction industry, sales); 5.4% work at home and 0% work outside the country.

Looking specifically at the travel choices of working Maillardville residents, Figure 1 identifies that the majority drive to work (73.9%), 7% travel as a passenger in a car, truck or van, and 14.6% use public transit. The percentage of transit users in Maillardville is somewhat higher than the Citywide percentage but is slightly below the Metro Vancouver regional average.

Figure 3: Commuting Patterns



Points to Ponder

- *What role could Maillardville play in reducing greenhouse gas emissions through changes in travel behaviour?*
- *To support a robust level transit service in Maillardville, what kind of land use changes are necessary?*
- *How and where do opportunities exist to expand the urban greenway network in Maillardville?*
- *How might public realm improvements increase the desire for residents and workers to walk to local destinations and community draws?*
- *What is needed to encourage more people to choose transit to get to work?*
- *What is needed to help Maillardville become more transit and pedestrian friendly?*
- *What role does good quality multi-purpose street design play in creating more livable communities?*
- *What is the best way for Maillardville to improve connects with the regional rapid transit system, particularly at the Braid Street SkyTrain Station?*
- *What is needed from a transportation infrastructure perspective to encourage Maillardville to become more pedestrian friendly?*