

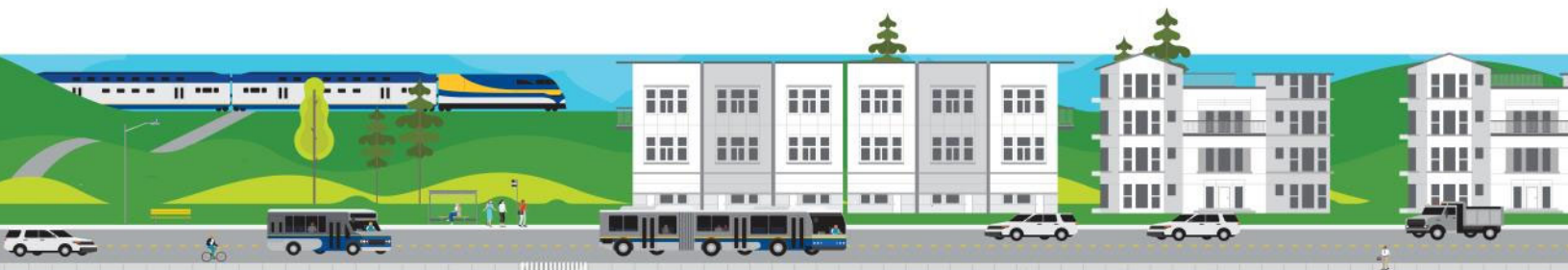
Maple Ridge-Pitt Meadows Area Transport Plan Spring 2019 Public Consultation Report

July 2019

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

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

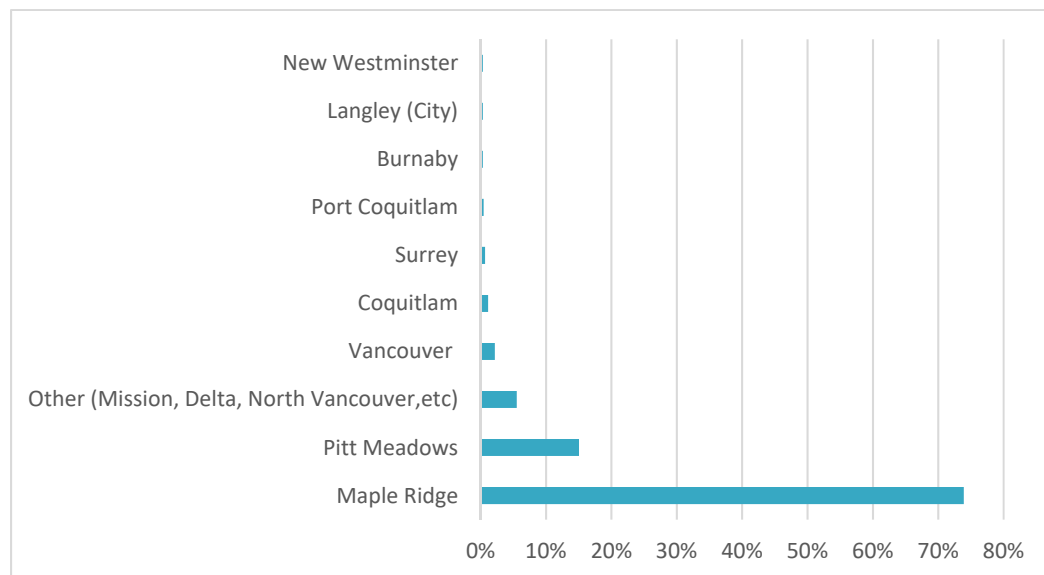


Figure 2: Work/School Location of Survey Respondents

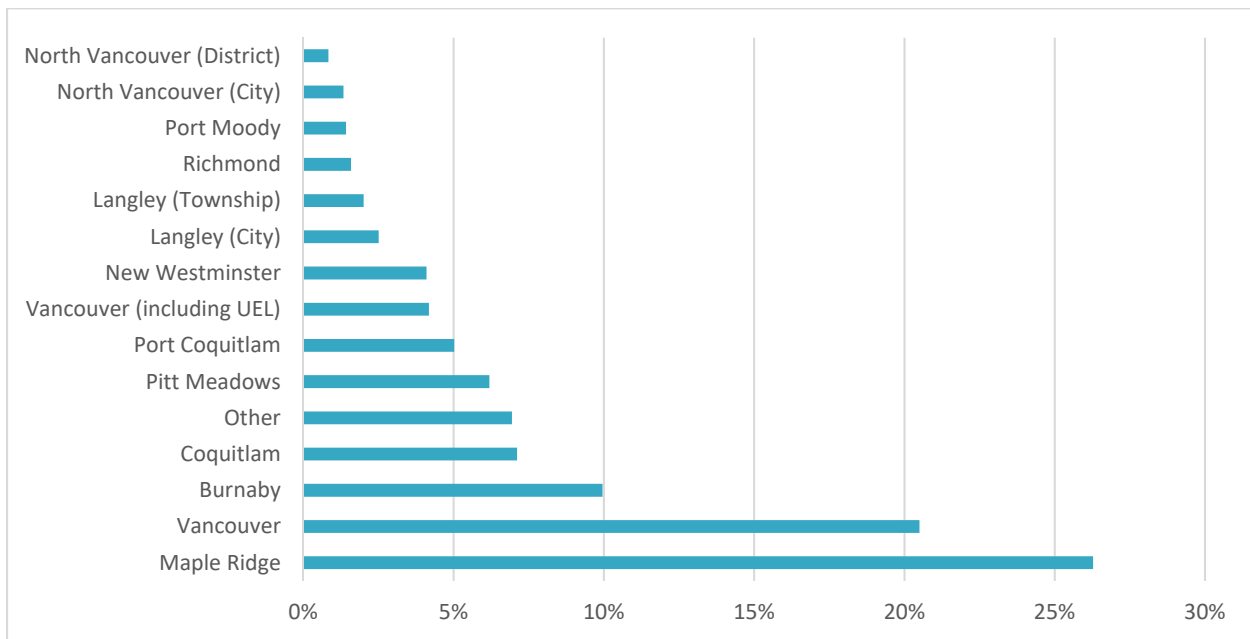


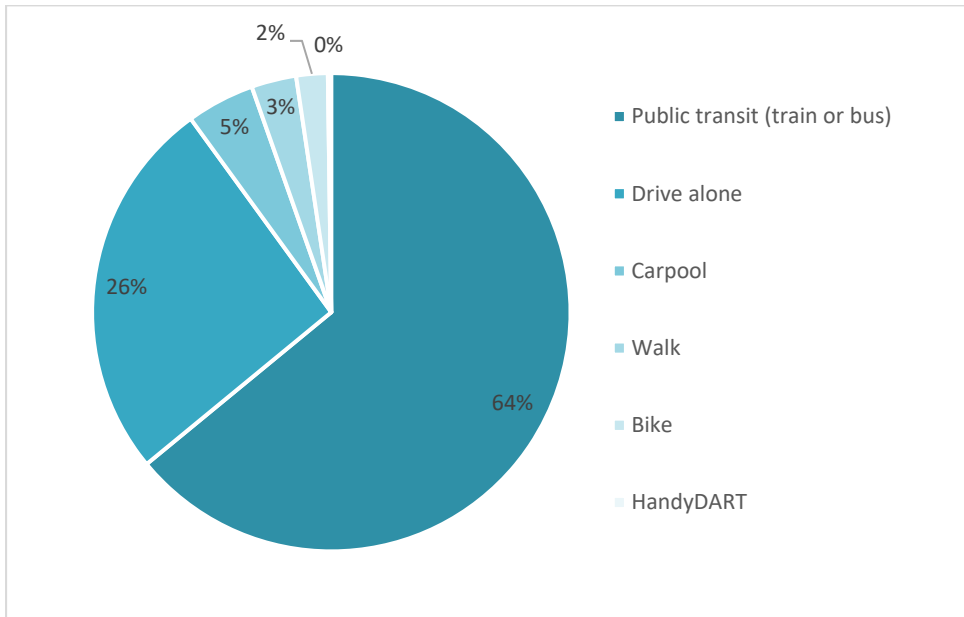
Table 2: Personal Identify and Characteristics

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?

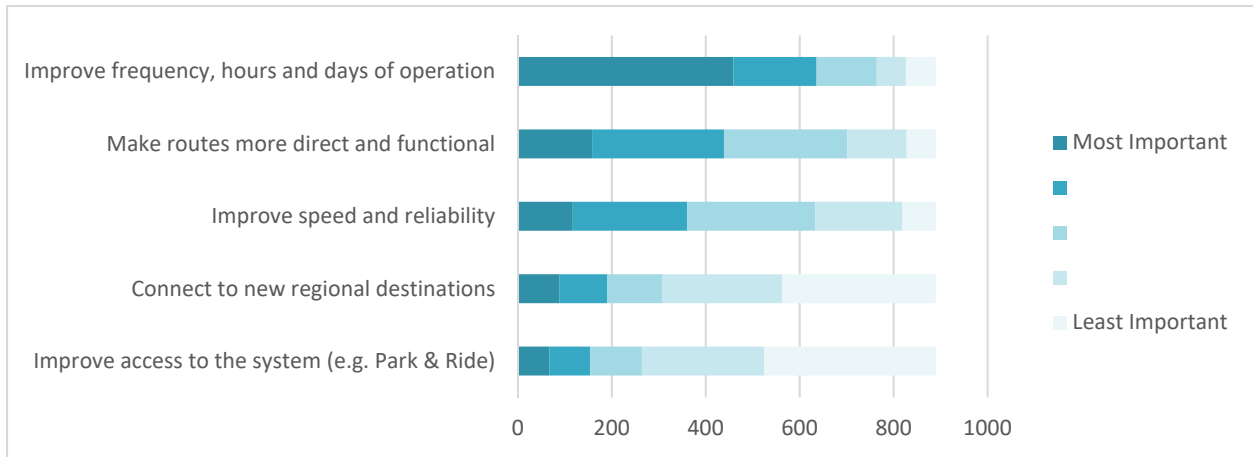


Figure 5: Which Regional Walking strategies are most important to you?

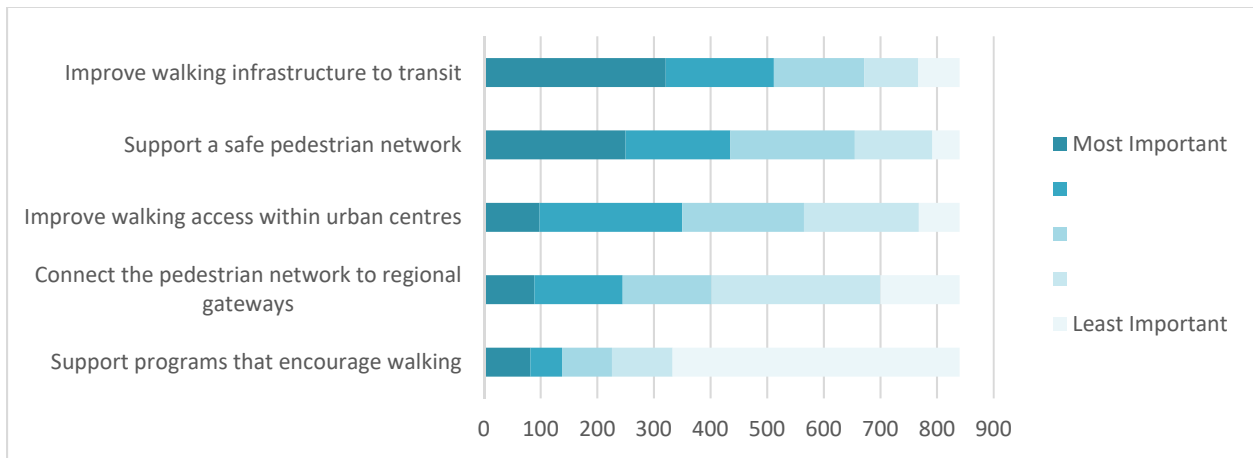
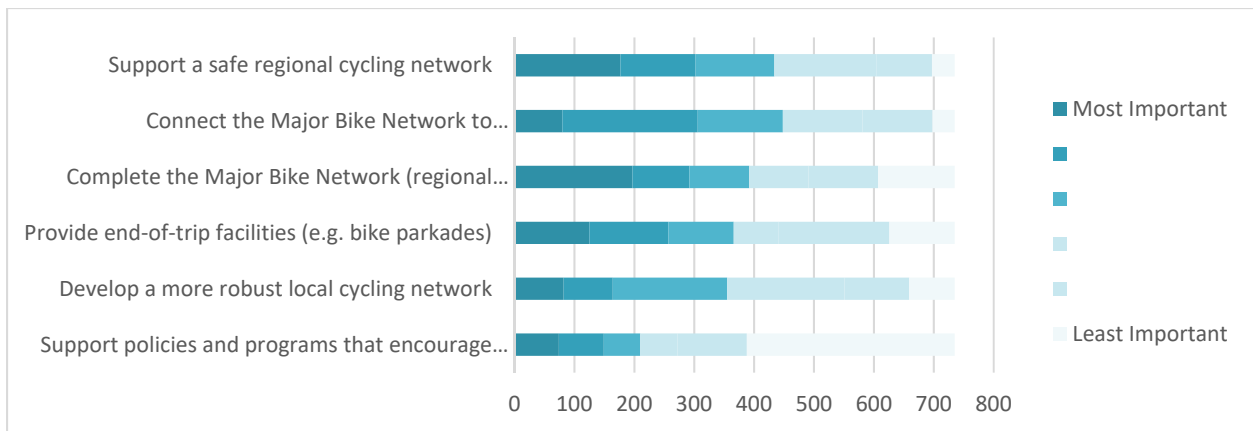


Figure 6: Which Regional Cycling strategies are most important to you?

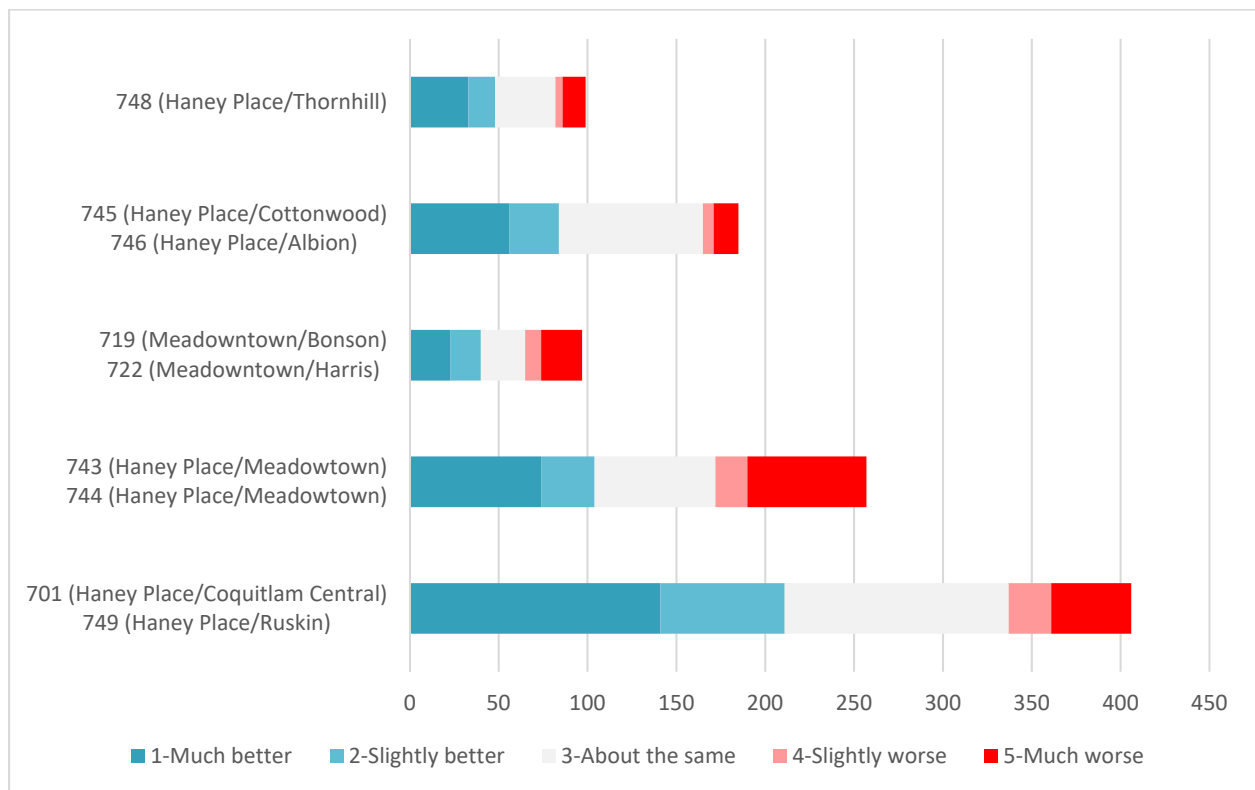


Route Changes - Overview

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
TOTAL	406	99	185	97	257

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

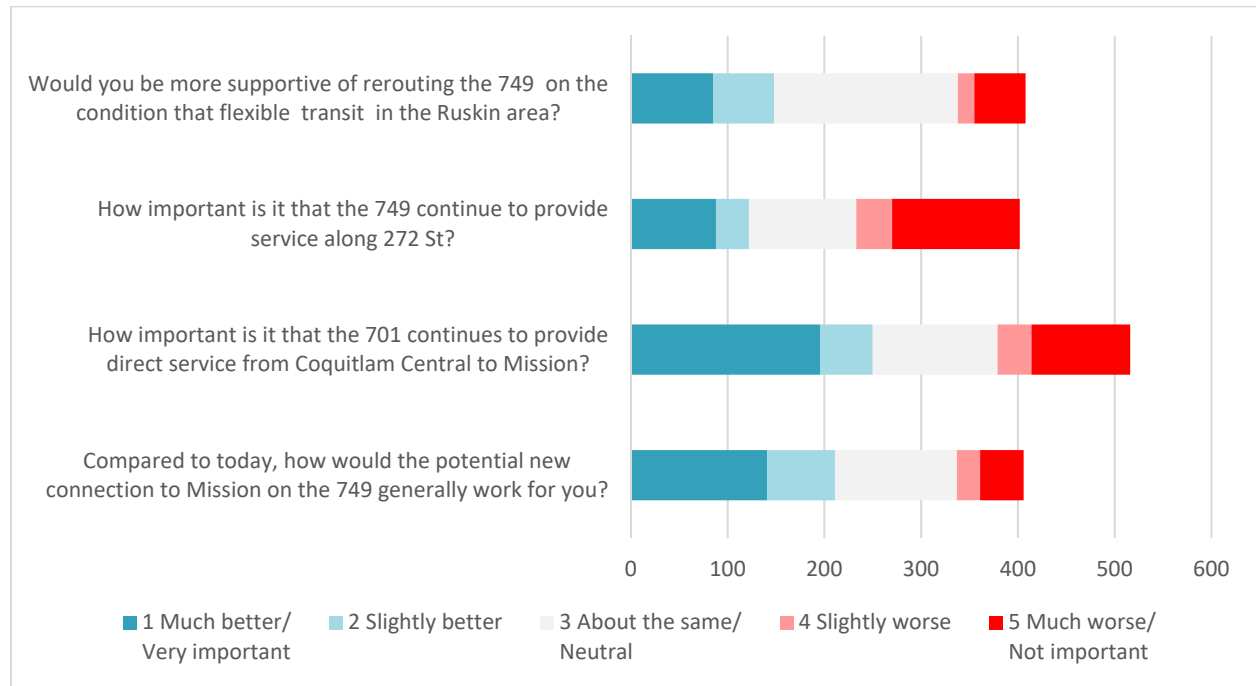


Route Changes - Specific

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



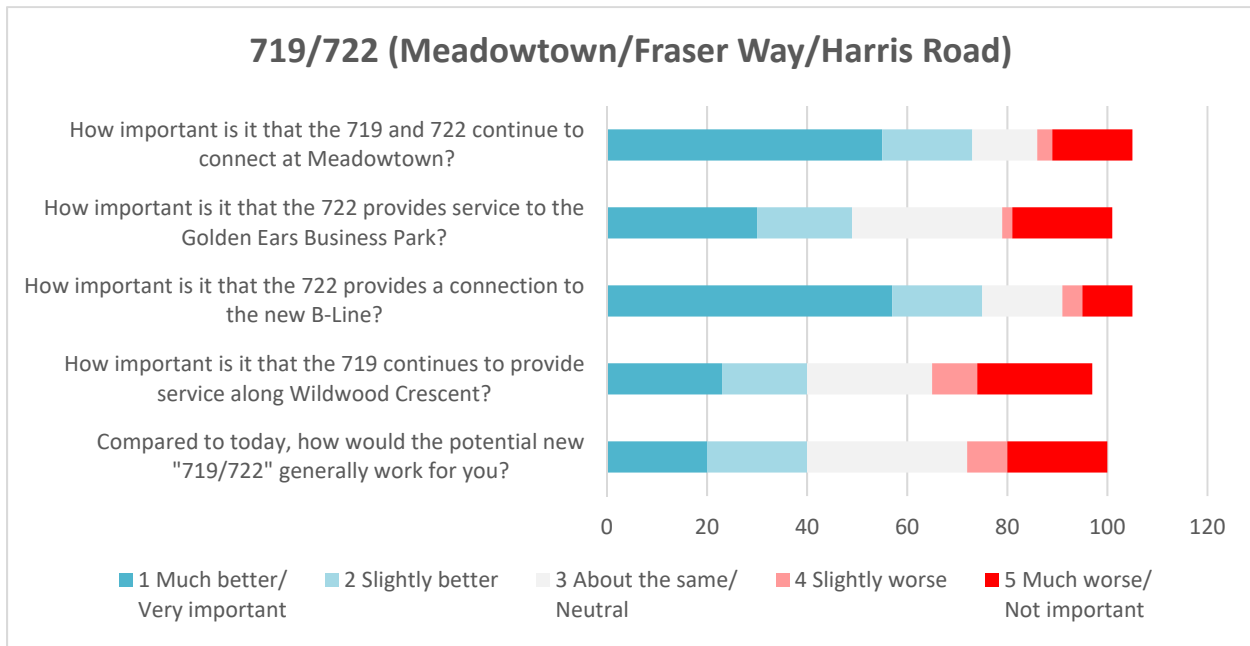
Additional Comments

- 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



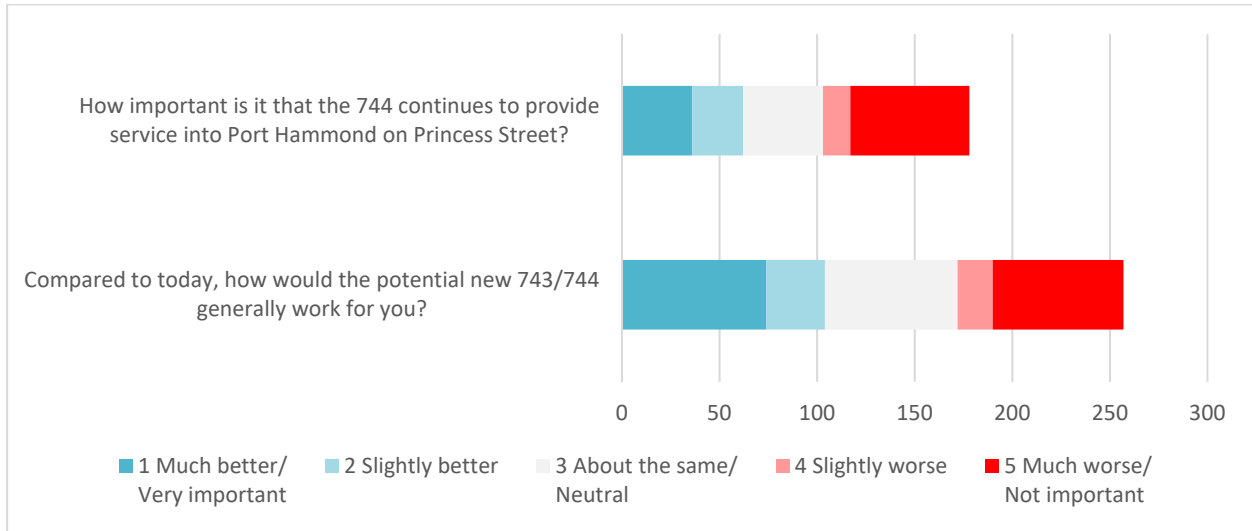
Additional Comments

- 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
743/744	Frequency: Increased frequency (all days)
744	Routing: No longer serve Port Hammond
743/744	Days of Operation: Introduce Sunday service

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



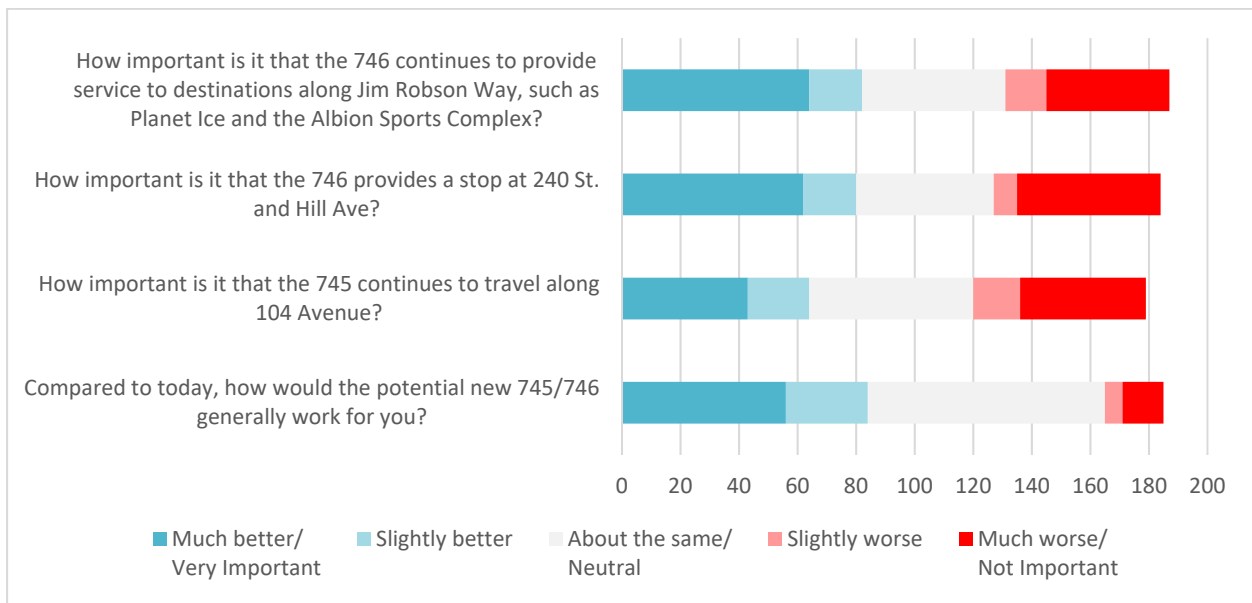
Additional Comments

- 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



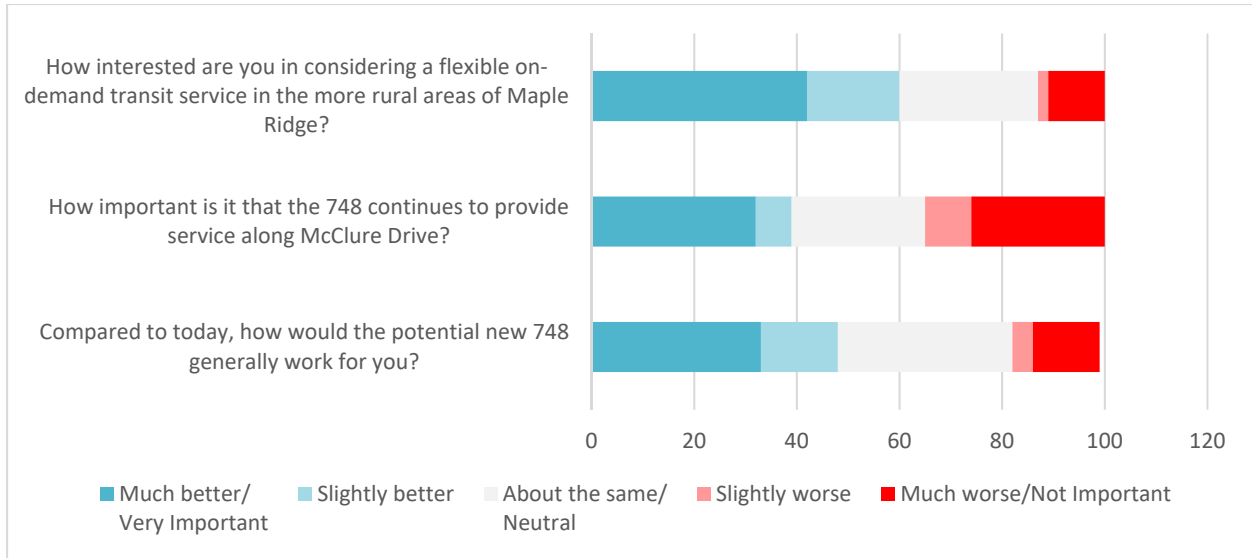
Additional Comments

- 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

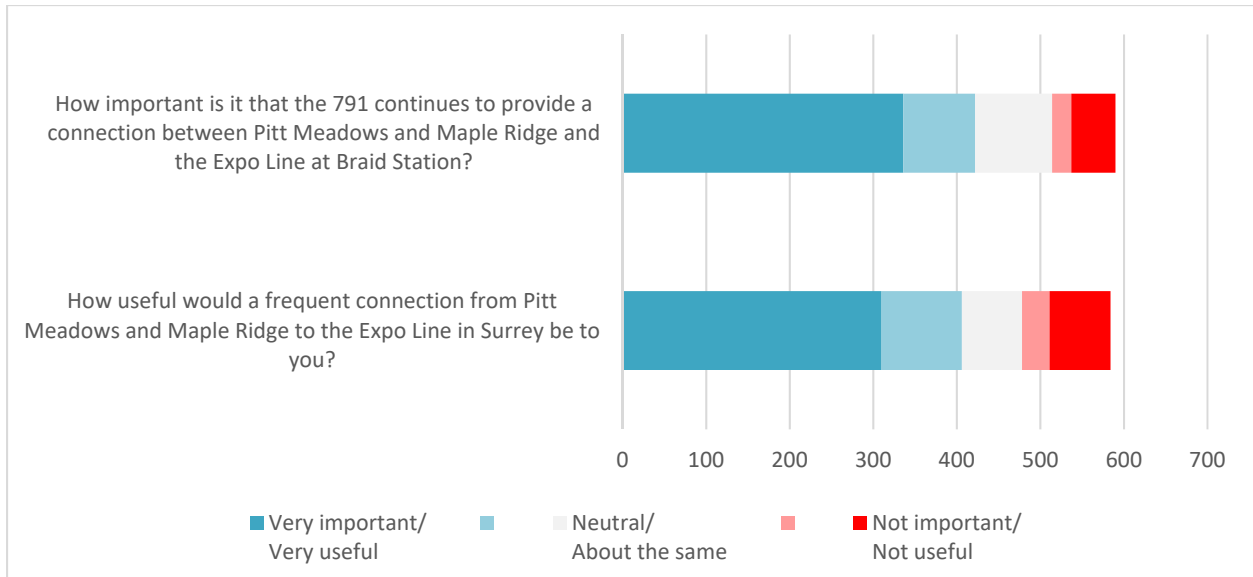


Additional Comments

- 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

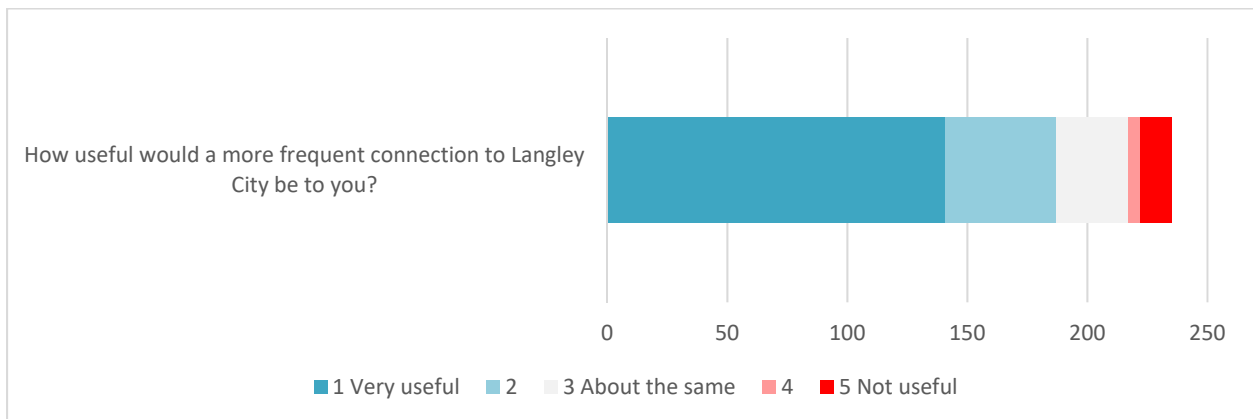
Figure 13: Connecting to Skytrain



Additional Comments

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

Figure 14: Connecting to Langley

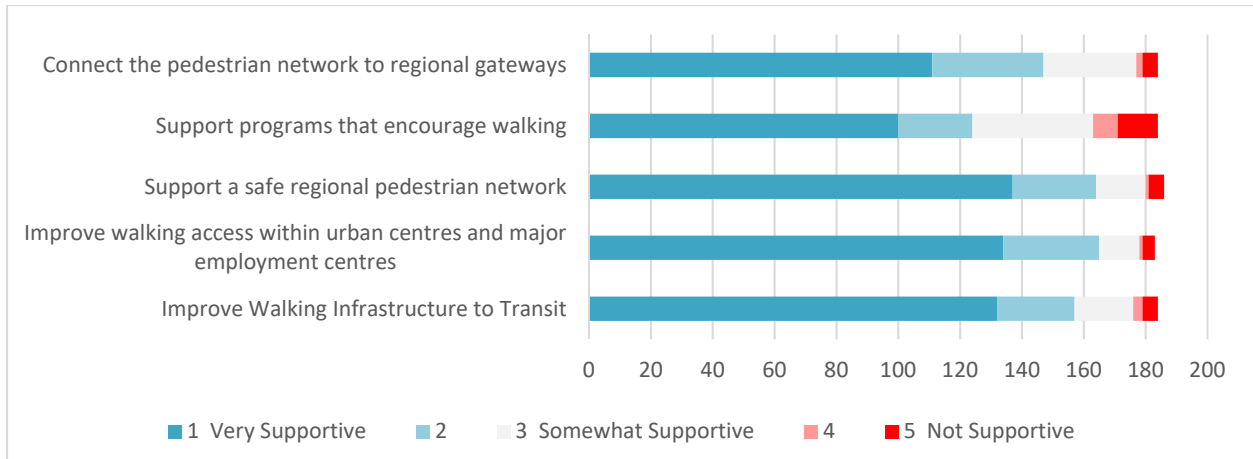


Additional Comments

- 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

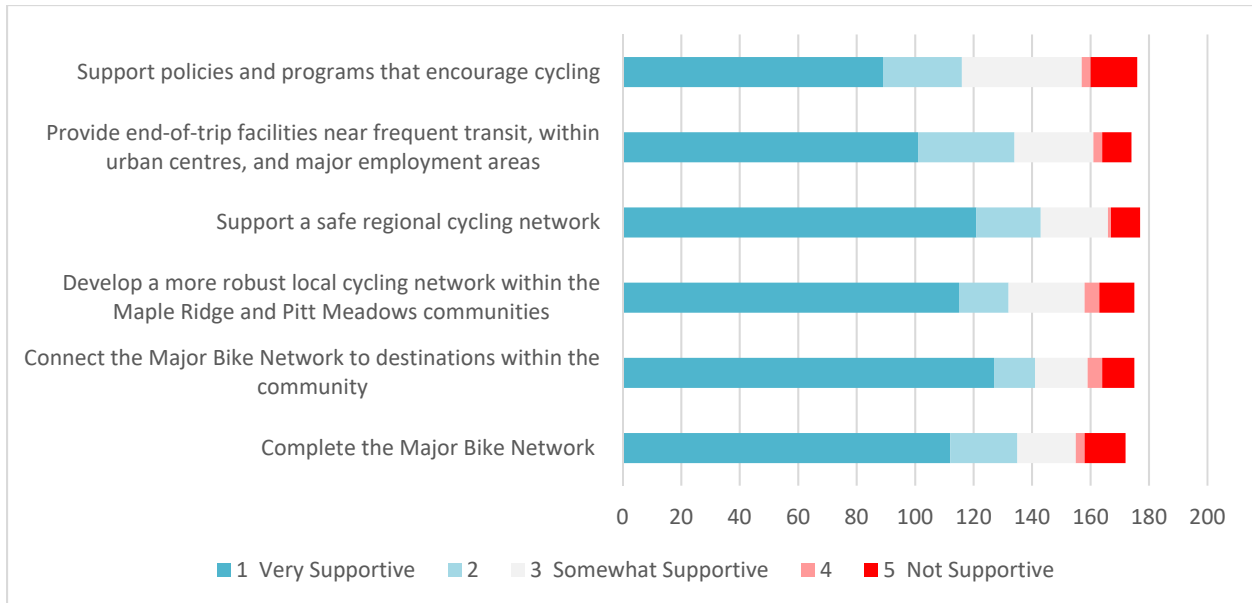
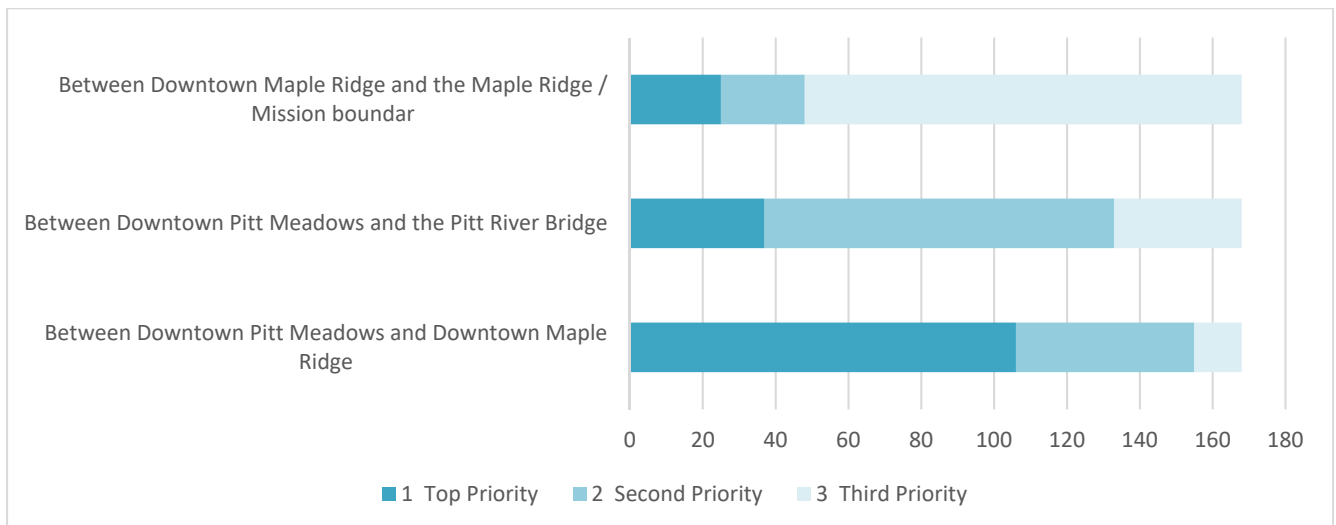


Figure 17: Priority for Major Bikeway Network

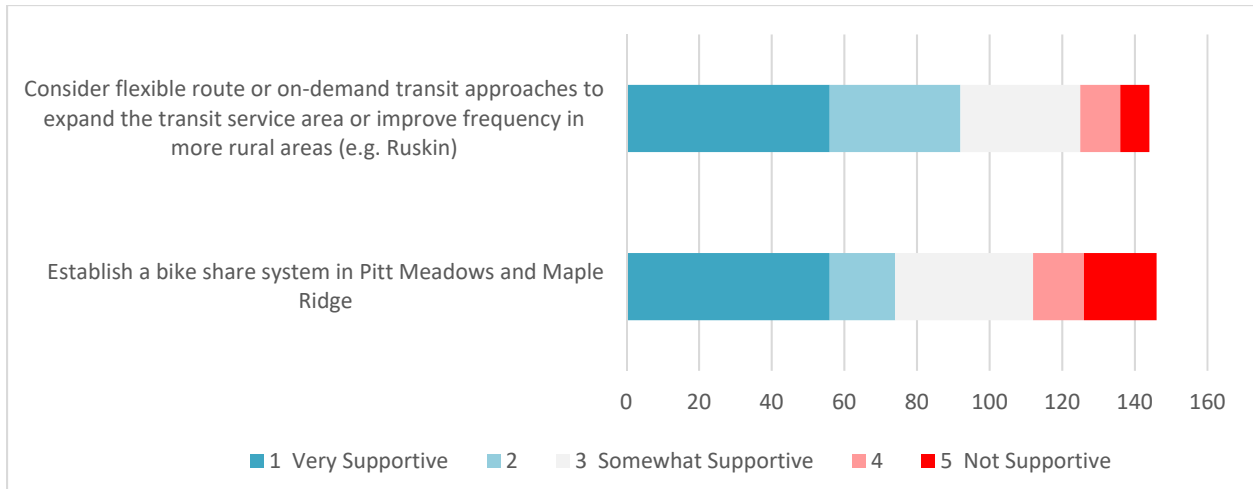


Additional Comments

- 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

Maple Ridge and Pitt Meadows Area Transport Plan

Welcome to Phase 2 of the Maple Ridge and Pitt Meadows Area Transport (ATP) plan process, a comprehensive review of the transportation network in Maple Ridge and Pitt Meadows.

Your feedback will help inform the potential changes to the Pitt Meadows and Maple Ridge network.

Once you've reviewed some of the potential changes at translink.ca/mrpm, select the route(s) below that you'd like to provide feedback on.

Bus Routes

- 701/749 Haney Place/Coquitlam Central/Ruskin
- 719/722 Meadowtown/Fraser Way/Harris Road
- 743/744 Haney Place/Maple Meadows Station/Meadowtown
- 745/746 Haney Place/Cottonwood/Albion
- 748 Haney Place/Thornhill

Regional Connections & More

- Connecting to SkyTrain
- Connecting to Langley
- Connecting to Mission
- Walking and Cycling
- New Mobility (e.g. car sharing, bike sharing, etc.)

General Questions

Which Transit strategies are most important to you?

Please rank the following options from most important (1) to least important (5).

Improve frequency, hours and days of operation	<input type="text"/>
Make routes more direct and functional	<input type="text"/>
Improve speed and reliability	<input type="text"/>
Improve access to the system (e.g. Park & Ride)	<input type="text"/>
Connect to new regional destinations	<input type="text"/>

Which Regional Walking strategies are most important to you?

Please rank the following options from most important (1) to least important (5).

Improve walking infrastructure to transit	<input type="text"/>
Improve walking access within urban centres	<input type="text"/>
Support a safe pedestrian network	<input type="text"/>
Connect the pedestrian network to regional gateways	<input type="text"/>
Support programs that encourage walking	<input type="text"/>

Which Regional Cycling strategies are most important to you?

Please rank the following options from most important (1) to least important (6).

Complete the Major Bike Network (regional bikeway)	<input type="text"/>
Connect the Major Bike Network to destinations within the community	<input type="text"/>
Develop a more robust local cycling network	<input type="text"/>
Support a safe regional cycling network	<input type="text"/>
Provide end-of-trip facilities (e.g. bike parkades)	<input type="text"/>
Support policies and programs that encourage cycling	<input type="text"/>

Strategies and actions will be evaluated using an approach that considers a range of different values, outlined below.

- **Transportation:** Increases walking, cycling and transit use; access for seniors, youth and low-income
- **Economy:** Access to jobs; supports economic needs of the region
- **Land Use:** Policy alignment (regional, local); addresses areas of demand
- **Social and Community:** Positive customer experience; minimizes negative impacts to the community
- **Environment:** Emissions reduction; minimizes negative impacts to the environment
- **Financial:** Capital and operating costs; cost-effective
- **Deliverability:** Ease of implementation; public support

Are there any other metrics TransLink should consider when evaluating different strategies and actions?

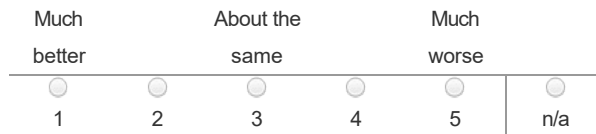
701/749 Haney Place/Coquitlam Central/Ruskin (Connecting to Mission)

Please make sure you've reviewed the detailed route maps, background information and trade-offs for the [701/749 Haney Place/Coquitlam Central/Ruskin \(Connecting to Mission\)](#) before answering the questions below.

[701/749 Haney Place/Coquitlam Central/Ruskin \(Connecting to Mission\) Map PDF](#)

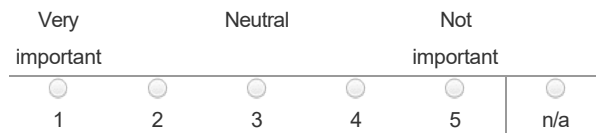
Compared to today, how would the potential new connection to Mission on the 749 generally work for you?

(Key trade-offs include: required transfer at Haney Place and 10 minute longer travel time, but adding more trips and weekend service)



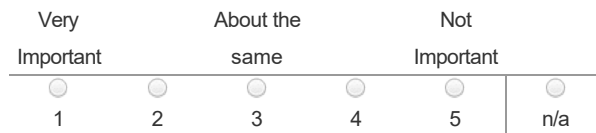
How important is it that the 701 continues to provide direct service from Coquitlam Central to Mission?

(e.g. no transfer at Haney Place from the 701 to the 749)



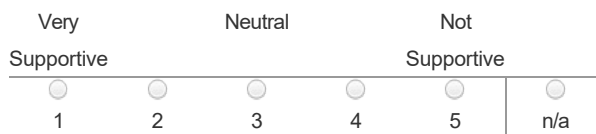
How important is it that the 749 continue to provide service along 272 St?

Changing the eastern terminus of this service to Mission would require eliminating service on 272 St, which today has only one or two boardings each day.



Would you be more supportive of rerouting the 749 only on the condition that **flexible on-demand transit** was provided in the Ruskin area?

This would remove fixed-route service along 272 St.



Do you have any comments about the 701 or the 749 that you would like to share with us?

For example: the potential routing change, connections to key destinations or other transit services, service frequency, neighborhood impacts, etc. Please be as specific as possible.

719/722 (Meadowtown/Fraser Way/Harris Road)

Please make sure you've reviewed the detailed route maps, background information and trade-offs for the [719/722 \(Meadowtown/Fraser Way/Harris Road\)](#) before answering the questions below.
[719/722 \(Meadowtown/Fraser Way/Harris Road\) Map PDF](#)

Compared to today, how would the potential new 719/722 generally work for you?

Much better		About the same		Much worse	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 719 continues to provide service along Wildwood Crescent?

The potential route change would shift service from Wildwood Crescent to Bonson Road and Hammond Road.

Very important		Neutral		Not important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 722 provides a connection to the new B-Line?

In late 2019 TransLink will be introducing B-Line service between Coquitlam Central and Maple Ridge. Unlike the 701, B-Line routing will remain on Lougheed Highway with a stop at Harris Road.

Very important		Neutral		Not important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 722 provides service to the Golden Ears Business Park?

Very important		Neutral		Not important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 719 and 722 continue to connect at Meadowtown?

Very important		Neutral		Not important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Do you have any comments about the 719/722 that you would like to share with us?

For example: the potential routing change, connections to key destinations or other transit services, service frequency, neighborhood impacts, etc. Please be as specific as possible.

743/744 (Haney Place/Maple Meadows Station/Meadowtown)

Please make sure you've reviewed the detailed route maps, background information and trade-offs for the [743/744 \(Haney Place/Maple Meadows Station/Meadowtown\)](#) before answering the questions below.
[743/744 \(Haney Place/Maple Meadows Station/Meadowtown Map PDF\)](#)

Compared to today, how would the potential new 743/744 generally work for you?

Much better		About the same		Much worse	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 744 continues to provide service into Port Hammond on Princess Street?

A more direct route that stays on Maple Crescent has the potential to save up to 5 minutes in travel time per trip.

Very important		Neutral		Not important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Do you have any comments about the 743/744 that you would like to share with us?

For example: the potential routing change, connections to key destinations or other transit services, service frequency, neighborhood impacts, etc. Please be as specific as possible.

745/746 (Haney Place/Cottonwood/Albion)

Please make sure you've reviewed the detailed route maps, background information and trade-offs for the

[745/746 \(Haney Place/Cottonwood/Albion\)](#) before answering the questions below.

[745/746 \(Haney Place/Cottonwood/Albion\) Map PDF](#)

Compared to today, how would the potential new 745/746 generally work for you?

Much better		About the same		Much worse	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 745 continues to travel along 104 Avenue?

Routing along McClure Drive has the potential to provide more frequent service to more residences. Service along 104 Avenue would be maintained by the 748.

Very Important		Neutral		Not Important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 746 provides a stop at 240 St. and Hill Ave?

A more direct route that continues along 105 Avenue has the potential to save as much as 5 minutes in travel time per trip and provide a bus connection to more residences.

Very Important		Neutral		Not Important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 746 continues to provide service to destinations along Jim Robson Way, such as Planet Ice and the Albion Sports Complex?

A more direct route would provide a stop at 102 Avenue and 240 Street (roughly 200 metres from the current stop) and has the potential to save as much as 5 minutes in travel time per trip and provide service to more residences along 104 Avenue and 105 Avenue.

Very Important		Neutral		Not Important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Do you have any comments about the 745/746 that you would like to share with us?

For example: the potential routing change, connections to key destinations or other transit services, service frequency, neighborhood impacts, etc. Please be as specific as possible.

748 Haney Place/Thornhill

Please make sure you've reviewed the detailed route maps, background information and trade-offs for the [748 \(Haney Place/Thornhill\)](#) before answering the questions below.

[748 Haney Place/Thornhill Map PDF](#)

Compared to today, how would the potential new 748 generally work for you?

Much better		About the same		Much worse	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How important is it that the 748 continues to provide service along McClure Drive?

104 Avenue would provide more direct routing for the 748.

Very Important		Neutral		Not Important	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

How interested are you in considering a flexible on-demand transit service in the more rural areas of Maple Ridge?

Flexible on-demand transit service has the potential to reduce wait times in rural areas currently served by lower-frequency fixed routes.

Very Interested		Neutral		Not Interested	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Do you have any comments about the 748 that you would like to share with us?

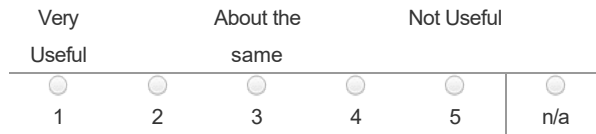
For example: the potential routing change, connections to key destinations or other transit services, service frequency, neighborhood impacts, etc. Please be as specific as possible.

Connecting to SkyTrain

Please see the [Connecting to SkyTrain](#) information on the Maple Ridge–Pitt Meadows Area Transport Plan project page for details.

How useful would a frequent connection from Pitt Meadows and Maple Ridge to the Expo Line in Surrey be to you?

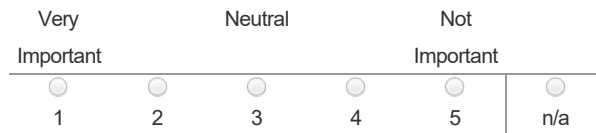
In terms of accessing SkyTrain, there is potential to develop a new route that would provide a direct connection between Pitt Meadows—Maple Ridge and Central Surrey and Expo Line.



How important is it that the 791 continues to provide a connection between Pitt Meadows and Maple Ridge and the Expo Line at Braid Station?

Assuming that:

- The new Lougheed Hwy B-Line has been implemented
- Service to the industrial areas in Port Coquitlam and Coquitlam is maintained
- A connection from Pitt Meadows—Maple Ridge to the Expo Line is maintained



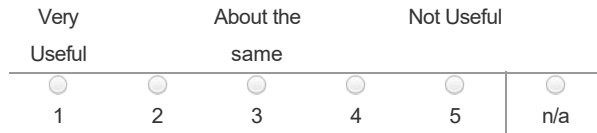
Do you have any comments that you would like to share with us?

Connecting to Langley

Residents of Pitt Meadows and Maple Ridge currently access Langley via the 595 (Maple Meadows/Langley City). Today's routing provides a connection between Pitt Meadows—Maple Ridge and Carvolth Bus Exchange, Walnut Grove and then Langley via 208 St.

How useful would a more frequent connection to Langley City be to you?

The Mayors' Vision 10-Year Investment Plan identified a future B-Line connection between Pitt Meadows and Maple Ridge and Langley City via the Golden Ears Bridge. While routing is only conceptual at this point, it's likely that this new service would utilize the 200 St corridor.



Do you have any comments that you would like to share with us?

Walking

TransLink partners with municipalities through funding programs to design and build quality pedestrian and cycling infrastructure throughout the region. Though walking and cycling capital improvements are municipally led, the questions below will help decision-makers prioritize investments.

Please indicate your level of support for the following **Regional Walking** strategies.

Improve Walking Infrastructure to Transit

Very Supportive		Somewhat Supportive		Not Supportive	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Improve walking access within urban centres and major employment centres

Very Supportive		Somewhat Supportive		Not Supportive	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Support a safe regional pedestrian network

Very Supportive		Somewhat Supportive		Not Supportive	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Support programs that encourage walking

Very Supportive		Somewhat Supportive		Not Supportive	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Connect the pedestrian network to regional gateways

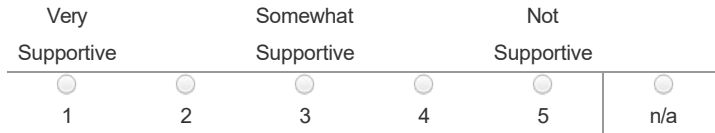
Very Supportive		Somewhat Supportive		Not Supportive	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Do you have any comments that you would like to share with us?

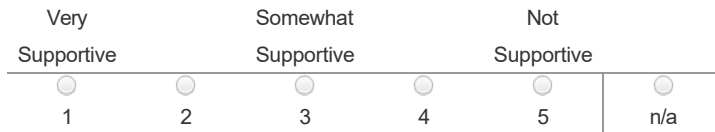
Cycling

Please indicate your level of support for the following **Regional Cycling** strategies.

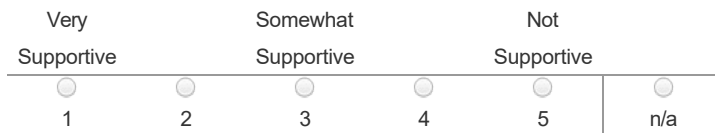
Complete the Major Bike Network (a regional bikeway that connects regional urban centres)



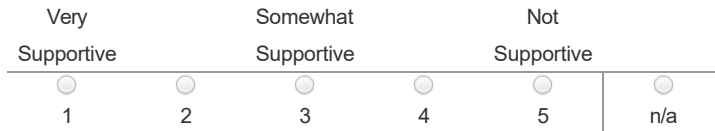
Connect the Major Bike Network to destinations within the community, including urban centres, major employment areas, high frequency transit, and residential neighbourhoods



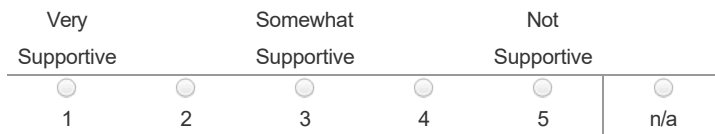
Develop a more robust local cycling network within the Maple Ridge and Pitt Meadows communities



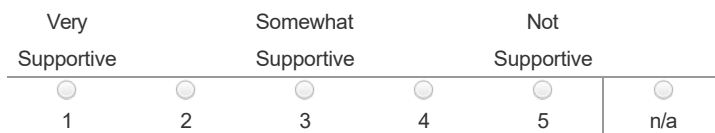
Support a safe regional cycling network



Provide end-of-trip facilities near frequent transit, within urban centres, and major employment areas (for example: a bike parkade at West Coast Express)



Support policies and programs that encourage cycling (for example: TransLink's TravelSmart program)



While working towards a completed Major Bike Network (MBN), which regional cycling connections are most important to you?

Please rank the following options from most important (1) to least important (3).

- Between Downtown Pitt Meadows and Downtown Maple Ridge
- Between Downtown Pitt Meadows and the Pitt River Bridge
- Between Downtown Maple Ridge and the Maple Ridge / Mission boundary

Do you have any comments that you would like to share with us?

New Mobility

Over the past several years, new forms of mobility such as car sharing, bike sharing, and on-demand transit, have begun to play a role in the transportation network. The following questions assess public support for a range of emerging mobility solutions for Pitt Meadows and Maple Ridge.

Please indicate your level of support for the following **New Mobility** opportunities for Pitt Meadows and Maple Ridge.

Establish a bike share system in Pitt Meadows and Maple Ridge

Note: A Bike share system is a service in which bicycles are made available for shared use to individuals on a short-term rental basis, similar to Mobi Bike Share in Vancouver.

Very Supportive		Somewhat Supportive		Not Supportive	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Consider flexible route or on-demand transit approaches to expand the transit service area or improve frequency in more rural areas (e.g. Ruskin)

Very Supportive		Somewhat Supportive		Not Supportive	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	n/a

Do you have any comments that you would like to share with us?

Please tell us about yourself

We're collecting this **anonymous** and **optional** demographic information to better understand general characteristics of our customers.

How did you hear about the Maple Ridge and Pitt Meadows ATP?

- Advertisements on buses
- Bus shelter advertisements
- Email from an organization
- I work for TransLink, CMBC, BCRTC, WCE, Transit Police or InTransit BC
- LCD screen at transit station
- News media (newspaper article, radio or TV news story)
- Newspaper advertisement
- Post card/brochure
- Open house/info session
- Buzzer Blog
- TransLink email
- TransLink website
- Reddit
- Social media (Facebook, Twitter, Instagram, etc.)
- Online ad (Google, Bing, Weather Network, etc.)
- Posters
- Word of mouth
- None of the above

Which municipality do you live in?

- Anmore
- Belcarra
- Bowen Island
- Burnaby
- Coquitlam
- Delta
- Tsawwassen First Nation
- Langley (City)
- Langley (Township)
- Lions Bay
- Maple Ridge
- New Westminster
- North Vancouver (City)
- North Vancouver (District)
- Port Coquitlam
- Port Moody
- Pitt Meadows

- Richmond
- Surrey
- Vancouver (including University Endowment Lands)
- West Vancouver
- White Rock
- Other:

What are the first *three* characters of your postal code?

Which municipality do you work or attend school in?

- Anmore
- Belcarra
- Bowen Island
- Burnaby
- Coquitlam
- Delta
- Tsawwassen First Nation
- Langley (City)
- Langley (Township)
- Lions Bay
- Maple Ridge
- New Westminster
- North Vancouver (City)
- North Vancouver (District)
- Port Coquitlam
- Port Moody
- Pitt Meadows
- Richmond
- Surrey
- Vancouver (including University Endowment Lands)
- West Vancouver
- White Rock
- Other:

What is your age?

- Under 19
- 19 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 +
- Prefer not to say

What gender do you identify as?

- Male

- Female
- Prefer not to say
- Other:

Personal Identity and Characteristics

Please select all that apply.

- Aboriginal identity
- Person with a disability
- Post-secondary student
- Secondary student
- None of the above
- Prefer not to say

How do you typically commute?

- Drive alone
- Carpool
- Public transit (train or bus)
- Bike
- Walk
- Taxi
- HandyDART
- Carshare (e.g. Car2go, EVO)