

City of Maple Ridge

COUNCIL WORKSHOP AGENDA

March 8, 2022

9:00 a.m.

Virtual Online Meeting including Council Chambers

The purpose of the Council Workshop is to review and discuss policies and other items of interest to Council. Although resolutions may be passed at this meeting, the intent is to make a consensus decision to send an item to Council for debate and vote or refer the item back to staff for more information or clarification.

The meeting is live streamed and recorded by the City of Maple Ridge.

1. APPROVAL OF THE AGENDA

2. ADOPTION OF MINUTES

2.1 Minutes - February 22, 2022

3. PRESENTATIONS AT THE REQUEST OF COUNCIL

4. UNFINISHED AND NEW BUSINESS

4.1 Strategic Transportation Plan Project - Interim Report #2

Staff report dated March 8, 2022, summarizing public feedback received and recommending endorsement of the vision, goals and supportive strategic directions prior to proceeding to Phase 4, Plan Development. Presentation by Urban Systems.

4.2 117 Avenue Multi-Use Path Capital Project Update

Staff presentation

4.3 Quarter 4, 2021 Preliminary Financial Update

Staff report dated March 8, 2022, titled "Quarter 4, 2021 Preliminary Financial Update" providing a preliminary financial update to the end of 2021.

5. CORRESPONDENCE

6. BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL

7. MATTERS DEEMED EXPEDIENT

8. NOTICE OF CLOSED COUNCIL MEETING

The meeting will be closed to the public pursuant to Sections 90(1) and 90(2) of the Community Charter as the subject matter being considered related to the following:

- Section 90(1)(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;
- Section 90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
- Section 90(1)(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

Any other matter that may be brought before the Council that meets the requirements for a meeting closed to the public pursuant to Sections 90(1) and 90(2) of the Community Charter or Freedom of Information and Protection of Privacy Act.

9. ADJOURNMENT

APPROVED BY: 
DATE: March 3, 2022
PREPARED BY:  CHECKED BY: _____
DATE: March 3, 2022 DATE: _____

City of Maple Ridge

COUNCIL WORKSHOP MINUTES

February 22, 2022

The Minutes of the City Council Meeting held on February 22, 2022 at 1:04 p.m. held virtually and hosted in the Council Chambers of the City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

<i>PRESENT</i>	Appointed Staff
<i>Elected Officials</i>	S. Hartman, Chief Administrative Officer
Mayor M. Morden	C. Carter, General Manager Planning & Development Services
Councillor J. Dueck	D. Pollock, General Manager Engineering Services
Councillor C. Meadus	P. Hlavac-Winsor, General Counsel and Executive Director, Legislative Services – Acting Corporate Officer
Councillor G. Robson	T. Thompson, Director of Finance
Councillor R. Svendsen	
Councillor A. Yousef	
	Other Staff as Required:
<i>ABSENT</i>	C. Goddard, Director of Planning
Councillor K. Duncan	
	Also in Attendance:
	Superintendent W. Mehat, Officer in Charge, Inspector A. Gander, Operations Support Officer

These Minutes are posted on the City Web Site at www.mapleridge.ca

Note: Councillor Robson was absent at the start of the meeting. The Mayor chaired the meeting from Council Chambers.

1. ***APPROVAL OF THE AGENDA***

R/2022-WS-005

It was moved and seconded

That the agenda for the February 22, 2022 Council Workshop Meeting be approved as circulated.

CARRIED

2. ***ADOPTION OF MINUTES***

2.1 **Minutes of the February 8, 2022 Council Workshop Meeting**

R/2022-WS-006

It was moved and seconded

That the minutes of the February 8, 2022 Council Workshop Meeting be adopted as circulated.

CARRIED

3. ***PRESENTATIONS AT THE REQUEST OF COUNCIL***

3.1 **Year End presentation by Superintendent Mehat and Inspector Gander, Ridge Meadows RCMP Detachment**

Superintendent Mehat provided Council with Ridge Meadows RCMP 2021 update and upcoming initiatives and answered Council questions pertaining to de-integration and succession planning.

Note: Councillor Robson entered the meeting and participated virtually at 1:08 p.m. during the Ridge Meadows RCMP presentation.

Note: Councillor Robson left the meeting at 1:31 p.m. and rejoined at 1:34 p.m.

4. ***UNFINISHED AND NEW BUSINESS***

4.1 **Council Workplan Matrix – February 22, 2022**

Staff report dated February 22, 2022 recommending endorsement of the Council Workplan Matrix dated February 22, 2022.

D. Olivieri, Manager of Corporate Planning and Consultation, provided a presentation and staff responded to questions of Council.

Note: Councillor Robson left the meeting at 2:05 p.m. and rejoined at 2:08 p.m.

Note: Councillor Yousef left the meeting at 2:15 p.m. and rejoined at 2:18 p.m.

R/2022-WS-007

It was moved and seconded

That the Council Workplan Matrix dated February 22, 2022 be referred back to staff to incorporate comments from Council, and that the item be brought back to a future Council meeting for consideration.

CARRIED

5. ***CORRESPONDENCE*** – Nil

6. ***BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL*** – Nil

7. ***MATTERS DEEMED EXPEDIENT*** – Nil

8. ***NOTICE OF CLOSED COUNCIL MEETING*** – Nil

9. ***ADJOURNMENT*** – 2:32 p.m.

M. Morden, Mayor

Certified Correct

P. Hlavac-Winsor, Acting Corporate Officer



City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: March 8, 2022

FILE NO: 11-5255-40-233

FROM: Chief Administrative Officer

MEETING: Workshop

SUBJECT: Strategic Transportation Plan Project - Interim Report #2

EXECUTIVE SUMMARY:

The City's current Strategic Transportation Plan (STP) was endorsed by Council in 2014. In response to continued growth and development of neighbourhood area plans, Council prioritized updating the STP. The STP includes a review of current transportation conditions, updated transportation goals and strategies that guide the long-term vision for the enhancement of the City's transportation system over a 30 year timeframe.

The STP update commenced in April 2021 with Council endorsement of the STP workplan and corresponding engagement strategy. At the September 7, 2021 Workshop, Council received the first of three Interim Report Papers, STP Interim Report #1 that outlined existing transportation conditions in Maple Ridge. Upon receipt of STP Interim Report #1, the project proceeded to Phase 3 (current phase). On September 27, 2021, at the outset of Phase 3, Council provided input on the preliminary vision statement, goals and supportive strategic directions for each mode which then informed the public consultation materials.

Public consultation for Phase 3 occurred between November 17 and December 8, 2021. Engagement included an online discussion guide with an ArcGIS survey. Additional consultation occurred with several industry stakeholders: the STP Stakeholder Advisory Committee, and four Civic Advisory Committees. Civic and stakeholder engagement noted general support for all directions outlined in Phase 3.

Interim Report #2 summarizes the public feedback received and recommends endorsement of the vision, goals and supportive strategic directions prior to proceeding to Phase 4, Plan Development.

RECOMMENDATION:

That Strategic Transportation Plan - Interim Report #2, prepared by Urban Systems, dated February 2022 be endorsed; and

That staff proceed to Phase 4, Plan Development, of the Strategic Transportation Plan update.

DISCUSSION:

a) Background Context:
Project Context & History

The STP is a long-term plan that will guide policy and investment within the City of Maple Ridge for all modes of transportation. The last STP was adopted in 2014 and has resulted in improvements to the transportation network, including, 128 Avenue improvements, Haney Bypass improvements, and ongoing work on the 232 Street improvements. Since 2014, the community has grown and changed, along with the regional, provincial, and global transportation context. It is important for communities to update their long-term plans every five to ten years to understand evolving issues, reassess priorities, and develop new long-term plans that will inform capital planning, ongoing operations and maintenance and policy.

The STP update commenced in April 2021 with Council endorsement of the workplan that included an engagement plan for updating the STP. The STP process includes five phases as illustrated in Figure 1 below:

Figure 1: STP Development Phases



At the September 7, 2021 Workshop, Council received and reviewed Interim Report #1 that discussed existing transportation conditions. Receipt of Interim Report #1 completed the first deliverable of the plan development process and initiated Phase 3.

Phase 3 primarily focuses on the establishment of a vision for the future of transportation, goals based on the needs of the community and corresponding strategies that provide further direction for multi-modal improvements. A secondary aspect of Phase 3 includes preliminary work to develop long-range improvements for walking, cycling, transit and the road network that is further refined as the primary deliverable in the next phase. Phase 3 includes the second deliverable of the plan development process, an interim check-in report titled STP Interim Report #2 (Attachment A).

At the onset of Phase 3, the September 27, 2021 Council Workshop outlined a draft vision statement and proposed goals for initial Council feedback in advance of community and stakeholder engagement.

As per the STP workplan, engagement with the community consisted of an ArcGIS story map and survey that was open from November 17 to December 8, 2021. The engagement was advertised on social media, the City's website and via print media. Emails were also sent to all civic committee members and paper copies of the survey were also distributed to several organizations within the community and available at City Hall. The survey received 160 responses; feedback from the community survey is referenced throughout STP Interim Report #2, (in Appendix A).

In addition to public consultation, stakeholder meetings with Fraser Health, TransLink, HUB, and the BC Ministry of Transportation and Infrastructure (MoTI) took place in Phase 3.

CONCLUSION:

Phase 3 of the STP focused on establishing the vision, goals and supportive strategic directions to outline a future direction for transportation in Maple Ridge. Work completed in this phase was undertaken in accordance with the Council approved STP work plan and was generally supported by the community.

Interim Report #2 provides a summary of the vision, goals and supportive strategic directions proposed for endorsement. Work completed in Phase 3 will help set direction for future improvements that will be further assessed and refined in Phase 4, Plan Development.



Prepared by: Mark Halpin, BA, PMP
Manager of Transportation



Reviewed by: Forrest Smith, P.Eng.
Director of Engineering



Approved by: David Pollock, P.Eng.
General Manager Engineering Services



Concurrence: Scott Hartman
Chief Administrative Officer

Attachments:

- (A) Strategic Transportation Plan Interim Report #2
- (B) Maple Ridge Climate Hub Letter, December 8, 2021
- (C) HUB Cycling Letter, December 6, 2021
- (D) Fraser Health Authority Letter, January 7, 2022

CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

STP REPORT #2
FUTURE DIRECTIONS | FEBRUARY 2022



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PREPARED FOR:

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Date: February 2022

FILE:

1279.0036.01

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1.0 INTRODUCTION

The City of Maple Ridge (City) is updating the existing Strategic Transportation Plan (STP) to help address current transportation challenges and shape the future of transportation in Maple Ridge. As Maple Ridge continues to grow the City's transportation system must evolve and be designed to move everyone efficiently and comfortably, no matter how people choose to get to their destinations. Transportation in the city is changing as it adapts to demand, and the addition of new development, technology, and projects that alter how the community moves around. The STP will identify strategies and projects to build connections, improve systems, and plan for the long-term transportation future. The final STP will address all the ways people move around Maple Ridge including walking, cycling, driving and taking public transportation, and will shape Maple Ridge's multi-modal transportation investments and decision-making over the next 30 years. Community involvement is an important part of the STP update. All community members are being invited to be part of creating a new transportation plan that is inclusive, sustainable, and forward-thinking.

The City of Maple Ridge is a community of 90,990 (2021 Statistics Canada Census Profile) residents in ten neighbourhoods and historic centres that span over more than 260 km² of land area between the Fraser River and the Golden Ears Mountains. The geography provides stunning views and ample outdoor recreation opportunities with urban amenities and easy access to nearby population centres due to its location along Highway 7, along with the West Coast Express into downtown Vancouver.

1.1 PLAN PURPOSE

The STP is a long-term plan that will guide policy and investment within the City of Maple Ridge for all modes of transportation. The last STP was completed and adopted in 2014 and has resulted in improvements to the transportation network, including, 128 Avenue improvements, Haney Bypass improvements, and ongoing work on the 232 Street improvements. Since 2014, the community has grown and changed, along with the regional, provincial, and global transportation context. It is important for communities to update their long-term plans every five to ten years to understand evolving issues, reassess priorities, and develop new long-term plans that will inform capital planning, ongoing operations and maintenance, as well as policy, programming, and additional studies.

The City is challenged with maintaining and improving a large transportation network. Transportation decisions affect the community's health, environment, and economy. Effectively planning transportation improvements and policies ensures community members can safely move in and around Maple Ridge. Having a recent, relevant, and clear Strategic Transportation Plan will allow the City to respond to the policy directions and vision articulated in the City's Official Community Plan and the Metro Vancouver Regional Growth Strategy. It will also facilitate communication and partnership with neighbouring municipalities, First Nations, TransLink, and the British Columbia Ministry of Transportation and Infrastructure (MoTI). The purpose of the STP is illustrated in **Figure 1-1**.

WHAT IS THE STRATEGIC TRANSPORTATION PLAN?

- Update to the 2014 Strategic Transportation Plan
- Long-term plan for multi-modal transportation in Maple Ridge
- Identifies infrastructure projects
- Identifies policy and programming recommendations
- Provides an implementation plan and cost estimates



Figure 1-1: What is the STP?

1.2 STUDY PROCESS

The City of Maple Ridge is updating the STP officially commencing in April 2021 with Council endorsement of the project work plan. The Plan will be developed based on national best practices as well as local expertise and public input. This approach will result in a plan that responds to how we get around today and how we want to get around in the future. The STP process includes five phases as illustrated in **Figure 1-2** and summarized below:

- **PHASE 1:** Project Launch & Administration – this phase includes preliminary project start up tasks and coordination between the project team and City Staff.
- **PHASE 2:** Existing & Future Conditions – this phase focuses on technical analysis of existing and projected future conditions and the first round of public and stakeholder consultation. STP Report #1 summarizes the results of this phase.
- **PHASE 3:** Vision, Goals, and Plan Development – this phase includes the development of an overarching Vision and Goals to guide the STP and identification of high-level plans for multi-modal networks. **This report (STP Report #2) summarizes the results of this phase.**
- **PHASE 4:** Strategy Development & Refinement – this phase results in the identification and assessment of strategies, as well as development, refinement, and assessment of potential infrastructure projects.
- **PHASE 5:** Implementation & Final Plan – this phase completes the study with project prioritization, costing, and development of the final STP.



Figure 1-2: Study Process

CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

STP REPORT #2 – FUTURE DIRECTIONS

This report (STP Report #2 – Future Directions) is the result of Phase 3 and focuses on setting a direction for the future of transportation in Maple Ridge with Vision, Goals, and Strategic Directions. It responds to the results of the Phase 1 and 2 work, which identified existing and future issues and opportunities through both technical planning and engineering work and public and stakeholder engagement. In Phases 1 and 2, work included:

- Meetings with City staff
- Transfer and review of existing data, reports, and policies
- Development of a project communications and engagement plan
- Data collection and processing, including traffic counts, mobile probe data, and collision data
- Development of base mapping and integration of City, regional, and provincial geospatial data sets
- Community profile development
- Existing policy review and summary
- Traffic volume mapping
- Intersection operations assessment
- Transportation demand model update and future forecasting
- Transit service review
- Walking and rolling network review
- Cycling network review
- Safety assessment
- Stakeholder and public consultation, as discussed in Section 1.3
- Delivery of STP Report 1
- Council workshop reporting findings of Phase 1 and 2 on September 7, 2021

CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

STP REPORT #2 – FUTURE DIRECTIONS

The future directions established in Phase 3 were developed using input from Council, Stakeholders, and community members as well as transportation best practices, regional direction, existing planning and policy, and technical network review and planning. Key work completed as part of Phase 3 included:

- Meetings with City staff
- Development of draft vision and goals
- Development of draft strategic directions
- Council workshop September 27, 2021
- Assessment of network gaps
- Macro modelling of future road and transit networks
- Cycling gap assessment and long-term network planning
- Walking gap assessment and long-term network planning
- Refinement of draft vision, goals, and strategic directions
- Stakeholder and public consultation, as discussed in Section 1.3
- Refinement of future directions
- Development of STP Report 2
- Planned Council Workshop March 2022

The activities outlined above resulted in the future directions documented in this report.

1.3 COMMUNICATION & CONSULTATION

The development of this plan is grounded in consultation with the community. The City sought feedback from a range of voices to create a vision for the future of transportation in Maple Ridge that is inclusive, sustainable, and forward-thinking. Maple Ridge residents were invited to use their voices to help create a plan that reflects how they move today and how they want to move in the future through online consultation using a StoryMap and survey. Stakeholder groups were contacted by letter to inform them of public consultation and encourage them to participate. Hard copies of surveys were also available at City Hall and distributed directly to stakeholder groups that are traditionally more difficult to reach through online consultation. The study also included consultation with the City's Transportation Advisory Committee. More information about the consultation results for Phase 3 of this project are included in **Appendix A**.

CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN
STP REPORT #2 – FUTURE DIRECTIONS

The objectives of the public and stakeholder consultation were:

1. To encourage meaningful dialogue about the future of transportation in Maple Ridge by:
 - a. ensuring balanced participation with diverse stakeholder representation
 - b. providing opportunities for input to ensure all voices were heard
2. To establish the context of the engagement process by:
 - a. clarifying the scope of the Strategic Transportation Plan
 - b. outlining a timeline for the planning process and implementation
 - c. providing information that is up-to-date and informative
3. To deepen community engagement and improve the relevance, depth, and range of voices represented through public feedback by:
 - a. utilizing online engagement tools that make it easy for people to participate
 - b. reaching out to harder-to-reach stakeholders, including by dropping off paper surveys at seniors' homes, youth centres, and area shelters. The City also requested that the District Parent Advisory Council for School District 42 distribute the survey to members.
4. To ensure stakeholders and the public clearly understand how their feedback will be used to inform design decisions by:
 - a. clearly communicating who the decision makers are
 - b. reporting back in a way that demonstrates how feedback was used

As part of Phase 3 – Vision, Goals, and Plan Development, an ArcGIS StoryMap and survey were open from November 17 to December 8, 2021. The engagement was advertised on social media and the City's website, and via print media. The study process and preliminary findings of Phase 3 were also presented for feedback from key stakeholders. This work included meetings with the BC Ministry of Transportation, Fraser Health, HUB Cycling, and TransLink, as well as meetings with the Maple Ridge Transportation Advisory Committee. This round of engagement focused on the proposed vision, goals, key directions, and preliminary draft long-term networks for each mode of transportation.

The survey received 160 responses from Maple Ridge residents. The survey offers insight into the community's transportation aspirations and desired direction for policy and investment. The survey results will be used to inform the draft STP.

1.4 REPORT STRUCTURE

This Report identifies the draft future directions to be incorporated into the STP. It presents the draft vision, goals, strategic directions along with the potential long-term networks developed during Phase 3. It also summarizes feedback for public consultation and identifies a path forward for the remainder of the plan. It comprises the following sections:

- **SECTION 1:** Introduction – this section provides background context about the study process and intent and the outline of this report.
- **SECTION 2:** Context for Future Directions – this section provides an overview of the policy context and community aspirations that guided the development of the draft vision, goals, and strategic directions.
- **SECTION 3:** Future Directions – first, this section presents the draft vision and goals. It then explores the draft strategic directions and potential long-term networks for walking / rolling, cycling, transit, driving / goods movement, and new mobility.
- **SECTION 4:** Summary & Conclusion – closes the report and outlines next steps.

This report also includes three Appendices:

- **APPENDIX A:** Public Consultation Summary
- **APPENDIX B:** Maps
- **APPENDIX C:** Long-Term Transportation Demand Modelling Results

2.0 CONTEXT FOR FUTURE DIRECTIONS

This section summarizes the context that was used to develop the future directions for transportation in Maple Ridge. Key input to the development of these future directions includes existing policy, input from the public, stakeholders, and Council. This input was used to develop the draft Vision and Goals, which were provided to Council, the public, and stakeholders for feedback.

2.1 EXISTING POLICY

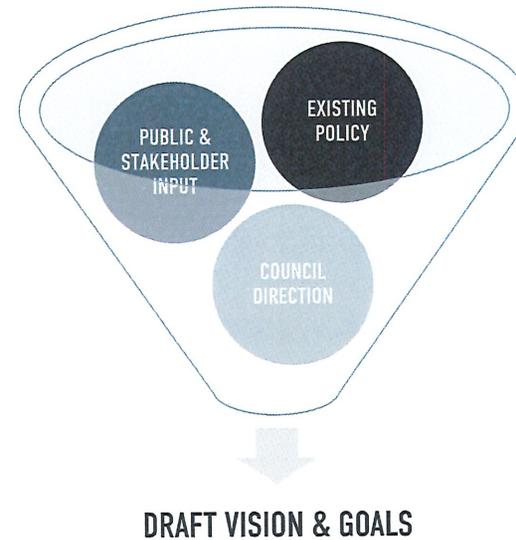
The *City's Official Community Plan (OCP)* and Council's *Strategic Plan (2019 – 2022)* helped shaped the draft vision and goals for the STP. The City's OCP outlines the community's vision, goals, and aspirations for the future and is a guide for decision making on planning, land use, and policy directions for the City.

The vision of the OCP is:

“The District will strive to protect its Community Values into the future, as it becomes more vibrant and prosperous, offering residents a strong local economy, stable and special neighbourhoods, thoughtful development, a diversity of agriculture, and respect for the built and natural environments.”

The OCP also includes 45 community principles across a range of subject areas that are core to municipal planning. The City's ability to meet its overarching vision requires integrated approaches across transportation, housing, employment, servicing, and other topics. The OCP includes a chapter specific to transportation and principles identified in this section, as well as others, have applicability to the STP. The principles that are most applicable to the STP include:

- Principle 8: Unique and enjoyable communities and places are created through community improvements, quality design, less obtrusive signage, pedestrian friendly environments, accessibility and viewscales.



CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

STP REPORT #2 – FUTURE DIRECTIONS

- 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 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.
- Principles 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.
- Principles 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.

Common themes in these OCP principles include providing access to nature, connections between neighbourhoods, accessibility for all, good planning practices, supporting pedestrians, and providing adequate capacity.

Council's Strategic Plan (2019 – 2022) included five strategic priorities that have also informed the development of Vision and Goals. These five strategic priorities are illustrated on the next page and listed below:

- Community Safety – this strategic priority speaks to the desire for people to be safe and comfortable in the City, including while accessing services. Safety is a key consideration in the development of future directions and more specific strategies for the STP.
- Inter-Governmental Relations – this strategic priority speaks to the need to engage across levels of government on the planning and delivery of transportation policy, services, and infrastructure. For transportation, key partners include the BC Ministry of Transportation, TransLink, neighbouring municipalities, and First Nations.
- Growth – the STP must ensure that the transportation network responds to community growth by identifying future infrastructure investments that align with planned changes in residential, commercial, and industrial lands.

- Community Pride & Spirit – transportation networks are key to enabling residents to take part in their community and access services, destinations, and events. Well designed transportation infrastructure also contributes to community vibrancy by creating a comfortable and accessible environment.
- Natural Environment – this strategic priority directs the STP to consider the environmental impacts of transportation decisions and to ensure that residents and visitors have safe and efficient access to natural spaces.

5 STRATEGIC PRIORITIES



<p>COMMUNITY SAFETY</p> <p>Ensure that citizens feel safe and are not afraid to engage in their community, that criminal activity is prevented or minimized, that people who need services can access them easily, that agencies understand and are accountable for their role and that all of this occurs within the capacity of local first responders and service providers.</p>	<p>INTER-GOVERNMENT RELATIONS</p> <p>Build strong relationships with the region, other levels of government and local First Nations to set a foundation for problem solving and innovation to achieve defined strategic results.</p>	<p>GROWTH</p> <p>Implement strategic plans related to local infrastructure and the economy including commercial and industrial land base, transportation corridors, transit, neighbourhood plans and key amenities.</p>	<p>COMMUNITY PRIDE & SPIRIT</p> <p>Engage the public in positive activities as participants and as volunteers, to enhance the vibrancy of the community.</p>	<p>NATURAL ENVIRONMENT</p> <p>Be alert to opportunities to care for the natural environment, to mitigate impacts on wildlife and to utilize natural assets to grow eco-tourism opportunities.</p>

2.2 STAKEHOLDER & PUBLIC INPUT

Reflection on the community's aspirations for transportation were included as part of the public and stakeholder consultation for Phase 2. This input was reviewed, summarized into a word cloud, and used to inform development of the vision and goals. The resulting word cloud is illustrated in Figure 2-1: Vision . Within the word cloud, words that were mentioned more frequently are bigger and both size and the number of instances of each word or concept reflect the typical level of interest of survey respondents.¹

Based on the results of the survey, as well as consultation with stakeholders, the community envisions a transportation network that is:

- Safe.
- Efficient.
- Connected.
- Green / Sustainable.
- Accessible.
- Fast.
- Affordable.
- Improved infrastructure.
- Less congestion.
- Reliable.



Figure 2-1: Vision for Transportation in Maple Ridge

¹ Words may be repeated if different forms and / or capitalization are used within each comment provided by the public (i.e. Safe, safe, Safety, safety, and Safer all appear as separate word cloud entries).

CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

STP REPORT #2 – FUTURE DIRECTIONS

Desired outcomes expressed in public and stakeholder consultation were summarized to inform development of goals for the STP and are listed below:

- Desire for better connectivity.
- Improve safety for vulnerable road users.
- Desire for shorter travel times by all modes and dissatisfaction with congestion.
- Desire for more reliable driving and transit.
- Stronger emphasis on livability & land use / transportation connection.
- Desire for higher quality of service (transit / roads).
- Importance of connection to nature / recreation.
- Desire to reduce noise pollution and improve air quality.
- Desire to reduce greenhouse gas emissions caused by transportation.
- Desire to ensure there is adequate parking.

The input from the public and stakeholders were used to develop a draft vision and goals. More specific input on existing issues, challenges, and opportunities for all modes of transportation were used to develop the draft strategic directions and preliminary long-term networks, which were then distributed to the public and stakeholders for feedback as part of Phase 3.

3.0 FUTURE DIRECTIONS

This section describes the proposed future directions for the Maple Ridge STP based on the work documented in Report #1, the summary of policy, stakeholder, and public input above, and early input from Council. This framework is based on an overarching vision statement and goals that set the direction for more specific proposed long-term network plans and strategic directions for each mode of transportation. The specific strategies and actions that will be developed in Phase 4 of the plan will articulate how the strategic directions and long-term networks will be achieved in service of the goals and vision.

3.1 VISION

The draft vision is:

By 2050, Maple Ridge’s transportation system is safe, efficient, connected, accessible, and sustainable. Residents, visitors, and businesses can meet their daily transportation needs reliably and comfortably using their mode of choice.

Feedback from public and stakeholder consultation in Phase 3 indicated support for the draft vision statement **As illustrated in Figure 3-1, more than 60% of respondents indicated that the draft vision statement was good or excellent at aligning with their own vision for the future of transportation in Maple Ridge.** Some written feedback and input from stakeholders indicated preference for a closer time horizon than 2050, more specific references to reduced reliance on private vehicles and / or reduction in greenhouse gas emissions, and requests for consideration of equitable and affordable transportation options; however, these changes were a small proportion of the overall comments. Overall, the feedback indicates a preference to move forward with the vision as stated above.

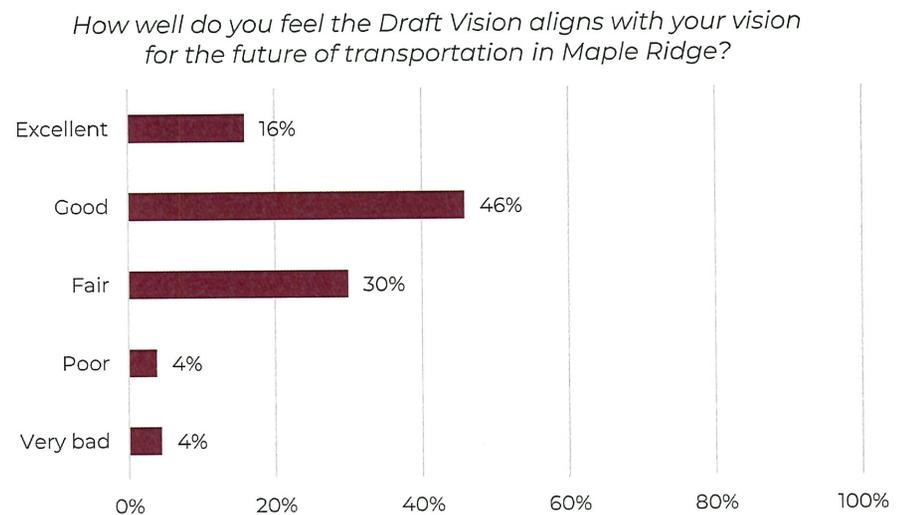


Figure 3-1: Public Engagement Support for Draft Vision

3.2 GOALS

Goals provide the STP more specific direction to understand which strategies, actions, and investments best align with the community's desired outcomes and address the most pressing existing issues. The draft goals listed to the right align with the draft vision and are intended to reflect the desired outcomes expressed by the public, stakeholders, and Council. They reflect the core themes of safe, connected, efficient and reliable, accessible, sustainable, and cost effective transportation that were common throughout the review of existing policy and consultation.

A preliminary draft of goals were presented to Council at the September 27, 2021 Workshop and circulated as part of the Phase 3 consultation. All of these goals had **strong support with the public with between 73% and 95% of respondents supporting** (i.e. responding 'support' or 'strongly support') each of these draft goals as presented to the public. None of the draft goals saw more than 5% of respondents opposing the goal. The draft goals concerning safety and accessibility had particularly low levels of opposition, with only 2% of respondents opposing those goals.

Beyond the goals listed here, written commentary within the survey and from stakeholders expressed a desire for greater attention to access to schools, prioritization of active transportation, and a greater emphasis on emissions reduction.

Some stakeholders also suggested that the cost effectiveness of transportation investment – as considered by the final goal – include consideration of the economic benefits of walking and cycling. These themes can be reflected in the more detailed work on strategies and actions in Phase 4. A small number of respondents to the public survey (less than 4%) expressed a desire for a plan that prioritized private vehicle travel and / or a stronger focus on traffic flow for private vehicles.

These results, along with responses from stakeholders indicate strong support for moving forward with these draft goals as written, with some more specific priorities reflected in plan development.

The Draft Goals



A safe transportation system where people and goods can move comfortably



A connected transportation system where neighbours can meet, businesses can thrive, and people and goods can move within our community



An efficient and reliable transportation system that allows people to get to their destinations on time



An accessible transportation system where people of all ages, abilities and incomes can comfortably reach their destination



A sustainable transportation system that is connected to nature and minimizes environmental impacts



A cost effective transportation system where municipal expenditures have a high return on investment

3.3 STRATEGIC DIRECTIONS & LONG-TERM NETWORKS

Phase 1 and 2 of the STP identified issues, opportunities, and gaps in transportation in Maple Ridge. The strategic directions and long-term networks seek to address these issues and gaps and to leverage opportunities by moving towards the future envisioned by the draft vision and goals.

As illustrated in Figure 3-2, the strategic directions and long-term networks are organized according to five thematic areas, all of which will be advanced in service of the goals of a safe, connected, reliable, accessible, sustainable, and cost-effective transportation system in Maple Ridge.

The remainder of this section identifies draft strategic directions and preliminary long-term networks for each of the thematic areas.

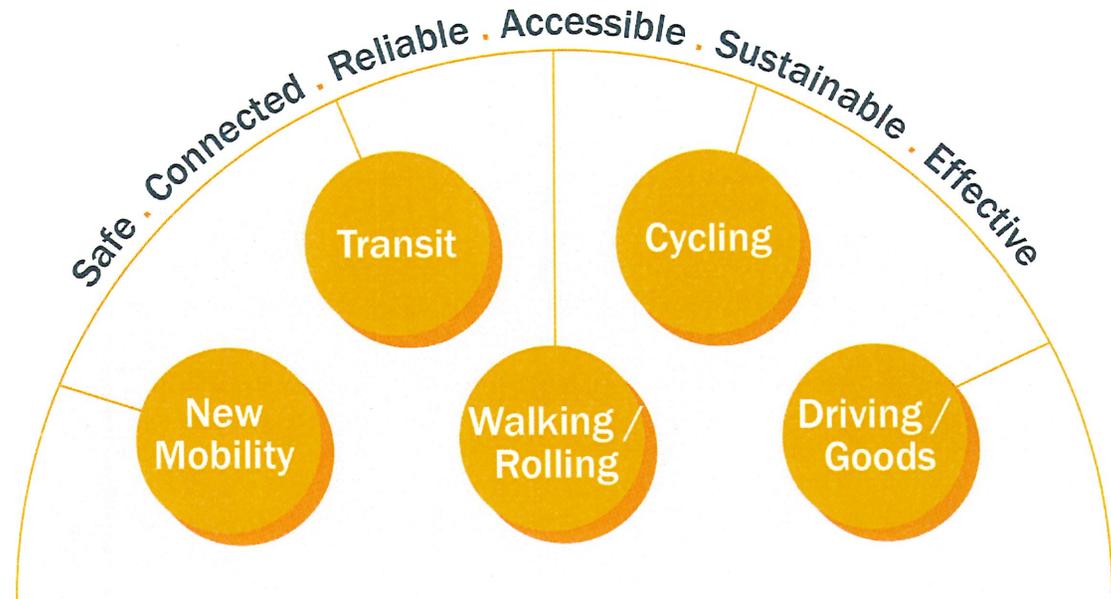


Figure 3-2: Thematic Areas & Goals

3.3.1 WALKING / ROLLING

Walking and rolling² (i.e. using a personal mobility device designed for use by an individual with limited or impaired mobility) is the most fundamental form of transportation. STP Report #1 outlined issues, including:

- There are connectivity gaps in the walking and rolling network in established areas and rural areas.
- There is a strong desire to address connectivity gaps on busier roadways to access frequent transit.
- The costs to address these gaps can be high in established / older areas of the City and it is important that the plan consider these costs and the potential return on investment.

The five draft strategic directions for walking / rolling as outlined below respond to the issues, gaps, and opportunities identified in STP Report #1 by focusing on providing safe and accessible connections to important destinations, in evolving areas, and around transit. All of the strategic directions received support from the public and stakeholders, with every direction receiving **support from at least 73% of respondents** and no more than 6% of respondents opposed to any of the directions. Following are the draft strategic directions for walking / rolling that and that are expected to move the City towards the vision and goals presented earlier:

- Complete community connections to ensure residents can walk to important destinations like schools, commercial areas, and community centres.
- Invest and partner for a walkable Regional City Centre to ensure most trips in the Town Centre can be comfortably and safely made by walking.
- Invest and partner for a walkable Lougheed Transit Corridor Area to ensure that people living and working along the RapidBus route can comfortably and safely get to transit and key destinations.
- Prioritize personal safety and comfort by ensuring walking infrastructure is accessible, including safe crossings and lighting.
- Continue to update standards for pedestrian infrastructure to ensure new communities are designed to meet current best practices and achieve the Vision and Goals.

A central component of achieving a safe, connected, and accessible pedestrian network is investing in addressing network gaps in existing neighbourhoods. These investments may include sidewalks or multiuse pathways, along with safe and accessible

² In the context of the walking network, rolling refers to the use of wheelchairs, mobility scooters, and powered wheelchairs to travel as a pedestrian. Other rolling modes include bicycles (electric, human-powered, cargo, and / or velomobiles (addressed in Section 3.3.2), and scooters, e-scooters, electric mopeds, and other micromobility devices (addressed in Section 3.3.5).

CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

STP REPORT #2 – FUTURE DIRECTIONS

crossings, lighting, and / or other improvements as indicated by local conditions. Figure 3-3³ illustrates a potential long-term pedestrian network to guide municipal and partner investment over the long-term. This does not show all pedestrian infrastructure that may be built by developers as part of new communities and / or infill, which will be addressed through policy recommendations.

The proposed walking network focuses investment to create a connected network of sidewalks and multi-use pathways that serves schools, commercial areas, and planned rapid and frequent transit – locations where people are most likely to walk. It closes gaps around key destinations and seeks to create a network of connected and complete walking facilities, particularly within denser, mixed-use areas where people are more likely to choose walking.

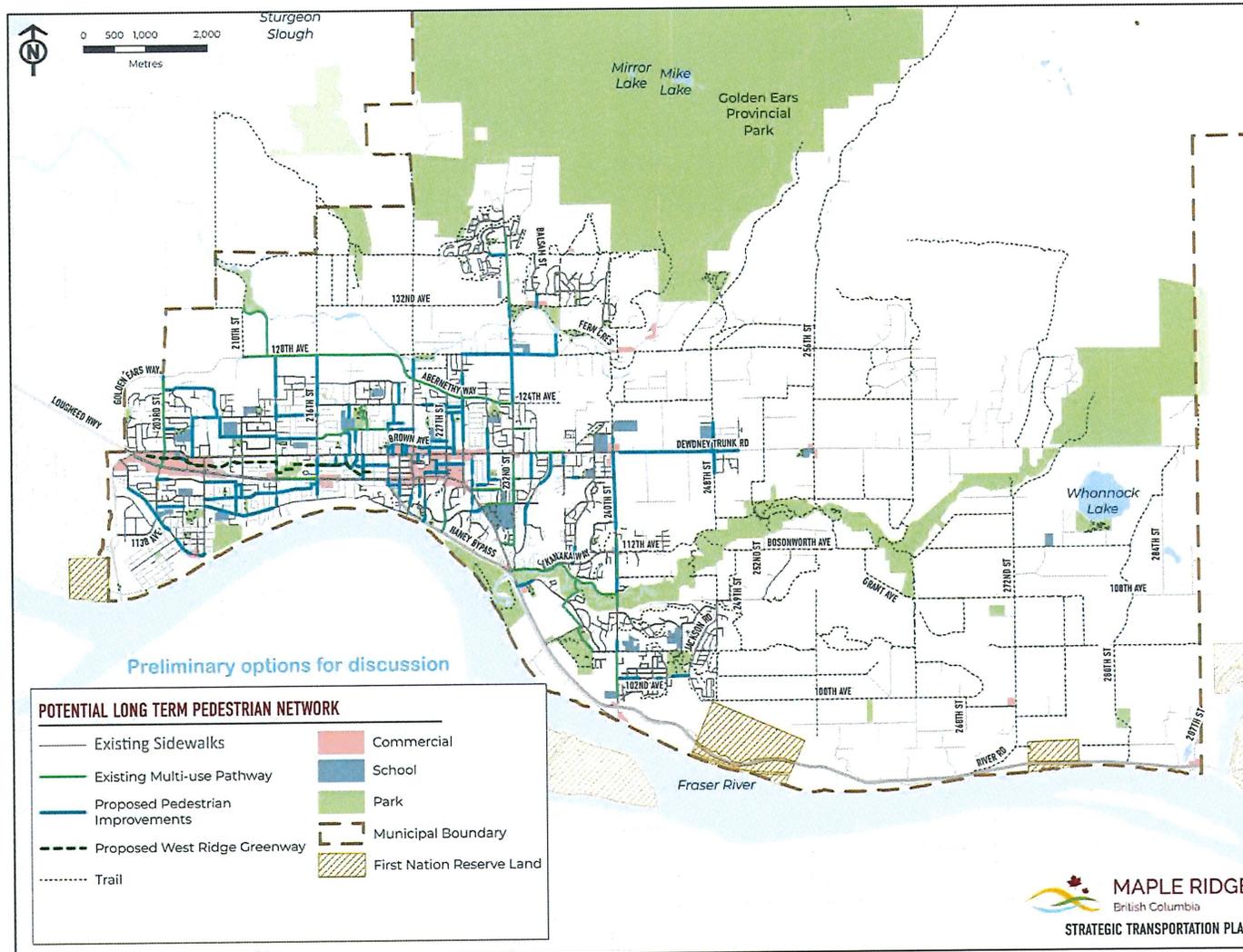
Key components of the proposed walking network include:

- The proposed West Ridge Greenway, which will provide a high quality, enjoyable, urban walking and cycling connections through the evolving Lougheed Transit Corridor Area. This high-quality connection is expected to be achieved through development.
- Completing the sidewalk network within the City Centre, with pedestrian facilities on both sides of all roadways.
- East-west routes both north of Dewdney Trunk Road and south of Lougheed Highway.
- Improved connections to community destinations and transit in the West Maple Ridge Neighbourhood.
- North-south routes along Laity Street, 216 Street, 228 Street, and 232 Street to connect historic residential neighbourhoods west of the Town Centre to future rapid transit and commercial areas throughout the Lougheed Transit Corridor Area.
- Improved connections within and between community destinations in the Cottonwoods and Albion neighbourhoods.

Public and stakeholders expressed support for the proposed walking network. **Fifty-four percent of survey respondents indicated that the proposed network is good or excellent at addressing walking / rolling issues and gaps, with only 14% indicating opposition.** Additional feedback from stakeholders and the public affirms the need to focus on safety, particularly around schools and to focus on safe walking to community destinations as a high priority for implementation. Some feedback focused on better integrating walking infrastructure to provide access to nature and on the connection between strong, complete communities and walkability. This input will be integrated into the specific strategies and actions developed in Phase 4.

³ A larger size copy of this map is included in Appendix B.

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Figure 3-3: Proposed Long-Term Pedestrian Network

3.3.2 CYCLING

Cycling is a growing mode of transportation across the Metro Vancouver region and stakeholders at the local, regional, and provincial levels have expressed the need for a safe and connected cycling network. STP Report #1 outlined issues for cycling as a mode of transportation, including:

- There are connectivity gaps in the cycling network as the city continues to build new all ages and abilities (AAA) cycling facilities.
- There is broad support for cycling facilities that are physically separated from traffic.
- Electric bicycles are making cycling an accessible mode of transportation for more people and for more trips. E-bikes allow for longer trips over hillier terrain.
- Safety and comfort are important considerations for the cycling network.

Four draft strategic directions are proposed to respond to the issues, gaps, and opportunities identified in STP Report #1 by partnering to provide a safe and comfortable network of routes that focus on providing connections to key community and regional destinations. **All the strategic directions received support from the public and stakeholders, with every direction receiving support from at least 66% of respondents and no more than 10% of respondents opposed to any of the directions.** Following are the draft strategic directions for cycling that are expected to move the City towards the vision and goals presented earlier:

- Provide a safe and comfortable network of cycling routes that connect main areas of the City and neighbourhoods separated from traffic on high speed and volume roadways.
- Partner to complete regional cycling network that connects to neighbouring municipalities.
- Leverage grant funding opportunities, maximize potential, and grow local and regional cycling.
- Complete connections to community destinations to ensure that most residents and visitors can easily and comfortably access amenities across the City by bicycle.

Figure 3-4⁴ illustrates a potential long-term cycling network based on the strategic directions and review of issues and gaps. The proposed network includes two complementary components – primary and secondary routes. The map does not show all cycling infrastructure that may be built by developers as part of new communities and / or infill, which will be addressed through policy recommendations.

⁴ A larger size copy of this map is included in Appendix B.

The primary network serves key community destinations, including the City Centre and schools. It is intended to be suitable for people of all ages and abilities and to make cycling more attractive to more people for short, daily trips. The design intent for the primary network is to be separated from traffic or located on a low-volume, low-speed roadway. The primary network is illustrated in purple, with dotted purple representing locations where there is currently no accommodation for cyclists and solid purple being existing bicycle routes – although these routes may not meet the objectives for the primary network as currently constructed.

The secondary network is shown in orange. It is intended to support the primary network and may serve more confident cyclists who are comfortable riding on a broader variety of infrastructure. The dotted orange line represents locations where there is currently no accommodation for cyclists and the solid orange line is existing bicycle routes. A solid line does not preclude the need for future improvements for safety or connectivity.

Key components of the proposed cycling network include:

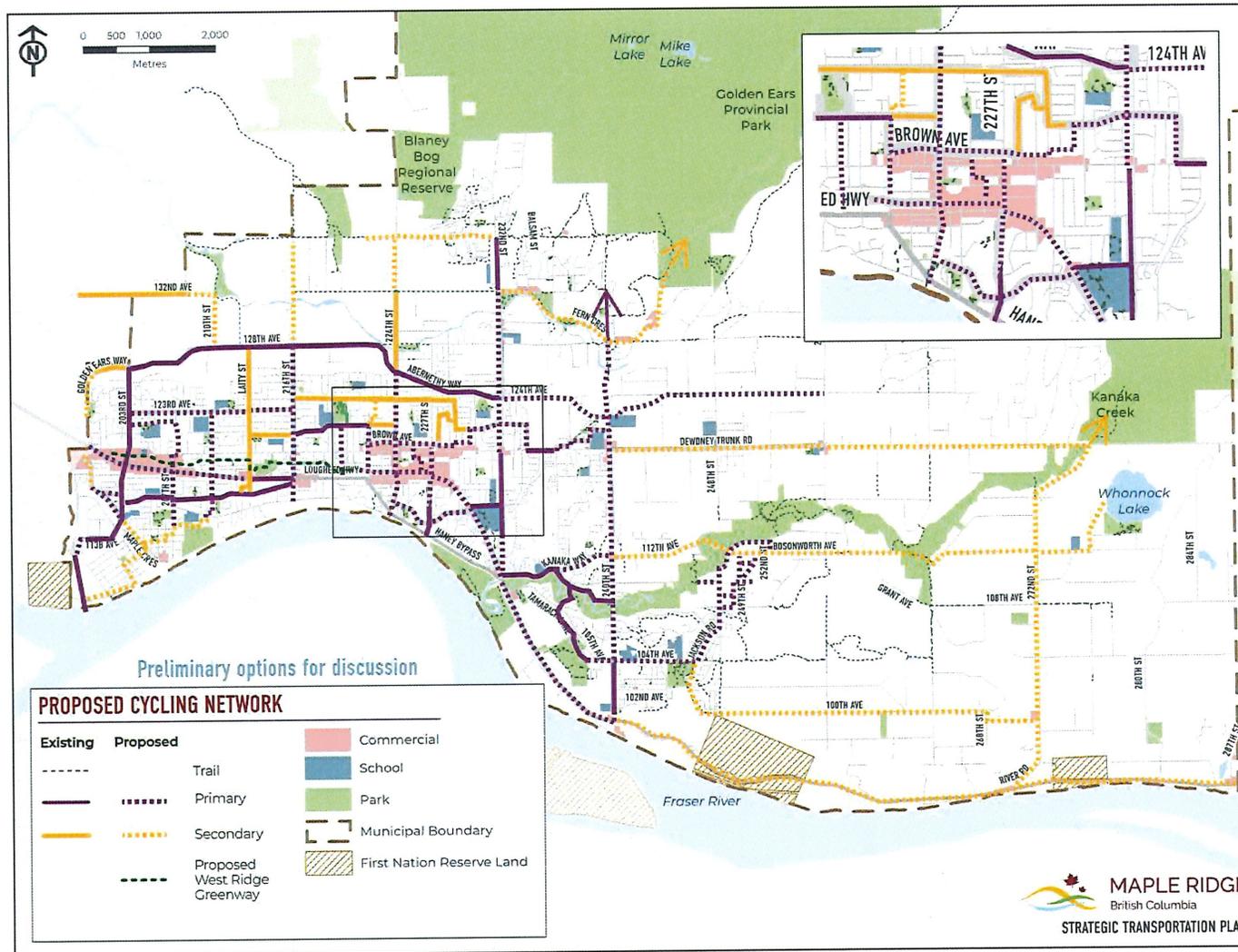
- The proposed West Ridge Greenway, which will provide a high quality, enjoyable, urban walking and cycling connections through the evolving Lougheed Transit Corridor Area. This high-quality connection is expected to be achieved through development.
- A continuous and connected primary cycling route from the municipal boundary with Pitt Meadows to the City Centre in alignment with the planned regional bikeway network.
- North-south primary cycling connections along 203 Street, 216 Street, 232 Street, and 240 Street.
- Primary cycling connections proposed along new arterial road connections at Abernethy Way / 124 Avenue and 240 Street.
- Higher density of primary connections in the City Centre.
- Working towards all schools being in close proximity to a cycling route, with most served by the primary network.

Overall, this network received support from stakeholders and the public, with 54% of survey respondents indicating that the network was good or excellent at addressing cycling issues and gaps in Maple Ridge and only 9% indicating opposition.

Comments focused on the need for safe bicycle connections that are separate from high volume / high speed roadways and the need for traffic calming along cycling routes. Key feedback on this network from TransLink, HUB, and Fraser Health included a desire to change routing to reduce grade changes and improve the convenience and directness of travel to key destinations. Specific suggestions included reconfiguring the network in the Albion and Cottonwood neighbourhoods and adding a connection along the Haney Bypass.⁵ Feedback from stakeholders and the public also included requests to add additional routes to the primary network, including along

⁵ The Haney Bypass is under the jurisdiction of the Ministry of Transportation and Infrastructure).

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Dewdney Trunk Road between 240 Street and 256 Street. Stakeholders also noted the importance of complete communities to facilitate greater cycling mode share. This input will be considered and integrated where possible as part of Phase 4.

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Figure 3-4: Proposed Long-Term Cycling Network

3.3.3 TRANSIT

Transit is expected to have a central role in increasing the people moving capacity of Maple Ridge's transportation system and achieving the goals outlined earlier in this report. STP Report #1 outlined issues for transit, including:

- There is limited access to frequent, high-speed transit with extended service hours, including weekends.
- There is a desire to expand West Coast Express service.
- There are gaps in the sidewalk network that provides walking connections to transit.
- Residents would like improved amenities for transit such as an increase in shelters, benches, and further lighting improvements.
- Current transit operations can be unreliable due to traffic congestion and inability to maintain speed for buses.

Three draft strategic directions are proposed to respond to the issues, gaps, and opportunities identified in STP Report #1 by focusing on transit-supportive land use and infrastructure improvements that are within the City's control. **All of the strategic directions received support from the public and stakeholders, with every direction receiving support from at least 78% of respondents and no more than 5% of respondents opposed to any of the directions.** The most common suggestions for additions to the strategic directions were to expand West Coast Express service, improve the speed and efficiency of transit, and to provide park and rides for bicycles and cars.⁶ Following are the draft strategic directions for transit that are expected to move the City towards the vision and goals presented earlier:

- Continue pursuing land use planning that supports transit to ensure that the community and transit are oriented around one another, promoting transit use.
- Partner for more reliable and efficient transit through road network improvements to ensure that transit can maintain its operating schedule and be a reliable mode of transportation.
- Complete connections to community destinations to ensure that all residents and visitors can easily and comfortably access amenities across the City and the region.

⁶ The West Coast Express (WCE) is a regional express service provided by TransLink. WCE service operates through a lease agreement on the Canadian Pacific right-of-way in partnership with Transport Canada. Transport 2050 includes an action to update a WCE strategy to evaluate the role of WCE as part of a regional passenger rail strategy to determine if and how capacity can be increased. As part of the last 10-year funding strategy TransLink has purchased two locomotives and plans to purchase 10 passenger cars in coming years.

Figure 3-5⁷ illustrates the proposed long-term transit network, which is grounded in the recommendations of the *Maple Ridge – Pitt Meadows Area Transport Plan* (2020) and the draft Transport 2050 Plan. Transit routing and frequency are under the jurisdiction of TransLink and are subject to change over time based on evolving needs. Key features include:

- Improvements to Lougheed Highway to support rapid transit from the municipal boundary with Pitt Meadows to the City Centre. Modelling indicates that dedicated transit priority lanes on Lougheed Highway can be expected to more than double ridership when compared to frequent service mixed with traffic. A City Centre park and ride was also considered as part of this improvement, but it was not included in the proposed network because it was not found to attract substantial new ridership. Analysis indicated that a City Centre park-and-ride did not increase the attractiveness of transit for most driving trips. A park and ride in the Town Centre would not be expected to be a cost effective investment.
- Improved mobility hubs at the Port Haney West Coast Express Station and in Albion. The mobility hub at Albion is envisioned in the ATP to include West Coast Express service and a park and ride, subject to further study and partnerships. A new West Coast Express Station with a low-cost, fully accessible park and ride would be expected to attract 600 to 800 riders in the peak period and to decrease traffic volumes on east-west arterial roads and Lougheed Highway / Haney Bypass.
- Broad increase in transit service frequency to 15 minutes or better throughout the developed areas of the City, resulting in the majority of residents, commercial areas, schools, and other key community destinations being within 400 m of frequent (i.e. 15 minute or better) transit service.
- Fixed route bus transit service in rural areas, some industrial areas, some parks, and some lower density residential areas.
- Localized transit priority improvements at locations where congestion contributes to delay and low reliability for bus service. These locations and transit needs will be confirmed with TransLink in Phase 4.

This network received support from stakeholders and the public, with 58% of survey respondents indicating that the network as proposed was good or excellent at addressing transit issues and gaps in Maple Ridge and 15% indicating opposition.

Additional feedback from stakeholders and the public included information about historic feasibility challenges around providing a West Coast Express station with a park and ride in Albion and requests for additional service for areas east of 240th Street. Transit network improvements are managed by TransLink as the regional transit authority. This input will be reviewed and considered for integration as part of Phase 4.

⁷ A larger size copy of this map is included in Appendix B.

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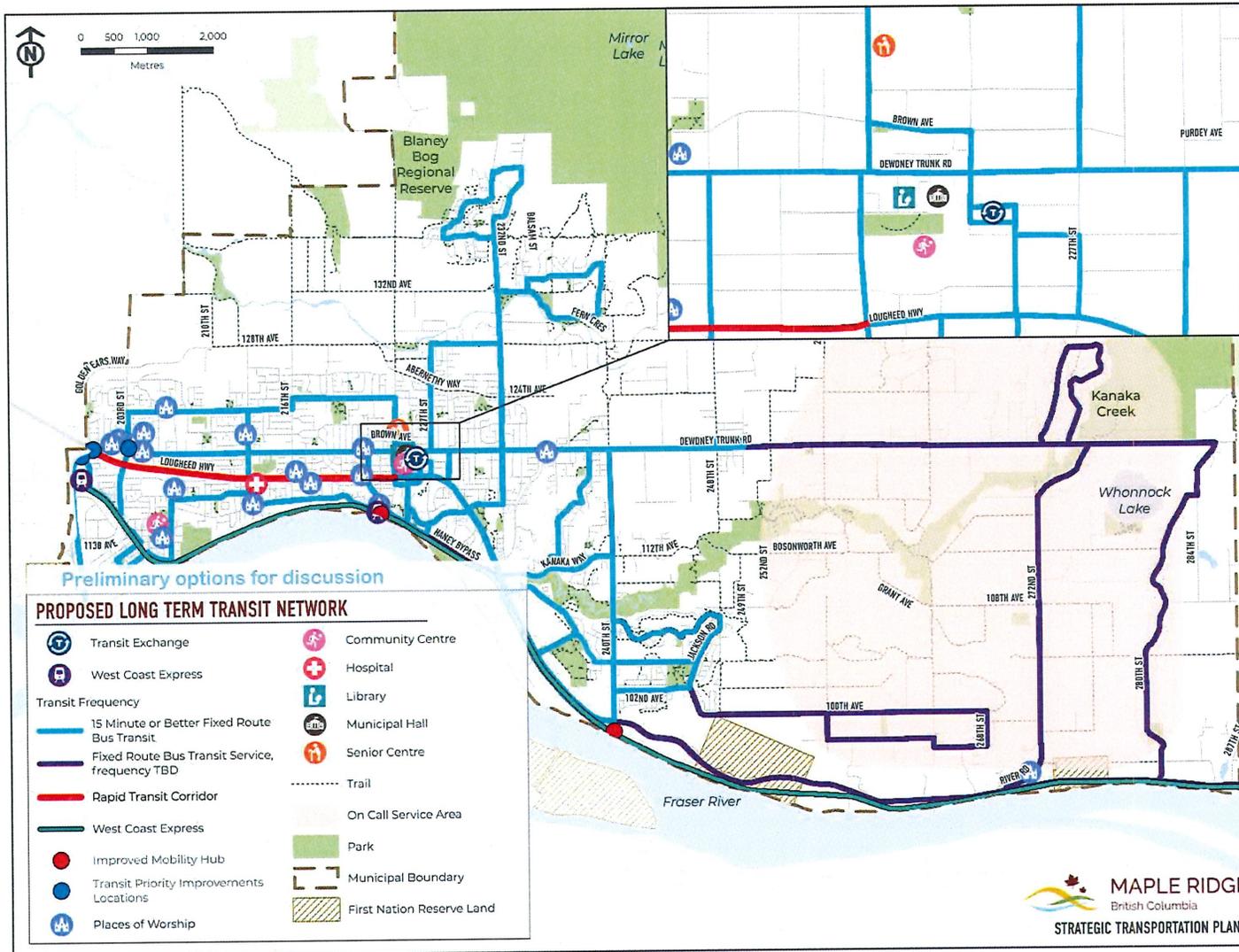


Figure 3-5: Proposed Long-Term Transit Network

3.3.4 DRIVING / GOODS MOVEMENT

Driving is currently the most common mode of transportation in Maple Ridge and the use of the road network for commercial vehicles is important to the local economy. STP Report #1 outlined issues for driving and goods movement, including:

- There is growing congestion on roads impacting travel peak hour times on the western side of the City. There are plans to expand Golden Ears Way north of Highway 7 from two to four lanes.
- There are plans to expand Abernethy Way east from 232 Street to 240 Street and extend 240 Street north to the Silver Valley area.
- Ensuring fast efficient movement of goods and services is important for local businesses and the economy.
- Improving the safety of the transportation network by reducing the number of severe collisions.
- There is growing congestion on parts of Lougheed Highway (Highway 7 and the Haney Bypass are owned and operated by the BC Ministry of Transportation and Infrastructure).

The four draft strategic directions for driving / goods movement respond to the issues, gaps, and opportunities identified in STP Report #1 by focusing on investing in improved safety, reliability, safety, and connectivity. **All the strategic directions received support from the public and stakeholders, with every direction receiving support from at least 76% of respondents and no more than 11% of respondents opposed to any of the directions.** Following are the draft strategic directions for driving / goods movement that are expected to move the City towards the vision and goals presented earlier:

- Completing the network to ensure that neighbourhoods and destinations are connected to one another in an efficient way.
- Ensure proactive steps are taken to improve safety for vulnerable road users and motorists.
- Road expansion and major improvements to accommodate recent and future growth in Maple Ridge and neighbouring municipalities.
- Local improvements to intersections to improve access and efficiency of the transportation system.

Comments on the strategic directions focused on improving efficiency and reliability on key corridors, including Lougheed Highway, Golden Ears Way, Haney Bypass, Dewdney Trunk Road, and connectivity to the Silver Valley area. While some comments called for expanded road capacity, a similar number called for limits on road network expansion and / or shifting focus to sustainable modes of transportation and calming / slowing traffic.

CITY OF MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

STP REPORT #2 – FUTURE DIRECTIONS

Figure 3-6⁸ illustrates the proposed long-term road network classification and identifies proposed new connections and major road widenings. It does not show individual intersection improvements, which will be identified as part of Phase 4. New connections and road widenings were identified in previous plans and policy documents and confirmed through scenario modelling using the regional travel demand model, which has been updated to reflect proposed land uses in Maple Ridge and Mission. New communities and industrial areas are expected to have additional collector and local roads, which will be determined through neighbourhood planning and are not shown on the proposed long-term network map. Key components of the proposed driving / goods movement network include:

- Widening Golden Ears Way to four lanes between 210 Street and Lougheed Highway to accommodate daily traffic volumes between 24,000 and 36,000 vehicles by 2050.
- Widening the Haney Bypass⁹ to four lanes to accommodate between 36,000 and 50,000 vehicles per day by 2050 and to reduce future daily traffic volumes through the City Centre.
- Extending Abernethy Way in phases from 232 Street to 240 Street, and (in the long-term) to 256 Street to improve connectivity, efficiency, and reliability. These improvements are expected to reduce traffic along Dewdney Trunk Road and are described further below:
 - The extension of Abernethy Way to 240 Street is expected to accommodate approximately 15,000 vehicles per day by 2050.
 - The extension of Abernethy Way from 240 Street to 256 Street is expected to accommodate approximately 9,000 vehicles per day by 2050. This is consistent with the findings of the Abernethy Way Extension Study (2019, 2020).
- Extending 240th across the Alouette River to connect with Fern Crescent, which provides secondary access to neighbourhoods in Silver Valley and Golden Ears Park to accommodate demand and improve access for emergency services. This link is expected to carry approximately 8,000 vehicles per day by 2050. This infrastructure, in combination with the Abernethy extension to 240 Street, is expected to reduce traffic volumes along 132 Avenue and 232 Street.
- Connecting the Thornhill area to Lougheed Highway via a Thornhill Access roadway, likely near Jackson Road / 100th Street to accommodate more than 9,000 vehicles per day. The location and alignment of this connection are to be determined through technical work and in consultation with Kwantlen First Nation.
- Updated some road classifications to better reflected their existing and projected role in the transportation network, including Brown Avenue, 210th Street between 117th Avenue and Dewdney Trunk Road.

⁸ A larger size copy of this map is included in Appendix B.

⁹ Under the jurisdiction of the Ministry of Transportation and Infrastructure.

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 STP REPORT #2 – FUTURE DIRECTIONS

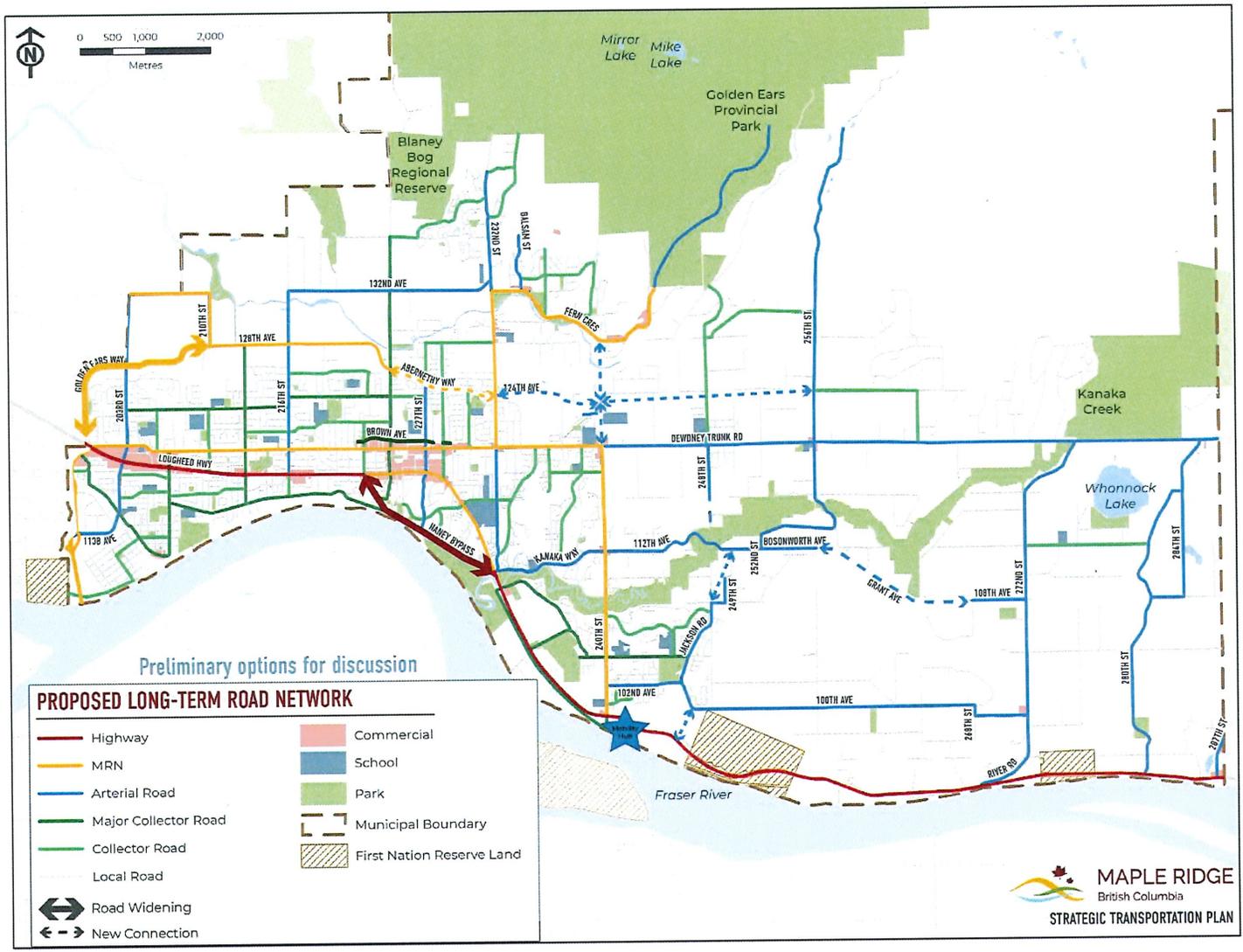


Figure 3-6: Proposed Long-Term Road Network

Public and some stakeholders expressed support for the proposed driving / goods movement network. Fifty-three percent of survey respondents indicated that the proposed network is good or excellent at addressing driving / goods movement issues and gaps, with 19% indicating opposition. Some stakeholders expressed a desire for limiting road network expansion and investment. Stakeholders and the public noted that safety is a primary concern and that road network improvements should be focused on improving safety for vulnerable road users, including reducing speeds through traffic calming on some corridors, improving lighting, and intersection safety improvements. This input will be integrated into the specific strategies and actions developed in Phase 4.

3.3.5 NEW MOBILITY

Transportation is evolving as new technology emerges and creates new choices, opportunities, and challenges. A number of rapidly evolving technologies and policies are currently changing transportation, including electrification, connectivity, automation, and road pricing. Emerging changes include:

- Growing demand for electric vehicles.
- Availability of e-bikes and e-scooters are increasing the potential to travel longer distances and / or challenging terrain via active transportation.
- Ridehailing (e.g. Uber and Lyft) have begun operations across Metro Vancouver.
- Car sharing has become a viable replacement for car ownership in some of Metro Vancouver's urbanized areas.

The three draft strategic directions for new mobility respond to the issues, gaps, and opportunities identified in STP Report #1 by focusing on supporting electrification and new ways of travelling, while continuing to coordinate on new mobility at the regional level. **All the strategic directions received support from the public and stakeholders, with 53% of respondents indicating that the strategic directions were good or excellent at addressing new mobility issues and gaps.** Following are the draft strategic directions for new mobility that are expected to move the City towards the vision and goals presented earlier:

- Support the 'electrification' of travel to ensure that the City can accommodate future trends, and proactively reduce greenhouse gas emissions.
- Explore the role of new ways of travelling, including car share (e.g. Evo, Modo), ride share (e.g. Uber, Lyft), micromobility (bike share, scooter share, electric scooter, etc.) improving mobility for all.
- Coordinate for automation to ensure that the regional introduction of Autonomous Vehicles is smooth and creates a positive impact on the transportation network.

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Stakeholders and the public suggested some specific focus areas within this theme, including increasing the speed of implementation and ensuring that safety is prioritized as new modes are introduced. Stakeholders also suggested a greater focus on electric vehicle charging as part of all new buildings and that the STP considers how mobility pricing may shape the future of transportation regionally and locally by 2050.

4.0 SUMMARY & CONCLUSION

This Report provided an overview of the draft vision, goals, strategic directions, and preliminary long-term networks that will form the basis of the STP. It summarized key feedback from stakeholders and the public that will shape the development of more specific strategies and actions in Phase 4. Some of the key overarching findings include:

- **The draft vision and goals received a high level of support as drafted.** The vision and goals received a high level of support in the public consultation survey and general support from stakeholders. Following further feedback from Council the draft vision and goals will be finalized for inclusion in the STP.

DRAFT VISION

By 2050, Maple Ridge's transportation system is safe, efficient, connected, accessible, and sustainable. Residents, visitors, and businesses can meet their daily transportation needs reliably and comfortably using their mode of choice.

The Draft Goals



A safe transportation system where people and goods can move comfortably



A connected transportation system where neighbours can meet, businesses can thrive, and people and goods can move within our community



An efficient and reliable transportation system that allows people to get to their destinations on time



An accessible transportation system where people of all ages, abilities and incomes can comfortably reach their destination



A sustainable transportation system that is connected to nature and minimizes environmental impacts



A cost effective transportation system where municipal expenditures have a high return on investment

- **The draft strategic priorities align with the goals and objectives and have strong support from the public and stakeholders as drafted.** The draft strategic priorities will be refined based on stakeholder and public input and presented to Council for feedback before being finalized for inclusion in the STP.

WALKING / ROLLING

- Complete community connections to ensure residents can walk to important destinations like schools, commercial areas, and community centres.
- Invest and partner for a walkable Regional City Centre to ensure most trips in the Town Centre can be comfortably and safely made by walking
- Invest and partner for a walkable Lougheed Transit Corridor Area to ensure that people living and working along the RapidBus route can comfortably and safely get to transit and key destinations.
- Prioritize personal safety and comfort by ensuring walking infrastructure is accessible, including safe crossings and lighting.
- Update standards for pedestrian infrastructure to ensure new communities are designed to meet current best practices and achieve the Vision and Goals.

CYCLING

- Provide a safe and comfortable network of cycling routes that connect main areas of the City and neighbourhoods separated from traffic on high speed and volume roadways.
- Partner to complete regional cycling network that connects to neighbouring municipalities.
- Leverage grant funding opportunities, maximize potential, and grow local and regional cycling.
- Complete connections to community destinations to ensure that most residents and visitors can easily and comfortably access amenities across the City by bicycle.

TRANSIT

- Continue pursuing land use planning that supports transit to ensure that the community and transit are oriented around one another, promoting transit use.
- Partner for more reliable and efficient transit through road network improvements to ensure that transit can maintain its operating schedule and be a reliable mode of transportation.
- Complete connections to community destinations to ensure that all residents and visitors can easily and comfortably access amenities across the City and the region.

DRIVING / GOODS MOVEMENT

- Completing the network to ensure that neighbourhoods and destinations are connected to one another in an efficient way.
- Ensure proactive steps are taken to improve safety for vulnerable road users and motorists.
- Road expansion and major improvements to accommodate recent and future growth in Maple Ridge and neighbouring municipalities.
- Local improvements to intersections to improve access and efficiency of the transportation system.

NEW MOBILITY

- Support the 'electrification' of travel to ensure that the City can accommodate future trends, and proactively reduce greenhouse gas emissions.
- Explore the role of new ways of travelling, including car share (e.g. Evo, Modo), ride share (e.g. Uber, Lyft), micromobility (bike share, electric bikes, scooter share, etc.) in improving mobility for all.
- Coordinate for automation to ensure that the regional introduction of Autonomous Vehicles is smooth and creates a positive impact on the transportation network.

- **The STP should reflect the importance of complete communities for a safe, connected, efficient & reliable, accessible, sustainable, and cost-effective transportation system.** Stakeholders and the public identified to the importance of complete, mixed-use communities – also known as 15-minute communities – in delivering the vision and goals.
- **The proposed long-term networks for each mode address the most pressing issues and gaps.** The high levels of support suggests that the overarching approach and resulting networks should be carried forward with adjustments to some connections based on stakeholder and public input.
- **There are a number of key corridors that are central achieving the vision and goals by providing for multiple modes of transportation.** Coordinated, multi-modal improvements in addition to policy guidance for development and urban design will be required for these key corridors to fully contribute to achieving the vision and goals. These corridors include:
 - Lougheed Highway¹⁰ from the Pitt Meadows boundary through the City Centre;
 - Golden Ears Way
 - Abernethy Way / 124 Avenue
 - 228 Street to 232 Street
 - 232 Street to 240 Street
 - 240 Street to 256 Street
 - Dewdney Trunk Road
 - Lougheed Highway to 232
 - 232 Street to 256 Street
 - 240 Street
 - 203 Street / 113B Avenue
 - Laity Street
 - 216 Street
 - Brown Avenue
 - The West Ridge Greenway
 - Thorne Avenue / 117 Avenue Corridor
 - 123 Avenue
 - Thornhill Access roadway
 - Fern Street
 - 132 Avenue

The findings summarized in this report will be used to refine the strategic directions and develop the specific strategies and actions that will form the core of the STP.

¹⁰ Lougheed Highway from the Pitt Meadows Boundary to the Haney Bypass are under the jurisdiction of the Ministry of Transportation.

APPENDIX A

PUBLIC CONSULTATION SUMMARY

MAPLE RIDGE STRATEGIC TRANSPORTATION PLAN

Phase 3 Community Survey Summary Report

INTRODUCTION

The City of Maple Ridge is updating its 2014 Strategic Transportation Plan to shape the future of transportation in Maple Ridge and respond to changing transportation needs and trends. As a part of Phase 3 of the planning process, the project team completed technical analysis and integrated valuable input provided by residents and stakeholders to summarize the issues and gaps for all modes of transportation in Maple Ridge. This information was used to develop a draft vision statement, goals, and long-term strategic directions for different modes of transportation within the community.

To obtain public input on the draft vision, goals, and directions an online ESRI StoryMap with an embedded SurveyMonkey survey was available through the City's website from November 17 to December 8, 2021.

The survey received 160 responses, which has been summarized below. The results of this survey will be used to inform the draft Strategic Transportation Plan.

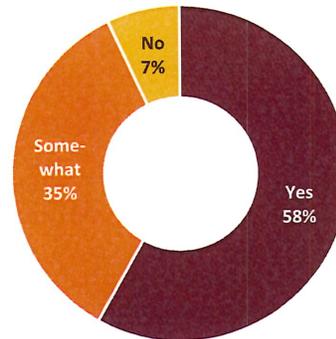
PART 1: VISION & GOALS

Recommendations in the Strategic Transportation Plan will be guided by the Vision and Goals. The Draft Vision is:

By 2050, Maple Ridge's transportation system is safe, efficient, connected, accessible, and sustainable. Residents, visitors, and businesses can meet their daily transportation needs reliably and comfortably using their mode of choice.

Do you support this Draft Vision Statement?

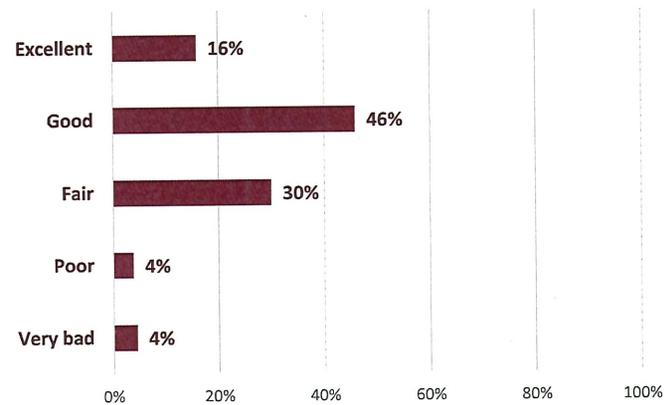
Respondents were asked whether they supported the draft vision statement. The majority (58%) do, while 35% somewhat support the vision statement, and 7% do not support the vision statement.



158/160 answered this question

How well do you feel the Draft Vision aligns with your vision for the future of transportation in Maple Ridge?

Respondents were asked how well they felt the Draft Vision aligned with their vision for the future of transportation in Maple Ridge. Sixty-two percent selected *good* or higher, while 30% selected *fair*, and 4% selected *poor*.



157/160 answered this question

Is there anything we missed as part of the Vision statement?

In total, there were 79 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

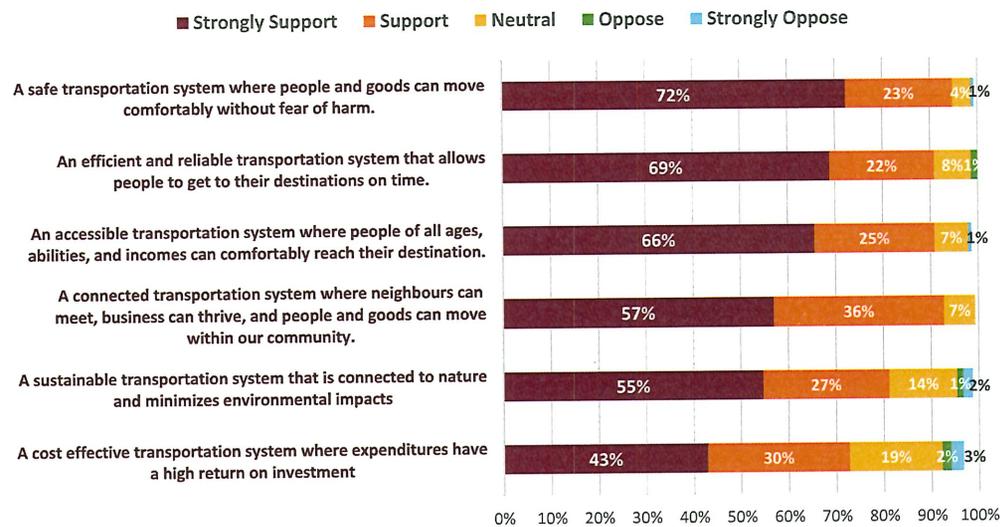
- **Timing and Implementation (24 comments)**
 - 2050 is too far away (19)
 - The statement is too vague (5)
- **Areas of Focus to Include (18 comments)**
 - Reducing vehicle reliance (5)
 - Affordability (4) / Accessibility for handicapped and seniors (1)
 - Cost efficiency (4)
 - Traffic flow for cars and trucks (2)
 - Rapid options (2)
- **Environmental Focus (14 comments)**
 - Climate-forward planning (sustainability, reducing GHGs) (5)
 - Protecting nature (2)

- **Access and Connections (11 comments)**
 - Regional connections (3)
 - Expanding the network (3)
 - Access to schools (3)
 - Access to rural areas (2)

- **Development (4 comments)**
 - Invest in infrastructure before development (4)

As part of the Strategic Transportation Plan, we have developed six draft Goals that are proposed to guide the development of more specific strategies and recommendations. Please tell us about your support for each of the goals:

Respondents were presented with the six draft goals to guide the development of the Plan. They were then asked to rate their level of support for each. The goals that received the highest levels of support include *A safe transportation system*, followed by *an efficient and reliable transportation*. *A Cost-effective transportation system* received the lowest amount of support from respondents.



156/160 answered this question

Are there any other overarching goals that we missed? Please describe briefly below.

In total, there were 51 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Access and Connections (16 comments)**
 - Access to schools (6)
 - Better connections within the community (East End, Whonnock, N/S) (6)
 - Transit connections to other municipalities (4)

- **Prioritize Active Transportation (14 comments)**
 - Foster more active transportation opportunities (5)
 - Reduce the reliance on single occupancy vehicles (4)
 - Prioritize pedestrians (3)
 - Traffic calming needed (2)

- **Climate and Sustainability (11 comments)**
 - Climate forward planning (reducing GHGs, protecting nature) (7)
 - Define and prioritize sustainable transportation (4)

- **Traffic Management (9 comments)**
 - Improve traffic flow (5)
 - Prioritize vehicles (2)
 - Infrastructure for electric vehicles needed (2)

- **Community Planning (5 comments)**
 - Plan for the future growth (3)
 - More complete communities (2)

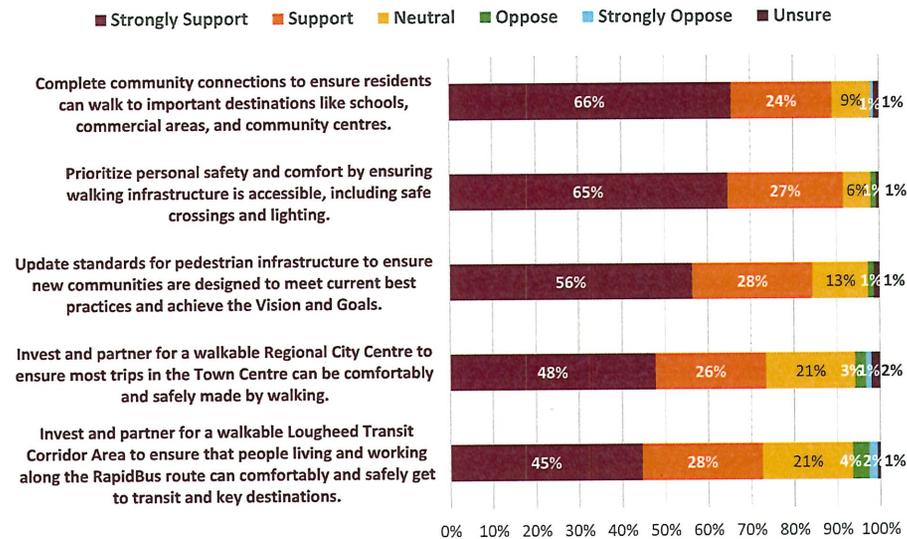
- **Other (9 comments)**
 - Affordability (parking, transit) (5)
 - More specificity needed (ROI, comfortability, accessibility) (4)

PART 2: KEY DIRECTIONS

Walking and Rolling Key Directions

There are five draft strategic directions for walking / rolling. Please tell us about your support for each of the proposed strategic directions.

Respondents were presented with the five draft strategic goals for walking and rolling. They were then asked to rate their level of support for each. The goals that received the highest levels of support include *complete community connections*, followed by *prioritize personal safety and comfort*. *Invest and partner for a walkable Lougheed Transit Corridor Area* received the lowest amount of support from respondents.



157/160 answered this question

Are there any additional strategic directions we should consider?

In total, there were 54 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Safety (28 comments)**
 - Prioritize school zones for safety/walking infrastructure (especially at Yennadon Elementary) (13)
 - Safer crosswalks (6)
 - Traffic calming measures needed (3)
 - Improve lighting (2)
 - Accessibility (2)
 - Prioritize pedestrian safety (2)

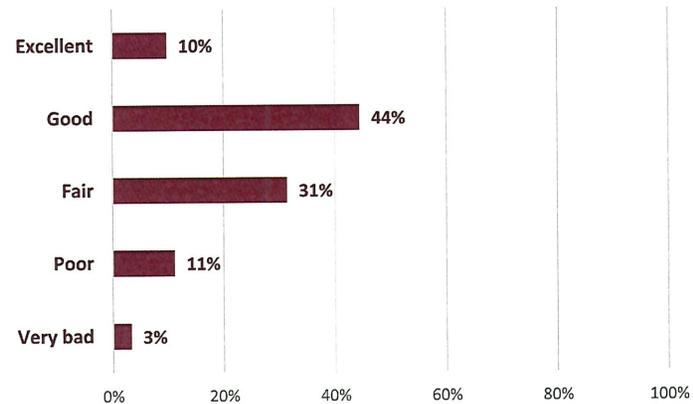
- **Other priorities (19 comments)**
 - Improve parking / increase parking enforcement (6)
 - Better transit access (4)
 - Traffic flow improvements (3)
 - Prioritize vehicles (3)
 - Update what we have instead of building new (3)

- **More Pedestrian Infrastructure (7 comments)**
 - Prioritize greenways (3)
 - Scenic routes (along the river) (2)
 - More sidewalks (2)

- **Community Planning (7 comments)**
 - Thoughtful community planning / compliance from developers (5)
 - Build complete communities (2)

How well does this proposed network address walking / rolling issues and gaps in Maple Ridge?

Respondents were presented with a map of the proposed walking and rolling network. This map can be found by clicking [here](#). They were then asked how well they felt this proposed network addressed walking and rolling issues in Maple Ridge. Fifty-four percent selected *good* or higher, while 31% selected *fair*, and 11% selected *poor*.



153/160 answered this question

How could we improve the proposed network to address walking / rolling issues and gaps in Maple Ridge?

In total there were 68 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Specific Improvements (21 comments)**
 - Expand improvements on Dewdney Trunk Road (pedestrian safety) (5)
 - East end connections and trail signage (5)
 - Improve Silver Valley (connections, schools) (2)
 - Other improvements (rural areas, Fern Crescent, Lower Hammond, River Road, Albion, Downtown, Dogwood Avenue) (9)

- **More Infrastructure (14 comments)**
 - High traffic areas should be prioritized (schools, business centers, community centers, rural areas) (14)
 - More sidewalks / walking trails needed (6)
 - More bike lanes needed (2)

- **Safety Improvements (13 comments)**
 - Overall safety for pedestrians (e-mobility plans, crosswalks) (6)
 - Better lighting (5)
 - Traffic calming needed (2)

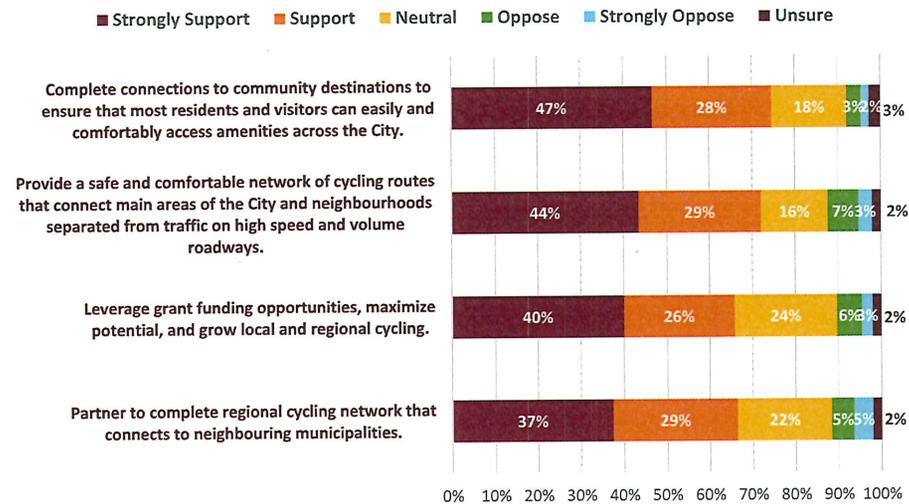
- **Prioritize Motor Vehicles (6 comments)**
 - Improve parking (4)
 - Improve traffic flow (2)

- **Planning (7 comments)**
 - More complete connections needed (5)
 - Consider impacts of truck and bus routes on walking (2)

Cycling Key Directions

There are four draft strategic directions for cycling. Please tell us about your support for each of the proposed strategic directions.

Respondents were presented with the four draft strategic goals for cycling. They were then asked to select their level of support for each. The goals that received the highest levels of support include *complete community connections to community destinations*, followed by *provide a safe and comfortable network of cycling routes*. *Partner to complete a regional cycling network* received the lowest amount of support from participants.



155/160 answered this question

Are there any additional strategic directions we should consider?

In total, there were 47 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Routes and Access (13 comments)**
 - Bike infrastructure for schools (3)
 - Bike paths in rural areas (3)
 - More scenic routes along the river (3)
 - Ensure complete connections (2) / Direct routes (2)

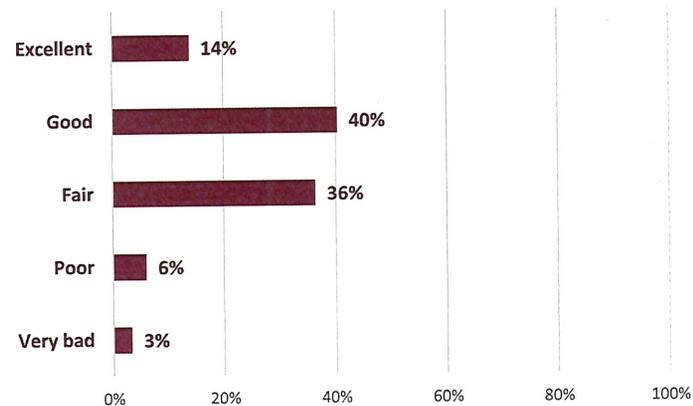
- **Safety (10 comments)**
 - Consider interactions between e-bikes / mobility devices and cyclists (3)
 - Separate bikes from cars / parking (3)
 - Bike paths away from major routes (2)
 - Prioritize safety (2)

- **Other Priorities (10 comments)**
 - Not needed / not enough cyclists (4)
 - Prioritize schools over bikes (2)
 - Prioritize equestrians (2)
 - Prioritize traffic flow (2)

- **Infrastructure Upgrades (7)**
 - Bike locks (4)
 - Design infrastructure for all weather (3)

How well does this proposed network address cycling issues and gaps in Maple Ridge?

Respondents were presented with a map of the proposed cycling network. This map can be found by clicking [here](#). They were then asked how well they felt this proposed network addressed cycling issues in Maple Ridge. Fifty-four percent selected *good* or higher, while 36% selected *fair*, and 6% selected *poor*.



151/160 answered this question

How could we improve the proposed network to address cycling issues and gaps in Maple Ridge? Please list other network connections you would like us to consider.

In total, there were 66 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Safety (23 comments)**
 - Safe/separate infrastructure (11)
 - Do not allow cyclists on highways and / or busy arterial roads (6)
 - Traffic calming (2)
 - Better signage (2)
 - Better lighting (2)

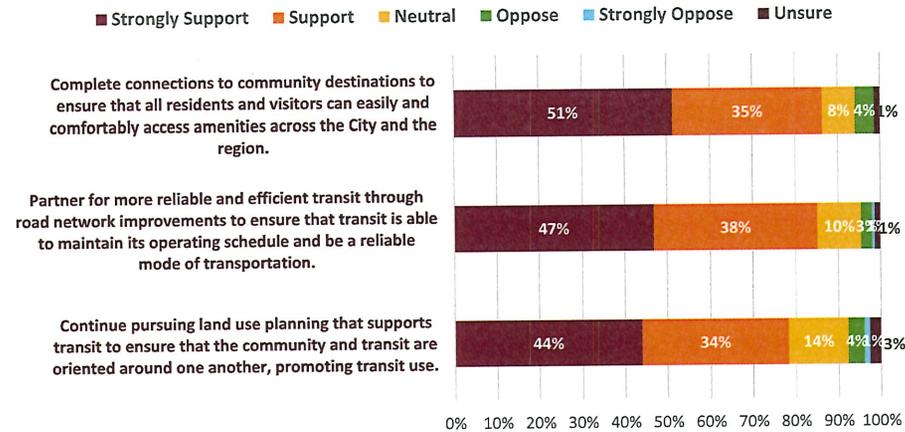
- **Specific Improvements (12 comments)**
 - Safety improvements on Dewdney (5)
 - Connections on Haney Bypass (3)
 - Safety improvements on 210 (2)
 - Maintenance / safety on 203 (2)

- **Connections and Routes (18 comments)**
 - Connections in rural areas (4)
 - Access to Pitt Meadows dikes (3)
 - Direct routes (3)
 - Connect to other communities (2)
 - Complete connections (2)
 - Provide high quality long distance routes for e-bikes(2)
 - Connect to transit (2)

Transit Key Directions

There are three draft strategic directions for transit. Please tell us about your support for each of the proposed strategic directions.

Respondents were presented with the three draft strategic goals for transit. They were then asked to select their level of support for each. The goals that received the highest levels of support include *complete connections to community destinations*, followed by *Partner for more reliable and efficient transit*. *Continue pursuing land use planning that supports transit* received the lowest amount of support from participants.



157/160 answered this question

Are there any additional strategic directions we should consider?

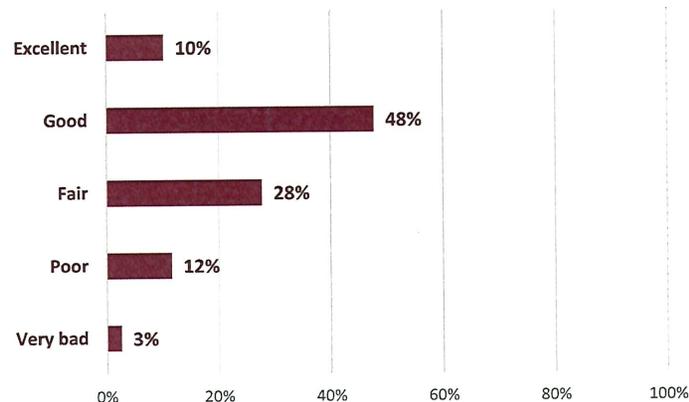
In total, there were 50 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Make Commuting Simple (29 comments)**
 - Expand WCE services (7)
 - Speed / Efficiency (7)
 - Park and rides for bikes and cars (6)
 - Support Skytrain / LRT (4)
 - More bus routes (3)
 - Promote economic growth to reduce commuting (2)
- **Other Priorities (9 comments)**
 - Prioritize non car movement (3)
 - Infrastructure for electric cars (2)
 - Improve feeder routes (2)
 - Improve traffic flow (2)
- **More Connections (8 comments)**
 - Connect other communities (6)
 - Connections in rural areas (2)

- **Other (6)**
 - Build before 2050 (2)
 - Accessibility for all abilities (2)
 - Wait until after COVID-19 to implement (2)

How well does this proposed network address transit issues and gaps in Maple Ridge?

Respondents were presented with a map of the proposed transit network. This map can be found by clicking [here](#). They were then asked how well they felt this proposed network addressed transit issues in Maple Ridge. Fifty-eight percent selected *good* or higher, while 28% selected *fair*, and 12% selected *poor*.



155/160 answered this question

How could we improve the proposed network to address transit issues and gaps in Maple Ridge?

In total, there were 49 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Access and Routes (22 comments)**
 - Access for East Maple Ridge (10)
 - Transit access for students (4)
 - More direct routes (3)
 - Transit options for rural areas (3)
 - Park and ride (2)

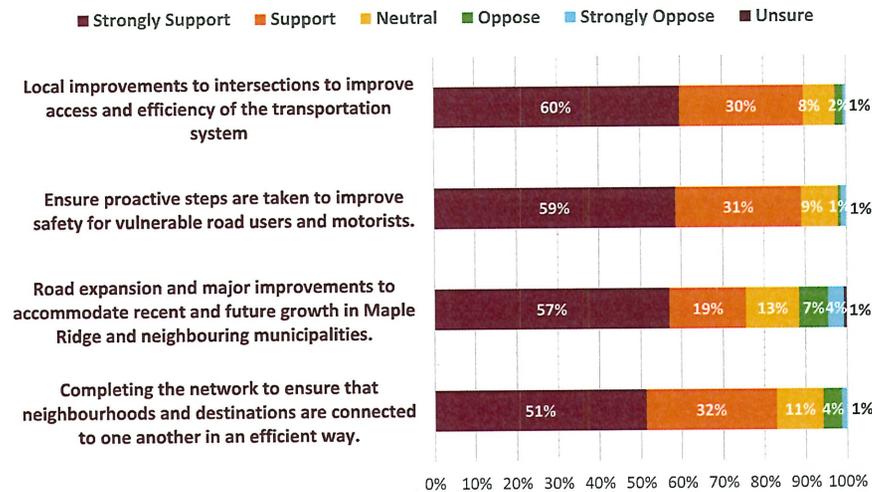
- **Other Improvements (12 comments)**
 - More convenient times (5)
 - Improve traffic flow (4)
 - Reliability (3)

- **Infrastructure Updates (10 comments)**
 - Support Skytrain / LRT (5)
 - Transit should match the increase in development (3)
 - Pullout bus stops (2)

Driving and Goods Movement Key Directions

There are four draft strategic directions for driving / goods movement. Please tell us about your support for each of the proposed strategic directions.

Respondents were presented with the four draft strategic goals for driving and goods movement. They were then asked to select their level of support for each. The goals that received the highest levels of support include *local improvements to intersections*, followed by *ensure proactive steps are taken to improve safety for vulnerable road users*. *Completing the network* received the lowest amount of support from participants.



158/160 answered this question

Are there any additional strategic directions we should consider?

In total, there were 68 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Specific Improvements (28 comments)**
 - Improve traffic flow on Golden Ears Way (6)
 - Widen specific areas (Lougheed Highway, Haney Bypass, Dewdney Trunk Road, 240) (7)
 - Improve the Abernathy connector (4)
 - Another route to access Silver Valley / Rockridge (3)
 - Ease congestion/traffic calming on 232 and 128 (3)
 - Make Dewdney Trunk Road one way, and do the same for Lougheed Highway in the opposite direction (2)
 - River Road should not be a main collector road (2)

- **Other Priorities (27 comments)**
 - Promote Active Transportation (10)
 - Expanding roads only promotes driving (10)
 - Traffic calming (5)
 - Focus on complete communities (2)

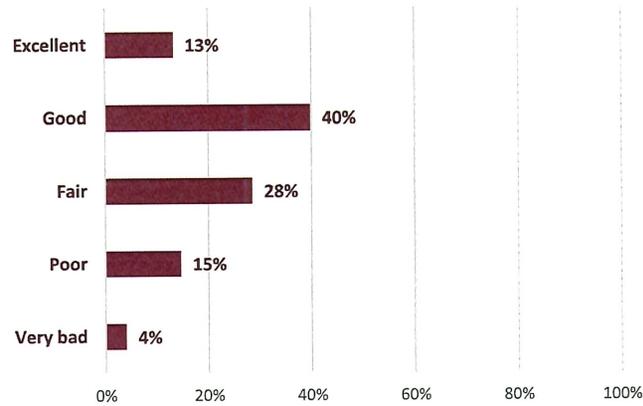
- **Traffic Improvements (8 comments)**
 - Traffic flow (5)
 - Traffic enforcement (3)

- **Priority Areas (6 comments)**
 - Prioritize school areas (4)
 - Evacuation routes (2)

- **Other (10 comments)**
 - Infrastructure should match projected growth (5)
 - Environmental considerations (3)
 - Fund improvements through developer fees (2)

How well does this proposed network address driving / goods movement issues and gaps in Maple Ridge?

Respondents were presented with a map of the proposed driving and goods movement network. This map can be found by clicking [here](#). They were then asked how well they felt this proposed network addressed driving and goods movement issues in Maple Ridge. Fifty-three percent selected *good* or higher, while 28% selected *fair*, and 15% selected *poor*.



151/160 answered this question

How could we improve the proposed network to address driving / goods movement issues and gaps in Maple Ridge?

In total, there were 61 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

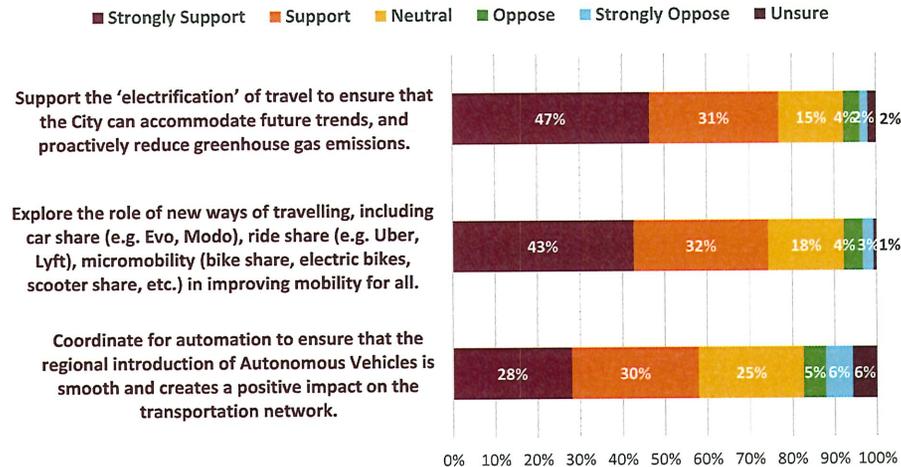
- **Specific Improvements (17 comments)**
 - Widen specific areas (Dewdney Trunk Road, Abernathy, 128) (6)
 - Improve Golden Ears Way (3)
 - Better lighting on major routes (Lougheed, 210, 128) (3)
 - Safer intersections (200 and Maple Meadows Way, 128 at 210, DTR at 264) (4)
 - Fix overpass at Dewdney and Lougheed (2)

- **Traffic Flow Improvements (17 comments)**
 - Improve through fares (9)
 - Overpasses for traffic flow (4)
 - Prioritize school areas (4)

New Mobility Key Directions

There are three draft strategic directions for new mobility. Please tell us about your support for each of the proposed strategic directions.

Respondents were presented with the three draft strategic goals for new mobility. They were then asked to select their level of support for each. The goals that received the highest levels of support include *support the electrification of travel*, followed by *explore new ways of traveling*. *Coordinate for automation* received the lowest amount of support from participants.



158/160 answered this question

Are there any additional strategic directions we should consider?

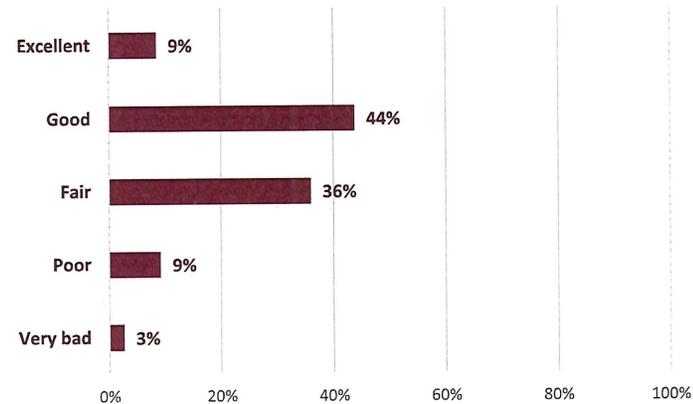
In total, there were 38 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

- **Support Electrification (13 comments)**
 - Charging infrastructure (6)
 - Support for future electrification (5)
 - E-bikes (cargo bike options, safety) (2)
- **Other Priorities (10 comments)**
 - Focus on basic needs first (5)
 - Prioritize the environment (4)
 - Prioritize nonvehicle transport (2)

- **Other (6 comments)**
 - Safety concerns with shared use (2)
 - Car share opportunities (2)
 - Accessibility (access to electric cars, affordability of road pricing for those with disabilities) (2)

How well do these proposed strategic directions address new mobility issues and gaps in Maple Ridge?

Respondents were asked how well they felt these proposed strategic directions addressed new mobility issues in Maple Ridge. Fifty-three percent selected *good* or higher, while 36% selected *fair*, and 9% selected *poor*.



153/160 answered this question

How could we improve the proposed strategic directions to address new mobility issues and gaps in Maple Ridge?

In total, there were 34 responses to this question. The comments were coded according to key themes that emerged in the analysis. In some instances, more than one theme was identified per response. A summary of the key themes is below:

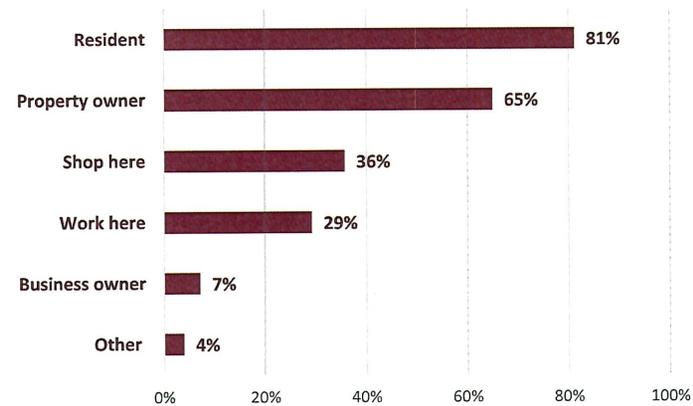
- **Planning (11 comments)**
 - Improve before 2050 (4)
 - Planning for the future (4)
 - Prioritize infrastructure over community growth (3)

- **Vehicle Options (6 comments)**
 - Subsidize e-vehicles (2)
 - Support car share (2)
 - Remove trucking traffic (2)
- **Safety (6 comments)**
 - E-bike safety plan (4)
 - Micro mobility safety concerns (2)
- **Sustainable Transportation (4 comments)**
 - Promote more Active Transportation (2)
 - Environmental considerations (2)

DEMOGRAPHICS

What is your connection to Maple Ridge?

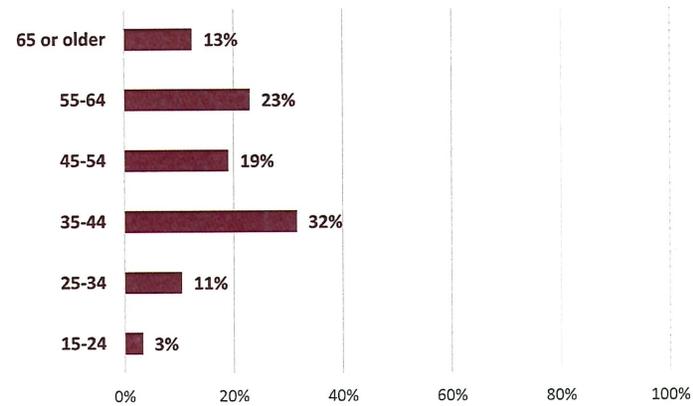
Eighty-one percent of survey respondents identify as residents of Maple Ridge, and 65% identify as being property owners.



154/160 answered this question

How old are you?

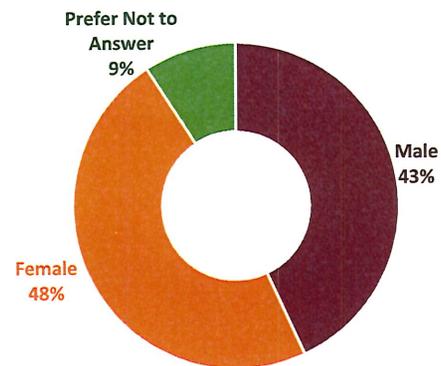
Most respondents (85%) are between the ages of 25-64, 13% are above the age of 65, and 3% are between the ages of 15-24. The survey results are not representative of Maple Ridge's population as residents between the ages of 35-44 make up only 13% of the population, more than doubling their weight in this survey. Additionally, those between the ages of 15-24 are underrepresented.



152/160 answered this question

What is your gender?

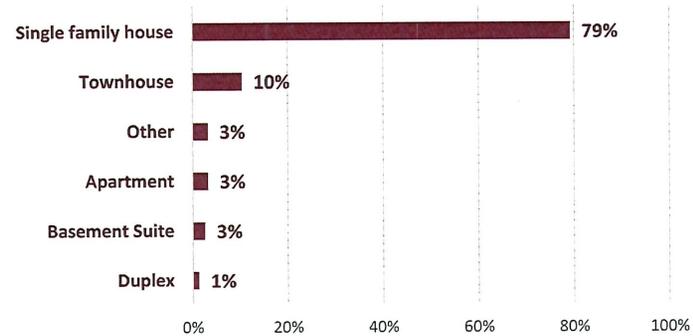
Forty-eight percent of survey respondents were female, while 43% were male and 9% preferred not to say. No respondents selected *Non-binary* or *Other*.



153/160 answered this question

What type of household do you live in?

Most respondents live in a single-family home (79%). This survey is overrepresented by people who live in single family homes as 56% of Maple Ridge residents live in a single-family home.



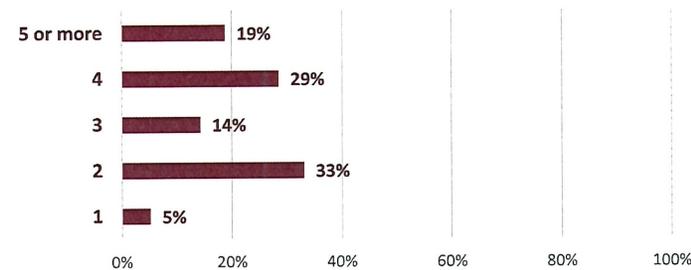
154/160 answered this question

Of the five respondents who chose "other", the comments included:

- Farm (2)
- Detached condo
- Acreage

Including yourself, how many people live in your household?

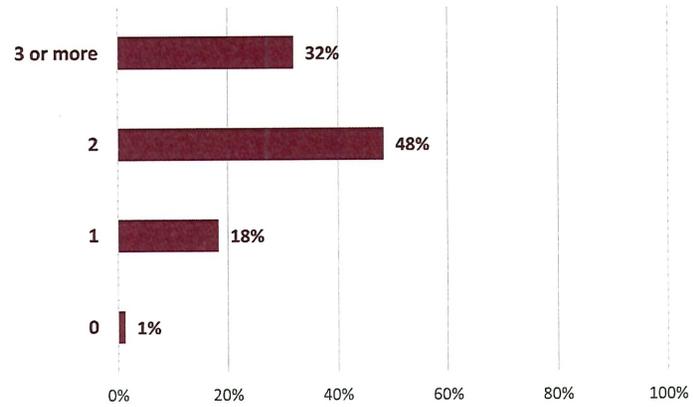
The highest number of survey respondents (39%) live with four or more people in their household, while 33% live with two or more people in their household. This survey is overrepresented by households living with four people as those households make up 17% of the population and underrepresented by those living alone, as those households make up 22% of the population.



154/160 answered this question

How many vehicles are registered to your household?

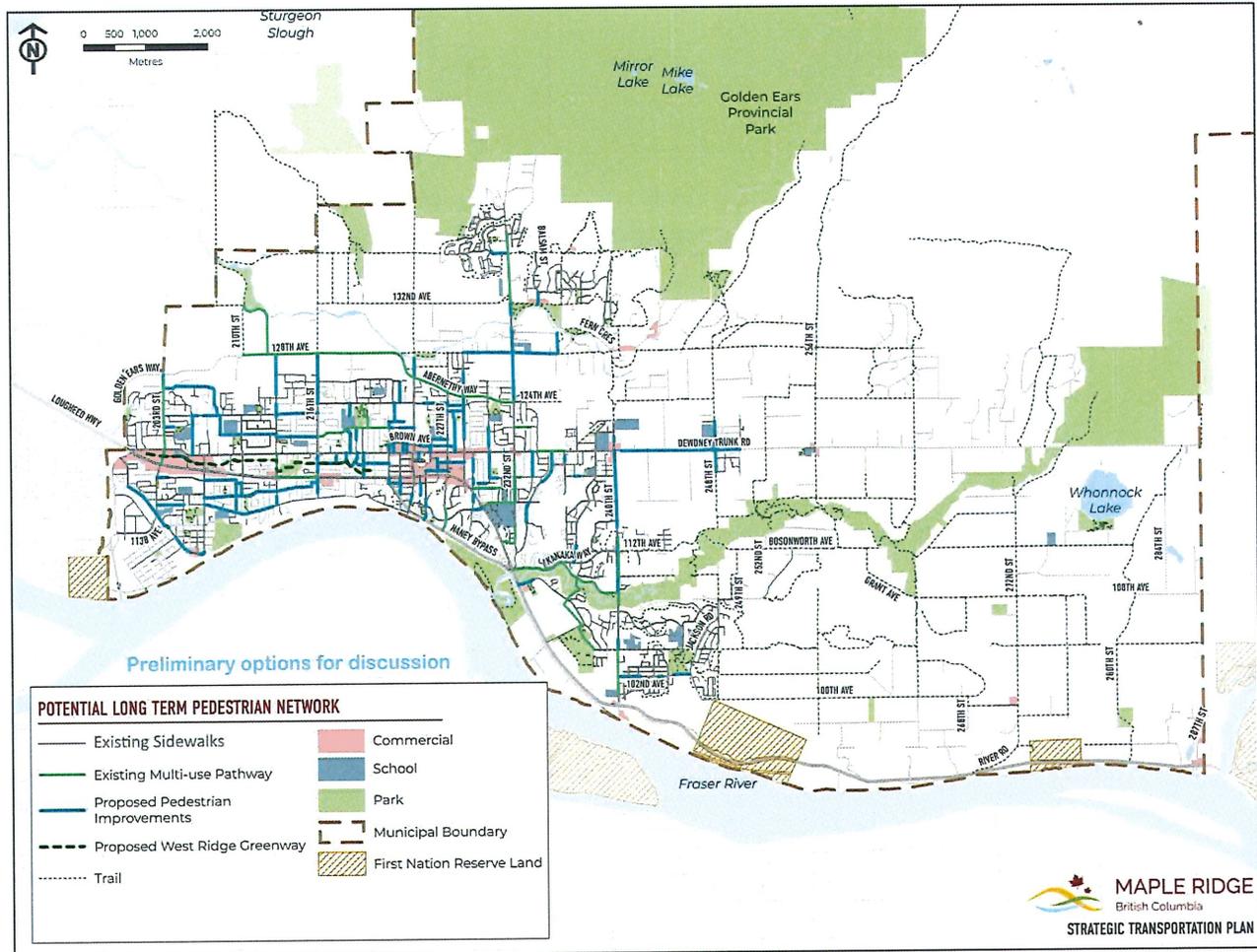
Almost all respondents had at least one car registered to their household.



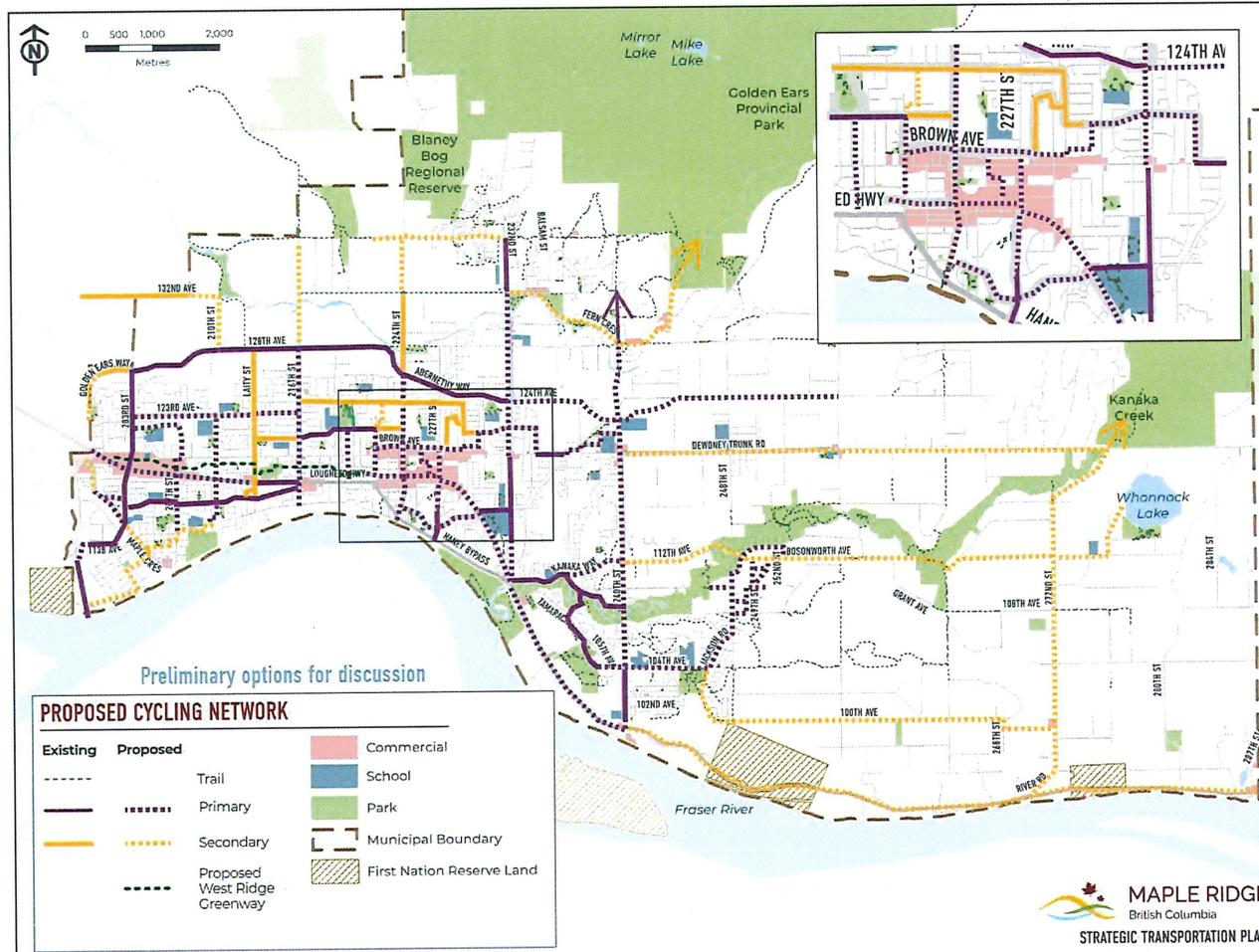
153/160 answered this question

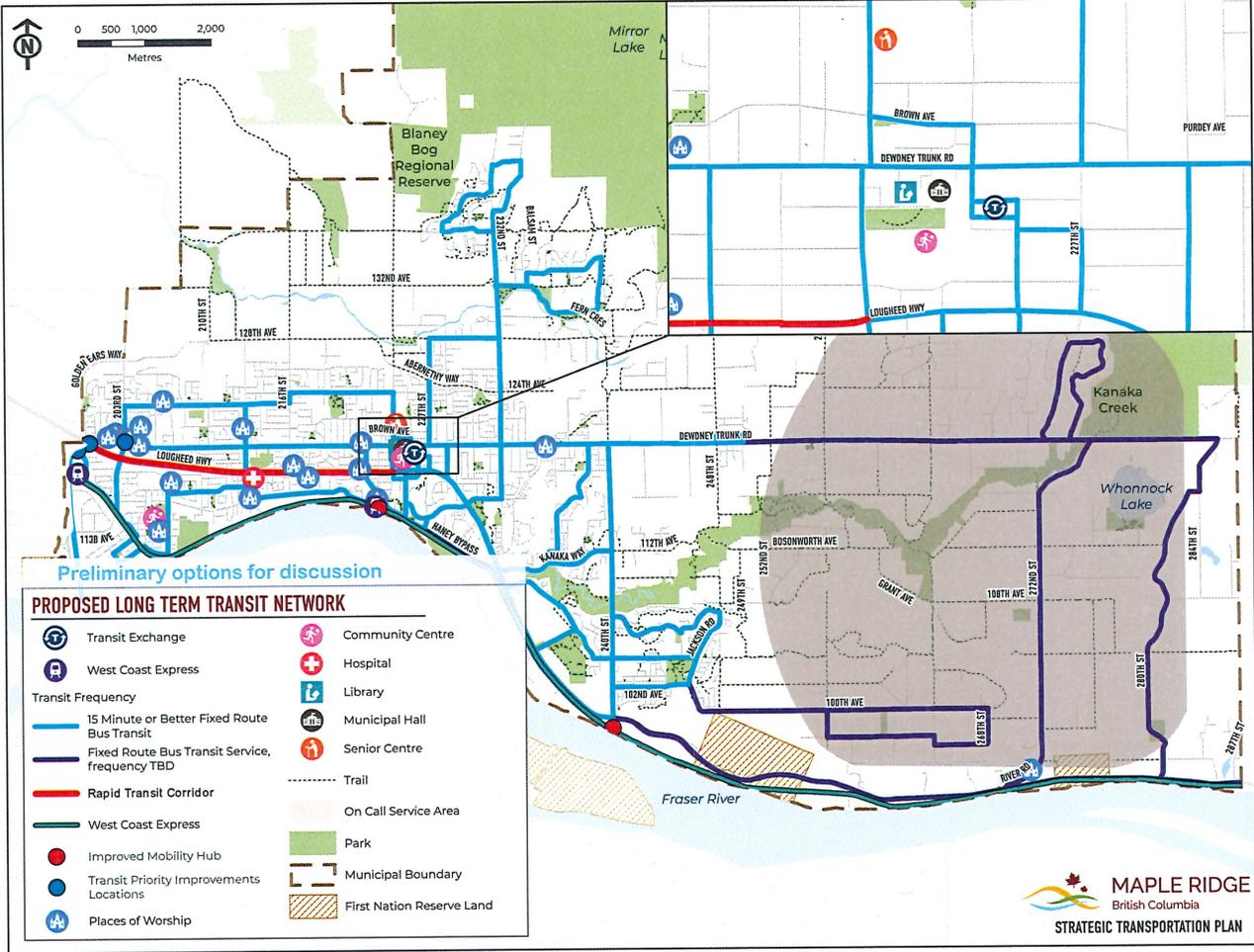
APPENDIX B

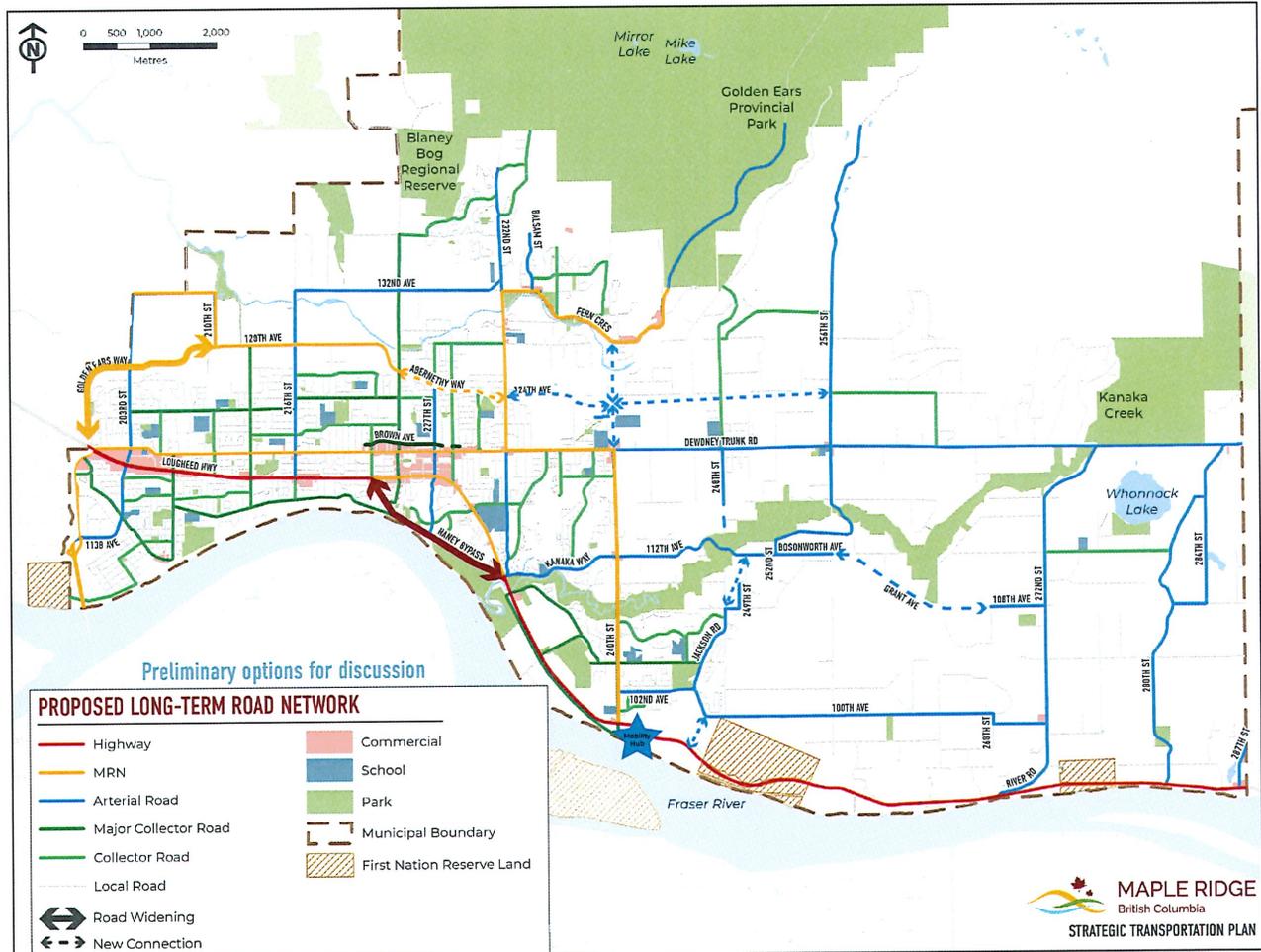
MAPS



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APPENDIX C

LONG-TERM TRANSPORTATION DEMAND MODELLING RESULTS MEMORANDUM

DATE: January 10, 2022
TO: Mark Halpin
CC: Allison Clavelle
FROM: Ming Xia
FILE: 0995.0047.01
SUBJECT: Long-Term Transportation Dem and Modelling Results Memorandum

1.0 INTRODUCTION

This memorandum summarizes the process of developing the growth assumptions for the long-term traffic analysis as part of the STP update.

The TransLink Regional Transportation Dem and Model (RTM), version 3.4, was used to develop future growth assumptions. The RTM is a macroscopic model that covers the entire Lower Mainland. The RTM package includes four horizons: 2011, 2017, 2035 and 2050, and 44 traffic analysis zones (TAZs) within Maple Ridge (see Figure 1). The 2017, 2035 and 2050 models were used as the existing, future medium- and future long-term horizons, respectively, to develop growth assumptions.

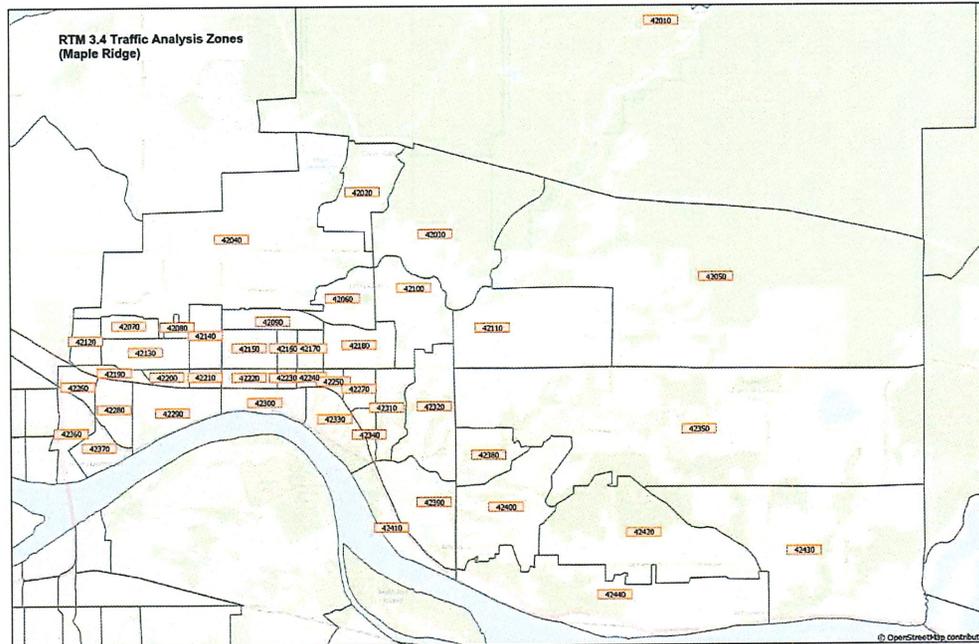


Figure 1: Maple Ridge TAZ

URBAN SYSTEMS MEMORANDUM

DATE: January 10, 2022
SUBJECT: Long-Term Transportation Demand Modelling Results Memorandum

FILE: 0995.0047.01

PAGE: 2 of 10

2.0 CONFIRM BASE

The 2017 model network was reviewed and adjusted based on Google Maps images so that the existing network reflects today's condition. This includes confirming the major road network and number of lanes within Maple Ridge.

Prior to reviewing the model output, the existing 2017 land use assumptions from the RTM were confirmed with the City Planning staff.

2.1 TRIP GENERATION

The daily vehicle trips generated within Maple Ridge are calculated using peak hour expansion factors described in the RTM's User Guide and summarized in Table 1.

Table 1: 2017 RTM Auto Trips Summary

Peak Period	Auto Trips (trips/hr)	Expansion Factor
AM	10,206	3.68
MD	6,161	9.2
PM	9,349	3.11
Daily Trips		123,317

The comparison of the daily vehicle trips generated within Maple Ridge from the model and TransLink's 2017 Trip Diary indicates that the model's vehicle trip generation is approximately 25% less than the Trip Diary's results (Table 2).

Table 2: Trip Generation Comparison (2017 Trip Diary vs. 2017 RTM)

Trips per Day (RTM)	123,317
Trips per Day (Trip Diary)	164,846
Difference (absolute)	-41,529
Difference (%)	-25%

2.2 ORIGIN / DESTINATION TRAVEL PATTERNS

Table 3 illustrates the comparison of vehicle trips originated within Maple Ridge from the model and the Trip Diary data. Similarly to daily trip generation, the daily origin / destination patterns were estimated by applying the associated peak expansion factors to each AM, Midday and PM peak model results.

The comparison indicates that the model's origin / destination distribution patterns generally are within a 5% difference of the Trip Diary's results.

It should also be noted that this is not a direct comparison as the model results are estimates from peak hours while the Trip Diary's results are daily results.

URBAN SYSTEMS MEMORANDUM

DATE: January 10, 2022
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FILE: 0995.0047.01

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Table 3: Distribution Comparison (2017 Trip Diary vs. 2017 RTM)

Trip Destination	Trip Diary	RTM	Difference %
Maple Ridge	65%	60%	-5%
Metro Vancouver (excl. Coquitlam /Port Coquitlam /Port Moody)	10%	6%	-4%
Coquitlam /Port Coquitlam /Port Moody	9%	9%	-
Pitt Meadows	7%	6%	-1%
Surrey/Delta/White Rock	3%	8%	5%
Mission	2%	3%	1%
Langley Township & City	2%	6%	4%
FVRD (excl. Mission)	2%	2%	-
Total	100%	100%	-

2.3 SCREENLINE VOLUME COMPARISON

Six screenlines¹ have been developed to compare the magnitude of traffic flow entering / exiting areas within Maple Ridge using the model volumes and 2021 volumes². The comparison suggests that the model volumes are generally approximately 27% to 34% lower than the observed counts throughout the city.

2.4 OBSERVATION & CONCLUSION

Given that the growth assumptions will be developed using the difference between the existing and future horizons instead of the direct model output and also knowing that both the model's trip generation and assignment are approximately 30% lower than observed throughout, it was concluded that the percentage difference between the existing and future modified RTM could be used for the purpose of this study.

3.0 DEVELOPING FUTURE BASE GROWTH ASSUMPTIONS

The future 2035 and 2050 land use assumptions with adjustments made to population and household data provided by the City are summarized in Table 4. The land use information, including detailed breakdowns (which were estimated proportionally using totals) were incorporated in the model.

¹ The five screenlines include: 1) east of Golden Ears Way, 2) south of Dewdney Trunk Road, 3) north of Lougheed Highway, 4) south of Lougheed Highway, 5) south of City Centre, and 6) east of 240 Street.

² As part of the traffic analysis, all of the existing counts have been adjusted to the 2021 condition (without COVID-19 impact) based on historical growth rates.

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Table 4: 2035 and 2050 Land Use Assumptions

TAZ	2035			2050		
	Population	Employment	Household	Population	Employment	Household
42010	55	519	20	59	594	22
42020	4,100	297	1,507	4,100	316	1,507
42030	5,260	523	1,934	7,700	577	2,831
42040	941	418	346	943	489	347
42050	2,223	974	817	2,255	1,010	829
42060	2,481	298	912	2,745	298	1,009
42070	1,311	194	482	1,377	225	506
42080	344	125	126	344	161	126
42090	2,758	298	1,014	2,818	300	1,036
42100	1,185	334	436	1,378	336	507
42110	1,870	478	688	1,870	481	688
42120	1,935	374	711	1,936	438	712
42130	3,574	584	1,314	3,690	649	1,357
42140	2,696	460	991	2,857	529	1,050
42150	2,634	642	968	2,867	790	1,054
42160	3,800	1,456	1,397	5,160	1,785	1,897
42170	4,300	1,345	1,581	5,856	1,663	2,153
42180	4,354	1,271	1,601	5,390	1,427	1,982
42190	1,200	1,988	441	1,900	2,179	699
42200	2,000	338	735	2,400	461	882
42210	1,000	284	368	1,100	418	404
42220	3,000	741	1,103	3,450	1,015	1,268
42230	2,947	1,755	1,083	4,018	2,026	1,477
42240	2,247	2,373	826	3,063	2,516	1,126
42250	675	1,609	248	804	1,812	296
42260	1,000	736	368	1,100	975	404
42270	2,100	542	772	2,251	738	828
42280	3,500	1,271	1,287	3,600	1,653	1,324
42290	4,000	1,938	1,471	4,300	1,985	1,581
42300	4,490	1,475	1,651	6,105	1,667	2,244
42310	3,390	440	1,246	3,601	449	1,324
42320	7,841	1,326	2,883	7,877	1,332	2,896
42330	5,651	1,572	2,078	7,691	1,881	2,828
42340	340	217	125	414	312	152
42350	3,110	672	1,143	3,122	671	1,148
42360	0	2,294	0	0	2,728	0
42370	1,801	456	662	2,119	541	779
42380	1,406	72	517	1,996	84	734
42390	2,307	449	848	2,361	491	868

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TAZ	2035			2050		
	Population	Employment	Household	Population	Employment	Household
42400	8,528	977	3,135	9,706	977	3,568
42410	26	1,038	10	26	1,315	10
42420	520	51	191	650	1,747	239
42430	805	675	296	809	679	298
42440	692	509	254	792	639	291
Total	110,397	36,387	40,587	128,600	43,364	47,279

The future road network was maintained unchanged from today's condition to form a "do nothing" future base scenario.

Using the percentage growth between the existing and future models, a set of growth factors ranging from 1.0% to 1.5% per year were used to develop future traffic volumes. A review of the future volumes was conducted with a few manual adjustments so that the traffic volumes along a corridor are better balanced. For illustration purposes, Figure 2 to Figure 5 are the model plots showing the volume differences between the 2017 and 2035 and 2050 models.

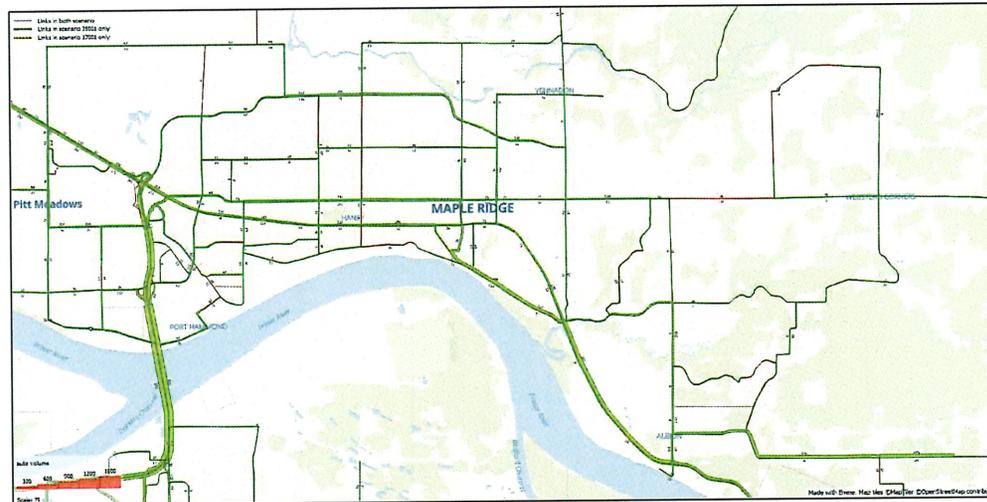


Figure 2: 2035 vs. 2017 AM Volume Difference Model Plot

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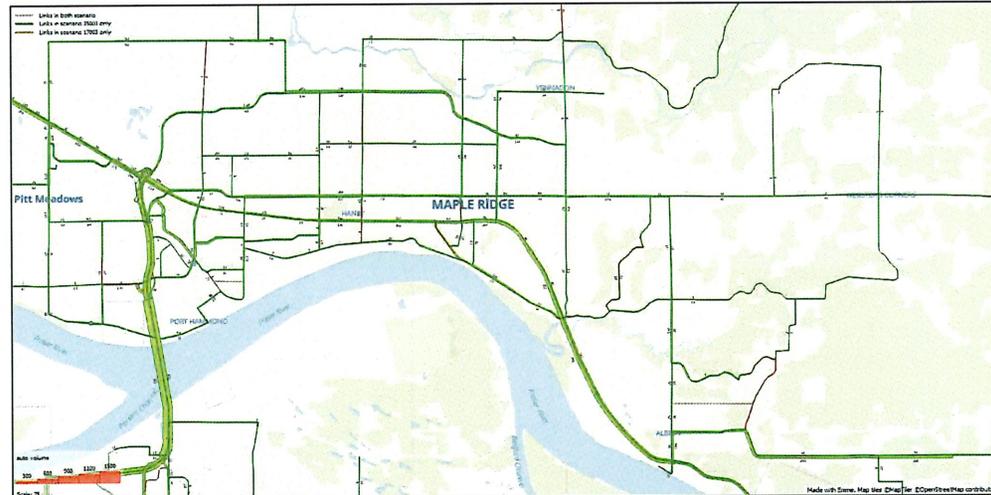


Figure 3: 2035 vs. 2017 PM Volume Difference Model Plot

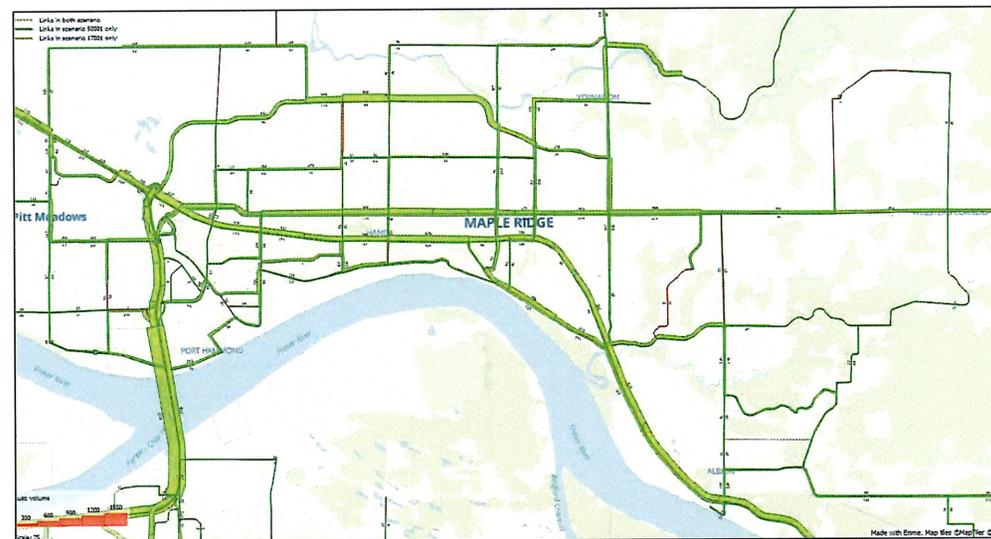


Figure 4: 2050 Base vs. 2017 AM Volume Difference Model Plot

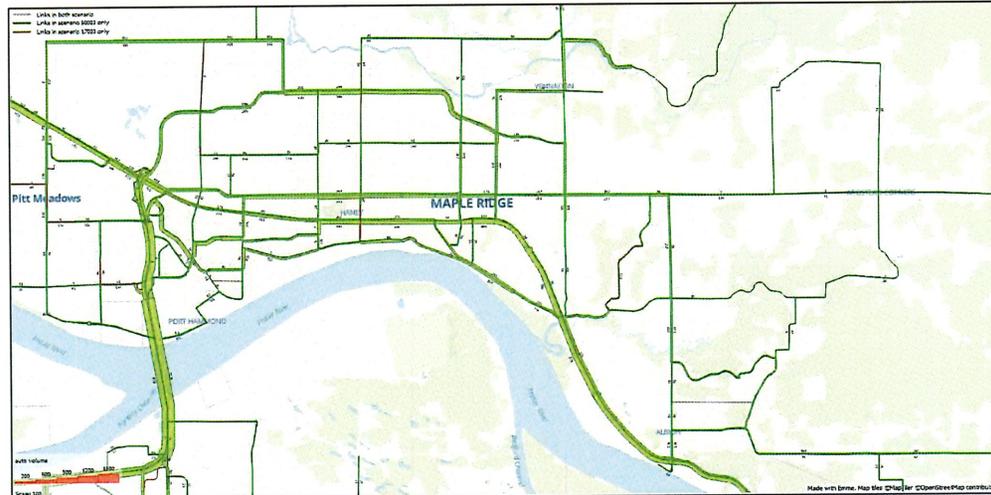


Figure 5: 2050 Base vs. 2017 PM Volume Difference Model Plot

4.0 DEVELOP FUTURE OPTIONS

Upon the development of the future base scenario, a review of network capacity was conducted at the corridor level. Based on the findings of this review and through conversations with the City, several future options were developed and evaluated (Table 5). At this point, the analysis focused on the 2050 horizon.

Table 5: Future Options Summary

Scenario	Improvements
Scenario 1	<p>New connections*:</p> <ul style="list-style-type: none"> • North Lougheed Connector (2/2 lane MRN) connecting Golden Ears Way and Harris Rd • 124 Ave (1/1 lane Arterial) connecting 232 St and 256 St • 240 St (1/1 lane Arterial) connecting the fork of 240 St and 241 St and Fern Cres • Grant Ave (1/1 lane Arterial) connecting Bosonworth Ave and 108 Ave • Jackson Rd (1/1 lane Arterial) connecting 248 St and 112 Ave • Thornhill connector (1/1 lane Arterial) connecting Hwy 7 and 100 Ave <p>Roadway Upgrade</p> <ul style="list-style-type: none"> • Golden Ears Way (4-lane (2/2) MRN) between Hwy 7 ramp and 210 St • Abernethy Way (4-lane (2/2) MRN) between 224 St and 232 St • Fern Cres 4-lane (2/2) MRN between 232 St and Balsam St • Hany Bypass (4-lane) highway <p>Transit improvements</p> <ul style="list-style-type: none"> • New bus lanes on Lougheed between Golden Ears and 224 St (4 GP + 2 bus lanes) • Rapid bus w/ 5 min frequency

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Scenario	Improvements
	<ul style="list-style-type: none">A new WCE station with a Park and Ride (PnR) lot in Albion (near 240 Street)
Scenario 1a	Scenario 1 but excludes the dedicated bus lanes on Lougheed
Scenario 1b	Scenario 1 with additional dedicated bus lanes on Lougheed into the Town Centre and a PnR station in the Town Centre

*Albion industrial connector is not included in the table as the RTM results are typically high-level. The impact of this connector will be reviewed separately from the macro-modelling process.

4.1 OPTION 1

The option model was built using the base RTM model to incorporate the improvements described above. The daily traffic volumes for Scenario 1 were estimated at key locations to understand the magnitude of the impact introduced by each improvement. Figure 6 illustrates the 2050 base daily volumes and the option 1 volumes with changes in callout boxes at key locations.

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4.2 OPTION 1A

As the only difference between Option 1A and Option 1 is that Option 1A does not include dedicated bus on shoulder lanes on Lougheed Highway, Lougheed Highway's traffic volumes and transit ridership data were reviewed. The model results showed that without the bus lanes, the traffic volumes and ridership on Lougheed Highway will be similar to the base condition.

4.3 OPTION 1B

The model results indicate that extending the bus-on-shoulder lanes on Lougheed into the Town Centre will increase the transit ridership by up to approximately 50 people per hour in one direction while having a similar amount of vehicle traffic volumes compared to Option 1. The model results also indicate that the PnR in the Town Centre does not attract significant usage.

5.0 NEXT STEPS

Upon the confirmation of the long-term corridor improvements, local improvements at the intersection level will be explored to address operational and safety issues.

Sincerely,

URBAN SYSTEMS LTD.



Ming Xia, P.Eng., PTOE
Transportation Engineer

cc: Allison Clavelle, P.Eng.

/m x

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mapleridgeclimatehub.ca

December 8, 2021

To: Maple Ridge Mayor and Council
 Cc: David Pollock, General Manager, Engineering Services
 Forrest Smith, Director of Engineering
 Mark Halpin, Manager of Transportation
 Sarah Freigang, Urban Systems
 Allison Clavelle, Urban Systems

Re: The City's Strategic Transportation Plan – vision, goals and future direction

Dear Mayor Morden, Council, Staff and Urban Systems consultants:

As an organization focused on the urgency of climate change, we are pleased to see many progressive values outlined in the draft STP.

But one thing missing is a clear commitment to reduce the greenhouse gas emissions (GHGs) caused by transportation in our city. Given the year we're having – with extraordinary heat events, devastating wildfires and epic flooding – this is a critical omission.

In our view the STP *must* explicitly align with Translink's draft [Transport 2050 strategy](#) and the province's [CleanBC Roadmap to 2030](#), both of which call for a high level of ambition to reduce emissions.

Below are several complementary calls to action from these two guiding documents that signal a transformative vision for transportation in BC and our region.

1. CARBON-FREE CHOICES (Transport 2050, Goal Five)

- Metro Vancouver's GHG emission reduction targets across all sectors align with the IPCC targets, which are now embedded in Maple Ridge's OCP: a 45% reduction below 2010 levels by 2030.
- The IPCC warns that this global 2030 target is not merely an interim milestone. Rather, it *"must be met* in order to avoid sending the global climate system past **critical thresholds that we are now on the cusp of crossing.**"
- Regionally, we have only reduced emissions by 1%, meaning **we must reduce by 44% across all sectors in the next 8 years.**
- This translates into a target for transportation of a **65% reduction in emissions from light-duty vehicles by 2030.**
- Transport 2050 states: *"incrementalism will not suffice* if the region is to come close to meeting our climate targets."

➤ **ACTION RECOMMENDED:**

- Reduce the overall energy requirements of the transportation system by **rapidly shifting as many passenger trips as possible to the most energy-efficient**

modes: walking, rolling, cycling, and transit; in order to reduce the kilometres driven by vehicles.

2. EFFICIENCY-FIRST TRANSPORTATION OPTIONS (Clean BC Roadmap to 2030)

- Reduce distances travelled in light-duty vehicles by 25% by 2030, compared to 2020.

➤ **ACTIONS RECOMMENDED:**

- **Accelerate implementation** of existing and new plans for efficiency-first transportation options: walking, biking, micro-mobility and transit.
 - Prepare immediate applications for available funding.
- **Create infrastructure and incentives** to support the introduction of commercial cargo bikes for last-mile delivery.

3. ACCELERATING THE SWITCH TO ZERO-EMISSION VEHICLES, through the ZEV law and “right to charge” legislation (Clean BC Roadmap to 2030)

- 26% of new light-duty vehicles sold to be ZEV by 2026
- 90% by 2030
- 100% by 2035

➤ **ACTIONS RECOMMENDED:**

- Bring in charging infrastructure to accommodate this rapid growth in ZEVs, including **all new buildings**.

To conclude, we would like to see the STP vision and goals reflect the importance of acting to reduce GHG emissions, aligned with specific targets as outlined in the Roadmap to 2030 and Transport 2050.

- For the vision, replace the ambiguous “sustainable” with the more specific term “low-carbon” or “energy-efficient.”
- For the related goal, reword to reflect more specific aspirations, such as: “A low-carbon transportation system that prioritizes efficiency-first options.”

We look forward to seeing a clear focus on the urgent need for climate action in future versions of the Strategic Transportation Plan.

Sustainably yours,

Kirk Grayson, Phil Klapwyk, Sharon Manson Singer, Sunny Schiller, Christian Cowley, Michael Nelson, Gerry Pinel, James Rowley, Ernie Daykin, Steve Ranta,

for the Maple Ridge Climate Hub

The Maple Ridge Climate Hub is a community organization helping Maple Ridge transform to a low-carbon economy.



Your **Cycling** Connection



bikehub.ca

December 6, 2021

To: Mayor and Council
Cc: Forrest Smith, Director of Engineering
Mark Halpin, Manager of Transportation
David Pollock, General Manager Engineering Services
Sarah Freigang, Urban Systems
Allison Clavelle, Urban Systems

Dear Mayor and Council,

Now that we're in Phase 3 of the update of the Strategic Transportation Plan, and the City is requesting further feedback from the community with regard to the vision, goals and preliminary long-term networks, we would like to refer to our [initial feedback](#), dated May 28, 2021, which was already quite comprehensive.

In addition, we can offer the following comments.

Vision and goals

We agree in principle with the draft vision statement and goals.

The one goal that we feel needs further clarification is: *"A cost effective transportation system where municipal expenditures have a high return on investment."* This is a very loose goal, as it depends on how the ROI is defined, and which costs and benefits are considered. There's a growing body of research on the cost-benefit analysis of active transportation. One example is a just published report by the Victoria Transport Policy Institute¹. A British report² dating from 2010 concluded that ***"Almost all of the studies identified report economic benefits of walking and cycling interventions which are highly significant. The median result for all data identified is 13:1 and for UK data alone the median figure is higher, at 19:1."***

Convenience and directness

Convenience and directness are both very important aspects of a cycling network. In places where cycling is popular, convenience is most often given as the reason for choosing this mode. In order to encourage a modal shift, we would like to see both incorporated in the strategic directions for cycling.

Equitable transportation options

We're seeing increasing inequality in our society as a whole and locally in Maple Ridge. The draft [Transport2050](#) Plan calls for affordable transportation options for everyone. We would like this included in the strategic directions for Maple Ridge. Everyone should have access to affordable transportation options, regardless of income level.

¹ [Evaluating Active Transport Benefits and Costs - Guide to Valuing Walking and Cycling Improvements and Encouragement Programs](#) (Nov. 2021) - Victoria Transport Policy Institute

² [Value for Money: An Economic Assessment of Investment in Walking and Cycling](#) (2010)

Targets and performance measurement

Since our initial feedback earlier this year, in which we mentioned the need to set targets, the [CleanBC Roadmap for 2030 Plan](#) has been released. One of the actions listed in this plan is “an accelerated shift toward active transportation and public transit (30% by 2030; 40% by 2040; 50% by 2050). We need to do our part.

We need to have clear targets for each mode and measure our progress. Until now, performance of our road network - or Level of Service - has been measured only for cars. Performance for other modes needs to be measured as well, for safety, convenience, efficiency, connectivity, accessibility and comfort. What gets measured is more likely to get done.

Funding

We need to build for the users we want, not the users we have. The funding allocated to cycling should reflect our long-term targets.

15-minute neighbourhoods/complete communities

Neighbourhood and village commercial nodes and mixed-use development are important to establish 15-minute neighbourhoods where more people can access most of their needs within a short walk or bike ride from their home. Just as important is the infrastructure to allow people to safely and conveniently walk or bike to their destination. We cannot have one without the other.

Size of vehicles, speeding and noise levels from traffic

All of the above are significant deterrents to people choosing active transportation, and vehicles today tend to be large, noisy and fast. The municipality cannot regulate the size or design of vehicles, but it can help reduce speeding and noise levels, which will help make our streets more people-friendly. The most effective way is by designing our roads more like human habitat, i.e. for slow travel, rather than primarily for speedy travel by cars. Road design is truly key.

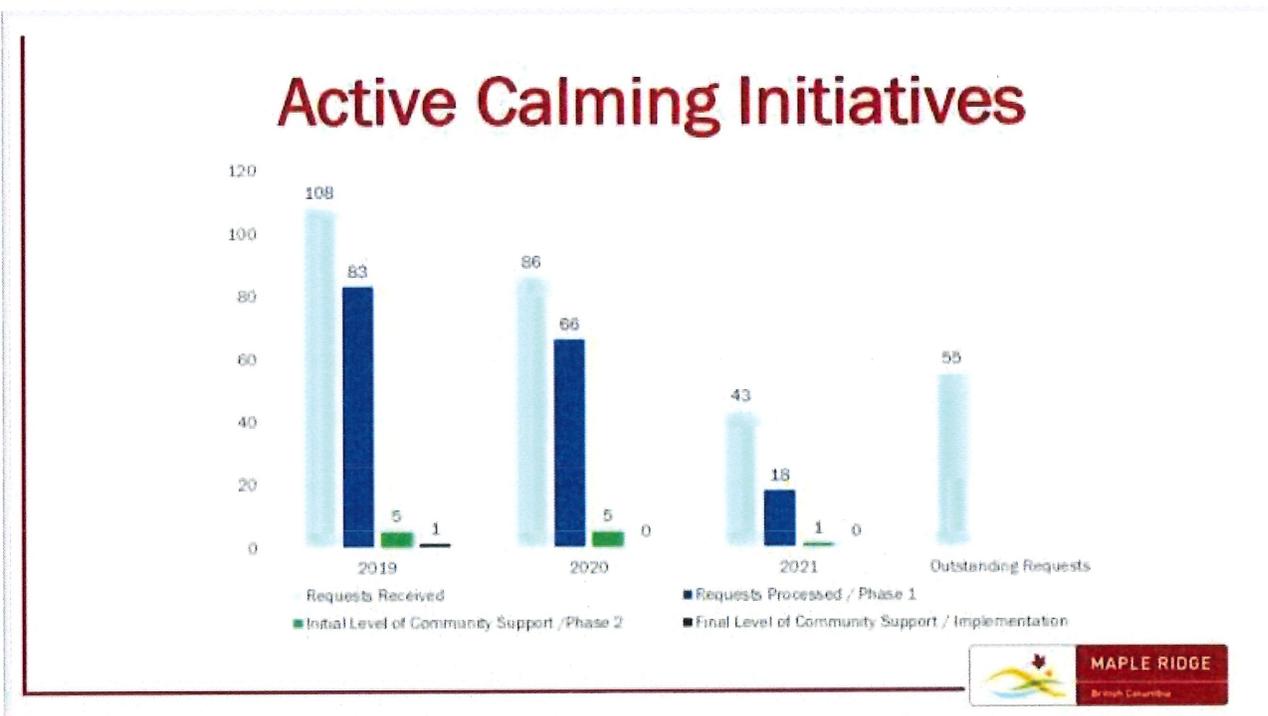
Reducing speeds will improve safety for vulnerable road users, who are disproportionately more often the victims of car crashes than car occupants. More than one hundred people die as a result of car crashes in Metro Vancouver every year. Two in five people killed are vulnerable road users. Tens of thousands more people are injured. According to the Transport2050 draft plan, “*the reality is that we can prevent these tragedies by taking a proactive, preventative, and systems approach that prioritizes traffic safety as a key public health issue*”.³ We already mentioned the need for a Vision Zero approach in our letter of May 28, but the importance of this cannot be overstated.

Noise from traffic leads to sleep disruption, increased risk of hypertension, coronary heart disease and diabetes⁴. Slower speeds mean reduced noise levels both from engines and tires.

³ [Draft Transport2050 Plan](#), p. 63, 4.1

⁴ [Turning up the volume on the health impacts of noise](#), Ryerson University Newsletter, Winter 2021

Speeding in our community is a very frequent topic of conversation and complaints on the various neighbourhood Facebook groups and it is one of the three top causes of car crashes. The City receives many requests for traffic calming in any given year, however between 2019 and (June) 2021 on average less than 0.5% of these requests reached the final stage of implementation:



Given that requests for traffic calming rarely result in traffic calming measures actually being implemented, we feel that the process and the criteria for dealing with these traffic calming requests need to be reviewed.

All traffic calming measures require the consideration for safety of all vulnerable road users, including people cycling. For example, curb extensions can and should be made permeable for people on bikes.

Preliminary cycling map:

A list of suggestions for the preliminary cycling map is attached.

Regional Greenway trails and local trails

Metro Vancouver’s Regional Greenway trails - which are supposed to be for walking and cycling, and, where possible, for horses - as well as some local trails can provide useful cycling routes or connections and should be considered for inclusion in the transportation cycling map where appropriate. Some of the trails that are shown on the preliminary cycling map are presently not accessible or suitable for all ages and abilities cycling.

Our HUB Local Committee has recently done a thorough assessment of the Regional Greenway trails in our area, which is attached to this letter. This assessment should be helpful to determine which trails should be included on the transportation cycling map, and which trails need to be improved for AAA cycling.

Trail development in Maple Ridge has for decades focused on trails for horses and mountain biking, but not so much for all ages and abilities cycling. We would like to see trail development become more inclusive. Considering that about 60% of the population is in the “Interested but Concerned”⁵ group, this is a large target market that can be better served on trails in our city.

Thank you for this opportunity to provide our feedback.

With kind regards,

Barry Bellamy/Ivan Chow
Co-chairs
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/BB/IC/SG/AdW/NC/JL

Attached:

- #UnGapTheMap gap list
- #UnGapTheMap gap map
- State of Cycling map
- List of suggestions for preliminary draft long-term cycling network
- Metro Vancouver Regional Greenways assessment by HUB Maple Ridge/Pitt Meadows with maps

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling’s mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.

⁵ [Cycling for Everyone, A Regional Cycling Strategy for Metro Vancouver](#), page 20

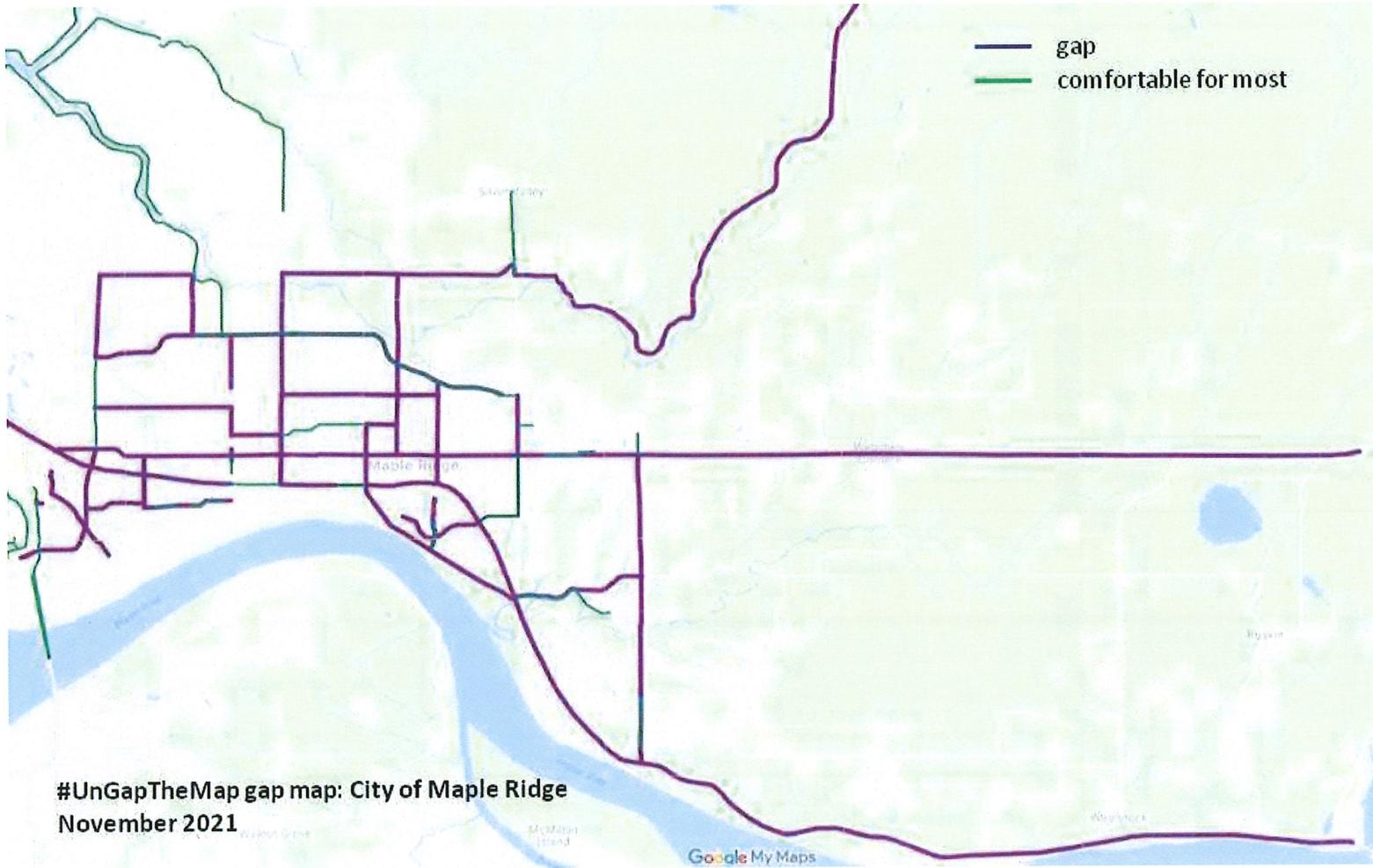
GAP #	NAME OF GAP		SCOPE / BOUNDARIES	PRINCIPAL JURISDICTION	TRANSLINK			LENGTH OF ROUTE	RIDERSHIP IMPACT	PROPOSED IMI	PROPOSED IMI	FEASIBILITY	SCORING TOTAL
					UTILITY SCORE	SAFETY SCORE	FEASIBILITY SCORE						
Do not change Gap # or add/delete cells	Overall Route Name	Gap Segment	Max 50 characters	Select one	Major Road Network (MRN)	Major Bike Network (MBN)	High CZA	Length in km	Automatically scored	Out of 10	Out of 10	Out of 10	Out of 10
Filters													
300	Hwy 7 corridor	Hwy 7	Maple Ridge/Pitt Meadows border to Laity St.	Provincial	N	Y		2.5	1	10.0	6.4	6.0	7.77
301	Hwy 7 corridor	Hwy 7	216 to 220	Provincial	N	Y		0.73	1	8.3	7.1	6.0	7.39
320	Hwy 7 corridor	Hwy 7	222 St to Kanaka Way	Provincial	N	N		2.6	1	6.7	7.1	7.0	6.92
304	Hwy 7 corridor	Hwy 7	Kanaka Way to Tamarack Ln	Provincial	N	Y		0.271	1	8.3	6.4	5.0	6.90
305	Hwy 7 corridor	Hwy 7	Tamarack Ln to 240 St	Provincial	N	Y		2.64	1	9.2	7.1	5.0	7.52
306	Hwy 7 corridor	Hwy 7	240th Street to 266 St.	Provincial	N	Y		5.8	0	6.7	7.1	5.0	6.52
361	Hwy 7 corridor	Hwy 7	266 to 287 St.	Provincial	N	Y		5.8	0	8.3	5.7	6.0	6.82
362	Hwy 7 corridor	Hwy 7	287 St. to Mission border	Provincial	N	Y		4.3	0	8.3	5.7	3.0	6.22
302	Lougheed through Town Centre	Lougheed Hwy	222 St. to 228 St.	Provincial	Y	Y		1.22	1	9.2	5.0	3.0	6.27
369	Lougheed through Town Centre	Lougheed Hwy	228 St. to Burnett St.	Provincial	Y	Y		0.17	1	10.0	4.3	4.0	6.51
370	Lougheed through Town Centre	Lougheed Hwy	Burnett St. to 116 Ave.	Provincial	Y	Y		0.31	1	8.3	4.3	5.0	6.05
303	Lougheed through Town Centre	Lougheed Hwy	116th Ave to Kanaka Way	Provincial	Y	Y		1.13	0	6.7	5.7	5.0	5.95

307	Dewdney Trunk Rd corridor	Dewdney Trunk Road	Maple Meadows Way to 224th Street	Municipal	Y	N		0.7	1	9.2	5.7	1.0	6.15
308	Dewdney Trunk Rd corridor	Dewdney Trunk Road	224th to 240th Street	Municipal	Y	N		0.821	1	9.2	5.0	1.0	5.87
309	Dewdney Trunk Rd corridor	Dewdney Trunk Road	240th Street to Maple Ridge/Mission border	Municipal	N	N		1.79	0	6.7	7.1	1.0	5.72
322	Old Dewdney Trunk Rd. corridor	132 Ave	203 St to Neaves Rd	Municipal	Y	N		1.2	1	6.7	5.0	3.0	5.27
315	Kanaka Way/112 Ave corridor	Kanaka Way	Lougheed to 240th Street	Municipal	N	N		11.1	1	7.5	5.7	6.0	6.49
373	116 Ave.	116 Ave.	Lougheed Hwy. to Fraser St.	Municipal	N	N		1.2	0	2.5	0.0	2.0	1.40
330	117 Ave./Thorne corridor	117 Ave	Laity St to 207 St	Municipal	N	N		1.2	1	0.0	0.0	0.0	0.00
392	117 Ave./Thorne corridor	Thorne Ave.	207 St. to 203 St.	Municipal	N	N		0.77	1	9.2	4.3	5.0	6.38
380	121 Ave.	121 Ave.	216 St. to Laity St.	Municipal	N	N		0.65	1	7.5	3.6	2.0	4.83
340	122 Ave.	122 Ave.	222 St. to 224 St.	Municipal	N	N		0.39	1	6.7	4.3	7.0	5.78
331	123 Ave. Bikeway	123 Ave	203rd St. to Laity St.	Municipal	N	N		1.8	1	8.3	4.3	7.0	6.45
332	123 Ave. Bikeway	124 Ave.	216th St. to 224th St.	Municipal	N	N		2.1	1	7.5	4.3	4.0	5.51
377	124 Ave.	124 Ave.	224 St. to 227 St.	Municipal	N	N		1.54	1	7.5	5.7	3.0	5.89
383	132 Ave.	132 Ave.	Neaves Rd. to 210 St.	Municipal	Y	N		0.8	0	5.8	4.3	0.0	4.05
329	132 Ave.	132 Ave	216 St to 232 St	Municipal	N	N		3.1	1	7.5	5.7	3.0	5.89

316	132 Ave.	132 Ave.	232nd Street to Fern Crescent	Municipal	Y	N		0.5	1	5.8	7.1	5.0	6.19
384	Abernethy corridor	Golden Ears Way	210 St. to 203 St.	Translink	Y	Y		1.37	0	5.8	7.1	9.0	6.99
391	Hammond/West/Maple Crescent corridor	West St.	Dunn Ave. to 200 St.	Municipal	N	N		0.14	1	7.5	5.0	3.0	5.60
352	Hammond/West/Maple Crescent corridor	West Street	Dunn Ave. to Hammond Rd	Municipal	N	N		0.2	0	8.3	2.1	8.0	5.79
365	Hammond/West/Maple Crescent corridor	Hammond Rd	West St. to 203 St./113B Ave.	Municipal	N	N		0.6	1	8.3	6.4	8.0	7.50
390	Hammond/West/Maple Crescent corridor	Maple Crescent	203 St./113B Ave. to Lorne Ave.	Municipal	N	N		5.1	1	7.5	2.9	3.0	4.74
363	Fern Crescent/Golden Ears Parkway corridor	Fern Crescent	132 Ave. to 236 St.	Municipal	Y	N		4.9	1	9.2	7.1	7.0	7.92
364	Fern Crescent/Golden Ears Parkway corridor	Fern Crescent	236 St. to Golden Ears Park entrance	Municipal	Y	N		2.8	1	7.5	7.1	4.0	6.66
367	Fern Crescent/Golden Ears Parkway corridor	Golden Ears Parkway	park entrance to Alouette Lake South Beach	Provincial	N	N		6.75	1	4.2	5.7	4.0	4.75
368	Fern Crescent/Golden Ears Parkway corridor	Golden Ears Parkway	South Beach to North Beach	Provincial	N	N		6	1	4.2	5.7	4.0	4.75
386	203 St.	203 St.	Dewdney Trunk Rd. to Hwy 7	Municipal	N	Y		0.23	1	10.0	4.3	3.0	6.31
387	203 St.	203 St.	Hwy 7 to Hammond Rd./Maple Crescent	Municipal	N	Y		0.8	1	9.2	5.0	2.0	6.07
321	113B/203 St. corridor	113B Ave	Maple Crescent to Golden Ears Bridge	Municipal	N	Y		0.805	1	7.5	6.4	5.0	6.57
342	113B/203 St. corridor	203rd St	128 Ave. to 132 Ave.	Municipal	N	N		1.1	1	6.7	3.6	2.0	4.50

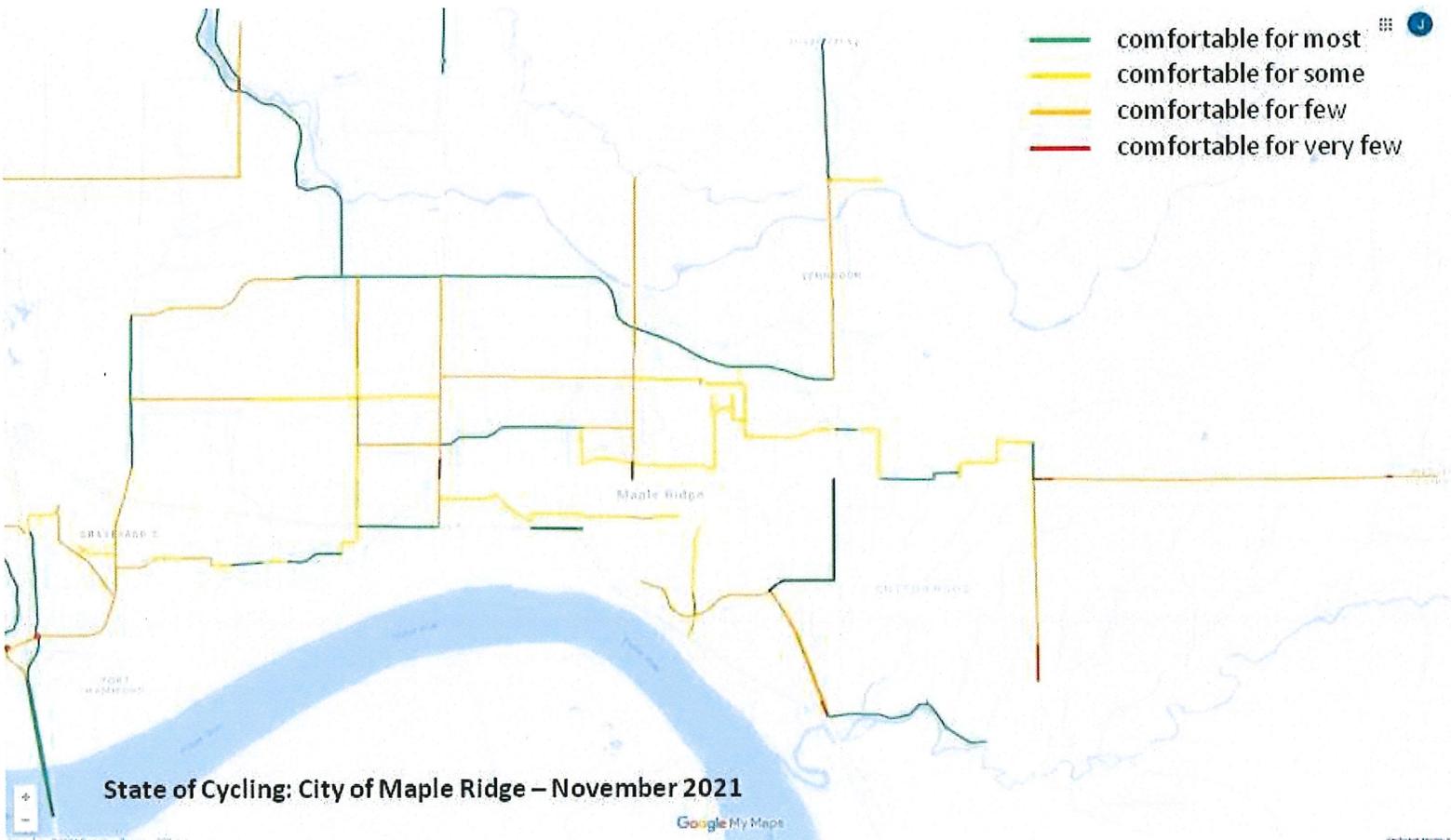
343	207 St.	207 St.	117 Ave. to Dewdney Trunk Rd.	Municipal	N	N		0.7	1	9.2	3.6	6.0	6.30
317	210 St.	210 St.	Golden Ears Way to 132 Ave	Municipal	Y	N		0.8	1	6.7	5.0	3.0	5.27
378	216 St.	216 St.	Hwy 7 to Dewdney Trunk Rd.	Municipal	N	N		0.38	1	8.3	4.3	3.0	5.65
379	216 St.	216 St.	Dewdney Trunk Rd. to 128 Ave.	Municipal	N	N		1.6	1	6.7	3.6	3.0	4.70
318	216 St.	216 St.	128th Ave to 132nd Ave	Municipal	N	N		3.24	1	7.5	7.9	7.0	7.54
319	222 St.	222 St.	Lougheed to 122nd Ave	Municipal	N	N		9.51	1	7.5	3.6	6.0	5.63
375	224 St.	224 St.	Dewdney Trunk Rd to Abernethy Way	Municipal	N	Y		1.2	1	9.2	5.0	3.0	6.27
376	224 St.	224 St.	Abernethy Way to 132 Ave.	Municipal	N	N		1.2	0	8.3	2.9	5.0	5.48
333	227 St.	227 St.	Dewdney Trunk Rd to Lougheed Hwy	Municipal	N	N		0.37	1	7.5	4.3	4.0	5.51
334	227 St.	227 St.	Dewdney Trunk to Abernathy Way	Municipal	N	N		1	1	6.7	4.3	4.0	5.18
335	227 St.	227 St.	Hollyrood to about 200m south of Lougheed hwy	Municipal	N	N		0.54	1	5.8	4.3	5.0	5.05
374	227 St.	227 St.	Hollyrood to Hwy. 7	Municipal	N	N		0.34	0	4.2	2.1	3.0	3.12
336	232 St.	232 St.	Kanaka Way to 116 Ave.	Municipal	N	Y		1.1	0	4.2	2.9	2.0	3.21

338	232 St.	232 St.	Dewdney Trunk to 124 Ave. / Abernethy	Municipal	Y	Y		0.8	1	6.7	4.3	4.0	5.18
313	240 St.	240th St	Hwy 7 to Hill Ave	Municipal	Y	N		1.83	1	7.5	7.1	7.0	7.26
372	240 St.	240 St.	Hill Ave. to 104 Ave.	Municipal	Y	N		0.7	1	9.2	2.9	2.0	5.21
366	240 St.	240 St	104 Ave to Kanaka Creek Rd	Municipal	Y	N		0.9	1	6.7	5.7	8.0	6.55
314	240 St.	240th St	Kanaka Creek Road to 112th Ave.	Municipal	Y	N		1.2	1	7.5	7.9	7.0	7.54
371	240 St.	240 St.	112 Ave to Dewdney Trunk Rd.	Municipal	Y	N		1.6	1	8.3	5.7	7.0	7.02
349	Laity St.	Laity St.	at Dewdney Trunk Road	Municipal					0	8.3	2.9	8.0	6.08
381	Laity St.	Laity St.	121 Ave. to 123 Ave.	Municipal	N	N		0.37	1	6.7	2.9	1.0	4.01
382	Laity St.	Laity St.	Douglas Ave. to 128 Ave.	Municipal	N	N		0.69	1	7.5	2.9	2.0	4.54



#UnGapTheMap gap map: City of Maple Ridge
November 2021

Google My Maps



Suggestions for changes to preliminary cycling network map

(2021-11-15_Draft_Proposed_Bicycle_Network_-_V.3_R1)

Primary routes:

- Primary route connection needed between 113B and Airport Way in Pitt Meadows.
- Primary route from Hammond needs to continue along West St., then Dunn Ave. to intersection at Meadowtown Mall to complete an AAA access route to and from Pitt Meadows.
- Separated pathway between Golden Ears Way roundabout to Hammond Rd. roundabout is missing from the map (primary route).
- 122 Ave. between 222 St. and 224 St. should be added as primary route. Sections of MUP have been built already on each side, and when completed this will add a convenient and safe route for the many people who live in this increasingly densified area close to the Town Centre.
- Haney Bypass needs to be added as a primary bike route. It is the only direct, convenient and fast route between Albion and west of Town Centre, and provides an important commuter connection to the West Coast Express. A fast alternative to the hilly 116 Ave. route and the slow stop-and-go route through the Town Centre. Future Cycle Highway.
- 227 St. between Dewdney and Abernethy needs to continue to be part of the primary network to better connect surrounding neighbourhoods to Eric Langton ES, to the downtown and to Abernethy.
- Kanaka Way needs separated bike lanes on both sides between Hwy 7 and 240 St.. This road is very wide, and speeding is a significant issue. Crossing the road can be quite a challenge. A road re-design would help make the road safer for people walking and cycling. There is no alternative route. Parking could be maintained alternatingly on north and south side, which would make the road meander somewhat. Narrower car lanes should help slow the traffic.
- Hwy 7 between 222 St. and 216 St. should be part of the primary network. There is already a separated MUP between 220 St. and 222 St., and a MUP between 220 St. and 216 St. is planned. Further into the future, as more densification happens along the Lougheed Transit Corridor and the Town Centre, motor vehicle traffic along Lougheed Hwy through the Town Centre can be reduced to one lane in each direction, with bike lanes.
- 128 Ave. between just east of 232 St. (Yennadon ES) and 227 St. should have a protected path to provide a safe space for students. 128 Ave. is also part of Metro Vancouver's Regional Greenway network. The planned industrial development will add to the busy traffic.
- All of Tamarack Lane between Hwy 7 and 104 Ave. should be part of the primary cycling network.
- Dewdney Trunk Road between 240 St. and 256 St. should be primary route as there are several schools along this route (two at 248 St. and one at 256 St.) as well as a neighbourhood commercial node at 248 St.
- 110 Ave. east of 240 St. is part of Metro Vancouver's Regional Greenway Trails network. This network is supposed to be for walking and cycling (and, where possible, for horses). The new development built along 110 Ave. close to 240 St. only has sidewalks, with parked cars on both sides. Should be part of the primary network. This can also provide a more direct connection to

North-East Albion. The cycling network presently shown on the map leaves North-East Albion fairly isolated from a cycling perspective.

Secondary routes

- Secondary, recreational route connection needed off-road from Lower Hammond to Pitt Meadows (as an alternative route, to avoid the busy Golden Ears Way roundabouts).
- 203 St. between Golden Ears Way and Old Dewdney Trunk Rd./132 Ave. should be secondary route. Shortest distance between 210 St. and 203 St. (via 132 Ave.) is 1.2 km. (That would add over 2 kms to the detour, which is not reasonable).
- 116 Ave. can be a secondary route. This route has very challenging grades. It doesn't work very well as the main commuter route between Albion and west of Town Centre, as it adds significant elevation change to the trip and is much less direct/convenient than the Haney Bypass. Mostly for local cycling traffic.
- 132 Ave. between 216 St. and 232 St. should be added as a secondary route. The distance between 136 Ave. and Abernethy is 1.7 kms along 232 St. That's too far a distance between east-west bike routes.
- The gravel nature trail connecting Tamarack to Kanaka Way through Kanaka Creek Regional Park is unsafe for night time cycling as there is no lighting (it's very unlikely it will ever be lit in future), and there's a very steep section which is not AAA. It is unsuitable for road bikes. The connecting trail should be a secondary route.
- 102 Ave. between 240 St. and Jackson Rd. should be added as a secondary bike route in addition to the primary bike route along 104 Ave.. 102 Ave. is a better connection to 100 Ave. than 104 Ave. The village commercial area should be easily accessible for people cycling.
- 124 Ave. east of 240 St. should be secondary route.
- Creekside and 238B St. need to be part of the secondary cycling network. Connectivity in this area is very limited due to the creeks and some steeper grades north of Kanaka Creek. These roads are classified as collector roads. Speeding issues need to be addressed.
- An additional east-west route through the Cottonwood area between Dewdney Trunk Rd. and Kanaka Way is needed as well. The distance between Dewdney and Kanaka Way is about 2 kms. A popular and useful route is (from 240 St. to Lougheed Hwy.): 118 Ave. - 236 St. - 119 St. - Cottonwood Dr. - Cottonwood connector - 118 Ave. - connecting pathway at 232 St. - 118 Ave. - 231 St. - 117 Ave. - Burnett St.). In the last few STPs, a connecting bike path was planned between Burnett St. and 228 St. (just south of 119 Ave.). This connection needs to continue to be part of the Plan to provide a convenient and pleasant connection.
- 256 St. between 132 Ave. and 112 Ave. should be added as a north-south secondary route. North of Dewdney Trunk Road, according to the preliminary network, no north-south route is planned at all east of 240 St. South of Dewdney Trunk Road, the only continuous north-south routes are 240 St. and 272 St. (The distance between these routes is 7.25 kms at Dewdney).

Metro Vancouver Regional Greenways network in Maple Ridge

Assessment by HUB Maple Ridge/Pitt Meadows - September/October 2021

“Regional Greenways 2050 is the region’s shared 30-year vision for the development of a regional network of recreational greenways for walking, cycling, and, where appropriate, horse riding.” - [Metro Vancouver Regional Greenways 2050](#)

We divided up the trail network in our area in sections. See **figure 1**. Sections are bookended by identical markers. Generally, only sections of trail were assessed that were marked as “operational” (by the City of Maple Ridge):

Attachment B - Updates to Regional Greenways Plan

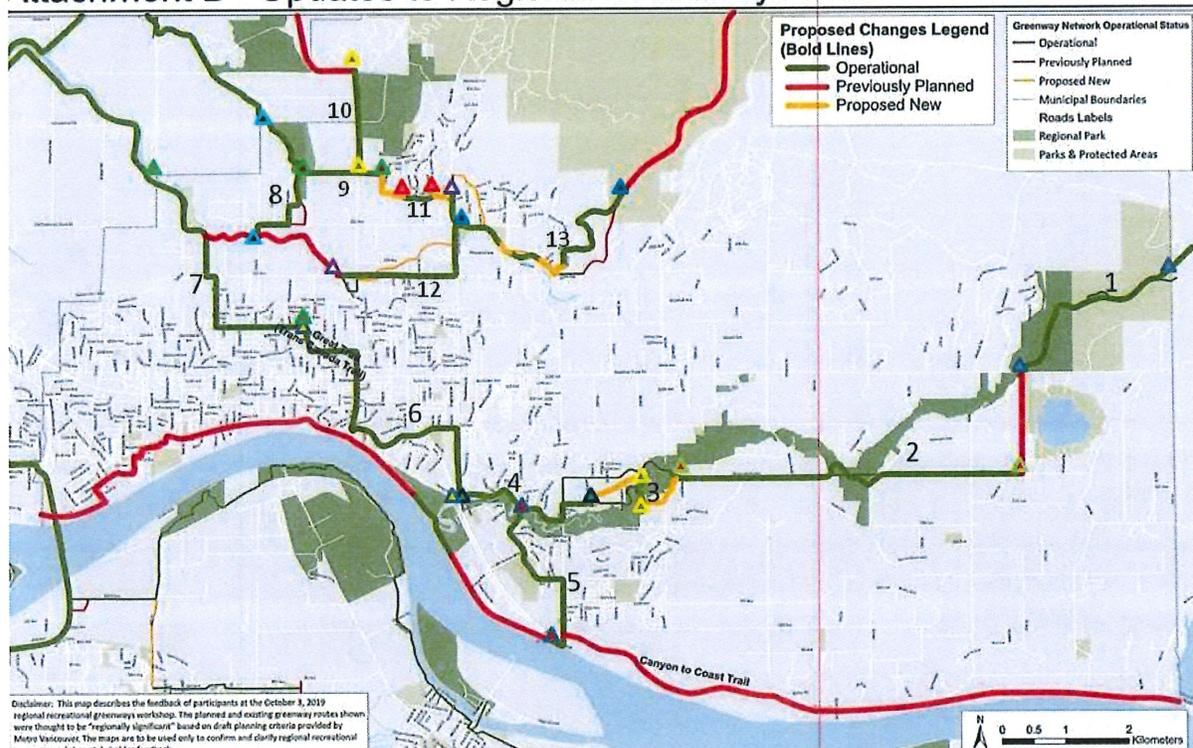


Figure 1 - Regional Greenways divided up in segments

(Section 1)

Trail in north-east direction starting north of Dewdney at 276 Street:

Rough surface but fairly flat. After about 1 km there's a **water crossing. No bridge**

(Section 2)

112 Ave. from 276 St. just west of Whonnock Lake to 272 St.:

On-road. Comfortable only for some.

112 Ave. from 272 St. to Ferguson, south-west on Ferguson to dead end/beginning of trail:
On-road. Comfortable for some.

Trail from Ferguson through Kanaka Creek area connecting to 112 Ave. east of 260 St.:
2 water crossings w/o bridge. Not accessible for people walking/cycling. Possible to
continue on trail to Grant Avenue then right on 260 st and left on 112 Avenue (not AAA).
See **Figure 2**.

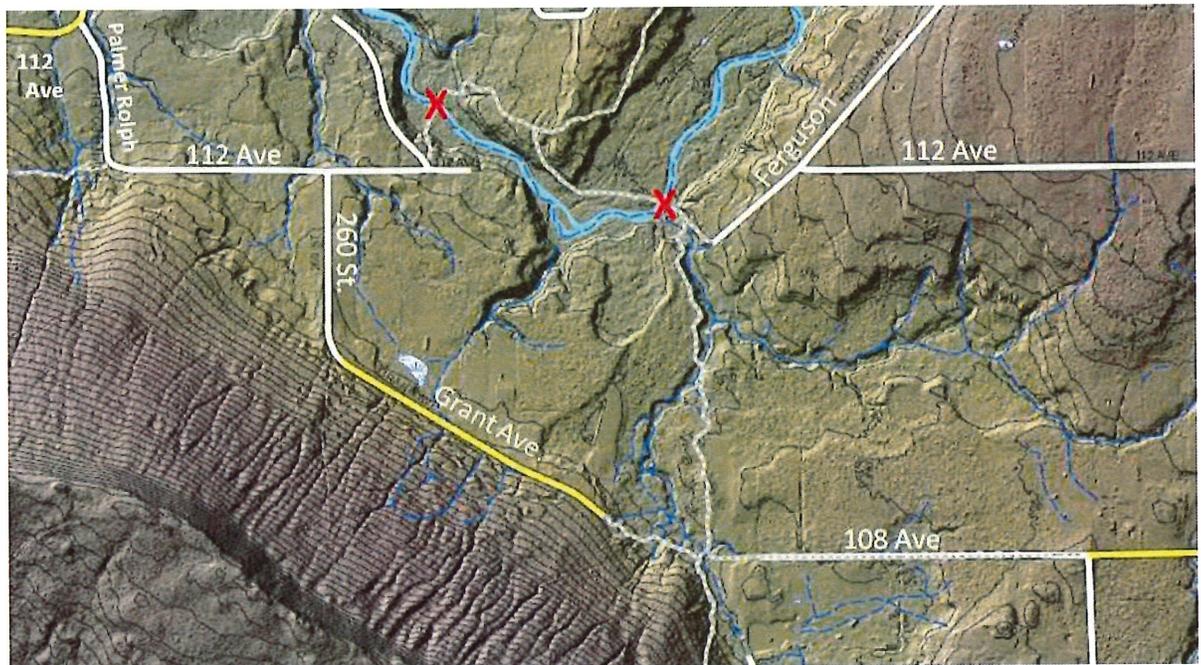


Figure 2

112 Ave. west of Kanaka Creek to where it meets Palmer Rolph:
On-road.

Trail from 112 Ave./Palmer Rolph to end of Bosonworth:
Louise Pool Memorial Trail. About ¼ km steep and very rough trail. Definitely not AAA
and only for mountain bikes. Following Palmer Rolph and 112 Ave. west would be a
more appropriate route (comfortable for some) until the trail is improved for AAA.

Bosonworth/112 Ave. to Lockwood/248 St.;
On-road. Especially 112 Ave. west of Bosonworth will become increasingly busy as
development happens in N-E Albion, and separated infra will likely be intermittent for
some time to come.

(Section 3)

Trail going north from dead end of 110 Ave. west of 248 St.:

Short distance up to **water crossing (no bridge)**.

(Section 4)

110 Ave. east of 240th up to future trail connection to 112 Ave.:

Not clear where future trail connecting to 112 Ave. will go. Where new homes have already been built close to 240th, the road has sidewalks and parked cars. No provision for bikes or horses. Multi-purpose trail map in OCP shows this road as an existing trail. Much of the rest of the road has been broken up as it appears it's being widened to prepare for new subdivisions (most likely with street parking?). It is presently (Oct. 2021) mostly a dirt road.

240 St. between 110 Ave. and Kanaka Creek Road:

On east side: sections of multi-use path, sections of sidewalk, tiny section of bike lane, section of gravel shoulder. Comfortable for few.

Kanaka Creek Road between 240 St. and the section of Kanaka Creek Road that's closed off for cars:

Shared with cars. Comfortable for some.

Closed off section of Kanaka Creek Road and multi-use path along Kanaka Way between 237 St. and Hwy 7:

Asphalt heaves in several spots due to tree roots. Also a significant, long crack in the asphalt at Gilker Hill. Can easily be made comfortable for most with surface improvements.

Connection between Kanaka Way MUP to 232 St. via Kanaka Way/Lougheed/Hwy 7 intersection:

Very awkward and inconvenient to cross. Need to get off bike and walk on short section of sidewalk on north side (on-road is comfortable for few). New sidewalk (recently put in by MoTI) should be made multi-use.

(Section 5)

From River Road at old ferry crossing/Kingfisher restaurant going east, 240 St. going north, crossing railroad up to Lougheed intersection:

On-road. No shoulders. Comfortable for few people. Truck traffic through industrial area. Definitely can not be considered to be "operational" as greenway (as marked on map) without separated facilities. Presently the only destination to end point of greenway is the Kingfisher restaurant. Mobility hub in future?

240 St. from Loughheed intersection to 104 Ave.:

Section on 240th between Loughheed and where MUP starts south of Hill Ave. is gravel and runs into some bush which you have to go around to get onto the (hidden) MUP. No signage. Section between 104 and Hill Ave is comfortable for most, but concern about turning drivers not paying attention to people on bikes crossing in both directions. This multi-use path looks and feels more like a sidewalk at some of the intersections (especially Hill Ave. and 103 Ave.).

104 Ave. between 240th and just east of Albion Sports Fields:

Major collector. On-road for bikes. Section of gravel horse trail east of Slatford unsuitable for bikes. Very short sections of gravel 'horse trail' between driveways west of Slatford not at all suitable for bikes nor for horses. 'Trail' ends abruptly. Used by home owners to park their cars. Pedestrians have sidewalk.

Parking lot Albion Sports Fields, trail crossing Spencer Creek Bridge and along Albion dog park, behind Planet Ice:

Not at all obvious that this is a Greenway. Comfortable for most.

Trail through Belle Morse Park, crossing Jim Robson Way, trail south of Tamarack

Trail south of Tamarack: surface needs some improvement. Narrow and uneven in places, with some coarse gravel and rocks. Gets quite overgrown at certain times of the year. Frequent drainage issues at the bottom of the hill where trail crosses Tamarack.

Trail through Kanaka Creek Park north of Tamarack via Rainbow Bridge to old Kanaka Creek Road:

Steep, challenging section close to Tamarack with loose, coarse gravel. Most people will have to dismount.

(Section 6)

232 St. between Kanaka Way and Cottonwood:

Shoulder (poorly maintained) on east side only. Asphalt sidewalk with poorly visible curb on west side just north of Kanaka Way (curb was painted years ago to improve visibility at the request of one of our members who had a near miss there by a truck whose driver did not notice the curb, nor the cyclist "that came out of nowhere" in front of him. Paint has worn off). Significant hazard for people on bikes esp. in the dark. This section is comfortable for few.

Note that the crossing at Cottonwood is extremely wide and uncomfortable for pedestrians. The generous curves do not encourage drivers to slow down at all going around the corner.

232 St. between Cottonwood and 116 Ave.:

Comfortable for most. Concern about turning vehicles.

116 Ave. between 232 St. and Lougheed Hwy:

MUP completed. Comfortable for most. Concern about turning vehicles.

116 Ave. between Lougheed Hwy and Haney House:

Collector road. Very steep sections. Comfortable for few.

Pathway around Haney House between 116 Ave. and 224 St.:

Pedestrian pathway only. Not for bikes.

224 St. between Haney House and Lougheed:

On-road cycling with parked cars on both sides. Major collector. Traffic south of Lougheed likely to increase as area gets redeveloped. Comfortable for few.

224 St. between Lougheed and Dewdney:

Major collector. Significant amount of traffic. On-street cycling with parked cars. Comfortable for few.

224 St. between Dewdney and 122 Ave.:

Major collector. Section of on-road, sections of bike lane, partly along parked cars. Comfortable for few.

122 Ave. between 224 St. and 222 St.:

Collector road. Some sections of MUP completed, but mostly on-road. Comfortable for few.

122 Ave. between 222 St. and Maple Ridge SS eastern parking lot by sports fields:

MUPs comfortable for most. Letdowns could be smoother and lines of travel could be better. Concern about turning vehicles.

Pathway on east side of MRSS sports fields between 122 Ave. and 124 Ave.:

Pedestrian path. Not for bikes? Very easy to miss. Very narrow. No signage along pathway. Barrier at 122 Ave end would be easy to hit at night. Should have reflectors/lighting.

(Section 7)

124 Ave. between entrance of trail through MRSS sports fields and 216 St.:

On-road. Fairly high vehicle speeds. Parked vehicles. Comfortable for few.

124 Ave. between 216 St. and Laity St. (Shady Lane):

Sidewalk was built about ten years ago as a MUP, but is not marked as such. It's only as wide as a regular sidewalk. On-road has speed humps. Comfortable for some.

Laity St. between 124 Ave. and 128 Ave.:

Narrow shoulder on east side only, nothing on west side. Comfortable for few.

128 Ave. between Laity and dike entrance:

Comfortable for most.

Dike from entrance west of Laity to Maple Ridge/Pitt Meadows border:

Comfortable for most.

(Section 8)

Short section of 216 St. south of 132 Ave.:

No shoulder. Comfortable for few.

Proposed trail: access off 216 St. closed (private property).

132 Ave. between 216 St. and Park Lane:

No shoulder. Comfortable for few.

Park Lane between 132 Ave. via parking lot north of Maple Ridge Equi Sports Centre to North Alouette Greenway:

Comfortable for most.

Alouette Greenway from parking lot north of Maple Ridge Equi Sports Centre up to Maple Ridge border (at 216 St.): - **figure 3**

Comfortable for most.

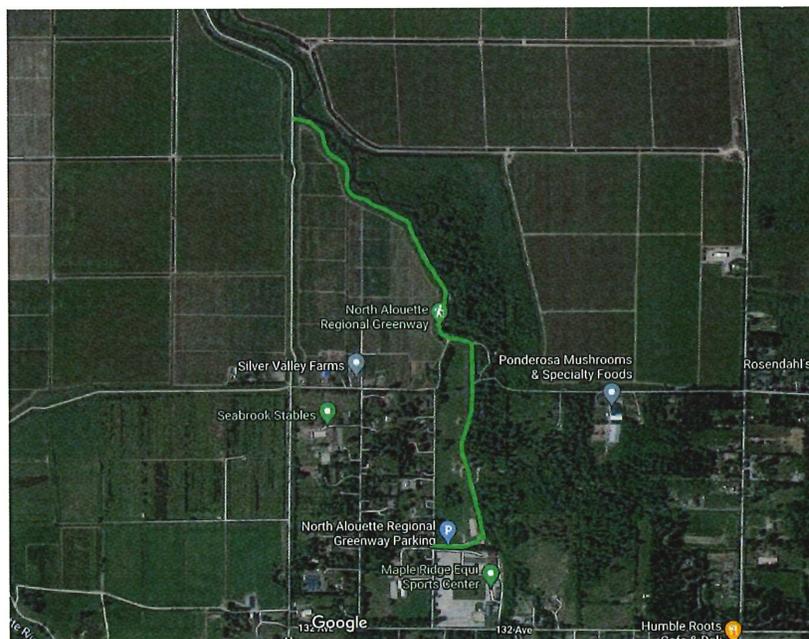


Figure 3 - Alouette Greenway

(Section 9)

Tim's Trail east of Alouette Greenway:
Comfortable for most.

136 Ave. between Tim's Trail and 224 St.:
Comfortable for most.

136 Ave. between 224 St. and Foreman Drive:
Comfortable for some. Traffic can be quite busy and fast. No separated path.

(Section 10) - figure 4

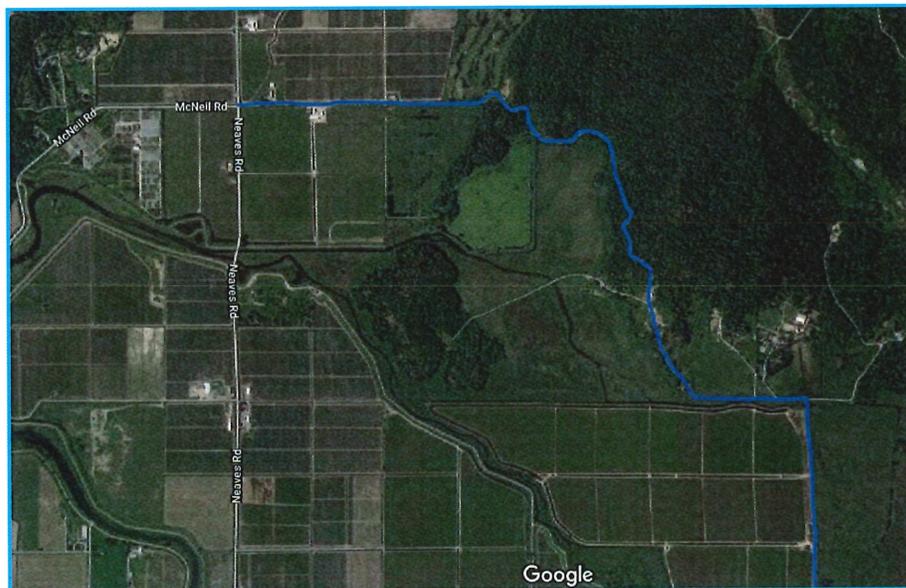


Figure 4

224 St. between 136 Ave. and 144 Ave.:

Comfortable for most, however road surface becomes increasingly rough with cracks and potholes the further north you go on 224 St. (144 Ave. is marked as "previously planned". Is quite rough and potholed. Blocked at private land.)

(Section 11)

Green Pond Trail:

Access eastern end of trail off 136 Ave. just west of 232 St.
Nice, mostly flat, and mostly operational trail up to development site at western end of trail (**Figure 5 - 2016-239-RZ**, which includes trail construction). Work crew explained

they're building a horse trail. As part of Metro's Regional Greenway Trail network, the surface should be suitable for AAA cycling.

(A separated path along the busy stretch of 136 Ave. from Foreman to 224 St. would provide a nice off-road connection to access the dike trails further west!)

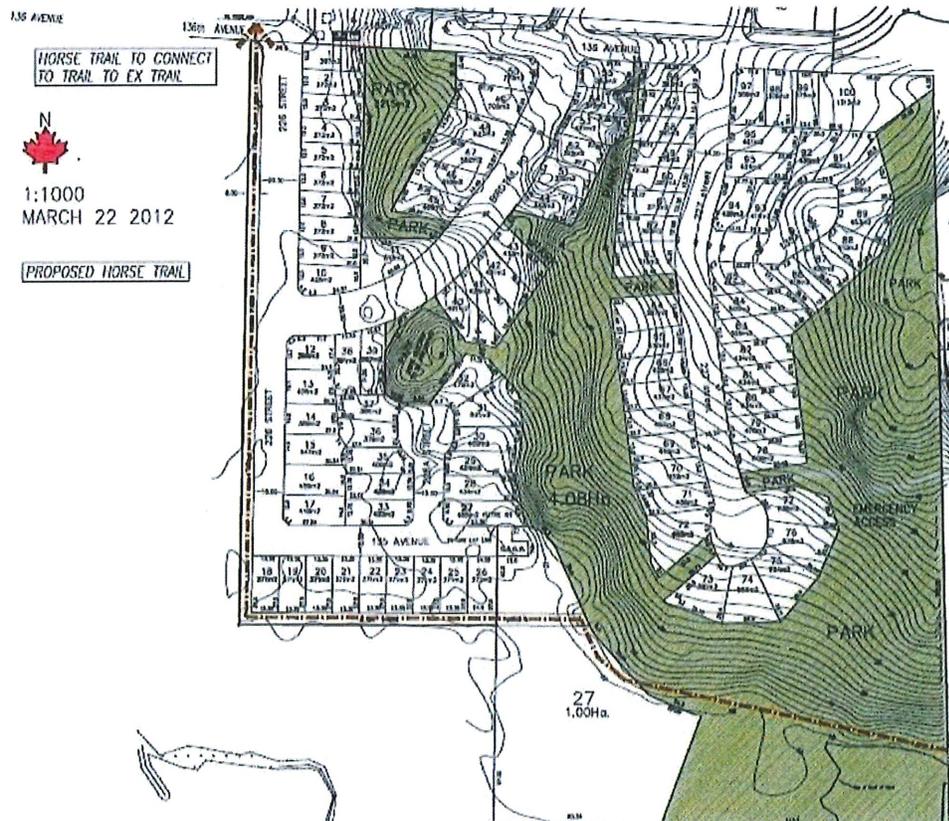


Figure 5 - planned horse trail to complete Green Pond Trail

(Section 12)

128 Ave. between 232 St. and west of 224 St.:

On-road. At times quite busy traffic. Comfortable for few.

Leads to narrow, rough trail. Is supposed to connect to 224 St. Water crossing, no bridge at Alouette.

(Section 13)

Mill Creek Trail:

Nice trail, but has a very steep section (20+% according to Trailforks), which is not doable for most people cycling. (Would be nice, if possible, to add an alternative section of trail that's perhaps a bit longer, but a manageable grade - up to 8%?).

Conclusions in summary:

- In five cases we were not able to assess the full length of a trail due to the absence of a bridge to cross a body of water. Water crossings without a bridge make sections of trails accessible only to those on horse back and inaccessible to people walking and cycling.
- Trail standards don't accommodate AAA cycling in Maple Ridge and appear to be based on the needs of horses. Metro Vancouver should establish clear standards for the Regional Greenway network throughout the region.
- Maple Ridge trail standards appear to lead to some very poor quality, unusable "trails" in new subdivisions that are required to include horse trails. E.g. 104 Ave. west of 240 St. and east of Slatford. Another example that was, but no longer is, part of a Regional Greenway route are sections of "trail" along the north side of 112 Ave., east of 240th.
- The Regional Greenway network in the Maple Ridge area consists mostly of roads designed for cars and trails that were built for horses.
- Some of the "operational" sections of trail, both on-road and horse trail sections, should probably be re-classified as "planned".
- Progress has been made, mostly in recent years, with separated facilities along road sections (see **figure 6**)
 - 240 St. between Hill Ave. and 104 St.
 - 232 St. between Cottonwood and 116 Ave.
 - 116 Ave. between 232 St. and Lougheed Hwy
 - Kanaka Way between Lougheed Hwy and Kanaka Creek Road (important connection to 232 St. on the north side of Kanaka Way still missing)
 - 122 Ave. between 222 St. and Maple Ridge Secondary School
 - 232 St. between 132 Ave. and 136 Ave.

Attachment B - Updates to Regional Greenways Plan

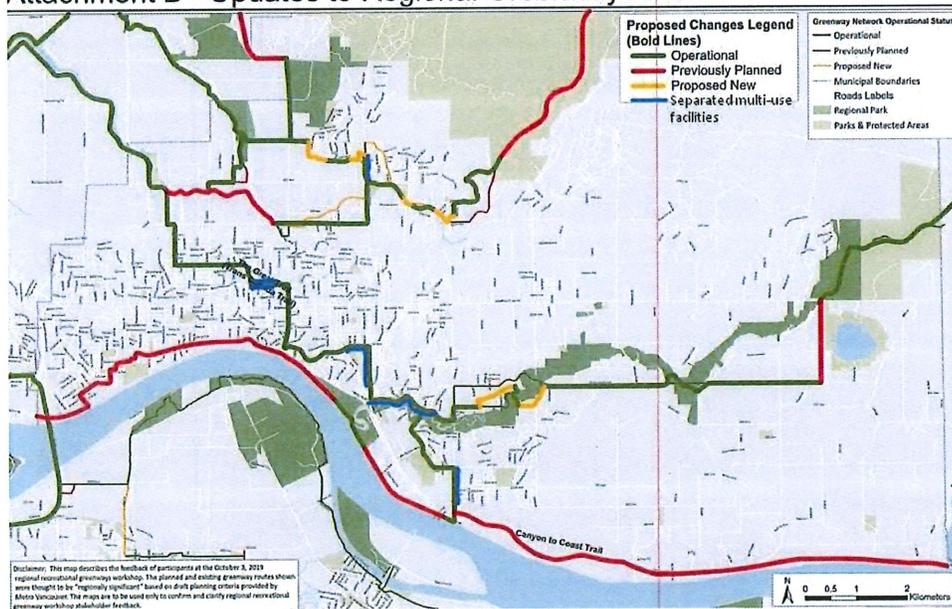


Figure 6 - separated facilities along road segments

- Certain roads will get increasingly busy with cars, and less safe for vulnerable road users, as development occurs and road connections are completed, e.g.
 - 112 Ave. in north-east Albion between 248 St. (planned) and Bosonworth
 - Bosonworth (once Grant Ave. extension is completed)
 - 128 Ave. west of 232 St. especially once the industrial development is built south-west of the 232 St./128 Ave. intersection
 - 136 Ave. between 224 St. and Foreman Drive due to further development in Silver Valley
 - New planned 276 St. just west of Whonnock Lake
- When determining where the Regional Greenway network or walking/cycling trails in general should go, the trail network should be assessed from the point of view of people walking/cycling in order to establish an interesting, comfortable and safe network that works for and appeals to all ages and abilities. Drawing a line along a busy road does nothing to make people walk or cycle more. Trails such as the Green Pond Trail are exciting additions to our trail network. We hope to see more of those.
- Steep grades, rough trail surfaces and poor maintenance make many trails inaccessible for many people cycling of all ages and abilities. It also makes trails less accessible for many people walking.

Signage:

- Inadequate and very easy to miss Great Trail signage.
- No Metro Vancouver Regional Greenway signage.
- No directional signage.

A few suggestions:

Explore the feasibility of adding the following Greenways (whether Regional or not):

- Add east-west Greenway between 240 St. and 224 St. along the 118 Ave. corridor. Route: 118 Ave. - 136 St. - Cottonwood - 118 Ave. - 230 St. - 117 Ave. - Burnett - via sidewalk along Lougheed Hwy to 228 St. (until proper connection has been built between Burnett and 228 St.) - 228 St. - 119 Ave. - 226 St. - Selkirk Ave. This to provide an alternative to the steep grades on 116 Ave. south of Lougheed, as well as to connect to future West Ridge Greenway.
- Pathway (non existing) from north end of 240 St. along south side of Alouette River to the south end of 239 St., connecting via 128 Ave. to 232 St. (future MUP) and the Abernethy MUP. It appears some or all of the land south of the Alouette River there is private, but this would be a great connection to plan for in future.



SENT VIA EMAIL

January 7, 2021 2021

Mr. Mark Halpin,
Manager of Transportation
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Dear Mr. Mark Halpin

RE: Feedback for City of Maple Ridge's draft Strategic Transportation Plan

Thank you for the opportunity to provide some health perspective for consideration on the draft Strategic Transportation Plan (STP) for the City of Maple Ridge. This feedback includes evidence-informed health data from a healthy built environment outlook, which could further support next stages of the Strategic Transportation Plan.

It is promising to see the prioritizing of safe, accessible, connected and sustainable transportation among the goals of the draft STP. Fraser Health is committed to supporting the development of transportation networks designed to prioritize active transportation and the overall health of the population. The integration of active transportation infrastructure leads to a multitude of health benefits, such as an increase in social well-being, healthy weights, as well as a decrease in stress and the likelihood for all-cause mortality¹.

The following sections provide related health data and evidence as well as suggestions for consideration with respect to transportation and health benefits.

Health Equity:

Health equity occurs when all individuals have the opportunity to meet their full health potential without barriers to social determinants of health². It is pleasing to see good connectivity in the draft STP, where cycling, walking and transit services link essential amenities such food, and medical services throughout the city. Individuals without access to a vehicle and non-drivers, such as the elderly, and youth, are also more likely to walk, cycle or take transit. Therefore, it is important to utilize universal design and AAA infrastructure.

The presence of street furniture, such as benches, along key routes and bus stations is an integral part to an equitable active transportation system allowing individuals places to rest along their transit routes. For example, those with respiratory illness or mobility issues may need places to rest along the way, this can be barrier to using active transportation. Older adults and seniors may experience slower reflexes and walking speeds, vision loss, decreased cognitive ability, and reduced endurance requiring periodic rest breaks³. Participation in active transportation enables individuals to connect with health, social and recreational services and be more involved in the community, leading to improved physical and mental health¹.

Creating connected networks for walking and cycling around schools can encourage students to use active transportation to and/or from school. Encouraging active transportation in youth can create long-term behavioural changes that can continue later in life³. Research has shown an increase in alertness, improved school performance, decreased anxiety and depression in children¹.

Recommendations

1. Staff to explore installation of benches at key bus stop locations and/or along strategic walking routes to encourage resting.
2. Continue partnerships with organizations such as HUB, and School District 42 to support active transportation to schools through the Safer School Travel program.
3. Create safer access to schools especially in east Maple Ridge by installing some form of sidewalk where no sidewalks exist.

Healthy Transportation Networks

Healthy transportation networks prioritize safe and accessible transportation systems for all ages and abilities and incorporate a diversity of transportation modes (e.g., cycling, walking, transit). Active transportation users typically partake in multiple modalities in one trip, supporting a variety of integrated modalities can increase active transportation among residents¹. Health benefits such as reduced pedestrian and cyclist injury, increased physical activity, decreased obesity, and increased social connectivity are associated with safe, attractive and accessible transportation systems that prioritize active transportation². Fraser Health encourages creating connections between walking, cycling and transit that are seamless and inviting. Providing end of trip facilities that are accessible, safe and encourage the use of active transportation, such as sheltered bike racks, have been shown to increase the use of public transit, which leads to improved social well being, physical and mental¹.

Recommendations

1. Encourage working with Translink to promote the use of smart lockers at key transit hubs. (i.e. Haney WCE).

Green Infrastructure and Climate Change

Evidence shows a strong relationship between green infrastructure, mental health and well-being. Maple Ridge is fortunate to have an abundance of green space in and around the city and the

draft STP shows some great connections between these greenspaces. There is strong evidence showing individuals who have access to such areas are more physically active and have reduced stress levels, chronic disease, as well as depression and anxiety¹. Improved concentration and cognitive function and over all social well-being are other benefits that have been linked to having access to greenspaces¹.

In addition to these benefits, sustainable transportation helps reduce the urban heat island effect, and mitigate health effects associated with extreme heat events⁴. Integration of tree canopies within the transit corridor can further mitigate urban heat island effects, and help lower levels of heat related mortality and morbidity during extreme heat events¹.

Recommendations

1. Consider increasing tree canopy and vegetation along cycling and walking routes.

Vision Zero

Road safety within BC is an important public health issue³. Vision Zero integrates a safe system approach with a public health perspective to reduce the number of injuries and/or deaths resulting from transportation crashes⁵. Consider incorporating Vision Zero concepts into road policies and program initiatives as part of developing a transportation system that is safe and equitable to all users.

Fraser Health can offer health evidence related to best practices for policies and initiatives related to road safety, public realm design and sustainable planning, and is available for collaboration, and communication.

Fraser Health appreciates the opportunity to provide feedback for consideration on the draft STP. We look forward to ongoing communication with the City of Maple Ridge in creating a community where individuals will be able to meet their daily transportation needs reliably and comfortably using their mode of choice. If you have any questions or comments, please contact Kim McLennan at 604-476-7066.

Sincerely,

Kim McLennan, BSc. BTech. CPHI(C)
Environmental Health Officer
Healthy Built Environment Program
Fraser Health Authority

KM/rc

References:

1. Provincial Health Services Authority (2018). Healthy Built Environment Linkages Toolkit <http://www.bccdc.ca/health-professionals/professional-resources/healthy-builtenvironment-linkages-toolkit>
2. BC Centre for Disease Control (2017). Fact sheet: Supporting equity through the built environment. Vancouver, BC: BC Centre for Disease Control
3. British Columbia Active Transportation Design Guide https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14_bcatdg_compiled_digital.pdf
4. Province of British Columbia (2021) Climate Change <https://www2.gov.bc.ca/gov/content/environment/climate-change>
5. Road Safety BC (2016). Moving to Vision Zero: Road Safety Strategy Update and Showcase of Innovation in British Columbia. Vancouver, BC. Ministry of Public Safety and Solicitor General

117 Avenue Multi-Use Path Capital Project Update - staff presentation

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: 08-Mar-2022
FILE NO: 05-1830-20
MEETING: Workshop
SUBJECT: Quarter 4, 2021 Preliminary Financial Update

EXECUTIVE SUMMARY:

The purpose of this report is to provide a preliminary financial update to the end of 2021, focusing on operating results. The information in this report is preliminary and will change when results are finalized. A number of estimates have been used where final numbers are not yet available.

During the fourth quarter, Public Health Officials declared that BC was experiencing another wave of the virus due to the emergence of the COVID-19 Omicron variant. Following this, some restrictions were reintroduced, such as limiting indoor gatherings, pausing sports tournaments and closing down indoor fitness facilities.

Based on preliminary year-end results, the combined operating accumulated surplus will decrease by approximately \$4.6 million after transfers for capital and Reserves. This will result in a total accumulated surplus between all of the Revenue Funds of approximately \$29.4 million, with approximately \$8.1 million of that attributable to the General Revenue Fund. It is worth noting again that results are preliminary and final results will differ from the estimates provided in this report. An update will be provided when the City's Consolidated Financial Statements are presented.

RECOMMENDATION:

For information.

DISCUSSION:

a) Background Context:

The purpose of this report is to provide a preliminary financial update for the year ended December 31 2021, focusing on operating results for the City. The results in this report are preliminary and estimates have been used for a number of items as the report was drafted prior to finalizing year-end results. Final operating results will vary from what is reported in this update.

COVID-19 continued to impact operations in 2021, affecting both Revenues and Expenses, albeit to a lesser degree than in 2020. The City continues to follow the Provinces lead when it

comes to pandemic response which has resulted in ongoing operational changes, particularly in the Recreation area.

As was touched on in the Q3 report, the lifting of the Provincial State of Emergency on July 1, 2021 marked an end to the City's ability to seek reimbursement for eligible costs incurred to address COVID-19. Staff have submitted all eligible costs for reimbursement and the Province is currently in the process of reviewing these claims. We will provide an update on how much the City was able to recover when the information becomes available to us.

Revenues:

Under accounting guidelines, we recognize revenues as they are earned which is often at a different point in time than when the related cash is received. In this section, we have included information about both revenues and impacts to cash flows where appropriate. The City saw a reduced impact on its revenues from COVID-19 in 2021 when compared to 2020, however, ongoing operational pivots, as well as changing public health restrictions throughout the year resulted in revenue shortfalls in some areas when compared to a typical year.

The following provides some information on each of the City's revenue sources:

- Property Taxes: Property taxes are the City's primary revenue source, and from an accounting perspective are recognized when levied, with cash collection following in the subsequent months. As of December 31, the City had collected 97.9% of the total tax levy, slightly ahead of collections in 2020 and 2019.
- User Fees & Other Revenues: This revenue category includes items such as building permit revenues, planning fees, sewer and water levies and recreation fees. In the Q3 financial update we had forecast that these revenues would end somewhere in the range of \$48–51 million; preliminary results are just over \$50 million. When compared to 2020, that is an approximate increase of just over \$5 million, driven in large part by increased Sewer and Water levies as well as Recreational revenues which nearly doubled in 2021, but remain below historical averages.

Planning fees exceeded financial plan expectations this year and overall, we saw an increase in these fees compared to the previous two years indicating there is strong interest in development in the community which is an early indicator of future growth in the tax base.

As mentioned above, the Recreation area saw their revenues continue to increase and preliminary results are showing that they nearly doubled when compared to 2020, however the revenues fell short of financial plan targets by approximately \$1.1 million. Late in Q4, a change in public health orders resulted in the Leisure Centre closing the indoor fitness facility and pausing fitness classes as part of the Province's response to the Omicron variant.

- Government Transfers: Grants are received from other levels of government and are typically linked to a specific program or service delivery area. In some instances, the City will receive funding in advance of incurring expenses and may be able to defer the timing of revenue recognition to align with the timing of the related expenses. One example of this is the annual funding the City receives from TransLink to maintain the Major Road Network. In 2021, the City received approximately \$1.9 million in funding from TransLink for the maintenance and rehabilitation of the Major Road Network.

Some of these funds will be deferred into future periods so they can be used as the work is completed.

For 2021, the City received half of its awarded \$1.2 million in funding for community strengthening. The funding enabled the successful launch of the Community Resource Hub and also supported the transition to a 16/7 Community Safety Officer operating model. The remaining balance of the grant is expected to be received in 2022.

The City has approximately \$2.3 million in reserve funds from the BC Restart funding received in 2020. Some of these funds will be used in 2021 to offset revenue shortfalls in addition to offsetting increased costs that the City faced due to COVID-19. The preliminary breakdown of these funds is as follows:

Offset Recreation Revenue losses	\$1.1 million
Offset operational adaptations (cleaning, training & ambassadors)	\$0.9 million
Remaining balance for 2023	\$0.3 million

- Development Revenues: Development revenues have declined in 2021 when compared to 2020, however much of the revenue included in this category is a recognition of previously collected amounts and variances to budget are offset by delays in expenditures.

Interest and Investment Income: The City invests any cash not immediately needed to settle its obligations in accordance with policy that prioritizes safety, liquidity and returns. For much of 2021, the City continued to see reduced interest rates offered that were lower than what has historically been available. During the fourth quarter, we started to see signs of interest rates for long term investments increasing as markets started to reflect anticipated interest rate hikes. The City was able to take advantage of the increasing rates by locking in several high paying terms during Q4. We anticipate that we will continue to see interest rates rise and normalize into 2022 and beyond as the Bank of Canada raises its target overnight rate throughout the year. It is worth noting that there is typically a delay between these increased interest rates and investment portfolio performance as the City has a diverse investment portfolio that is made up of many different terms, many of which are locked in for multiple years. Preliminary results are showing investment income approximately \$0.1 million above the financial plan targets for the year.

- Gaming Revenues: Under an agreement with the Province, the City receives a share of the net income from the local Chances Casino. As was touched on in the Q3 update, the Province previously notified the City that there were expenses incurred while the gaming facility was closed during the beginning of the year which resulted in a net negative income for the facility during that time. The negative balance was prorated over the next three quarterly payments that the City will receive starting with our Q3 payment. In 2021, the City received a total of \$0.78 million over Q3 & Q4. Under policy, the majority of gaming revenues are used as a funding source for capital and infrastructure renewal. We currently have approximately \$1.6 million of reserved gaming revenues meaning a shortfall in this revenue stream can continue to be offset in the short term.

Expenses:

The preliminary Q4 operating results for most reporting segments are comparable to what we saw in 2020. Overall, preliminary results are showing that expenses are at 90% of the financial plan target. When final results come in, we will likely see this amount increase slightly, however it falls within our previously forecasted range.

As the City continues the transition back to regular operations, it was expected that some reporting segments would see their expenses start to return back to normal levels. This has been evidenced in areas such as General Government, & Recreation which have seen their expenses increase in 2021. The expenses for the Protective Services area have exceeded the financial plan target and will be discussed in more detail below. Overall, increases in expenses have somewhat been offset by the increases in revenues for these reporting segments.

We are likely to see a number of deferred work plan items again this year which will result in some savings compared to budget, however we will likely see much of those savings transferred to Reserves to allow those deferred work plans to proceed in 2022.

The following provides information on each reporting segment included on the Statement of Operations:

- General Government: General government expenses have increased compared to where they were at the end of 2020. Preliminary results are showing expenses in this area at approximately 89% of the budget which will result in a budget savings of approximately \$2.3 million. General Government is one of the areas that has experienced recruiting challenges in the past; we are now seeing some of those positions filled and the cost of salaries is one of the main drivers of the increase in expenses for this area. Other projects, such as building renovations and increased covid costs are adding to the expenses for 2021. It is important to note that some of the budget savings will be transferred into Reserves at the end of the year to allow work to continue in 2022.
- Protective Services: Preliminary results for Protective Services are at 103% of the financial plan target, which is approximately \$8.6 million higher than 2020. The largest driver of this increase is the settlement of the RCMP Union agreement, ratified on August 6, 2021 which will be funded through the Police Services Reserve. In addition to the retroactive settlement, we are seeing the cost of increased general maintenance, equipment, studies & projects as well as increasing salaries for all segments within the Protective Services area, including the RCMP regular members contract. All of these factors are contributing to the increase in expenses for 2021.
- Transportation: Expenses in the Transportation area are in line with last years results. Preliminary results are at 69% of budget which is resulting in a budget savings of approximately \$4.5 million. There are many projects and studies in this area that stretch over the course of several years, so as we have seen in years past, much of the budget savings in this area will be transferred into Reserves to allow these studies and projects to continue into 2022.
- Planning, Public Health & Other: Expenses in this reporting segment are in line with 2020 spending. Preliminary results are showing expenses in this area at approximately 89% of the financial plan target, which is comparable to where they were in 2020. Much like other areas, some of the savings are likely to be transferred to Reserves to allow deferred work to proceed in 2022.

- Parks, Recreation & Culture: This is an area where we are seeing the expenses starting to return to their normal levels. Preliminary results are showing expenses at 78% of the financial plan target which is an increase of approximately \$2 million in expenses compared to 2020. An increase was expected this year as the Department has had a number of ongoing operational pivots and has slowly increased capacity at facilities throughout the year. The ongoing changes have resulted in increased Leisure Centre costs such as wages and maintenance related costs. Recreational revenues have increased and will help offset some of the increased costs.
- Sewer: In the Q3 update we forecast sewer expenses would end somewhere between \$10.5-11.5 million. Preliminary results are showing year end results 87% of the financial plan target which is around \$10.6 million. This is an increase of approximately \$0.5 million compared to 2020 expenses. There are a number of studies and projects underway in this area and some of the budget savings will be transferred into Reserves to allow this work to continue in 2022.
- Water: In the Q3 update we forecast water expenses would end somewhere between \$12-14 million. Preliminary results are showing year end results 91% of the financial plan target which is around \$13.8 million. This is an increase of approximately \$1.2 million compared to 2020 results with the majority of this increase driven by increased water purchases from the regional district during the summer months. This is another area where there are many ongoing projects and much of the budget savings will be transferred into Reserves to allow work to continue in 2022.

During 2021, Council approved several new capital projects, totalling approximately \$7.8 million, funded through General Revenue Surplus. As the projects were approved subsequent to the Financial Plan Bylaw adoption in May, they are not reflected in the planned draw from Accumulated Surplus shown in Schedules "A" and "B". These additional projects are driving the variance between the planned and estimated draw from General Revenue Surplus. At the time of drafting this report there were additional transfers to Reserves pending that will further impact this variance.

CONCLUSION:

In conclusion, the intent of this report is to provide a preliminary update on the City's financial results in the operating funds. As noted throughout the report, a number of estimates have been incorporated as, at the time of writing, results were not finalized. Final results will differ from those described in this report. Updated information will be provided when the City's 2021 Consolidated Financial Statements are presented.



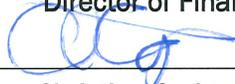
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Deputy Director of Finance



Reviewed by: **Trevor Thompson, BBA, CPA, CGA**
Director of Finance



Approved by: **Christina Crabtree**
GM, Corporate Services



Concurrence: **Scott Hartman**
Chief Administrative Officer

Attachments:

- (A) Schedule "A" – Quarter 4 Statement of Operations
- (B) Schedule "B" – Operating Accumulated Surplus Distribution

City of Maple Ridge
Quarter 4 Statement of Operations

	Ytd Actual	Annual Budget	%
Revenues			
Taxes for municipal purposes	99,296,699	99,130,772	100%
User fees and other revenue	50,438,715	49,956,147	101%
Government transfers	4,854,847	4,039,792	120%
Development revenue	492,851	698,020	71%
Interest and investment income	1,997,289	1,883,004	106%
Gaming revenues	780,946	-	
Disposal Proceeds	500,457	-	
Total Revenue	158,361,806	155,707,735	102%
Expenses (excluding amortization)			
General Government	18,310,910	20,603,378	89%
Protective Services	47,132,738	45,619,937	103%
Transportation	10,237,275	14,802,929	69%
Planning; Public Health & Other	6,807,415	7,632,039	89%
Recreation	18,550,776	23,869,512	78%
Sewer	10,620,993	12,191,441	87%
Water	13,897,576	15,223,638	91%
Total Expenses	125,557,684	139,942,874	90%
Annual Surplus	32,804,122	15,764,861	
Internal transfers & principal payments			
Principal Payments	2,700,592	3,304,401	
Estimated Transfers to(from) reserves	8,477,020	351,500	
Estimated Transfers to capital	26,232,664	17,997,160	
Total Internal transfers & principal payments	37,410,276	21,653,061	
Increase (decrease) in operating accumulated surplus	- 4,606,154	- 5,888,200	
Accumulated surplus - beginning of year	34,023,354	34,023,354	
Estimated Accumulated surplus as at December 31, 2021	29,417,200	28,135,154	

* Accumulated surplus is the balance of revenues in excess of expenses and net transfers to reserves that accumulates over time; it is not the result of one year of operations.

City of Maple Ridge
Operating Accumulated Surplus Distribution

Budgeted Change	Opening Balance	Budget	Ending Balance
General Revenue	\$ 11,096,393	\$ (930,636)	\$ 10,165,757
Sewer Revenue	6,270,330	(1,583,202)	4,687,128
Water Revenue	16,656,631	(3,374,362)	13,282,269
	\$ 34,023,354	\$ (5,888,200)	\$ 28,135,154

Q4 Change:	Opening Balance	Q4 Change	Ending Balance
General Revenue	\$ 11,096,393	\$ (2,926,993)	\$ 8,169,400
Sewer Revenue	6,270,330	342,877	6,613,207
Water Revenue	16,656,631	(2,022,039)	14,634,592
	\$ 34,023,354	\$ (4,606,154)	\$ 29,417,200

* Accumulated surplus is the balance of revenues in excess of expenses and net transfers to reserves that accumulates over time; it is not the result of one year of operations.