

# Maple Ridge-Pitt Meadows Area Transport Plan Spring 2019 Public Consultation Report

July 2019

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Phase 2 of the Maple Ridge-Pitt Meadows Area Transport Plan (ATP) involved developing priorities to improve the transportation network in Maple Ridge and Pitt Meadows based on public and stakeholder feedback gathered during Phase 1 engagement and other technical analyses.

Phase 2 consultation provided an opportunity to re-engage those who live, work and play in the area and seek input on proposed solutions. The public consultation program was designed to engage a broad cross-section of the community and to allow for multiple opportunities to provide input. The consultation process included the following components.

- A project-specific website outlined the Maple Ridge-Pitt Meadows ATP planning process, provided updates on the project and access to all relevant plan documents.
- An online survey focused on proposed changes to current transportation conditions in the Maple Ridge Pitt Meadows area. The survey allowed respondents to give feedback on proposed route changes and changes to frequency, span of service, and days of service. Respondents could specify the routes they wanted to provide feedback on. They were also asked to about to prioritize the Regional Cycling and Walking strategies that were important to them. A paper version of the survey was available for those who preferred not to complete the survey online.
- Public Info Sessions were held at community locations and community events to seek feedback and promote participation in the project. TransLink employees were on hand to answer questions, encourage residents to complete the online survey, and to provide input directly on walking and cycling priorities through interactive feedback frames.
- Pop-up events were held at transit locations to establish a public presence in both municipalities and generate interest in the project.
- A public awareness campaign was used to create interest in the plan and encourage people to attend events or participate in the online survey. It included newspaper and digital advertising, posters at transit stations, and social media updates.



## CONSULTATION EVENTS

Phase 2 consultation events were held between April 2 and April 18, 2019 and are shown in Table 1.

Table 1: Feedback Summary from Consultation Events

Outreach Type	Venue/Forum	Number of Interactions	Feedback Highlights
Public Info Sessions	Pitt Meadows Recreational Centre	29	<ul style="list-style-type: none"> <li>Route specific feedback</li> <li>Appreciation for TL coming out to the community</li> </ul>
	Maple Ridge Secondary School	18	<ul style="list-style-type: none"> <li>Positive reaction to B-Line</li> </ul>
	City of Maple Ridge Open House	77	<ul style="list-style-type: none"> <li>Mixed reaction to B-Line</li> <li>B-Line stops are too far apart; not everyone can access them</li> </ul>
	Maple Ridge Earth Day	43	<ul style="list-style-type: none"> <li>Route specific feedback</li> </ul>
	Pitt Meadows Earth Day	8	<ul style="list-style-type: none"> <li>n/a (outside engagement window)</li> </ul>
Pop Ups	PoCo Transit Centre: CMBC Staff and Transit Operators	66	<ul style="list-style-type: none"> <li>Span of service (weekends)</li> <li>Span of service for hospital (Sunday &amp; holidays)</li> <li>Route specific feedback</li> </ul>
	Haney Place Transit Exchange	70	<ul style="list-style-type: none"> <li>More service to Mission</li> <li>Span of bus service, including late night and Sunday</li> </ul>
	Pitt Meadows WCE Station	200	<ul style="list-style-type: none"> <li>Expand West Coast Express service</li> <li>Increase frequency of local bus service</li> </ul>

## SURVEY DATA

As part of Phase 2 consultation an online survey was developed to allow community members to share their thoughts on proposed changes to the current transportation network: route changes; changes to frequency, span of service and days of service; and priorities for improvements to walking and cycling infrastructure. The survey was available on the project website from April 2-18, 2019. A paper version was available at all public events for those who preferred not to do the survey online. A total of 931 surveys were completed.

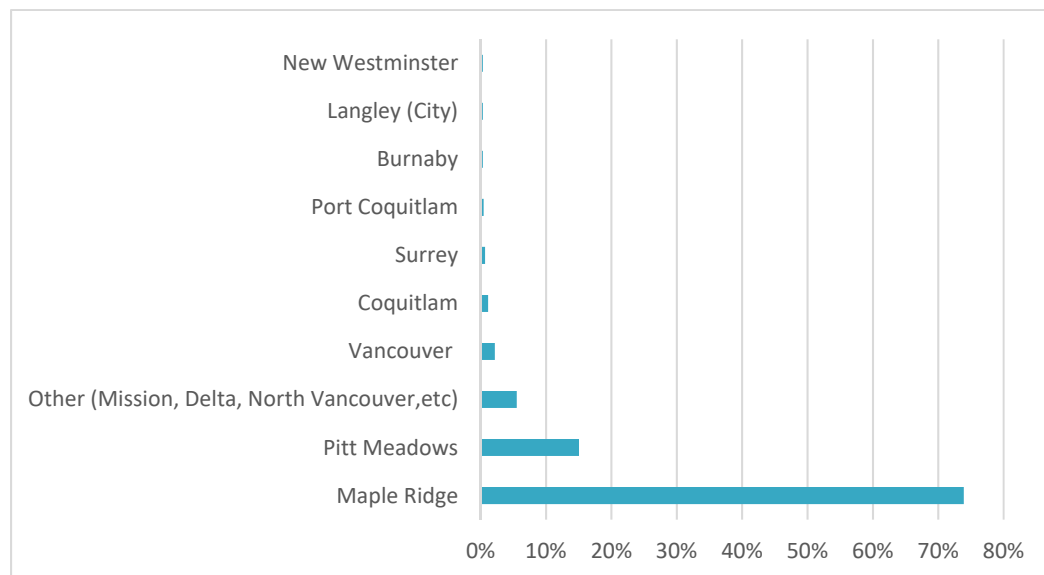
The majority of responses were from residents of Maple Ridge and Pitt Meadows, with every postal code in the study area represented. Roughly proportionate to the population of each city, 73% of all respondents live in Maple Ridge and 15% in Pitt Meadows. When asked about work or school location, 32% of respondents indicated they work or attend school in Maple Ridge or Pitt Meadows. Other common work/school locations include Vancouver, Burnaby, Coquitlam, Port Coquitlam, Surrey, Langley and New Westminister.

In terms of age, there was similar participation by respondents in most age cohorts, with the highest number from the 35-44 age cohort.

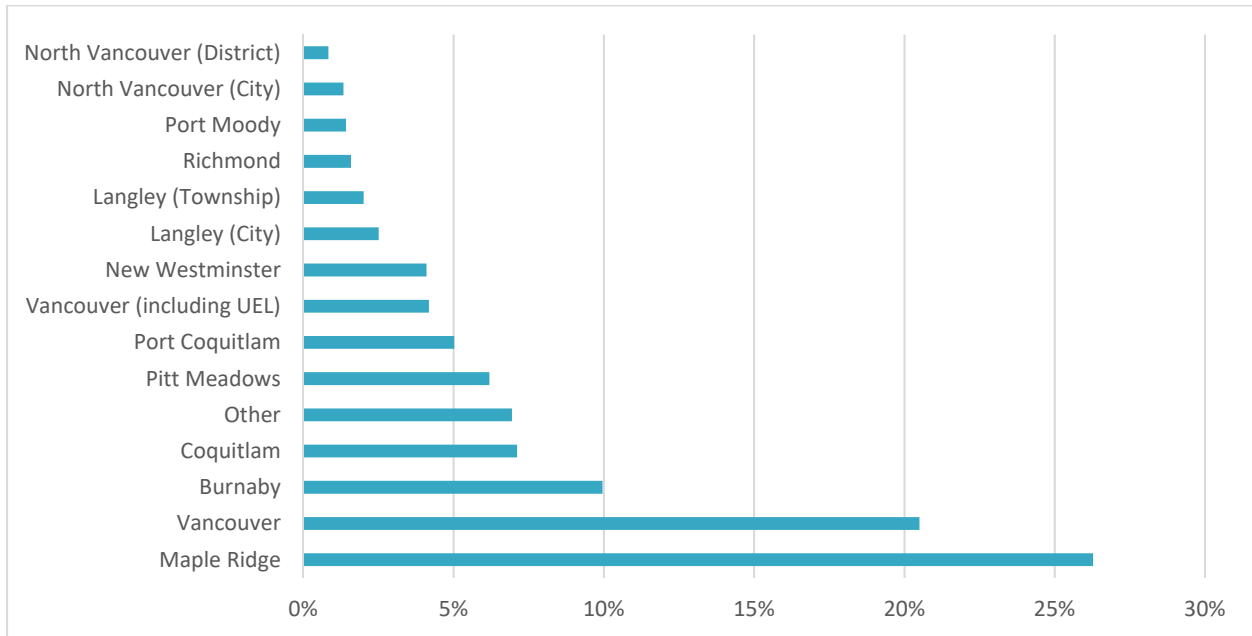
Despite reaching out to a broad spectrum of the community, a high percentage of respondents were existing transit users, similar to Phase 1 consultation participation.

## Demographic Information

Figure 1: Home Location of Survey Respondents



**Figure 2: Work/School Location of Survey Respondents**



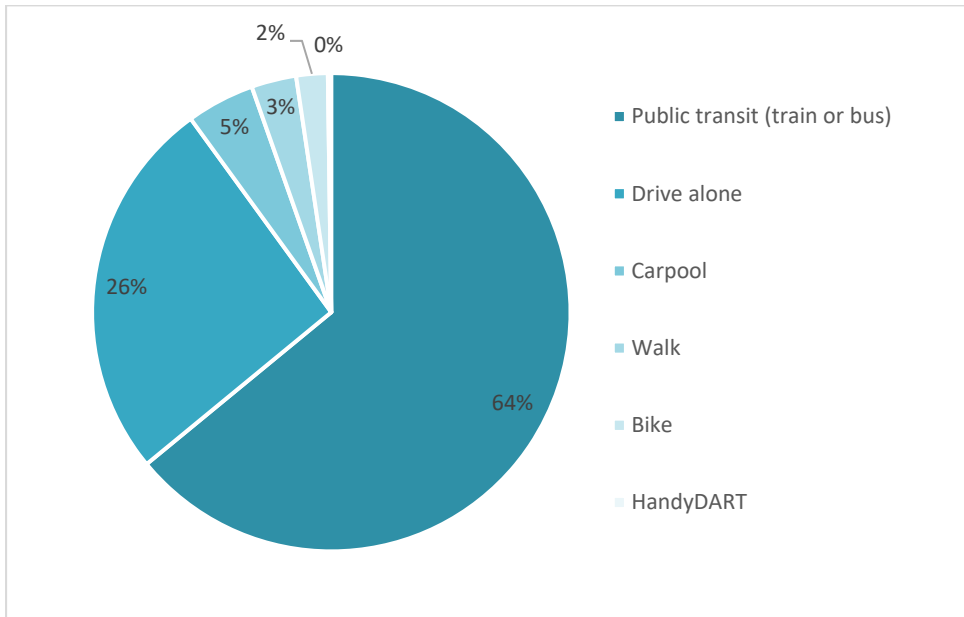
**Table 2: Personal Identify and Characteristics**

Personal Identify and Characteristics	Percent of Total Respondents (931)
Aboriginal Identity	4%
Person with a disability	10%
Post-secondary student	18%
Secondary student	9%

**Table 3: How respondents heard about the Area Transport Plan**

Source	Count
Advertisements on buses	78
Bus Shelter advertisements	98
Email from an organization	37
Employee of TransLink	16
LCD screen at transit station	14
News media (newspaper, radio, TV)	95
Newspaper advertisement	32
Postcard/brochure	70
Open house/info session	24
Buzzer Blog	17
TransLink email	34
TransLink website	77
Reddit	14
Social media (Facebook, Twitter, Instagram, etc.)	460
Online ad (Google, Bing, Weather Network, etc.)	18
Posters	38
Word of mouth	122
None of the above	38

Figure 3: Typical Commute Mode



## Importance of ATP Strategies

Figure 4: Which Transit strategies are most important to you?

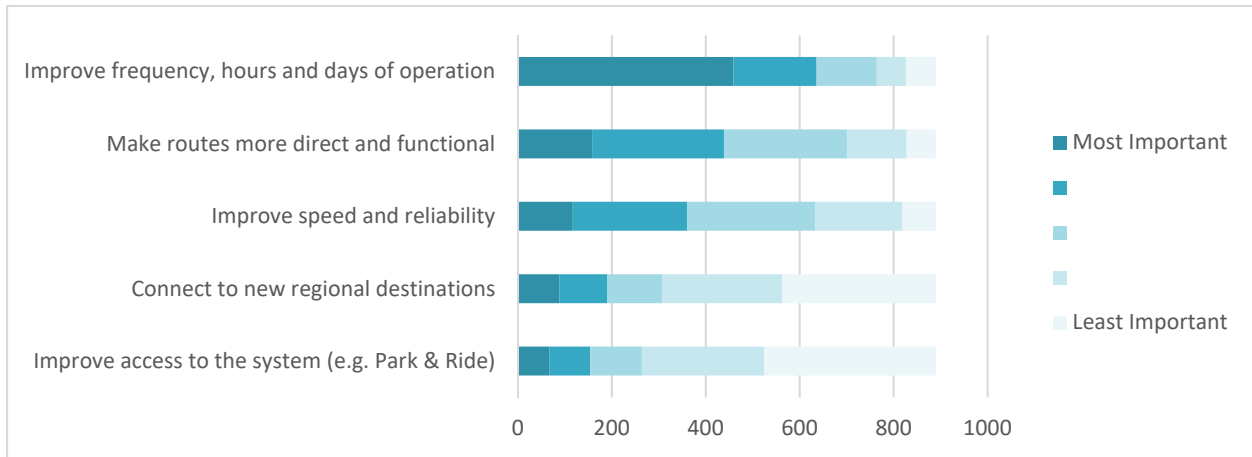


Figure 5: Which Regional Walking strategies are most important to you?

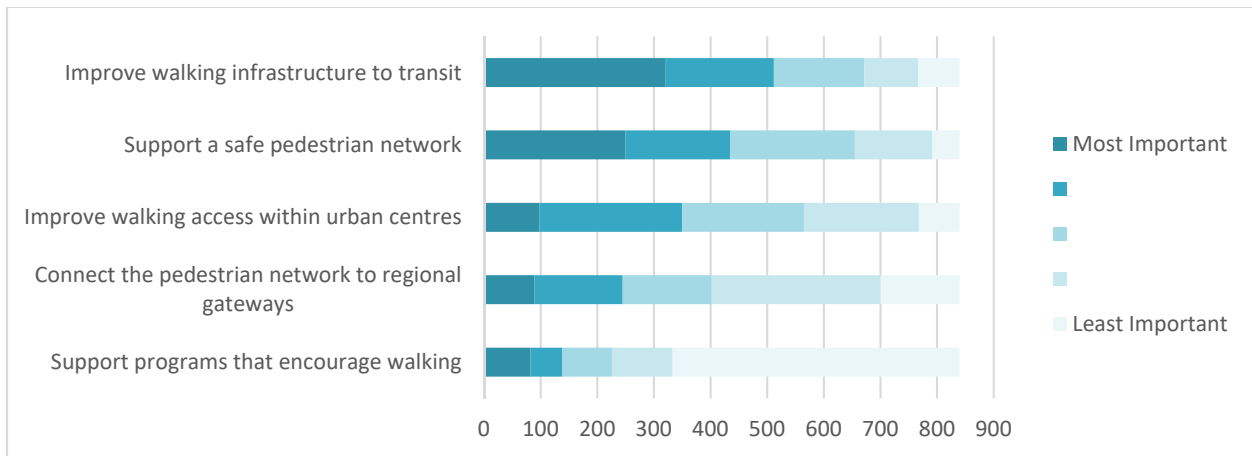
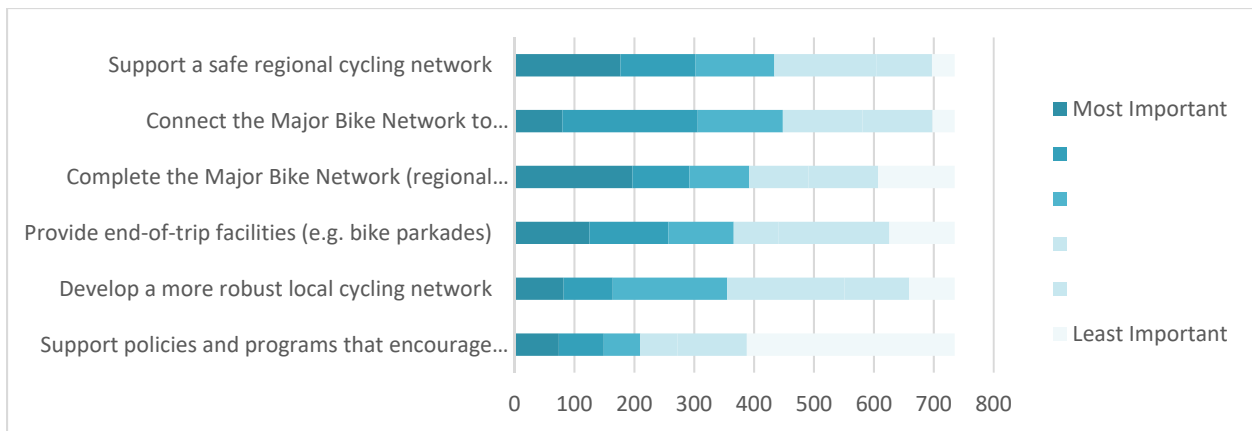


Figure 6: Which Regional Cycling strategies are most important to you?

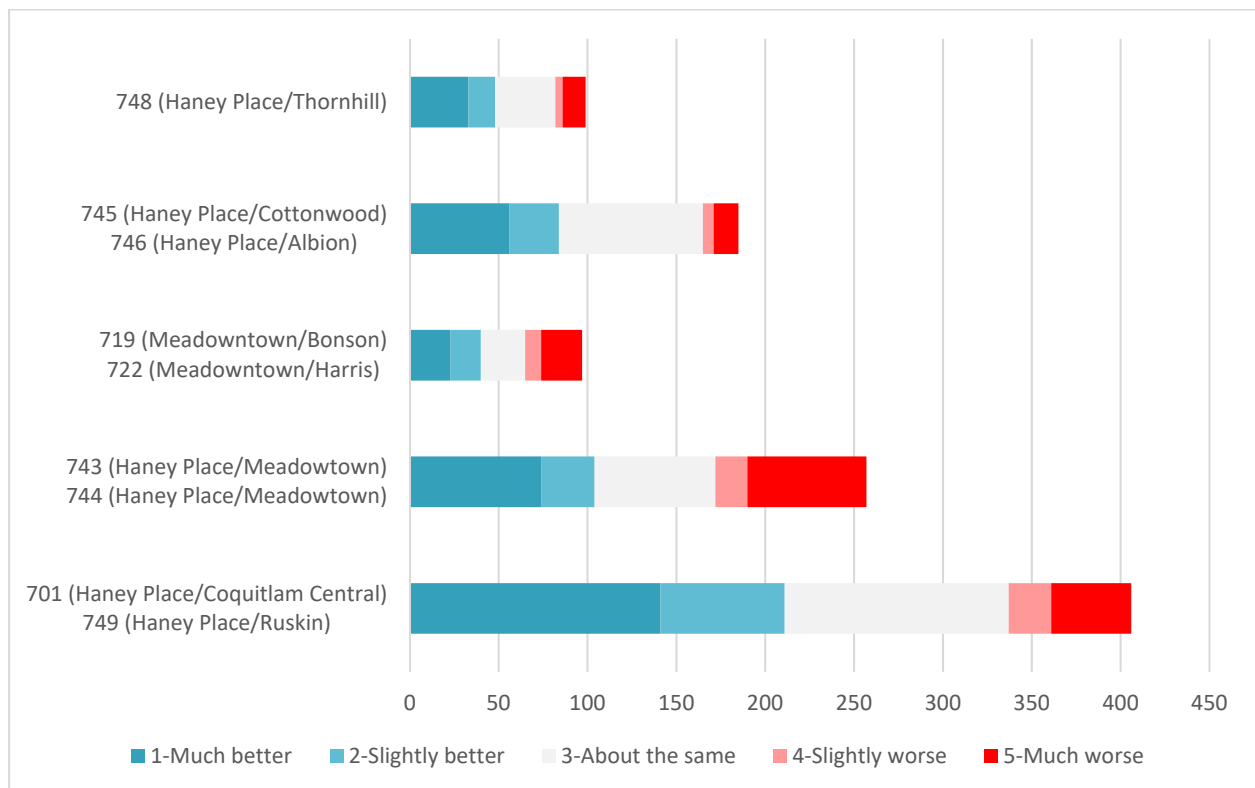


## Route Changes - Overview

Table 4: Compared to today, how would the proposed change generally work for you?

RESPONSE	ROUTE(S)				
	701/749	748	745/746	719/722	743/744
1 – MUCH BETTER	141	33	56	23	74
2 – SLIGHTLY BETTER	70	15	28	17	30
3 – ABOUT THE SAME	126	34	81	25	68
4 – SLIGHTLY WORSE	24	4	6	9	18
5 – MUCH WORSE	45	13	14	23	67
<b>TOTAL</b>	<b>406</b>	<b>99</b>	<b>185</b>	<b>97</b>	<b>257</b>

Figure 7: Compared to today, how would the proposed change generally work for you?

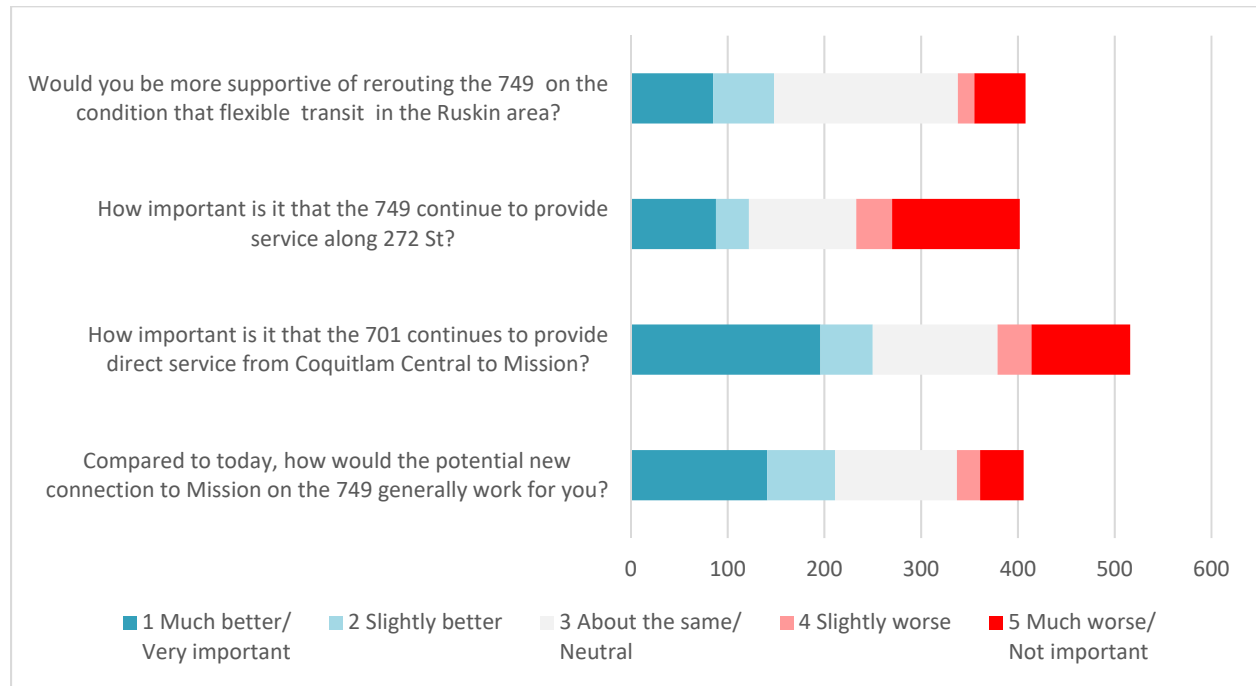


## Route Changes - Specific

### 701/749 (HANEY PLACE /COQUITLAM/RUSKIN/CONNECTING TO MISSION)

Route	Potential Change
701	Routing: Discontinue trips to Mission
749	Routing: Discontinue service along 272 St, extend service east to Mission
749	Days of Operation: Introduce Sunday service

Figure 8: Feedback on 701/749 Haney Place/Coquitlam Central/Ruskin



#### Additional Comments

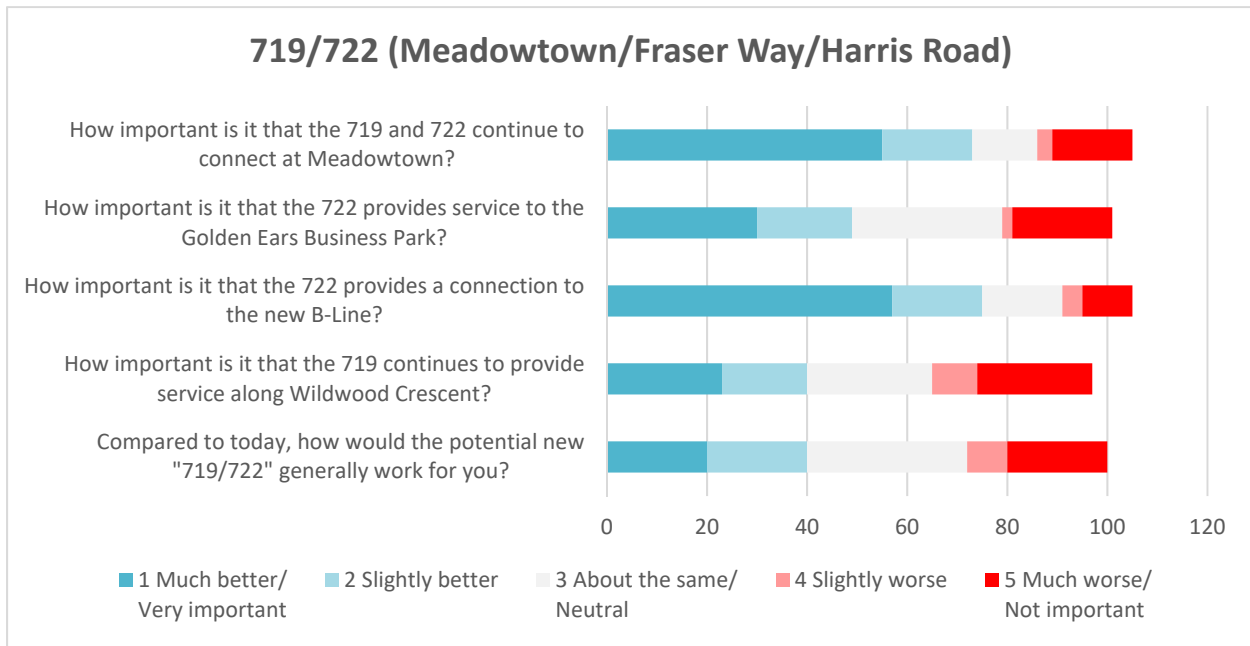
- Leave 749 and create new route from Haney Place to Mission along Lougheed Hwy.
- Extend 701 evening service.
- Whonnock and Ruskin need more frequent service.
- All of 240 St needs transit service.
- Haney Place needs safety improvements.
- Better coordination with WCE is needed.



## 719/722 (MEADOWTOWN/FRASER WAY/HARRIS ROAD)

Route	Potential Change
719	Routing: No longer serve Wildwood Crescent
722	Routing: Shift from Bonson to Harris Road
722	Routing: Provide connection to B-Line
719/722	Frequency: Increased frequency (all days)
719/722	Days of Operation: Introduce Sunday service

Figure 9: Feedback on 719/722 Meadowtown/Fraser Way/Harris Road



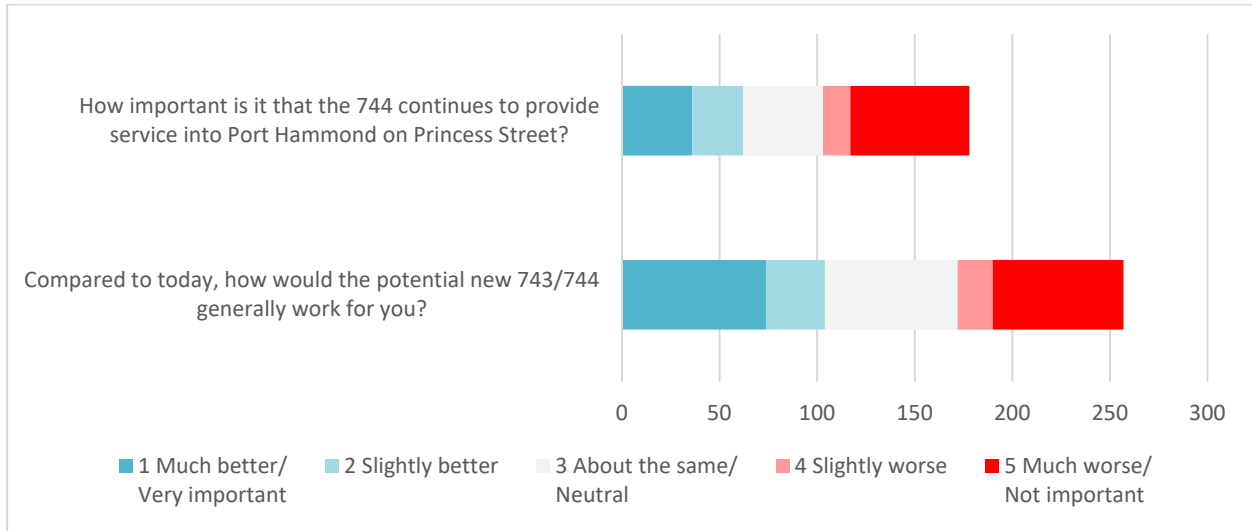
### Additional Comments

- 722 should continue to serve Meadowtown.
- 722 should travel entirely along Harris and not detour off.
- Consider peak direction service in Wildwood rather than cutting completely.
- 719 should connect to B-Line as well.
- Would result in loss of service to David Jones Elementary.

**743/744 (HANEY PLACE /MAPLE MEADOWS STATION/ MEADOWTOWN)**

Route	Potential Change
<b>743/744</b>	Frequency: Increased frequency (all days)
<b>744</b>	Routing: No longer serve Port Hammond
<b>743/744</b>	Days of Operation: Introduce Sunday service

**Figure 10: Feedback on 743/744 Haney Place /Maple Meadows Station/ Meadowtown**



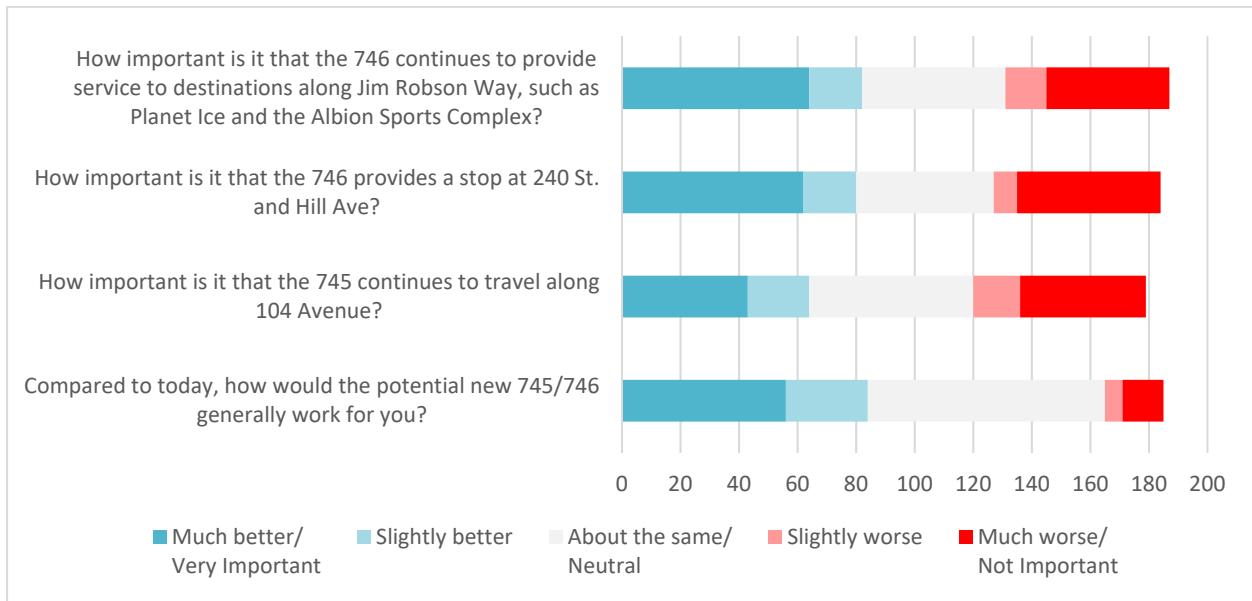
*Additional Comments*

- Don't remove service to Port Hammond, no alternative transpo. options for those without a personal vehicle.
- Extend service even later in the evenings.
- Route into Hospital if possible.
- Coordinate better with WCE.

## 745/746 (HANEY PLACE /COTTONWOOD/ALBION)

Route	Potential Change
745/746	Frequency: Increased frequency (all days)
745	Routing: Shift from 104 Ave to McClure Drive
746	Routing: Remove Jim Robson detour to remain on 105 Avenue
745/746	Span of Service: Extended evening service on weekends

Figure 11: Feedback on 745/746 Haney Place /Cottonwood/Albion



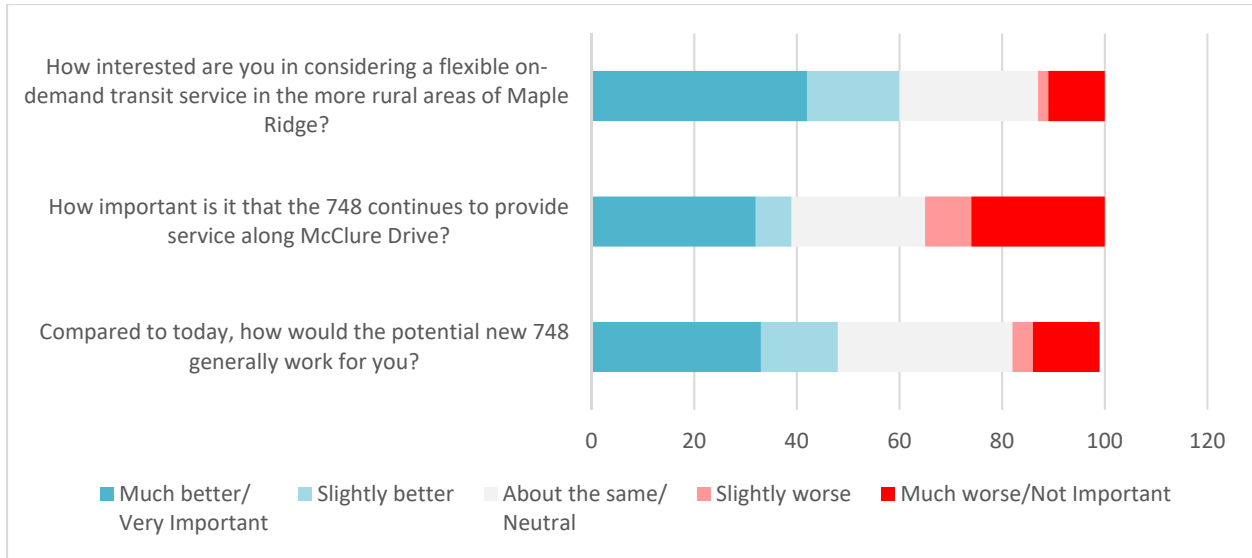
### Additional Comments

- The entirety of 240 St needs better service.
- Both should run later in the evening 7 days a week.
- Trips that meet WCE at Port Haney are only going to get busier.

## 748 (HANEY PLACE/THORNHILL)

Route	Potential Change
748	Frequency: Increased frequency (weekdays)
748	Days of Operation: Introduce Sunday service
746	Routing: Shift from McClure Drive to 104 Avenue

Figure 12: 748 (HANEY PLACE/THORNHILL) Feedback

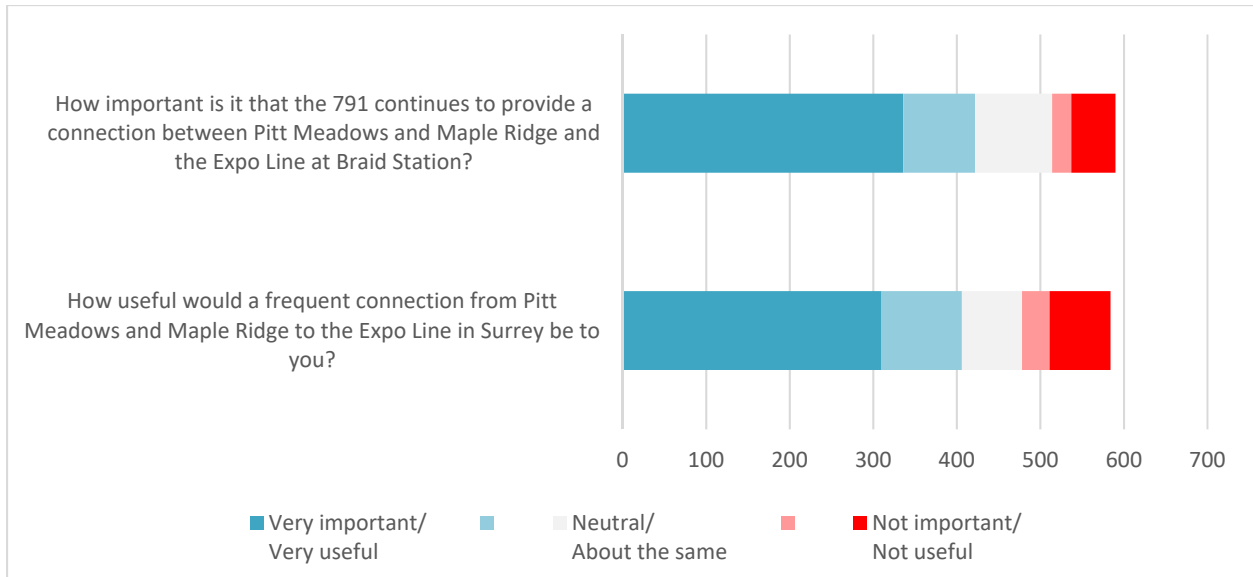


### Additional Comments

- Need an advance green arrow at Lougheed Hwy when turning up to Haney Place.
- Fewer River Road detours, underutilized.
- Coordinate better with Sam Roberts School schedule.
- Loss of Hill stop for 746 should be supplemented by additional 748 service.

## Regional Connections

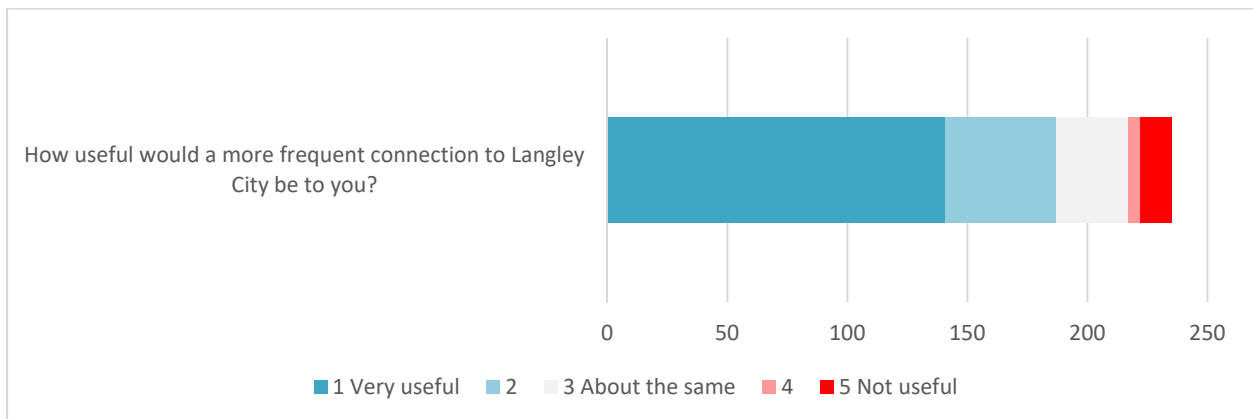
Figure 13: Connecting to Skytrain



### Additional Comments

- **791 should have weekend service.**
- 791 should run later weekday evenings.

Figure 14: Connecting to Langley

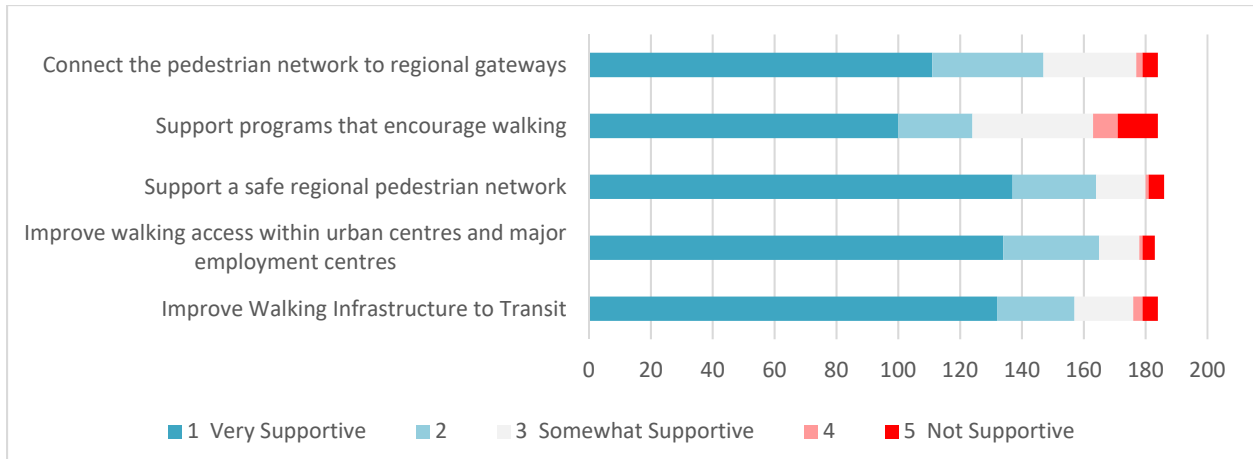


### Additional Comments

- Increase frequency on the 595.
- Preferred when the 595 went to Haney Place.

## Walking

Figure 15: Support for Walking Priorities



### Additional Comments

- Walking safely is really only possible in Downtown Maple Ridge.
- Wheelchair access needs to be improved (curb cuts, lack of ramps, etc.)
- Lots of gaps in the sidewalk network.
- Older neighbourhoods haven't had sidewalks for a long time, 20+ years.

## Cycling

Figure 16: Support for Cycling Strategies

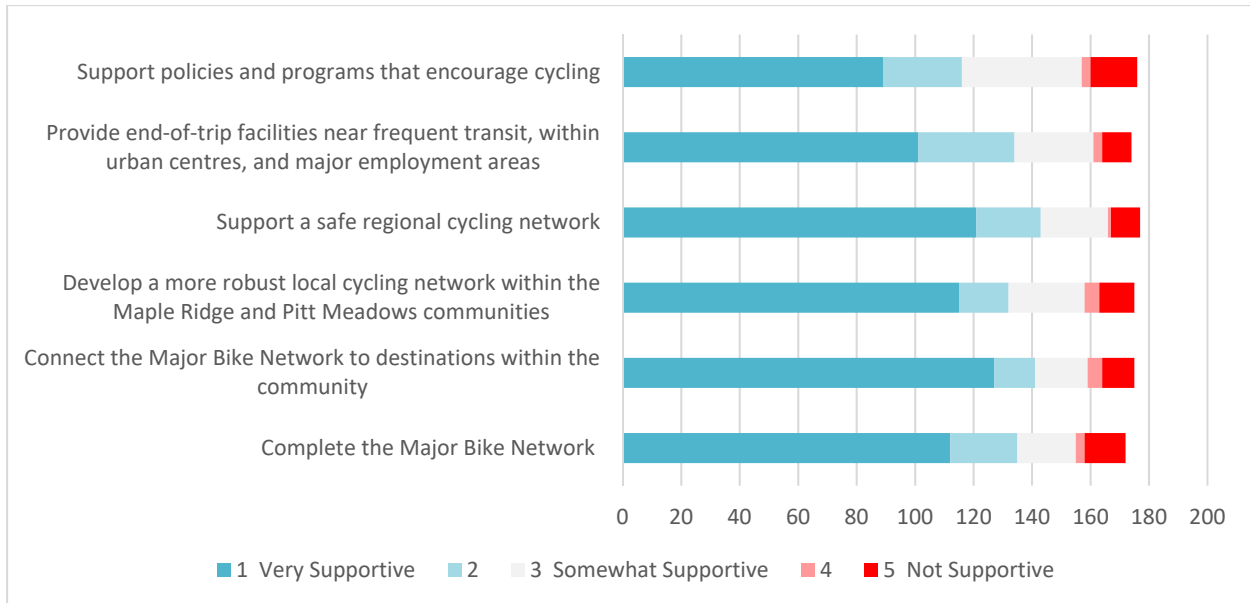
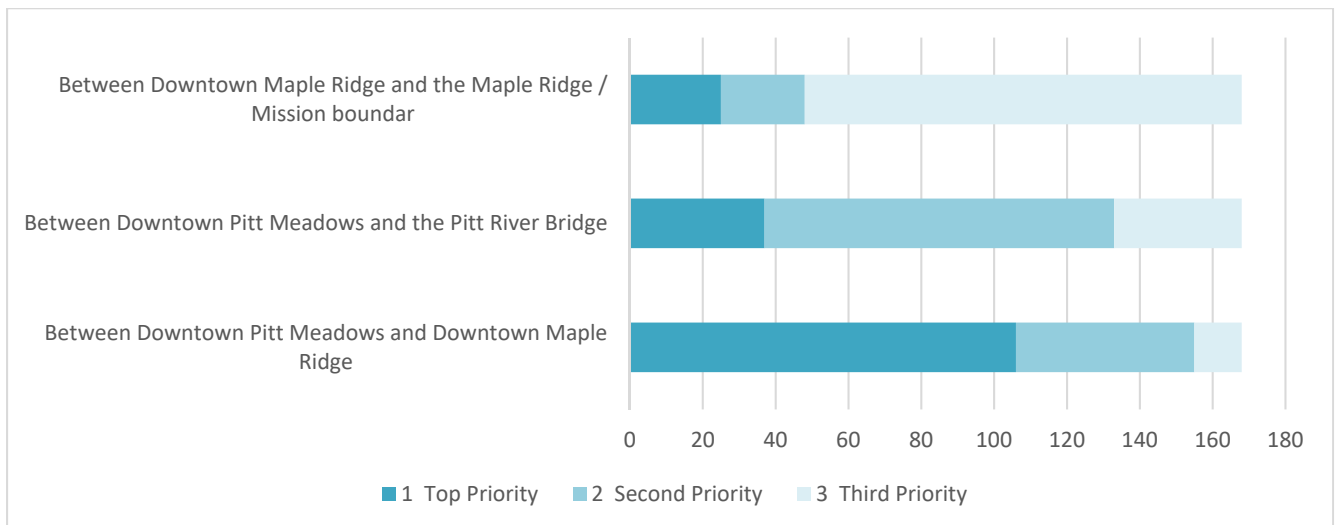


Figure 17: Priority for Major Bikeway Network

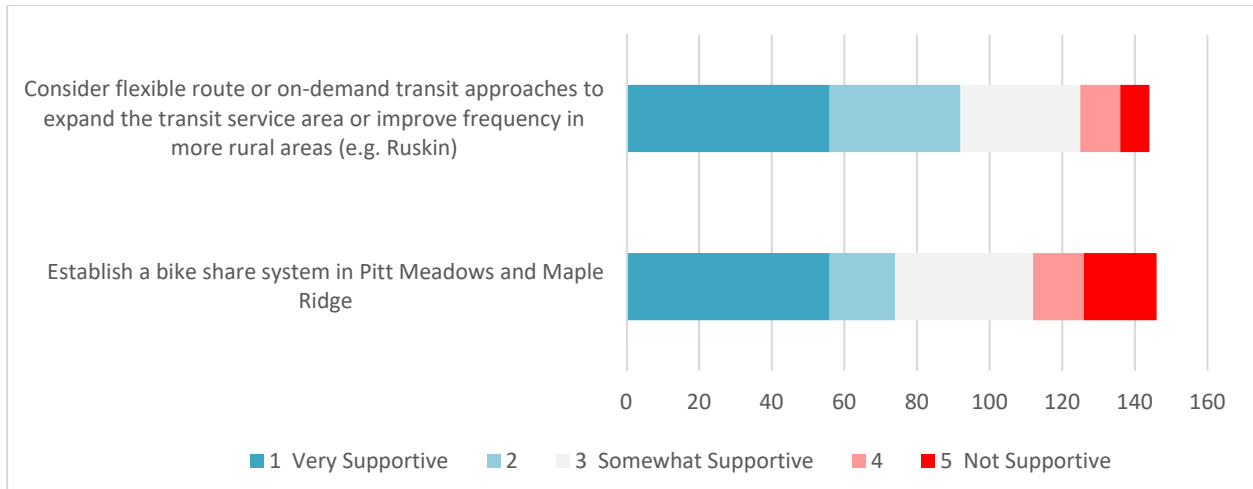


### Additional Comments

- Need a better cycling connection between Pitt River Bridge and Coquitlam Centre.
- Need more protected facilities, especially on roads with fast moving traffic.
- The majority of Lougheed Hwy and Dewdney is unsafe.
- Entrances/exits to commercial areas are dangerous.
- Need additional north/south routes.
- Neighbourhood routes are preferred to busy arterials.

## New Mobility

Figure 18: Support for New Mobility



### Additional Comments

- Need car share.
- Electric scooters and bikes would be better.
- Make registration simple, possibly integrate with Compass.



# APPENDIX 1: SURVEY QUESTIONNAIRE