

Bay
2

T  
Bus Stop #
57577

701 Haney Place
701 Mission City Station
Limited service
722 Bonson
791 Haney Place

For first bus times, list stop number & route number to 33333*
(example: 12345-123), visit translink.ca, or call 604.953.3333
*Standard carrier charges apply

Maple Ridge- Pitt Meadows Area Transport Plan

MAY 2021





Maple Ridge-Pitt Meadows Area Transport Plan

MAY 2021

Table of Contents

INTRODUCTION	2
DEVELOPING THE PLAN	4
ISSUES AND OPPORTUNITIES	6
PUBLIC ENGAGEMENT	10
EVALUATING RECOMMENDATIONS	14
RECOMMENDATIONS	16
Transit service and infrastructure	16
Regionally-significant walking	24
Regionally-significant cycling	27
Regional Roads and Goods Movement	30
NEXT STEPS	33

Appendices

1. TRANSIT ISSUES AND OPPORTUNITIES ASSESSMENT
2. WALK, BIKE, ROADS ISSUES AND OPPORTUNITIES ASSESSMENT
3. PHASE 1 CONSULTATION SUMMARY
4. PHASE 1 CONSULTATION HIGHLIGHTS HANDOUT
5. PHASE 2 CONSULTATION SUMMARY

Note: appendix documents are referenced throughout the document and can be reviewed online at www.translink.ca/mrpm

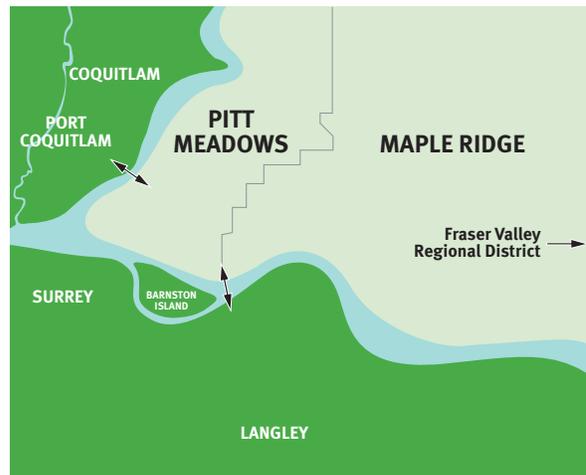
Introduction

As the regional transportation authority for Metro Vancouver, TransLink is responsible for planning, developing and operating a transportation system that moves people and goods around the region. Recognizing that Metro Vancouver is large and diverse, TransLink focuses on smaller sub-regions through Area Transport Plans in order to ensure local context and needs are understood and reflected in our planning. To plan for transit service and infrastructure, walking, cycling, driving and goods movement in Maple Ridge and Pitt Meadows as well as important connections to nearby areas, TransLink worked with municipal partners, stakeholders, the BC Ministry of Transportation and Infrastructure (MoTI), and the public.

The Maple Ridge-Pitt Meadows Area Transport Plan establishes a “blueprint” for how resources can be allocated over the next ten to fifteen years to improve transit and transportation in the sub-region in a way that is responsive to local needs and consistent with regional objectives as outlined in Metro Vancouver’s Regional Growth Strategy.

Area Transport Plans support and inform key planning processes like TransLink’s *Transport 2050* (currently under development) and the Mayors’ Council 10-Year Vision– which work together to establish the region’s long-term transportation vision, overall goals, targets, policy direction, and investment priorities. Area Transport Plans also consider municipal land use and transportation plans, to ensure that the local transit network supports existing and expected land use and travel patterns. The planning process considers customer experience, transportation and ridership data, and feedback from the public, stakeholders and local governments.

Plan recommendations will be considered for implementation alongside other regional priorities and as funding allows, with funding



levels being set in investment plans that balance TransLink expenditures and revenues. TransLink’s legislation requires investment plans to be updated every three years at a minimum.

The plan will help to ensure that current and future transportation investment decisions in Maple Ridge and Pitt Meadows are informed by customer needs, coordinated with municipal land use plans, and integrated with other modes and the transportation network to provide more travel options for people who travel in or through the sub-region.

Major Investments in Transit and Future Transit Planning

TRANSPORT 2050

The Maple Ridge-Pitt Meadows Area Transport Plan is focused on improving the local transportation network over the next 10 years. However, there are several larger projects that are beyond the scope of the Area Transport Plan that will be reviewed as part of TransLink's update to the Regional Transportation Strategy, *Transport 2050*.

- **Rapid transit expansion:** Regional priorities for rapid transit investment will be considered as part of the *Transport 2050* process. Planning for investments in rapid transit can take multiple years and is outside the scope of the Area Transport Plan, which focuses on improvements over the next 10-15 years.
- **Additional West Coast Express service:** Some West Coast Express upgrades were included as part of the Mayors' 10-Year Vision including expanded capacity and upgraded train vehicles. Additional opportunities for expansion including more trips, reverse commute direction service, and additional stations are outside the scope of the Area Transport Plan and would be addressed through an update to the *West Coast Express Strategy*.
- **Lougheed Corridor Long-Term Transit Study:** This study is happening concurrently with the Area Transport Plan in coordination with Metro Vancouver, and the municipalities of Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge, and the BC Ministry of Transportation and Infrastructure. The purpose of this study is to gain a greater understanding of the potential for rapid transit on the Lougheed corridor between the cities of Coquitlam and Maple Ridge. It assesses the potential benefits of rapid transit and the relative performance of various rapid transit technologies and explores the linkages to regional and municipal growth and development.

Visit the [Transport 2050](#) page to learn more.

RAPIDBUS

With the launch of R3 RapidBus (Lougheed Highway) in 2020, Maple Ridge and Pitt Meadows will have a fast and frequent connection to Coquitlam Central SkyTrain Station. Key features of RapidBus service include frequent all-day service, new articulated buses with hybrid engines, distinctive branding, and real-time information at bus stops.

Developing the plan

The Area Transport Plan planning process included analysis of current transportation challenges, an assessment of community values and expectations, and ultimately the identification and prioritization of various strategies and actions. These tasks took place in the following two phases and were guided by ongoing stakeholder and public consultation.



Phase 1: Identifying Issues and Opportunities

This phase involved a thorough review of local transit service and the condition of supporting infrastructure, as well as aspects of cycling and walking within the area. It included research into land use planning and anticipated future growth, current travel patterns and other local conditions. Stakeholder and public engagement during this phase focused on gathering feedback from the community on what's important and what we can do to improve the transit and transportation network

Phase 2: Developing Strategies and Actions

Phase 2 focused on the development of transportation strategies and actions that make the most of the opportunities identified in Phase 1. In this phase we sought public and stakeholder input on more than 20 potential changes to bus routes throughout the sub-region, as well as other walking, cycling, and road network strategies. Our final recommendations were based on the feedback we received along with technical analysis and input from our local government partners.

Process for Developing Strategies and Actions in Phase 2

Step 1 - Idea Generation

Develop concepts, working ideas, and concepts

Step 2 - Collaborate

Share and refine ideas with internal experts and municipal partners

Step 3 - Consultation

Share ideas and consult with City Councils and public

Step 4 - Evaluate

Assess options using the evaluation framework

Step 5 - Review and Revise

Review and adjust based on feedback from public, staff, and City Council

Working with Advisory Committees and Government Partners

- **Public Advisory Committee:** Membership comprised of selected individuals who live in Maple Ridge or Pitt Meadows and who were currently serving on existing municipal advisory committees related to transportation. The Public Advisory Committee supported the public and stakeholder engagement process, helped to interpret input from the public, and reviewed engagement materials in advance of public distribution. This group met two times during the planning process.
- **Government Working Group:** Membership included local government transportation planning staff. Roles included providing review and guidance on technical content and the planning process. This group met ten times throughout the process.
- **Mayor and Council:** The TransLink team presented to the Mayor and Council of Maple Ridge and Pitt Meadows throughout the course of developing the plan. These check-ins were to provide updates on the planning process, including feedback from public consultation events, and to receive strategic direction at critical stages in the development of the Area Transport Plan. City Council meeting check-ins occurred six times for each municipality.

Issues and opportunities

Early in the planning process technical work was done to understand the local context, trends, and anticipated future developments that could influence transit and transportation demand in Maple Ridge and Pitt Meadows. Findings from this work, along with public and stakeholder feedback, informed the recommendations in this plan.

Technical work to analyze issues and opportunities included the following.

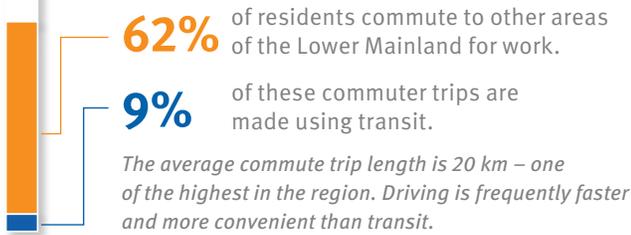
- 1. Land use analysis:** Reviewed municipal official community plans, local neighbourhood plans, and the Metro Vancouver *Regional Growth Strategy*. We looked at growth patterns and how they align with Transit Service Guidelines relating to transit-supportive land use and demand.
- 2. Travel market analysis:** Examined the *2011 Trip Diary* and other sources of data to better understand travel patterns to, from and within Maple Ridge and Pitt Meadows. This involved analyzing the origins and destinations for all trips, and whether those trips were made by transit, driving, walking, or cycling.
- 3. Transit analytics:** Analyzed the transit service metrics for each route using measures defined in the Transit Service Guidelines.
- 4. Transportation analysis:** Reviewed municipal transportation plans for walking, cycling, and regional roads. Identified issues and opportunities related to safety, gaps in the network, and missing connections to transit, among others.
- 5. Customer feedback and perceptions:** Reviewed customer feedback provided over the past several years related to transit service in the Maple Ridge and Pitt Meadows area, as well as in quarterly customer satisfaction and performance reviews, to better understand public perceptions and values related to transit and transportation.
- 6. Stakeholder and public engagement:** We asked the people who live, work or visit Maple Ridge and Pitt Meadows for input on how to improve transit, and how to make regional cycling and walking to transit safer and more enjoyable.



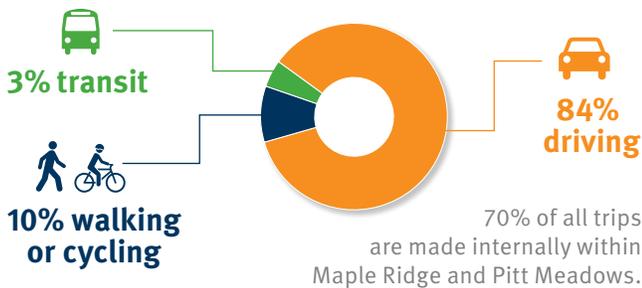
For more details on the issues and opportunities, refer to [Appendix 1](#) and [Appendix 2](#).

Current Context in Maple Ridge and Pitt Meadows

Few residents use public transit to commute to other cities for work



Transit is not well-used for local trips within Maple Ridge and Pitt Meadows



Transit options are typically not competitive with driving

- In order to provide transit to the less dense areas of the region, the existing transit network includes many circuitous, low frequency routes instead of direct, more frequent routes.
- Most parking is free throughout the area, making driving a more appealing option compared to transit.



Prior residential development outside the downtown core is mostly low-density and car-oriented

Rural areas of the region have limited east-west connections and poor connectivity that make it difficult to serve effectively and efficiently with transit.

Pedestrian safety is an issue outside of each community's Downtown

- There are gaps in the sidewalk network along the new R3 RapidBus corridor, as well as north-south connections to planned future RapidBus stops.
- There is a lack of safe pedestrian facilities along several corridors, including Haney Bypass.
- Safety issues include visibility, vehicle speed, safe crossing opportunities, and long distance between designated crosswalks.



Gaps and inconsistencies in the cycling network and supporting facilities

- Connections between Downtown Maple Ridge and Downtown Pitt Meadows need strengthening.
- Opportunity for high quality cycling support facilities at West Coast Express stations and in urban centres.



Some roadways have slower travel speeds and reliability issues

Slower and unreliable travel conditions near the Golden Ears and Pitt River Bridges may negatively impact the reliability of goods movement and efficient people movement by transit.

Road safety along Lougheed Highway may be improved

Between 2013 and 2017, the three locations in this sub-region with the greatest number of collisions leading to casualties were:

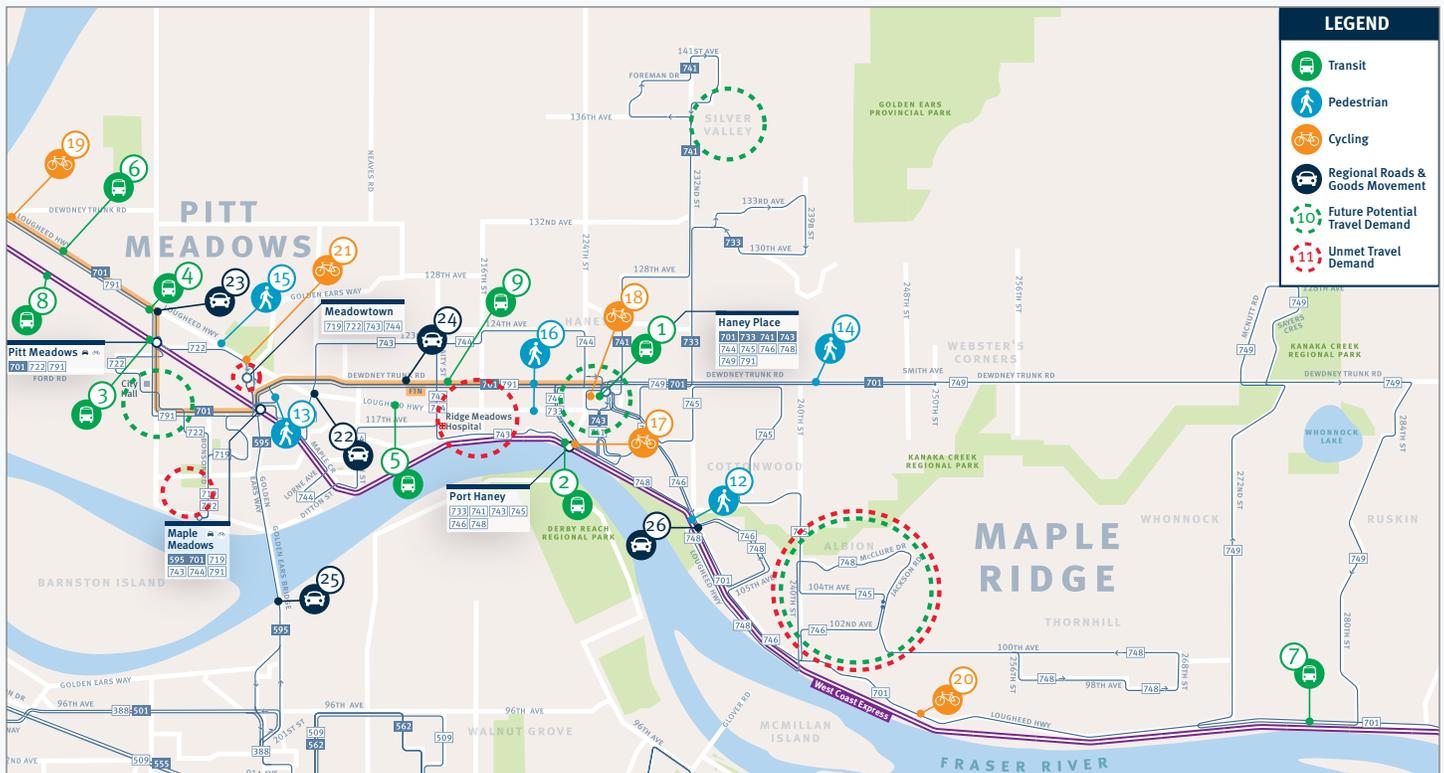
- Lougheed Highway at Harris Road
- Lougheed Highway at 203 Street
- Lougheed Highway at E Haney Bypass-Kanaka Way.



Issues & Opportunities

The issues and opportunities identified in the map below reflect feedback we received from the community during Phase 1 public engagement, input from municipal staff and each of their respective councils, as well as the technical analysis described earlier. This map is not intended to identify all of the transportation issues and opportunities in Maple Ridge-Pitt Meadows but rather illustrate selected “highlights” from each of the more detailed mode-specific maps contained in the appendices.

Figure 1: Issues & Opportunities map



Transit

- ① Transit exchanges, including Haney Place, and West Coast Express stations lack additional amenities such as washrooms. Implementation of the R3 RapidBus in 2020 will attract more riders to Haney Place.
- ② Buses that connect to the Port Haney West Coast Express are often full and pass-ups are common. The site is physically constrained and has limited operational flexibility.
- ③ Increasingly frequent rail traffic at Harris Road impacts transit speed, reliability and connections to the West Coast Express.
- ④ No transit connection at Harris and Lougheed from local transit service to the future RapidBus.
- ⑤ Lougheed Hwy may support additional transit priority measures.
- ⑥ 791 does not currently provide weekend service. No direct access on weekends to New West or the Expo Line.
- ⑦ Limited weekday-only service to Mission.
- ⑧ West Coast Express frequency and span of service is limited.
- ⑨ Regular congestion along Dewdney Trunk and Lougheed Hwy impacts transit speed and reliability.
- ⑩ Future Transit Demand: These are areas where population and job growth is likely to occur in the future, and that have limited or no transit service.
- ⑪ Unmet Transit Demand: These areas were identified during community engagement and identify locations where demand for transit exceeds current service levels.

Walking

- 12 Poor pedestrian infrastructure along Haney Bypass. High traffic speeds and limited opportunities to cross safely.
- 13 Opportunity to improve lighting and crossing safety along Hammond Road near Maple Meadows Station.
- 14 Limited sidewalks along Dewdney Trunk east of 240 St. High traffic speeds with limited opportunities to cross safely.
- 15 Opportunity to address gaps in the multi-use path along Lougheed Hwy.
- 16 Limited pedestrian crossing opportunities along Lougheed Hwy and Dewdney Trunk Road.

Cycling

- 17 Poor north-south cycling connectivity between Haney Place, Port Haney and 124 Avenue.
- 18 Opportunity for expanded bike parking at Haney Place Transit Exchange.
- 19 Improve cycling connections from Pitt Meadows through Mary Hill Bypass.
- 20 Potential future separated bike lane.
- 21 Opportunity to address gaps in the Major Bike Network along Lougheed Highway

Regional Roads & Goods Movement

- 22 Intersection of Lougheed Hwy and 203 St ranks in the top 3 in the sub-region in terms of collisions that result in casualties.
- 23 Intersection of Harris and Lougheed Hwy ranks in the top 3 in the sub-region in terms of collisions that result in casualties.
- 24 High traffic volume corridor that is regularly congested.
- 25 Following the toll removal, peak traffic volumes have increased by 20-35% resulting in constrained mobility conditions at the Golden Ears Bridge northside bridgehead — along the Lougheed Highway, Maple Meadows Way, and 113B Ave-203 St corridors.
- 26 Intersection of Lougheed Hwy, Kanaka Way and Haney Bypass ranks in the top 3 in the sub-region in terms of collisions that result in casualties.

Public engagement

Public and stakeholder engagement is a fundamental aspect of developing an Area Transport Plan. Whether engaging with residents who rely on public transit for their daily commute or hearing from those who only occasionally travel through an area, understanding the everyday issues and concerns allows TransLink to better understand the communities we serve.

What we did

The public consultation program was designed to engage a broad cross-section of the community and to allow for multiple opportunities to provide input. We used a variety of methods to reach out to the public and stakeholders to make sure they were aware of the planning process and opportunities to provide feedback. The Public Advisory Committee provided feedback on the consultation program, which included community public information sessions, meetings with specific stakeholder groups and an extensive public awareness campaign. Phase 1 consultation provided an early opportunity to engage those who live, work and play in the area

and begin the process of identifying opportunities to improve the local transportation network. This included a survey that utilized interactive web-map technology, in which respondents were able to note specific areas that were either challenging or provided positive transportation experiences. This feedback, along with our technical analysis, allowed us to identify issues and opportunities specific to transit, cycling and walking in Maple Ridge and Pitt Meadows.

A summary of public and stakeholder outreach and engagement activities is provided below.



Outreach

Phase 1 (April-June 2018)

3,700 posters and postcards distributed

- 3 unique media stories in print and online
- 2 newspaper advertisements
- 2 WCE station advertisements
- 20 bus pole advertisements
- 1,209 impressions on Facebook
- 644 video views on Facebook
- 2,174 project web page visits via personal computers
- 3,203 project web page visits via mobile devices

Phase 2 (April 2019)

5,200 postcards distributed

- 2 unique media stories in print and online
- 3 newspaper advertisements
- 4 WCE station advertisements
- 87 bus pole advertisements
- 3,522 clicks via social media (Facebook, Instagram, Google)
- 1,866 project web page visits via personal computers
- 4,407 project web page visits via mobile devices



Engagement summary



Engagement

<h4 style="margin: 0;">Phase 1 (April-June 2018)</h4> <ul style="list-style-type: none"> 1 online survey 6 public information sessions 1 meeting with public advisory committee (PAC) 2 city council workshops 6 presentations to stakeholder groups 1,160 online surveys completed 872 in-person interactions 	<h4 style="margin: 0;">Phase 2 (April 2019)</h4> <ul style="list-style-type: none"> 1 online survey 2 pop-ups at transit locations 4 public information sessions 1 information session for students 1 information session for transit operators 1 meeting with public advisory committee (PAC) 2 city council workshops 931 online surveys completed 237 in-person interactions
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Participation

<h4 style="margin: 0;">Phase 1 (April – June 2018)</h4> <ul style="list-style-type: none"> ✓ 1,160 online surveys completed ✓ 872 in-person interactions 	<h4 style="margin: 0;">Phase 2 (April 2019)</h4> <ul style="list-style-type: none"> ✓ 931 online surveys completed ✓ 237 in-person interactions
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What we heard

What we heard in Phase 1

In 2018, we asked people for their thoughts on how to improve transit, and how to make regional cycling and walking to transit safer and more enjoyable. The following is a summary of the themes we heard. An interactive map-based online survey tool was used to collect location-specific feedback.



How would you improve Transit Service?

- More frequent service (701, WCE, Community Shuttle Routes)
- Faster service (701)
- Additional weekend service (WCE, Community Shuttle Routes, 791)
- Earlier and/or later service (WCE, Community Shuttle Routes)
- More reliable service (701, to/from WCE)



What improvements would make cycling safer and more enjoyable?

- Bike lanes with separation from traffic
- Bike lanes
- Intersection improvements
- Directional signage
- Bike parking



What improvements would make walking to transit safer and more enjoyable?

- Improve intersection crossings
- Better lighting
- Fix uneven sidewalks, remove obstacles
- Mid-block crosswalks

How we responded in Phase 1

Engagement with the public, elected officials, and stakeholders, along with technical analysis, informed our understanding of the overall issues and opportunities related to transit and transportation in Maple Ridge and Pitt Meadows. This information was then used to develop strategies and actions to improve the transportation network. It was these actions and strategies which were consulted on in Phase 2 of the planning process.

**For more details on Phase 1 public engagement and what we heard, refer to [Appendix 3](#) and [Appendix 4](#).*

What we heard in Phase 2

In 2019, following the conclusion of Phase 1, we shared proposals related to potential bus service changes. We also assessed support for various regional cycling and walking strategies, as well as emerging new mobility options.

How we responded in Phase 2

Feedback received during the engagement period was carefully considered, and ways were sought in which to respond to areas of concern. Most proposals received broad support and were advanced as originally proposed. Proposals that received low levels of support were either modified or abandoned completely. Where warranted, further refinements, based on feedback, were made to some proposals to create even stronger recommendations.

For more details on Phase 2 public engagement and what we heard, refer to [Appendix 5](#).

The following are some of the key themes related to transit, walking and cycling strategies:

Key Themes



- Improve frequency, hours and days of operation for bus service. Support was highest for introducing Sunday service to a number of routes, notably providing transit access to the hospital seven days a week. Concern was expressed about re-routing for the 749 and a potential route change to the 744, which would have removed service to Port Hammond.
- Improve walking infrastructure to transit, followed by support a safe pedestrian network.
- Support a safe regional cycling network, followed by connect the Major Bike Network within the community.
- Broad support was expressed for on-demand transit approaches to expand transit service or improve frequency in more rural areas, as well as establishing a bike share system in Maple Ridge and Pitt Meadows.

Evaluating recommendations

Recommendations made for transit, walking, cycling, and regional roads were evaluated using a Multiple Account Evaluation process.

Multiple Account Evaluation criteria

The Multiple Account Evaluation process considered seven different factors to identify the potential benefits and impacts for each recommended change to the transit network and improvement strategy. Each account is related to something we value as a region, with measurable criteria. All improvements and strategies were evaluated against a Business as Usual scenario, where the network remains the same as it is today. The evaluation helped prioritize investments relative to overall benefits, helping to set expectations regarding the order in which recommendations might be implemented.

Multiple Account Evaluation criteria

ACCOUNT		CRITERIA
	ECONOMY	<input type="checkbox"/> Access to jobs <input type="checkbox"/> Goods movement
	ENVIRONMENT	<input type="checkbox"/> Emissions reduction <input type="checkbox"/> VKT reduction
	FINANCIAL	<input type="checkbox"/> Capital costs <input type="checkbox"/> Operating costs
	SOCIAL AND COMMUNITY	<input type="checkbox"/> Access to transit <input type="checkbox"/> Customer Experience <ul style="list-style-type: none"> • Convenience (i.e. frequency, transfers) • Service reliability • Passenger comfort (pass-ups and overcrowding) • Travel times
	HEALTH	<input type="checkbox"/> Access to transit for seniors, youth, low income <input type="checkbox"/> Impact on number of people being active <input type="checkbox"/> Facility and operational safety
	LAND USE	<input type="checkbox"/> Support for applicable plans, policies or initiatives <input type="checkbox"/> Mode choice in employment areas <input type="checkbox"/> Improved access to key destinations
	DELIVERABILITY	<input type="checkbox"/> Ease of implementation <input type="checkbox"/> Public and stakeholder support

Recommendations

Identifying recommendations for transit and transportation improvements within Maple Ridge and Pitt Meadows – as well as future regional investments beyond the scope of this plan – is important for ensuring expectations are aligned for TransLink, municipal partners, the public, and stakeholders.

Recommendations have been identified for the following areas:

 **Transit service and infrastructure**

 **Regionally-significant cycling**

 **Regionally-significant walking**

 **Regional roads and goods movement**

Transit service and infrastructure

This Area Transport Plan includes five strategies and related recommended actions for transit service and infrastructure. More than a third of the proposed network changes were revised and re-evaluated based on feedback received during the public and stakeholder engagement periods. The five strategies are based on findings from the issues and opportunities analysis as well as through public and stakeholder engagement.

Specific recommended actions are identified for each strategy.

Linking Land Use and Transit

TransLink coordinates with municipal and regional partners to align the transit network with existing and planned growth and development. This helps create services that meet demand and grow ridership. TransLink's Transit Service Guidelines (2018) outline land use and built environment elements that influence demand for transit. These elements, known as the 6 D's, include: destinations, distance, design, density, diversity, and demand management.



DESTINATIONS
Coordinate land use and transportation



DISTANCE
Create a well-connected street network



DENSITY
Concentrate and intensify activities near frequent transit



DIVERSITY
Encourage a mix of uses



DESIGN
Create places for people



DEMAND MANAGEMENT
Discourage unnecessary driving

Strategy T1—Expand and improve frequency, span, and days of operation

This strategy identifies increases to frequency, extensions to the span of service, and adding Saturday and Sunday service to selected local routes.

Recommended Actions

The Table below describes the recommended actions for expanding and improving frequency, span, and days of operation.

ROUTE	DESCRIPTION	Current Frequency Peak (weekday)	Current Frequency Off-peak (weekday)	Target Frequency Peak (weekday) [1]	Target Frequency Off-peak weekday, weekends	Improve Frequency	Extend hours of Operation [2]	Add Weekend Service [2]
719	Increase frequency, simplify schedule, add Sunday service	30/60	60	30	40	✓	✓	✓
722	Increase frequency, simplify schedule, add Sunday service	30/60	60	30	40	✓	✓	✓
743	Increase frequency, add Sunday service	30	60	20	40	✓	✓	✓
744	Increase frequency, add Sunday service	30	60	20	40	✓	✓	✓
745	Increase frequency, increased capacity for trips that connect to West Coast Express	30/60	60	15	30	✓	✓	
746	Increase frequency, increased capacity for trips that connect to West Coast Express	30/60	60	15	30	✓	✓	
748	Add Sunday service	120	120					✓
749	Add Sunday service	120	120					✓

[1] While frequency improvements are expected for the routes identified in the near-term, target frequency may be phased through longer implementation.

[2] Target minimum hours of operation and weekend service

Weekday	719, 722, 743, 744, 745, 746	6 am to 10 pm
Saturday	719, 722, 743, 744, 745, 746	8 am to 10 pm
	748, 749	8 am to 8 pm
Sunday	719, 722, 743, 744, 745, 746, 748, 749	9 am to 8 pm

Strategy T2—Make routes more direct and functional

The recommended routing changes will prioritize service to employment areas and dense residential areas, provide faster and more reliable service, and facilitate connections to the R3 RapidBus (Lougheed Highway).

Recommended Actions

The following packages of recommended routing changes are interrelated and are required to be implemented at the same time.

719/722/743/744 Routing Changes

- Extend existing routing to provide a connection from the 722 to the new R3 RapidBus service at Harris and Lougheed. Service along Park Road will be maintained by an extension of the 743 and/or 744 routes.
- The other recommended change is for the 722 to continue along Harris Road past Hammond Road and to introduce service to the Golden Ears Business Park. In order to maintain service along Bonson Road service between Fraser Way to Hammond Road, the 719 would no longer serve Wildwood Crescent.
- Considerations for implementation: new service to sections of Harris Road will require new bus stops.

745/746/748 Routing Changes

- Shift 745 service from 104 Avenue to McClure Drive, providing more frequent service to a denser residential area of Albion. At the same time the 748 (Haney Place/Thornhill) will be rerouted from McClure Drive to 104 Avenue.
- Remove the under-utilized diversion along Jim Robson Way and Lougheed Highway and have the 746 remain on 105 Avenue from Tamarak Lane to 104 Avenue.
- Considerations for implementation: new service areas along 104 Avenue, 105 Avenue and 240 Street will require new bus stops.

Transit Network Approach

Many of the local bus routes within Maple Ridge and Pitt Meadows are coverage-based. While providing service to the more rural areas of Maple Ridge and Pitt Meadows, these routes are often circuitous, resulting in longer travel times. The minor route changes recommended in this plan will help improve travel time, improve the legibility of the transit network, while continuing to connect transit users with their destinations.

Figure 2: 719/722/743/744 Routing changes

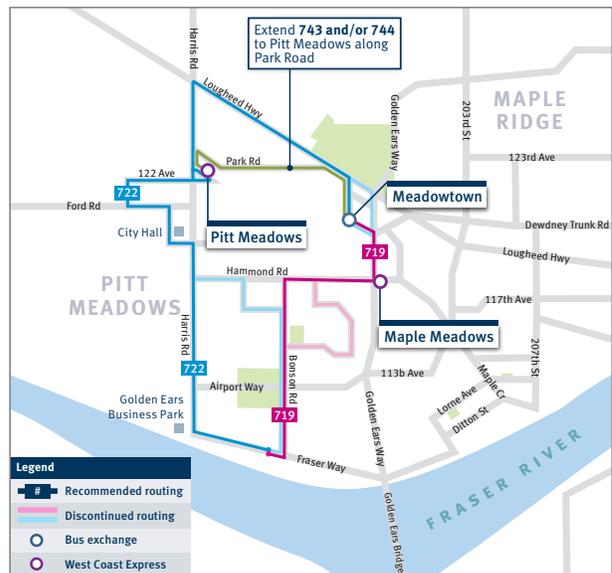
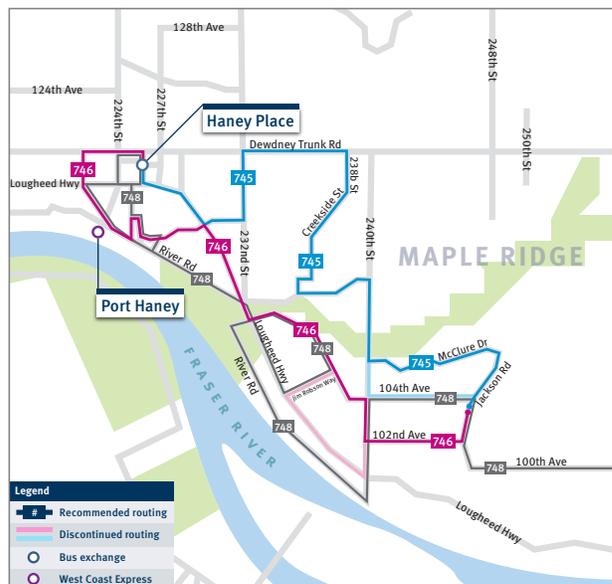


Figure 3: 745/746/748 Routing changes



Strategy T3—Improve speed and reliability

Frequent traffic congestion and high-volume rail crossings can impact transit speed and reliability. All routes within Maple Ridge and Pitt Meadows were analyzed and three locations were identified:

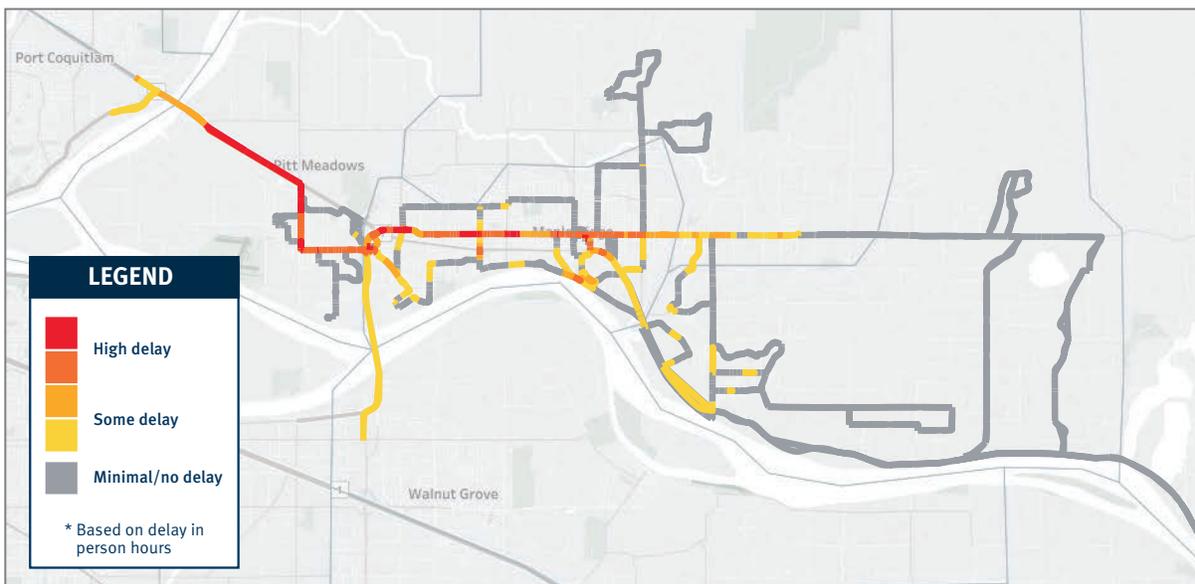
- **Harris Road:** The 701, 722, and 791 all cross the Harris Road rail crossing as part of their current routing. Between traffic congestion and increasingly frequent train traffic, these routes frequently experience delays which negatively impact reliability. *Note, potential rail grade separation would improve transit speed and reliability along Harris Road.*
- **Dewdney Trunk Road:** The 701 and 791 experience delay and reliability issues along Dewdney Trunk Road and especially at the intersection of Dewdney Trunk Road and Lougheed Highway. The 701, 741, 743, 744, and 791 buses all utilize segments of this corridor and are similarly impacted.
- **Lougheed Highway:** The R3 RapidBus may experience speed and reliability issues along the Lougheed Highway where bus priority measures have not been implemented. Continual expansion and improvement of transit priority measures along this corridor will enhance transit performance, improve the rider experience, and set the stage for potential future rapid transit.

Recommended actions:

- Work with Maple Ridge, Pitt Meadows and the Ministry of Transportation and Infrastructure to develop, fund and deliver expanded bus priority lanes along the Lougheed Highway corridor, including further bus priority measures at the intersection of 203 St., subject to available resources. Other priority corridors include:

- Dewdney Trunk Road
- Harris Road

Figure 4: Existing speed and reliability



Strategy T4—Connect to regional destinations



The introduction of the R3 RapidBus along Lougheed Highway between Coquitlam Central Station and Haney Place provides an important regional connection for residents of Maple Ridge and Pitt Meadows. Through the Area Transport Plan planning process other connections were identified that would improve regional connectivity between Maple Ridge and Pitt Meadows and other areas of the region, including Surrey, Langley, and Mission.

Recommended Actions

Suggested routes for implementation in future Investment Plans, include:

- **791 weekend service:** Provide weekend service on the 791 from Haney Place to Braid SkyTrain Station in New Westminster.
- **New direct route to Surrey:** A new direct connection between Maple Ridge and Pitt Meadows to Surrey Metro Centre.
- **New route to Langley Centre:** Identified as a future RapidBus route in the Mayors' 10-year Vision.
- **New, expanded route to Mission:** Service between Maple Ridge and Mission is currently provided Monday to Friday by the West Coast Express and four 701 trips each day, there is no weekend service. This new route is envisioned as a Basic service that will replace the existing four 701 trips, providing additional frequency, weekend service, and potentially additional local stops between Haney Place and Downtown Mission. Unlike service in Maple Ridge and Pitt Meadows, the current connection to Mission is provided via a partnership between TransLink and the District of Mission. Any potential changes to this connection, including increased frequency or additional days of operation, would require agreement from the District of Mission.
- Explore other opportunities to improve transportation options in the growing Albion area, including development of a mobility hub.

Strategy T5—Improve access to the system



Improving access to the transit network is an important component of this plan and includes the following elements: park and ride amenities, new mobility options, and education and awareness. Note that cycling and walking connections, which are key to improving access to the system, are addressed specifically later in the Recommendations section.

Recommended Actions

Park and Ride opportunities

- Work with municipalities to identify potential locations for surface park and ride or shared lots near RapidBus stops.

Amenities at stations, stops and exchanges

- Work with Maple Ridge, Pitt Meadows and the Ministry of Transportation to identify high performing stops with below standard amenities.
- Work with TransLink Facilities to increase amenities at TransLink owned/operated facilities with below standard amenities, including updated shelters, secure bicycle parking, and real-time arrival signage, among others.

New Mobility options, including “Transit On-Demand”

- Work with TransLink’s New Mobility team to explore a Transit On-Demand pilot project for acceptability and proof of concept.
 - If higher quality of service is attainable with Transit On-Demand, consider replacing very low performing routes in low density areas.

Education and awareness

- Explore additional opportunities to use TransLink’s TravelSmart program for education and awareness

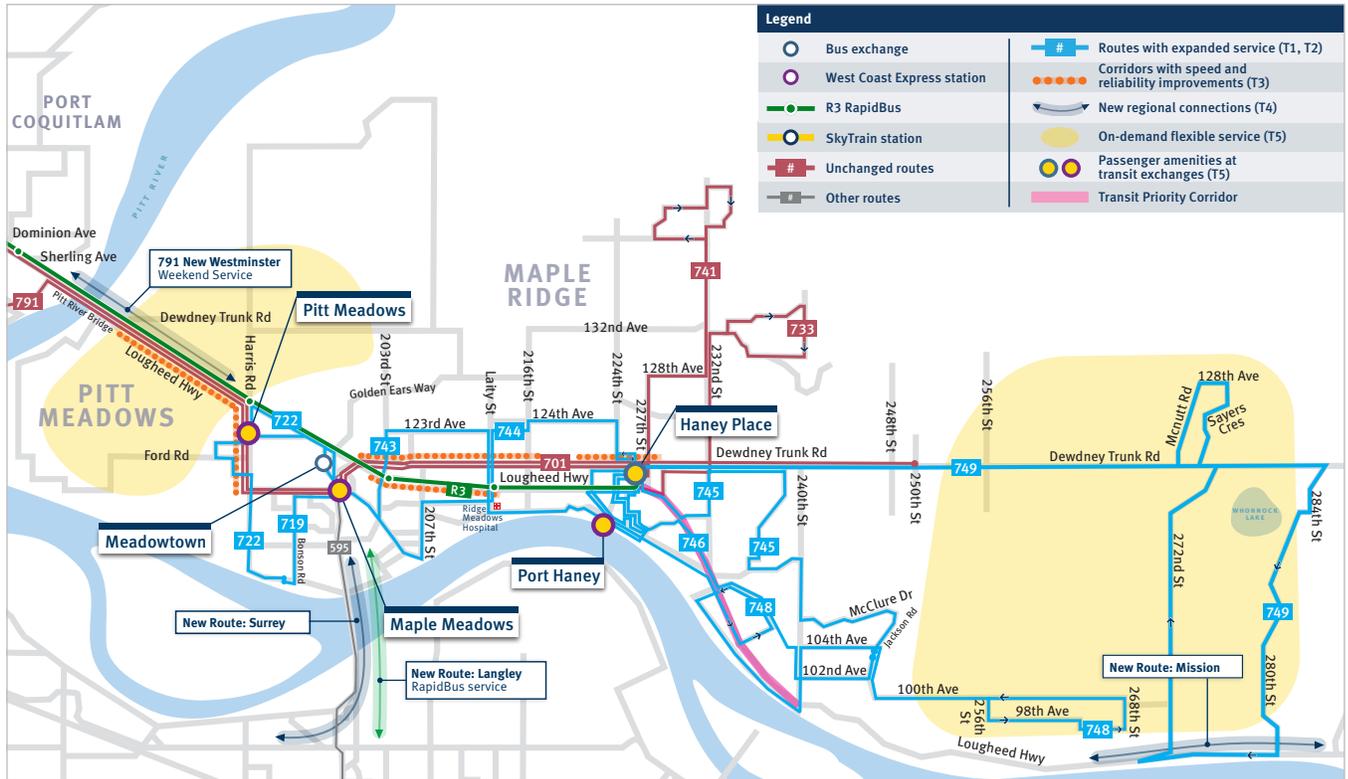
Implementation of transit recommended actions

Recommended actions are grouped into three different tiers to reflect the order in which they may be implemented over the next 10-15 years: near-term, medium-term, and long-term. Near-term actions will likely be advanced first as part of the current 2018 Investment Plan, Phase Two of the 10-Year Vision, which has allocated funding for additional bus service in Maple Ridge and Pitt Meadows. Medium-term and long-term actions will be considered based on future funding conditions or may be allocated through other funding mechanisms, including cost-sharing programs or future investment plans. However, the actions described may be implemented as opportunities arise (e.g. new development or changes to the road network); therefore, it is conceivable that some medium-term or long-term actions could be advanced before all near-term recommendations are implemented.

Potential Funding Sources

- **2018 Investment Plan, Phase Two of the 10-Year Vision:** The current investment plan includes funding for the RapidBus and investment in new routes, including the new service to Silver Valley. It also includes 10,000 new service hours for Maple Ridge and Pitt Meadows that can be used to implement near-term actions in this Area Transport Plan.
- **Capital Investment and Cost-Sharing programs:** TransLink provides funding through cost-sharing programs for bus speed and reliability, bus infrastructure, etc.
- **Future Investment Plans:** Not all actions will be implemented through the current investment plan and will require funding through a future investment plan.

Figure 5: Improving access to the system map



Service Improvements and Route(s)	Strategy	Project Lead
IMPLEMENTATION TARGET: NEAR-TERM		
Add Sunday Service: 719/722, 743/744, 748, 749	T1	TransLink
Increase Weekday Frequency: 719/722, 743/744, 745/746	T1	TransLink
Increase Weekend Frequency: 719/722, 743/744, 745/746	T1	TransLink
Extend Span: 719/722, 743/744, 745/746, 748, 749	T1	TransLink
Route Changes: 719/722, 743/744, 745/746, 748	T2	TransLink
IMPLEMENTATION TARGET: MEDIUM-TERM AND MEDIUM-TERM ONGOING		
Speed and Reliability Improvements: ongoing	T3	Municipality, MoTI, TransLink
On-demand Flexible Service Pilot	T5	TransLink
Amenities at exchanges	T5	TransLink
Amenities at stops: ongoing	T5	Municipality, MoTI
IMPLEMENTATION TARGET: MEDIUM TO LONG-TERM		
New Regional Connections to Langley (identified in Mayors' 10-year Vision)	T4	TransLink
Park and Ride opportunities	T5	Municipality or TransLink
Further Increases to Frequency: 719/722, 743/744, 745/746, 748, 749	T1	TransLink
IMPLEMENTATION TARGET: LONG-TERM		
Add Weekend Service to New Westminster: 791	T4	TransLink
Potential New Regional Connections to Surrey	T4	TransLink
Potential New Regional Connections to Mission	T4	TransLink

Regionally Significant Walking



The strategies and actions for regionally significant walking focus on improvements that broadly support Maple Ridge’s and Pitt Meadows local active transportation plans, reflect community feedback received during public consultation, and which may be eligible for TransLink cost-sharing programs. It’s important to note that in Metro Vancouver, municipalities are responsible for planning, constructing, and maintaining walking facilities. The following five strategies and potential actions support Maple Ridge’s and Pitt Meadows’ ability to improve regionally significant walking infrastructure.

What is Regionally Significant Walking?

What we define as regionally significant walking can apply within or between a range of different land use designations. This includes designated urban centres, such as downtown Maple Ridge and downtown Pitt Meadows, which support higher densities and a wider mix of land uses. Regionally significant walking also occurs along Frequent Transit corridors such as Harris Road, Hammond Road, and Dewdney Trunk Road, and along the future R3 RapidBus corridor along Lougheed Highway. Pedestrian approaches to these corridors as well as West Coast Express stations are also regarded as regionally significant.

Regionally significant walking facilities should be of high quality and consistent with local active transportation plans. When we say high quality, we mean safe, fully accessible, well-lit, and contiguous. Ideally, sidewalks should run on both sides of the street – especially along transit routes, arterial and collector roads.

Strategy W1—Improve Walking Infrastructure to Transit

Recommended Actions

- Improve connections to and from R3 RapidBus and frequent transit network corridors and stops, including:
 - Complete the sidewalk network along the Lougheed Highway RapidBus route.
 - Construct connector facilities connecting RapidBus stops to surrounding neighbourhoods.
 - Support safe, designated pedestrian crossings near RapidBus and Frequent Transit Network stops.
 - Improve walking connectivity to other standard transit stops.
- Improve pedestrian connections to the West Coast Express.
- Improve bus stop amenities, including improved wayfinding to and from stops.

Strategy W2—Improve Walking within Urban Centres

Recommended Actions

- Complete the pedestrian network within urban centres, Frequent Transit Development Areas, and major employment areas
- Support safe pedestrian crossing opportunities (per traffic engineering warrants)

Strategy W3—Support a Safe and Accessible Regional Pedestrian Network

Recommended Actions

- Address pedestrian safety issues at crossings along Major Road Network facilities or frequent transit routes
- Improve lighting at RapidBus and Frequent Transit Network stops and at West Coast Express stations, as well as along pedestrian approaches to stops/stations
- Improve lighting along Haney Bypass
- Identify and fix key wheelchair accessibility gaps in the regional pedestrian network

Strategy W4—Connect the Pedestrian Network to Regional Gateways

Recommended Actions

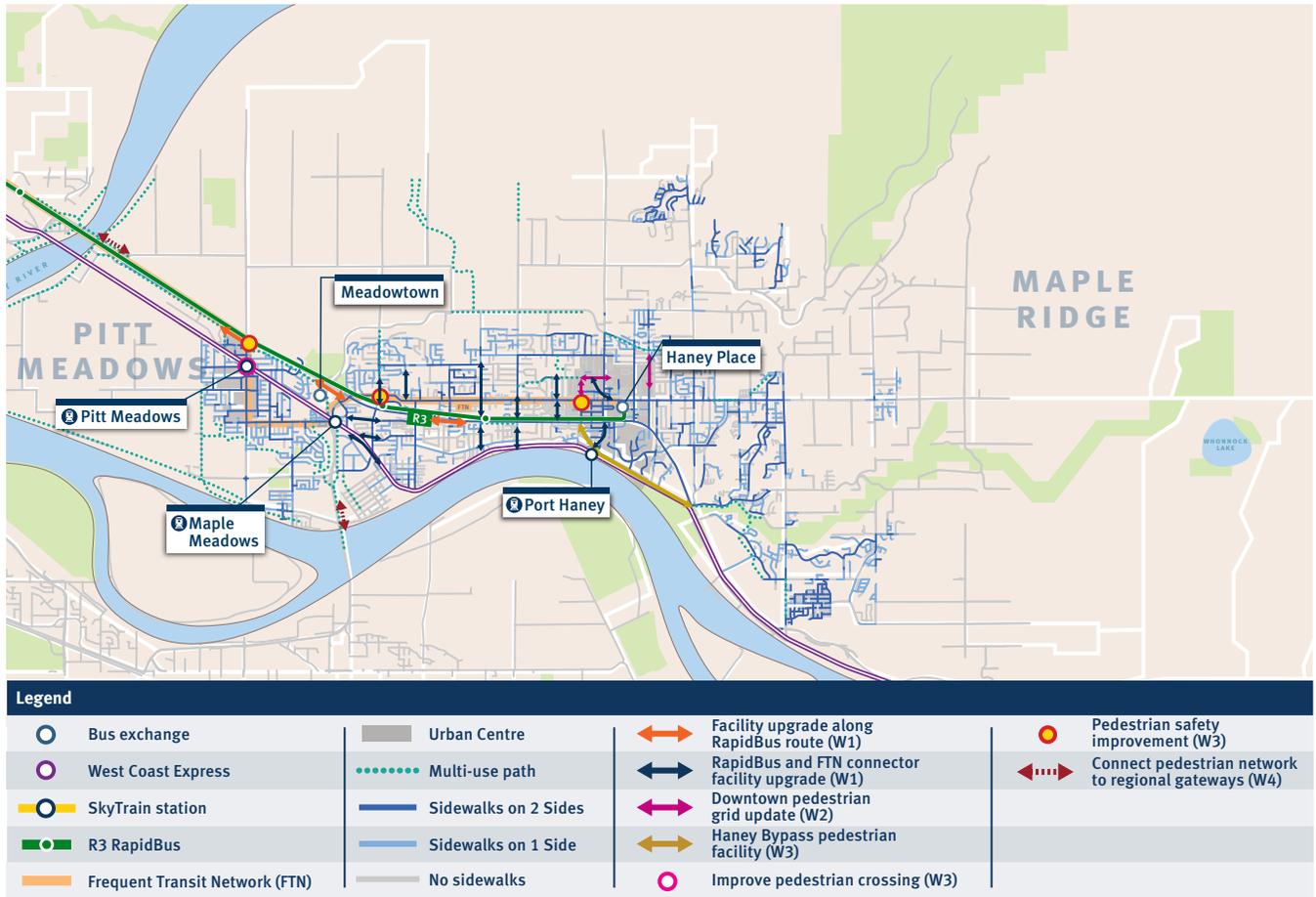
- Improve pedestrian connectivity to sub-regional gateways including Pitt River and Golden Ears Bridges
- Improve wayfinding to sub-regional gateways including Pitt River and Golden Ears Bridges

Strategy W5—Support Programs that Encourage Walking

Recommended Actions

- Safe routes to school programs
- Walking education and promotion
- Local walking maps

Figure 6: Regional Walking Strategies



TransLink Walking Investment Programs

The following programs are offered by TransLink and complement other local and provincial funding sources.

Walking Infrastructure to Transit (WITT)

WITT was created to advance regional goals to improve walking access to transit by providing local governments access to funding. Altogether \$22.5M has been funded for walking access to transit under Phase 1 and 2 of the Regional 10-Year Vision.

Transit Related Road Infrastructure Program (TRRIP)

TRRIP supports projects such as passenger loading pads, wheelchair loading pads, lighting (at individual bus stops), pedestrian railings (for channelization), and small-scale projects involving construction of a single pedestrian crossing at, or a short connecting sidewalk to the nearest intersection.

TravelSmart

TravelSmart is TransLink’s Transportation Demand Management (TDM) Program that allows us to connect with customers on a personal level through a unique combination of face to face outreach, tools, resources, and strategic partnerships.

 **Regionally Significant Cycling**



The strategies and recommended actions below focus on cycling infrastructure improvements that may be eligible for TransLink cost-sharing programs, broadly support Maple Ridge’s and Pitt Meadows’ local transportation master plans, and reflect community feedback received during public consultation. Like walking recommendations in the preceding section, the construction and maintenance of cycling facilities are the responsibility of the municipalities. The six strategies and recommended actions below support municipalities as they work towards improving regionally significant cycling.

What is Regionally Significant Cycling?

What we consider regionally significant cycling is generally related to the Major Bike Network, a cohesive and well-connected regional bikeway that will augment high-volume local bikeways. When completed, the Major Bike Network will parallel the rapid transit network and provide high-quality connections to transit stations, urban centres and regional transportation gateways. This will require enhancing connections to the Major Bike Network, developing new infrastructure in areas of high cycling potential, and ensuring safe access to key destinations. Regional cycling facilities should be comfortable for all ages and abilities and may include either Class 1 or Class 2 facilities.

Facility Class	Required Infrastructure
<p>Class 1: Comfortable for All Cyclists</p>	<ul style="list-style-type: none"> • Protected Bike Lane with separation from vehicles • Off-Street Path • Neighbourhood Street Bikeway (<500 Vehicles per day)
<p>Class 2: Comfortable for Most Cyclists</p>	<ul style="list-style-type: none"> • Painted Bike Lane (≤50 km/hr, ≤4,000-5,000 VPD) • Neighbourhood Street Bikeway (<2500 Vehicles per day)

Strategy C1—Complete the Major Bike Network

The Major Bike Network through Maple Ridge and Pitt Meadows includes Lougheed Highway (Pitt River Bridge to Harris Road and Golden Ears Way to Mission), Golden Ears Way (Lougheed Highway to south of the Fraser River), Harris Road (Lougheed Highway to Airport Way), and Airport Way (Harris Road to Golden Ears Way).

Recommended Actions

- Adjust the Major Bike Network to include Lougheed highway between Harris Road and Golden Ears Way.
- Develop Class 1 or Class 2 facilities connecting:
 - Downtown Maple Ridge and Downtown Pitt Meadows
 - Downtown Maple Ridge and eastern neighbourhoods, such as Albion
 - Central Maple Ridge with the Mission gateway

Strategy C2—Connect the Major Bike Network spine to urban centres, public transit, major employment areas, and residential neighbourhoods

Recommended Actions

- Establish connector facilities that connect to the Major Bike Network, including from:
 - Local neighbourhoods
 - Major employment areas
- Connect the Major Bike Network to RapidBus stops and West Coast Express stations
- Improve cycling wayfinding between the Major Bike Network, urban centres, major employment areas, and public transit

Strategy C3—Develop a cycling grid in the urban cores

Recommended Actions

- Support the establishment of municipal bike network plans in Downtown Maple Ridge and Downtown Pitt Meadows
- Establish bike facilities along urban core grid desire lines

Strategy C4—Support a safe regional cycling network

Recommended Actions

- Address intersection safety:
 - Along the Major Bike Network
 - Along Major Bike Network connector facilities
 - Within designated Urban Centres

Strategy C5—Provide end-of-trip facilities near transit, within urban centres, and major employment areas

Recommended Actions

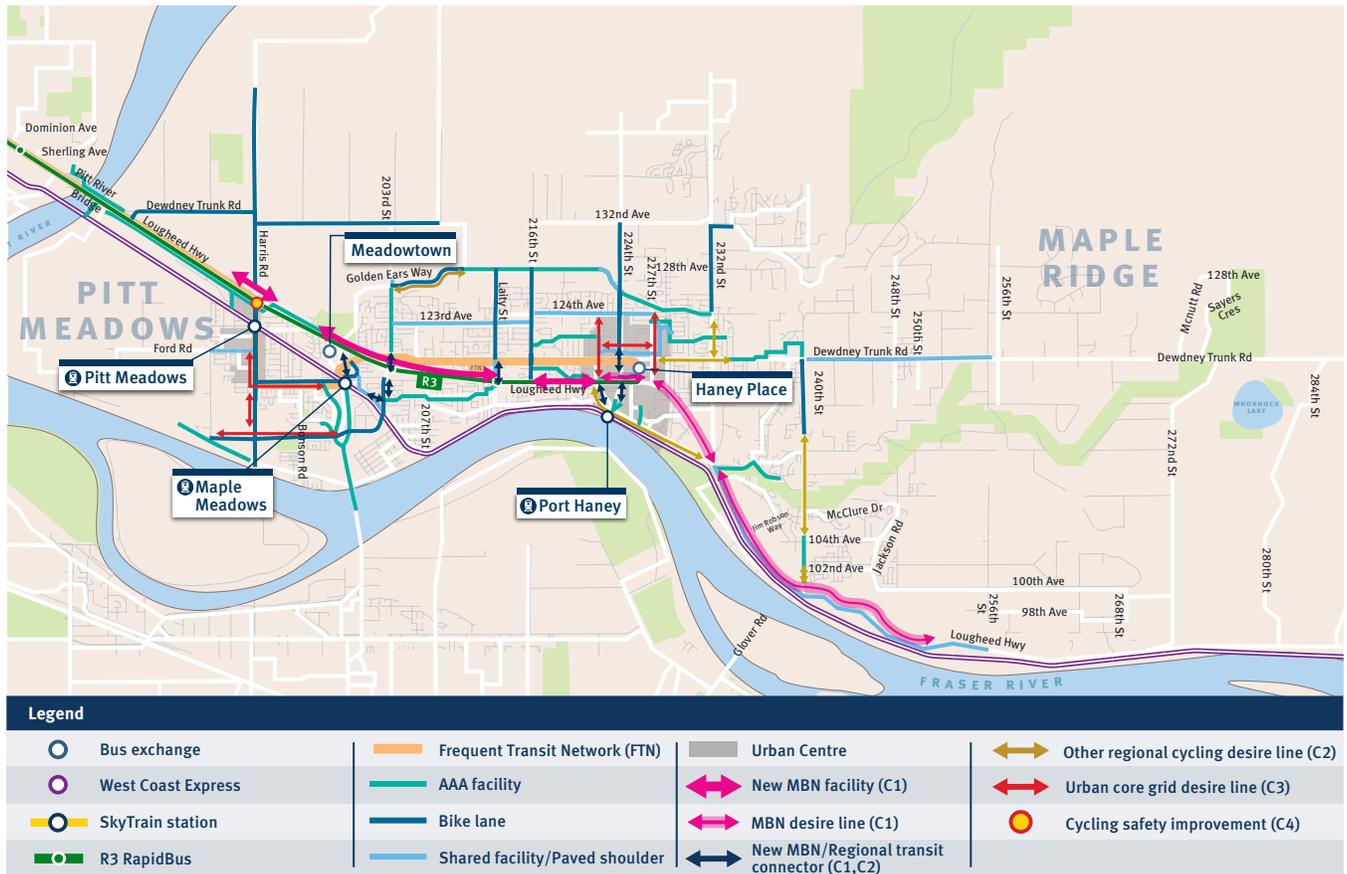
- Improve end-of-trip facilities:
 - Near Haney Place Exchange
 - Near West Coast Express stations
- Provide secure bicycle parking at RapidBus stops

Strategy C6—Support policies and programs that encourage cycling

Recommended Actions

- Safe routes to school programs
- Cycling education/promotion
- Local cycling maps
- Cycling clubs
- Establish a modern bike share, e-bike share or other micro-mobility share system

Figure 7: Regional Cycling Strategies



Regional Cycling Investment Programs

The Mayors’ Council 10-Year Vision prioritizes early and significant investment in regionally significant cycling infrastructure. The following programs are offered by TransLink and complement other local and provincial funding programs for walking.

Major Road Network and Bike Program (MRNB)

The MRNB Program includes minor capital road projects and bike infrastructure associated with the Major Road Network (MRN). The objective is to improve safety, local and regional connectivity, and the efficiency of the Major Road Network. \$13.7 M in funding was provided in 2017.

Bicycle Infrastructure Capital Cost-Share (BICCS)

The BICCS Program includes funding for new or significantly improved bicycle facilities, including but not limited to on-street bicycle facilities, multi-use pathways, bicycle crossings, and other cycling safety improvements; wayfinding; bicycle parking; marketing and cycling promotion materials; and/or lighting. Altogether \$54M has been funded for regional cycling initiatives under Phase 1 and 2 of the Mayors’ Council 10-Year Vision.



Regional Roads and Goods Movement



This plan identifies four strategies and recommended actions for improving regional roads and goods movement. Strategy R1 relates to potential future expansion of the Major Road Network. Strategies R2, R3, and R4 represent potential interventions that aim to increase people and goods movement capacity and reliability of the regional road network.

What are Regional Roads?

The Regional Road Network is the platform for regionally significant vehicle trips, regionally oriented bus trips (including RapidBus and the Frequent Transit Network), and goods movement. The Regional Road Network includes Provincial Highways, the Major Road Network, and many municipal arterial corridors. The network connects regionally significant destinations, gateways, and other highways and major road facilities.

Regional Goods Movement Strategy

TransLink's Regional Goods Movement Strategy (2017) notes the importance of balancing Metro Vancouver's twin roles as a large metropolitan region and a major multi-modal international trading hub. In support of a vision to maintain economic competitiveness through efficient goods and service delivery while protecting the environment, health, safety and livability of communities, the Regional Goods Movement Strategy advances three strategies:

1. **Invest strategically to maintain and expand the transportation system;**
2. **Manage the transportation system to be more efficient and user-focused;**
3. **Partner to make it happen.**

The Maple Ridge-Pitt Meadows sub-region is a major multi-modal international trading hub. There are several different international shipping/receiving activity centres along the Lougheed Highway corridor, including CP's intermodal terminal in Pitt Meadows and three empty container storage facilities, with one located near the Mary Hill Bypass and the other two on either side of the Pitt River Bridge.

Strategy R1—Strategically Expand the Major Road Network

A region-wide 10% expansion of the Major Road Network occurred in 2018 during which time several candidate corridors were evaluated for inclusion in the expanded Major Road Network. The 2018 expansion included Old Dewdney Trunk Road (203 Street to 210 Street), 210 Street (Abernethy Way to Old Dewdney Trunk Road), Dewdney Trunk Road (232 Street to 240 Street), and 240 Street (Dewdney Trunk Road to Lougheed Highway). Future consideration will be based on performance criteria against regional objectives, and likely reflect municipally-chosen candidate corridors that were unsuccessful in 2018, which in Maple Ridge and Pitt Meadows included:

- Harris Road (Lougheed Highway to Airport Way)
- Airport Way (Pitt Meadows Airport to Golden Ears Way)
- Dewdney Trunk Road (240 Street to 256 Street)
- 256 Street (Dewdney Trunk Road to Industrial Park)

Strategy R2—Manage Demands

Traffic demand is currently managed by investments in walking, cycling, and transit. Future actions include developing additional demand management initiatives and potentially implementing mobility pricing region-wide.

Recommended Actions

- Invest in:
 - Regional walking
 - Regional cycling
 - Improved transit service
 - Lougheed Highway transit priority improvements
- Consider the future of mobility pricing in the region to manage demands

Strategy R3—Manage Existing Facilities

Managing existing facilities consists of implementing localized operational and safety improvements as well as maintaining roadway assets in a state of good repair.

Recommended Actions

- Pursue safety reviews at identified collision prone intersections on the Major Road Network
- Pursue targeted intersection safety improvements at collision prone intersections, mainly along Lougheed Highway and Dewdney Trunk Road
- Develop and implement mobility related improvements near the Golden Ears Bridge / Lougheed Highway junction and near the Pitt River Bridge

Strategy R4—Infrastructure Investments

Beyond managing demands and existing Major Road Network facilities, investments in major road infrastructure may still be required for Maple Ridge and Pitt Meadows.

Recommended Actions

- Work with partners to explore investment in rail grade separation
- Undertake a corridor study along Golden Ears Way (Lougheed Highway to 210 Street) in order to assess whether capacity improvements are necessary based on the demands of the network. This study will be completed in the first half of 2021. If the study indicates that capacity improvements are required then TransLink will seek to advance them through existing funding programs or an Investment Plan process.

Figure 8: Regional Roads and Goods Movement Strategies



Major Road Network Investment Programs

While TransLink provides funding for the operation, maintenance and rehabilitation of the Major Road Network, ownership and operational responsibilities remain with the respective municipalities. TransLink also shares in the cost of road, bike and pedestrian related projects on the Major Road Network with municipal partners and other stakeholders, such as the Ministry of Transportation.

Operation, Maintenance and Rehabilitation (OMR) Program

TransLink is responsible for providing funding to municipalities to operate, maintain, and rehabilitate the Major Road Network. The OMR Program distributes funds to municipalities based on the number of lane-kilometres of Major Road Network in each of their jurisdictions.

Major Road Network and Bike Program (MRNB)

The MRNB Program was designed to strategically distribute TransLink capital funds dedicated to managing and improving the capacity, efficiency, and safety of the Major Road Network. Additionally, it aims to encourage the construction of more bicycle routes and related facilities in order to remove barriers to cycling across the region.

Next steps

The Maple Ridge-Pitt Meadows Area Transport Plan identifies recommendations related to transit service and infrastructure, regionally significant walking and cycling, and the Major Road Network and goods movement. This plan is a living document and TransLink will continue to work collaboratively with local government partners to implement the actions outlined. We will also continue to engage with the public to determine if we are on track or need to adjust course to deliver the recommendations in this plan.

Implementation

Recommendations in this plan may be implemented in a number of different ways. For example, transit recommendations that can be implemented using allocated funding from the 2018 investment plan may be advanced through our quarterly transit service changes. Recommendations that require additional funding or further detailed planning and design will be considered for implementation based on demand and future funding conditions. Additionally, individual recommendations will likely be implemented incrementally over time (e.g. steadily improving service frequency until it reaches the level identified in this plan). Further public engagement may be necessary prior to implementation of recommendations that involve significant trade-offs or impacts for customers. Of the recommendations related to cycling, walking and regional roads and goods movement, some will likely be implemented through cost-share funding programs offered by TransLink, which local governments can apply to on an annual basis.

Additionally, roadway corridors identified by local governments as priorities for moving people and goods will be considered for any future expansion of the Major Road Network through a separate planning process unrelated to this plan.

Tracking progress

Following the completion of an Area Transport Plan, ongoing monitoring will take place to track the status of the plan and report back on progress. We will also work with our municipal partners to ensure that land use and transportation planning continue to be coordinated.

Thank you

Thank you to everyone who participated in the process by getting engaged and sharing their feedback to improve the future of transit and transportation in Maple Ridge and Pitt Meadows.

