



# North of Fraser Transit Service

## ENGAGEMENT SUMMARY

JUNE 2025



# Introduction

- BC Transit, in partnership with the Fraser Valley Regional District, sought feedback on a new bus route that will operate along Highway 7 between Mission and Agassiz. The proposed route aims to connect people along the corridor to key destinations, enhancing access to education, recreation, and employment opportunities, while providing an alternative to personal vehicle use.
- The public survey asked respondents a number of questions about the future service, including how often they would use it, which days of the week they would travel, and if they had thoughts on the proposed bus stop locations.
- In addition to the public survey, three open houses were held in May 2025.
- Prior to the launch of the broader public engagement campaign, Leq'a:mel First Nation hosted a community meeting in January 2025.

# Background

- This project began with a feasibility study exploring transit service options along the Highway 7 corridor. The study reviewed employment and population data, examined travel patterns, and highlighted several high-level options for future service.
- This project is currently in Phase 2, which includes public engagement to help shape the schedule and service design. The service will launch at an introductory level, with plans to expand over time. Trip times and service days will be informed by the feedback gathered during this phase.

# Engagement Purpose

- The purpose of this engagement was to gather public feedback on service options for the new North of Fraser transit service along Highway 7 between Mission and Agassiz. Through this process, BC Transit:
  - Gathered input on the desired frequency of service.
  - Identified the most preferred trip times, service span, and days of operation.
  - Developed an understanding of key travel patterns and destinations.
  - Learned more about why people would use the transit service.

# Engagement Outcome Summary

The engagement process for the proposed North of Fraser transit service gathered valuable feedback from participants.

A target of 30 survey respondents was established at the outset of the project, based on population and similar BC Transit-led engagements in other communities. This target was surpassed, with a total of 316 completed surveys received. The feedback provided was valuable and demonstrated strong public interest in this future service. A total of 895 people visited the project website, highlighting a high level of community awareness and engagement.

Comparing engagement rates to the population living along the proposed route indicates that 8.3% of the population completed a survey, and 23.6% visited the project website.

# Engagement Outcome Summary

Key takeaways from engagement include:

- In the public survey, service frequency preferences were varied:
  - 49% of respondents preferred two round trips, seven days a week.
  - 40% preferred two round trips on weekdays, three on Saturdays, and one on Sundays.
  - 11% preferred three round trips on weekdays only.
- During the open houses, results were less divided:
  - 66% of participants preferred two round trips, seven days a week.
  - 31% preferred two round trips on weekdays, three on Saturdays, and one on Sundays.
  - Less than 1% preferred three round trips on weekdays only.



# Engagement Outcome Summary

Participants were also asked about their preferred trip windows for this future service.

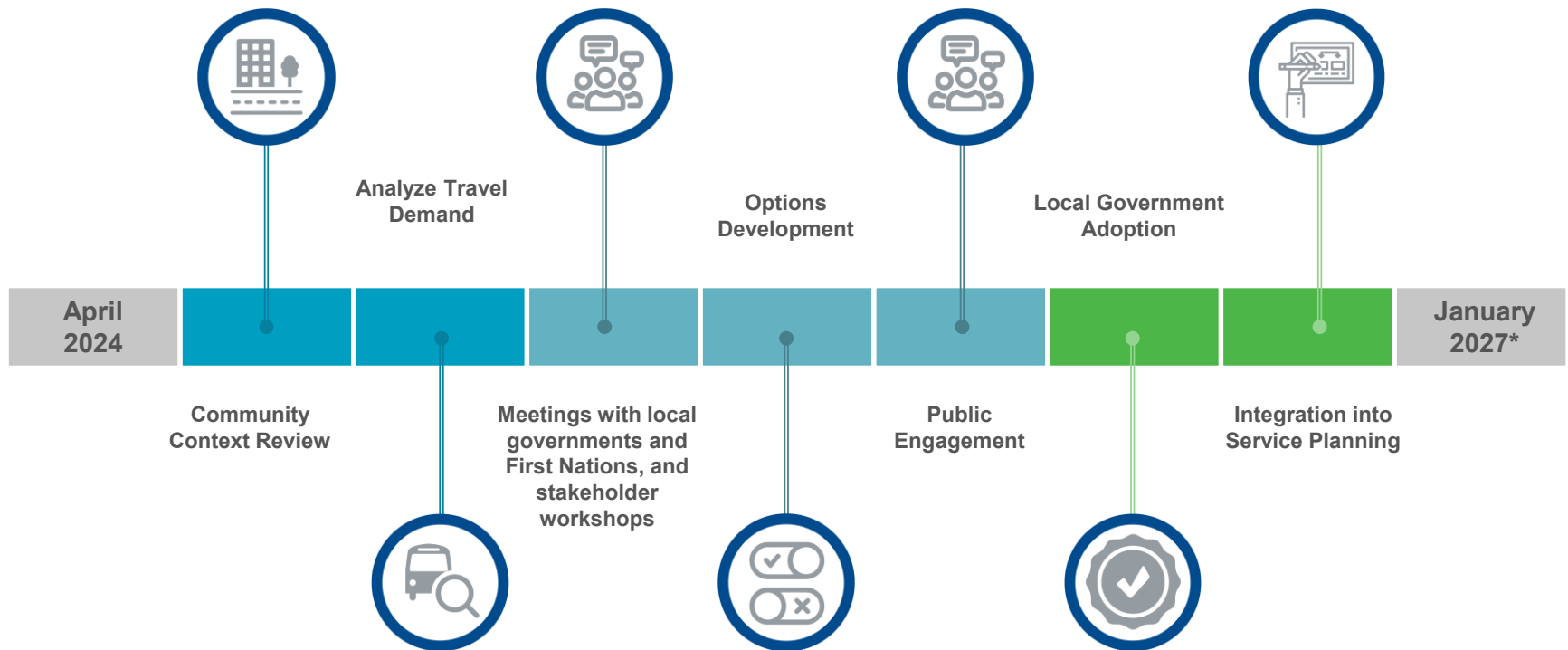
- From the open houses and surveys, preferred trip times were as follows:
  - Leaving Agassiz on weekdays:
    - Morning (7:00 a.m. – 9:00 a.m.).
    - Late morning (9:00 a.m. – 11:00 a.m.).
    - Early evening (4:00 p.m. – 6:00 p.m.).
  - Leaving Mission on weekdays:
    - Early evening (4:00 p.m. – 6:00 p.m.).
    - Evening (6:00 p.m. – 8:00 p.m.).
    - Late morning (9:00 a.m. – 11:00 a.m.).
- Attendees at the Leq'a:mel First Nation community meeting expressed interest in trip times that were slightly earlier, departing at 6 or 6:30 AM.

# Engagement Outcome Summary

- From the open houses and surveys, preferred trip times were as follows:
  - Leaving Agassiz on weekends:
    - Late morning (9:00 a.m. – 11:00 a.m.).
    - Morning (7:00a.m. – 9:00 a.m.).
    - Early evening (4:00 p.m. – 6:00 p.m.)
  - Leaving Mission on weekends:
    - Early evening (4:00 p.m. – 6:00 p.m.).
    - Late morning (9:00 a.m. – 11:00 a.m.).
    - Evening (6:00 p.m. – 8:00 p.m.).
- Attendees at the Leq'a:mel First Nation community meeting expressed interest in service from 8 AM to 10 PM on weekends, indicating desire for a wider service span than what was heard in the other engagement initiatives.



# Phase 2 Timeline



\*contingent on Provincial funding availability.

# Promotion and Awareness



## Project Website

Hub for project information and tools:  
[engage.bctransit.com/nof2025](https://engage.bctransit.com/nof2025)



## Social Media

Facebook and X posts were used to raise awareness of the project. Posts were also shared by the FVRD and municipal partners.



## Media Release

Raise media awareness on BC Transit's website, leading to local news coverage of the work being done.



## Newspaper Ads

Ads were placed in the local newspaper, advertising the plan and ways to participate.



## Engagement Posters

Posters advertising the engagement were placed at key locations along Highway 7, including municipal halls, First Nations and community centres.

# Engagement Strategy

- **Indigenous Consultation**

- **Consult:** Seek input from Indigenous communities through direct engagement to incorporate their concerns, perspectives, and recommendations into the planning process.
- **Inform:** Provide project updates, outlining how their feedback has been incorporated.

- **Public Engagement** (Project Website, Survey, In-Person Open Houses)

- **Consult:** Gather public feedback on the North of Fraser route.
- **Inform:** Communicate how feedback will be used and provide timelines for implementation.

	INFORM	CONSULT
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions	To obtain public feedback on analysis, alternatives and/or decision
PROMISE TO THE PUBLIC	We will keep you informed	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision

# Engagement Overview

Leq'a:mel First Nation Community Meeting: January 16<sup>th</sup>, 2025

Open Houses: May 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup>, 2025

Survey: April 25<sup>th</sup> – May 16<sup>th</sup>, 2025



**895** Page Visitors



**292** Online Survey Responses



**33** Open House Participants



**24** Paper Survey Respondents



**50** Community Meeting Participants

# Engagement Overview

## What We Asked

- Current transit usage patterns, including:
  - Frequency of transit use within the Fraser Valley Regional District
  - Specific transit routes currently used
  - Purpose of transit use
- Preferred service design
  - Anticipated frequency of use for the proposed North of Fraser route
  - Preferred service span and travel times
  - Key travel destinations
- Demographic information

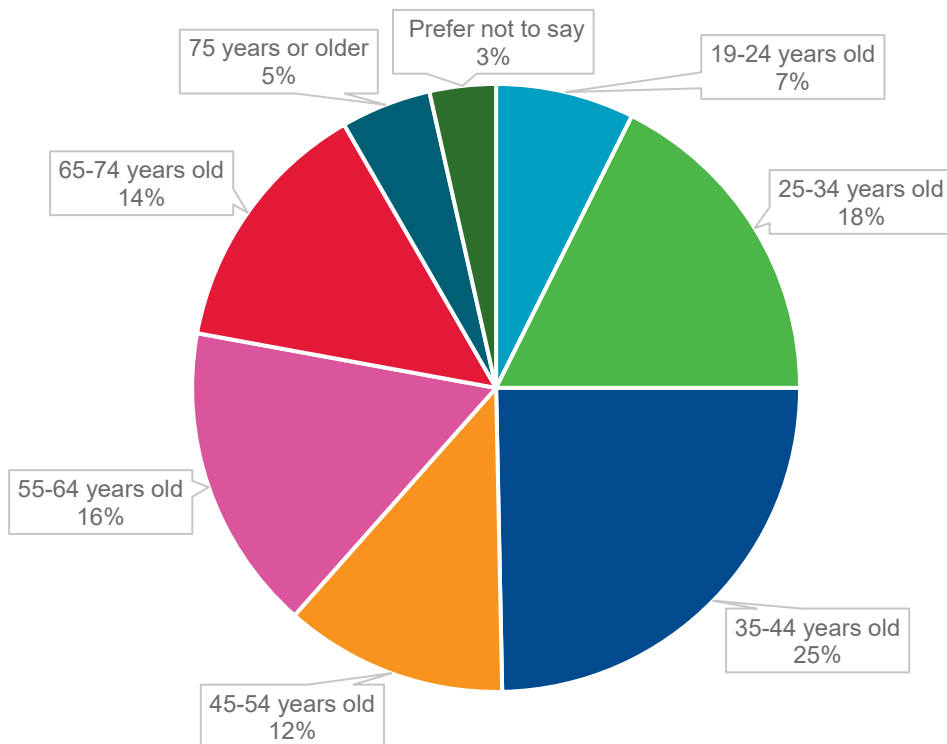
# Public Survey Results

## Who We Heard From

Which city or community do you live in?

Community	Number of Respondents
Agassiz (Kent)	46
Chilliwack	17
Deroche	63
Dewdney	3
Electoral Area C	9
Electoral Area F	3
Electoral Area G	1
Lake Errock	12
Harrison Hot Springs	15
Harrison Mills	19
Hope	6
Leq'á:mel First Nation	2
Mission	72
Sq'éwlets First Nation	1
Sts'ailes First Nation	3
Other (please specify)*	38

Please specify your age group:

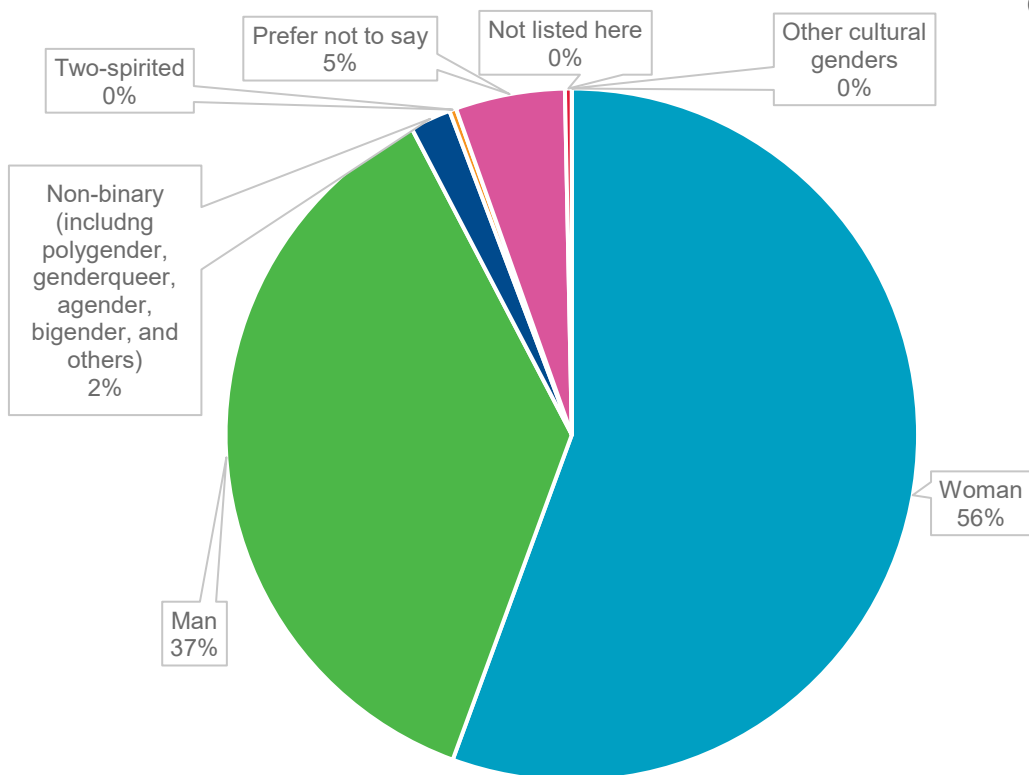


\*Respondents who selected "Other" primarily lived in Abbotsford or Vancouver.

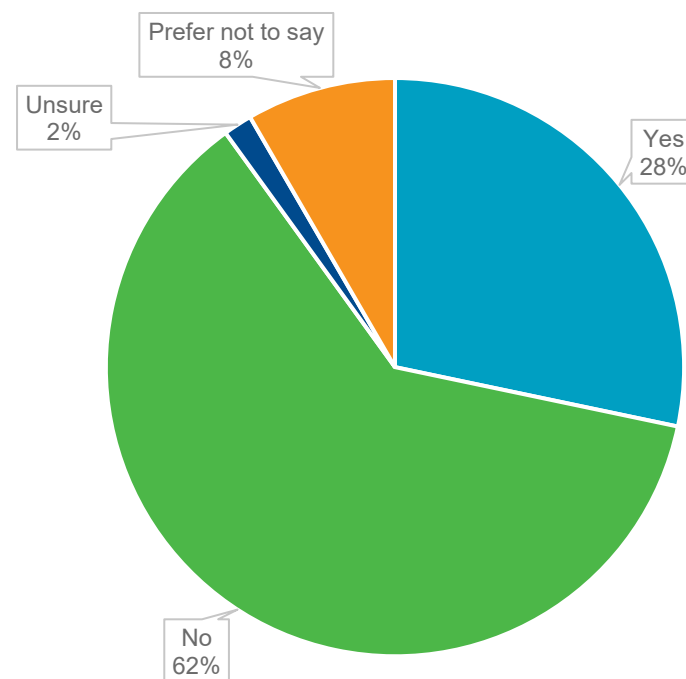
# Public Survey Results

## Who We Heard From

How do you identify?



Do you identify as a person with a disability?

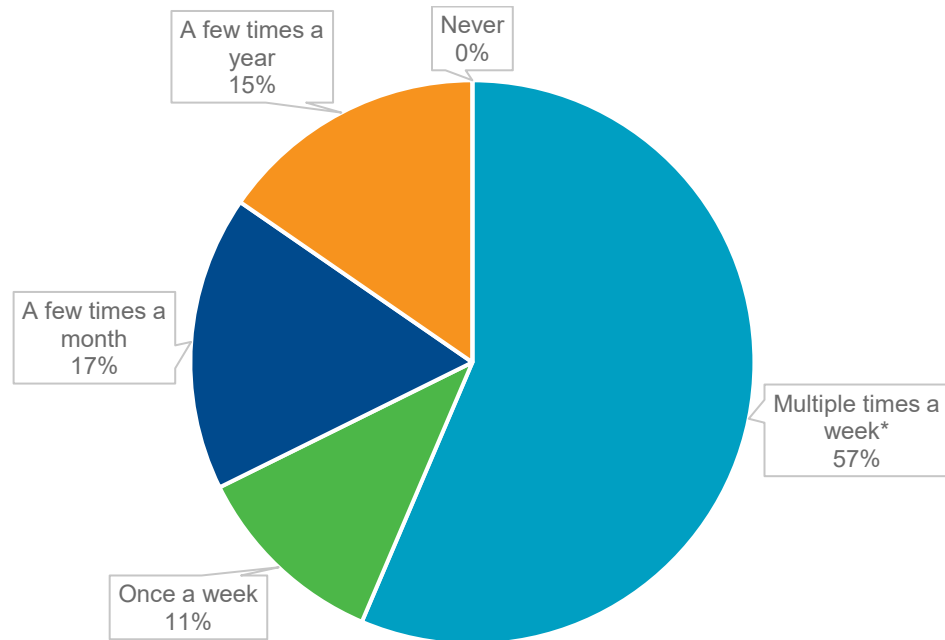




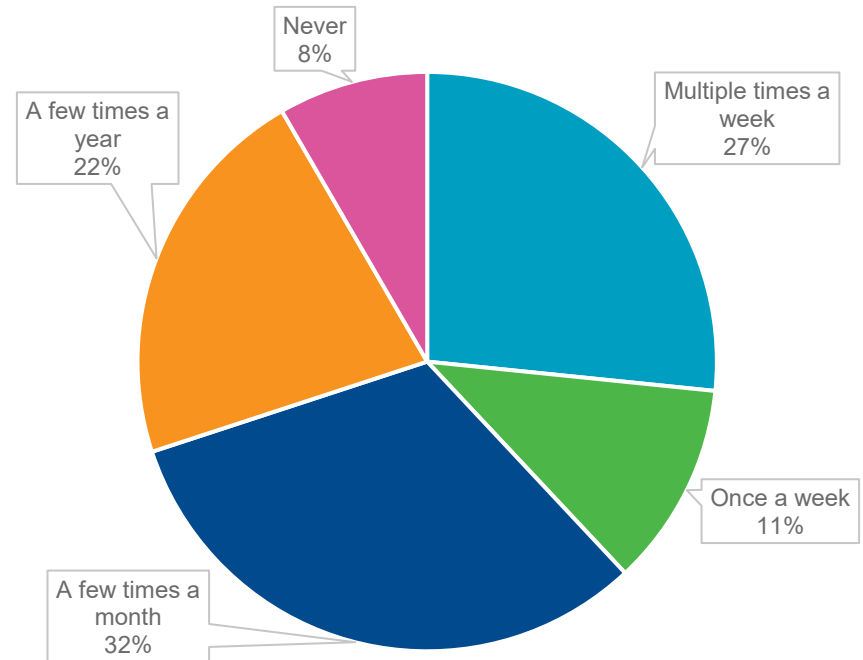
# Public Survey Results

## What We Heard

How often do you take transit?



Once introduced, how often would you use this new transit service between Agassiz and Mission along Highway 7?

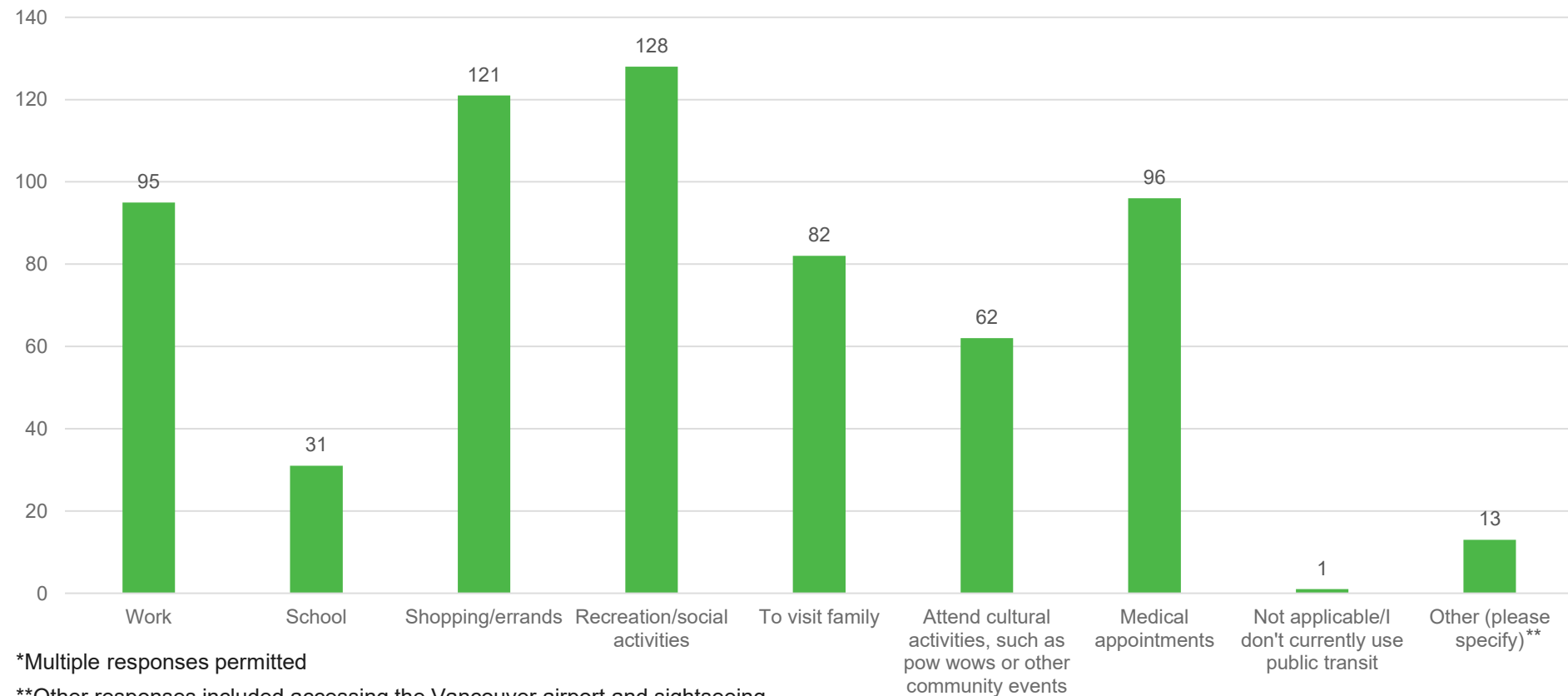


\*Most respondents who indicated that they take transit multiple times a week reported living within the service area for the Central Fraser Valley, Chilliwack, Hope or Agassiz-Harrison transit systems.

# Public Survey Results

## By the Numbers (Public survey responses)

What do you currently use public transit service for?\*



\*Multiple responses permitted

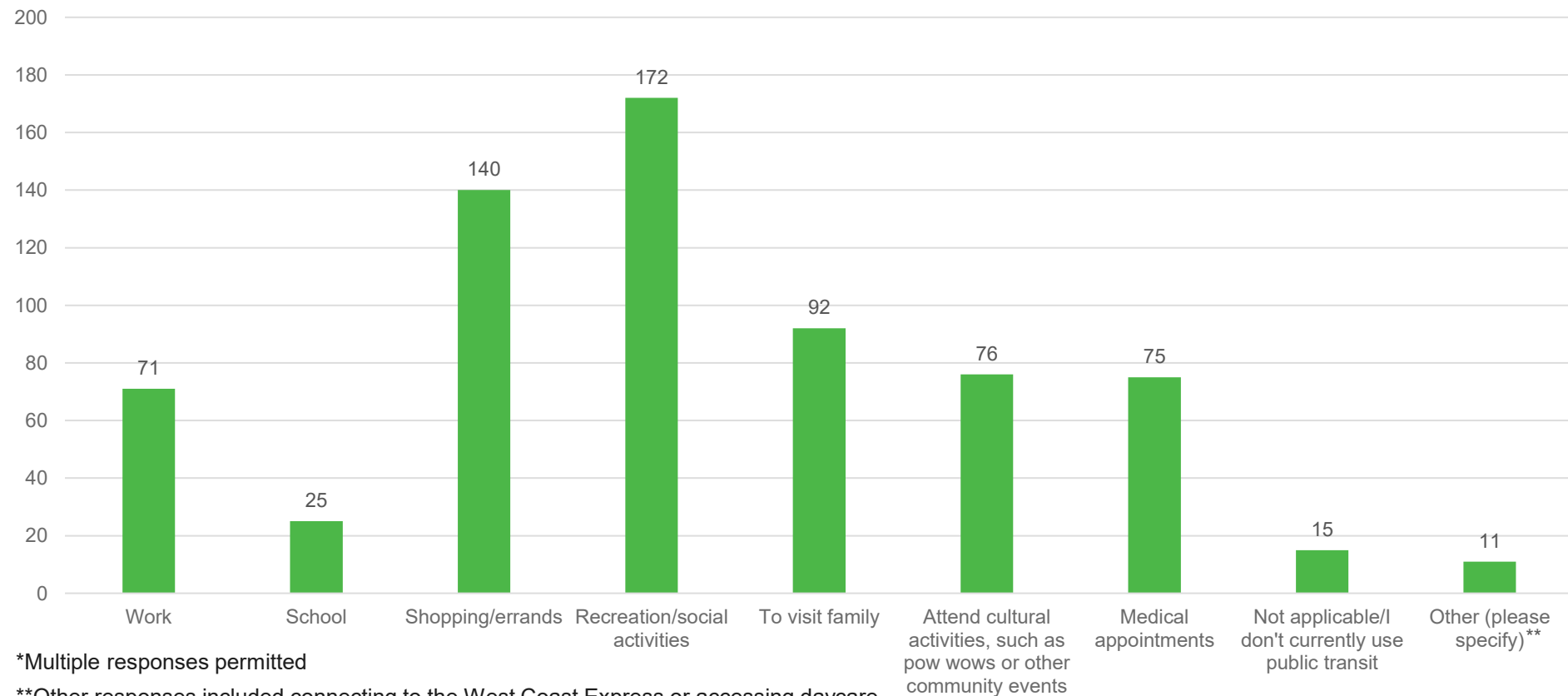
\*\*Other responses included accessing the Vancouver airport and sightseeing.



# Public Survey Results

## What We Heard

What would you use this future transit service for?\*



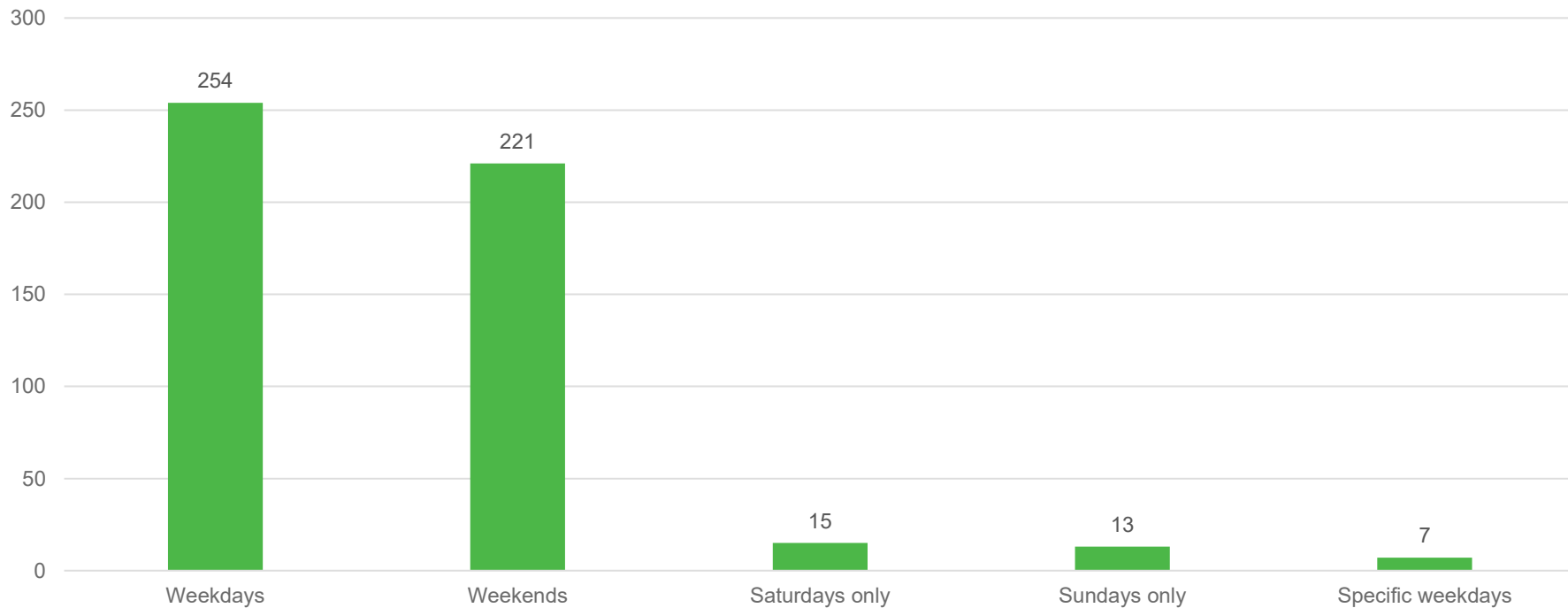
\*\*Other responses included connecting to the West Coast Express or accessing daycare.



# Public Survey Results

## What We Heard

Which days of the week would you use this service?\*



\*Multiple responses permitted

\*\*Specific weekdays mentioned were Mondays, Tuesdays, Thursdays and Fridays.

# Public Survey Results

## What We Heard

Which days of the week would you use this service? (**Filtered by community**)\*

Community	Weekdays	Weekends	Saturdays Only	Sundays Only	Specific Weekdays**
Agassiz (Kent)	39	33	2	1	1
Chilliwack	11	13	1	1	1
Deroche	57	44	1	0	1
Dewdney	2	2	0	0	0
Electoral Area C	8	6	0	0	0
Electoral Area F	1	3	0	0	0
Electoral Area G	1	1	0	0	0
Harrison Mills	17	12	0	0	0
Hope	5	5	1	1	0
Lake Errock	9	8	0	0	0
Leq'a:mel	1	2	0	0	0
Mission	56	49	5	5	1
Sq'ewlets	2	3	0	0	0
Sts'ailes	4	5	0	0	0

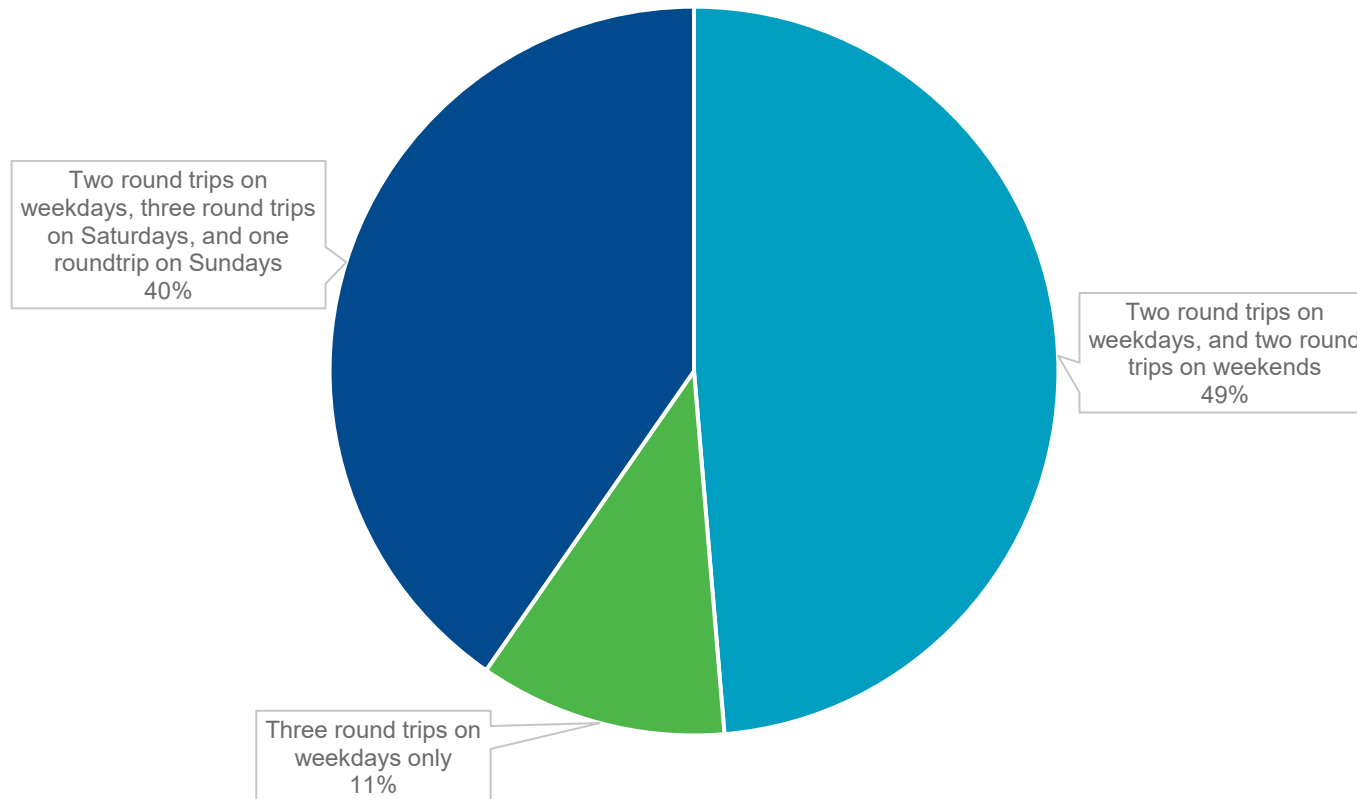
\*Multiple responses permitted

\*\*Specific weekdays mentioned were Mondays, Tuesdays, Thursdays and Fridays.

# Public Survey Results

## By the Numbers

How often would you like the bus to run?



# Public Survey Results

## By the Numbers

How often would you like the bus to run? (Filtered by community)\*

Community	Two round trips on weekdays, two round trips on weekends.	Three round trips, weekdays only.	Two round trips on weekdays, three round trips on Saturdays, one round trip on Sundays.
Agassiz (Kent)	23	5	18
Chilliwack	8	1	8
Deroche	31	11	19
Dewdney	2	11	1
Electoral Area C	7	0	1
Electoral Area F	1	0	2
Electoral Area G	1	0	0
Harrison Mills	6	2	10
Hope	3	1	2
Lake Errock	6	1	4
Leq'a:mel	1	1	0
Mission	33	5	32
Sq'ewlets	1	1	1
Sts'ailes	3	2	1

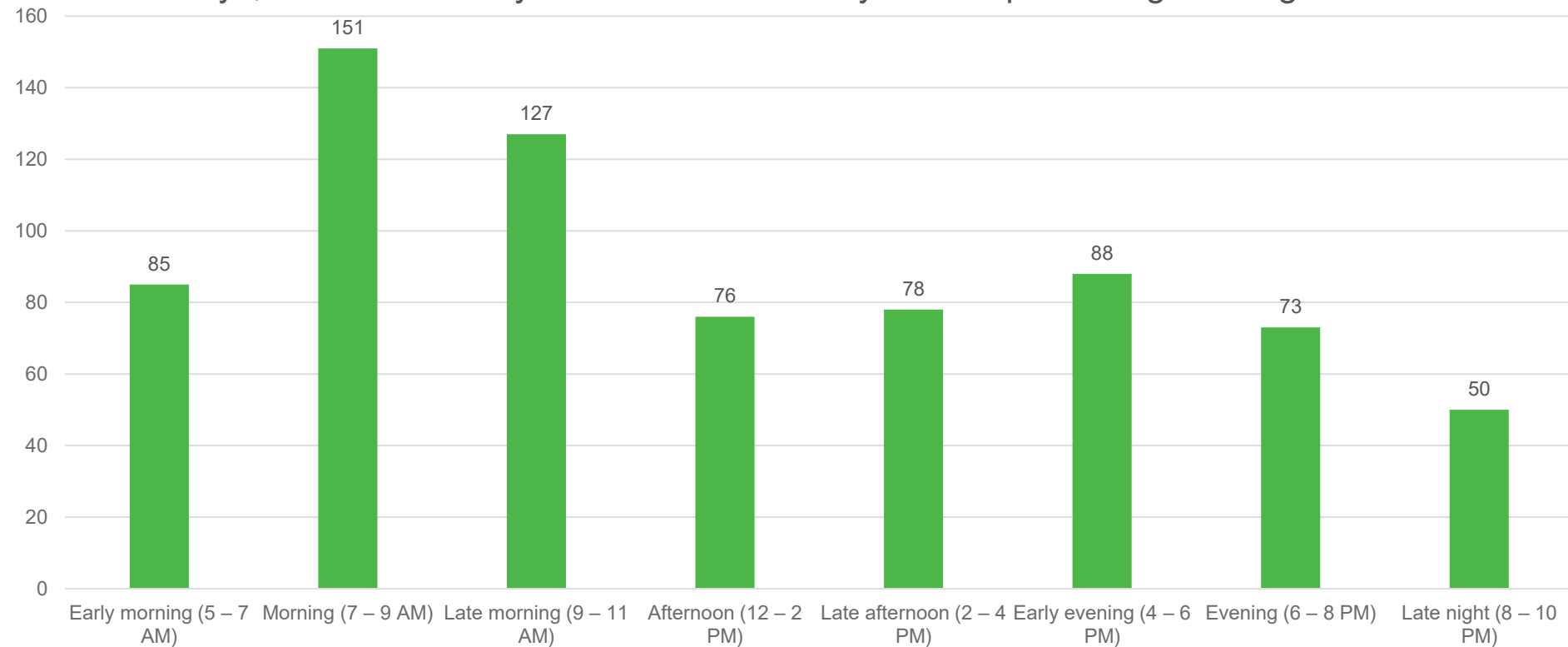
\*Multiple responses permitted



# Public Survey Results

## By the Numbers

A one-way trip on this route is expected to take approximately one hour. For travel on weekdays, what time of day would work best for you for trips leaving from Agassiz?\*



\*Multiple responses permitted

# Public Survey Results

## By the Numbers

A one-way trip on this route is expected to take approximately one hour. For travel on weekdays, what time of day would work best for you for trips leaving from Agassiz?

(Filtered by community)\*

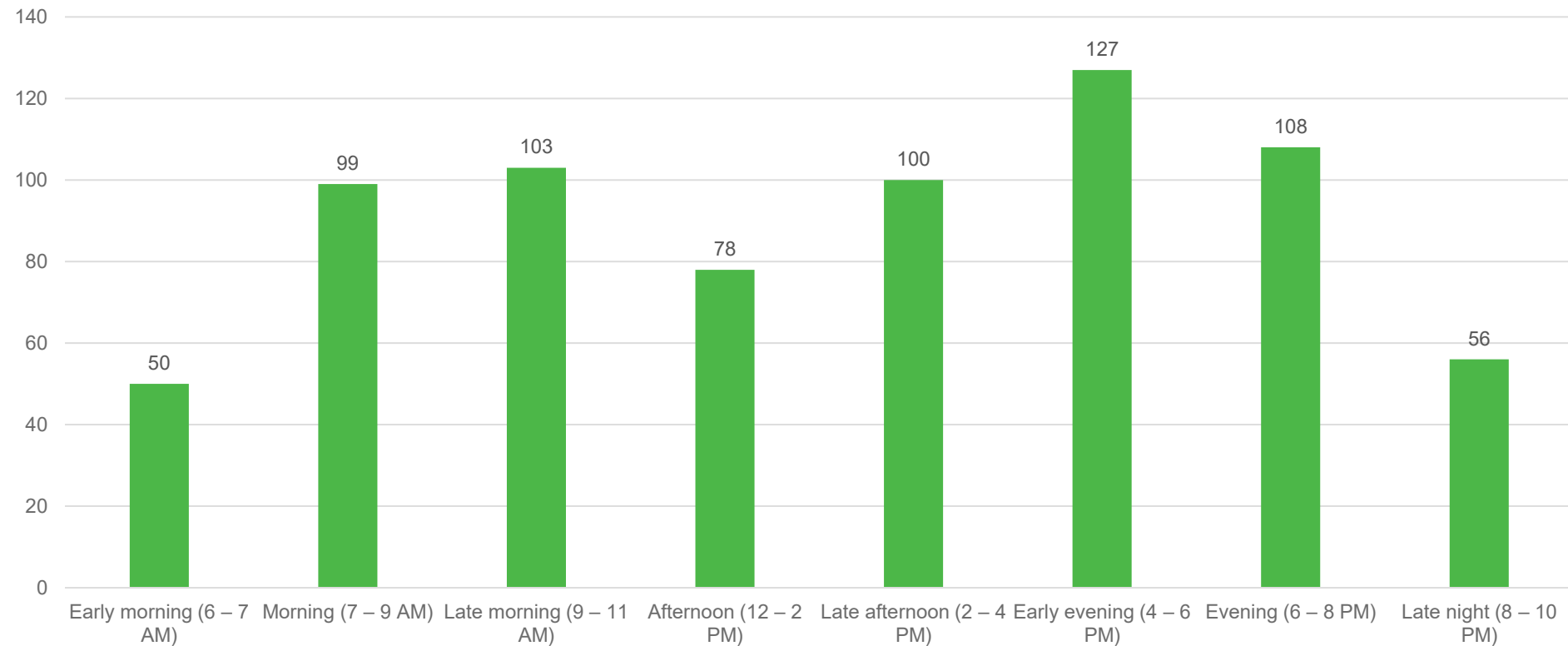
Community	Early Morning (5:00 a.m. - 7:00 a.m.)	Morning (7:00 a.m. - 9:00 a.m.)	Late Morning (9:00 a.m. - 11:00 a.m.)	Afternoon (12:00 p.m. - 2:00 p.m.)	Late Afternoon (2:00 p.m. - 4:00 p.m.)	Early Evening (4:00 p.m. - 6:00 p.m.)	Evening (6:00 p.m. - 8:00 p.m.)	Late Night (8:00 p.m. - 10:00 p.m.)
Agassiz (Kent)	13	22	22	6	5	6	6	1
Chilliwack	2	12	8	3	3	6	4	3
Deroche	17	36	32	15	17	18	17	10
Dewdney	0	2	1	0	0	0	0	0
Electoral Area C	2	2	4	1	2	0	0	0
Electoral Area F	1	0	0	0	1	1	0	0
Electoral Area G	1	0	0	1	1	0	0	0
Harrison Mills	5	12	10	3	3	2	1	1
Hope	2	4	6	2	1	1	1	1
Lake Errock	5	6	5	3	3	4	1	1
Leq'a:mel	0	0	1	0	0	1	0	0
Mission	14	34	19	17	22	23	24	15
Sq'ewlets	0	0	2	1	0	1	0	0
Sts'ailes	1	1	2	2	0	2	0	0

\*Multiple responses permitted

# Public Survey Results

## By the Numbers

For travel on weekdays, what times would work best for you for trips leaving from Mission?\*



\*Multiple responses permitted

# Public Survey Results

## By the Numbers

For travel on weekdays, what times would work best for you for trips leaving from Mission? **(Filtered by community)\***

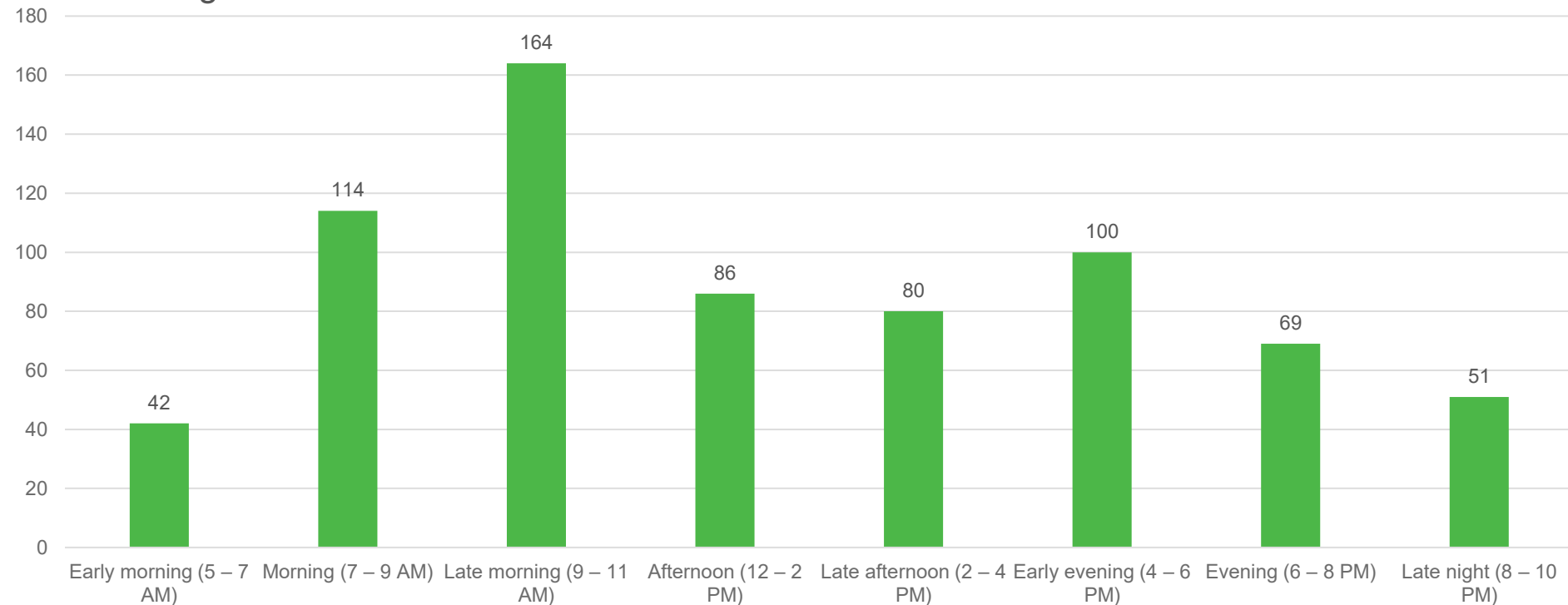
Community	Early Morning (5:00 a.m. - 7:00 a.m.)	Morning (7:00 a.m. - 9:00 a.m.)	Late Morning (9:00 a.m. - 11:00 a.m.)	Afternoon (12:00 p.m. - 2:00 p.m.)	Late Afternoon (2:00 p.m. - 4:00 p.m.)	Early Evening (4:00 p.m. - 6:00 p.m.)	Evening (6:00 p.m. - 8:00 p.m.)	Late Night (8:00 p.m. - 10:00 p.m.)
Agassiz (Kent)	3	7	7	5	11	24	21	8
Chilliwack	4	8	5	3	3	5	6	3
Deroche	8	17	18	17	20	25	26	17
Dewdney	1	0	0	1	1	0	0	0
Electoral Area C	0	2	2	2	2	4	2	0
Electoral Area F	0	0	1	0	0	1	0	0
Electoral Area G	0	0	1	1	1	0	0	0
Harrison Mills	1	2	2	2	9	12	4	0
Hope	1	1	2	2	3	4	4	2
Lake Errock	3	3	5	3	6	5	1	2
Leq'a:mel	0	0	1	1	0	0	1	1
Mission	14	32	35	18	20	21	19	10
Sq'ewlets	0	1	1	1	1	1	0	0
Sts'ailes	1	1	1	1	1	1	2	3

\*Multiple responses permitted

# Public Survey Results

## By the Numbers

For travel on weekends, what time of day would work best for you for trips leaving from Agassiz?\*



\*Multiple responses permitted

# Public Survey Results

## By the Numbers

For travel on weekends, what time of day would work best for you for trips leaving from Agassiz? **(Filtered by community)\***

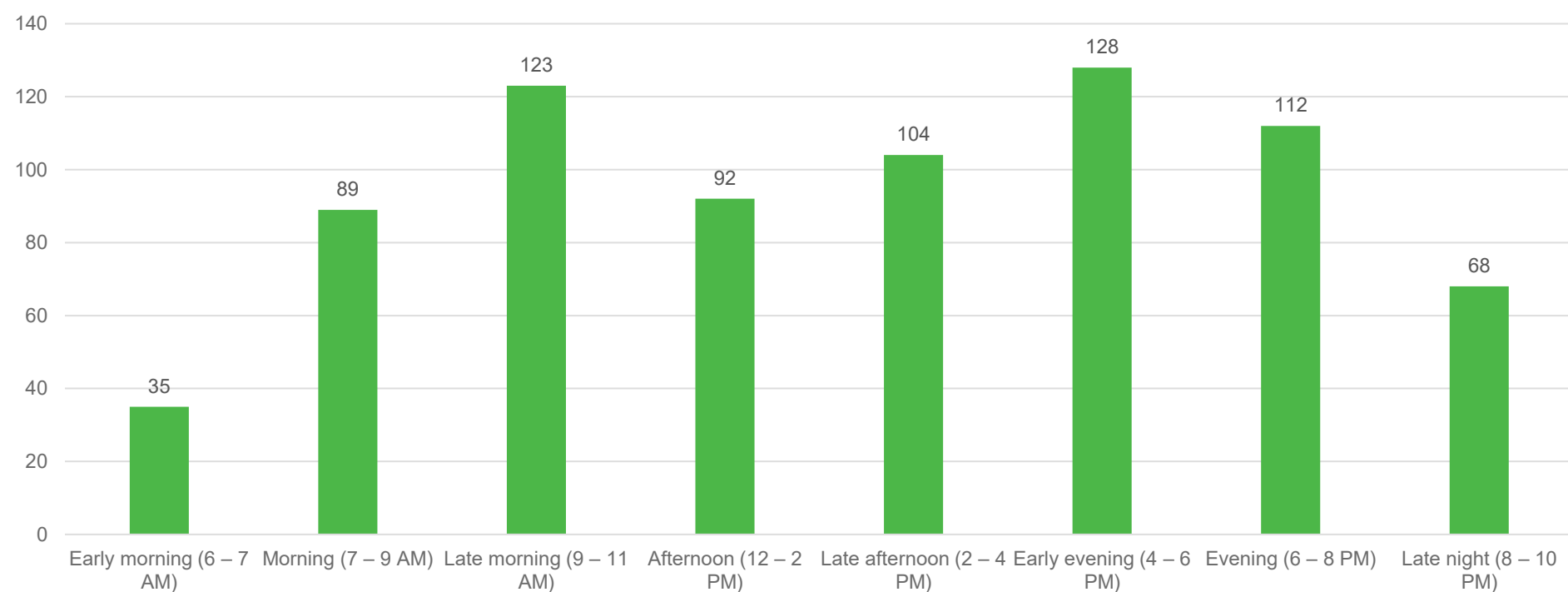
Community	Early Morning (5:00 a.m. - 7:00 a.m.)	Morning (7:00 a.m. - 9:00 a.m.)	Late Morning (9:00 a.m. - 11:00 a.m.)	Afternoon (12:00 p.m. - 2:00 p.m.)	Late Afternoon (2:00 p.m. - 4:00 p.m.)	Early Evening (4:00 p.m. - 6:00 p.m.)	Evening (6:00 p.m. - 8:00 p.m.)	Late Night (8:00 p.m. - 10:00 p.m.)
Agassiz (Kent)	8	19	29	11	7	5	5	3
Chilliwack	2	8	9	2	1	7	5	3
Deroche	8	23	35	17	15	19	15	7
Dewdney	0	3	6	1	1	1	1	1
Electoral Area C	0	3	6	1	1	1	1	1
Electoral Area F	0	1	1	0	0	1	0	0
Electoral Area G	1	1	0	0	0	1	0	1
Harrison Mills	2	6	14	6	5	3	1	0
Hope	2	3	6	3	1	1	1	1
Lake Errock	1	6	4	3	3	4	1	1
Leq'a:mel	0	0	2	2	1	1	0	0
Mission	6	21	29	19	20	34	19	15
Sq'ewlets	0	0	3	2	1	1	0	0
Sts'ailes	0	2	3	3	2	1	0	0

\*Multiple responses permitted

# Public Survey Results

## By the Numbers

For travel on weekends, what times would work best for you for trips leaving from Mission?\*



\*Multiple responses permitted



# Public Survey Results

## By the Numbers

For travel on weekends, what times would work best for you for trips leaving from Mission? **(Filtered by community)\***

Community	Early Morning (5:00 a.m. - 7:00 a.m.)	Morning (7:00 a.m. - 9:00 a.m.)	Late Morning (9:00 a.m. - 11:00 a.m.)	Afternoon (12:00 p.m. - 2:00 p.m.)	Late Afternoon (2:00 p.m. - 4:00 p.m.)	Early Evening (4:00 p.m. - 6:00 p.m.)	Evening (6:00 p.m. - 8:00 p.m.)	Late Night (8:00 p.m. - 10:00 p.m.)
Agassiz (Kent)	2	4	6	5	13	22	30	15
Chilliwack	2	6	3	4	5	6	7	2
Deroche	5	20	22	16	22	28	27	13
Dewdney	0	0	1	1	0	1	0	0
Electoral Area C	0	1	2	1	3	6	2	1
Electoral Area F	0	0	1	0	1	1	0	0
Electoral Area G	0	0	1	1	1	0	0	1
Harrison Mills	0	2	5	6	8	11	6	3
Hope	1	1	2	2	3	4	4	2
Lake Errock	2	4	4	3	5	5	2	1
Leq'a:mel	0	0	1	2	2	2	1	0
Mission	10	31	42	27	18	17	15	14
Sq'ewlets	0	1	1	2	2	2	1	0
Sts'ailes	0	1	2	2	2	3	2	1

\*Multiple responses permitted

# Key Themes: Leq'a:mel First Nation Community Meeting

In addition to the open houses, Leq'a:mel First Nation also hosted a community meeting prior to the broader, public engagement campaign. Key themes that emerged are outlined below.

Category	Feedback Summary
Proposed Bus Stop Additions	<p>Requested bus stops along Highway 7 include:</p> <ul style="list-style-type: none"><li>• Mission Hospital.</li><li>• Junction Mall, Mission</li><li>• Mission Leisure Centre</li><li>• West Coast Express</li><li>• Walmart, Mission</li><li>• Skweahm 10</li><li>• Deroche</li><li>• Sasquatch Inn/Sts'ailes Health Centre</li></ul>
Service Days and Times for Consideration	<p>Weekday service:</p> <ul style="list-style-type: none"><li>• Early morning (6 – 6:30 AM)</li><li>• All day service (6 AM – 10 PM)</li><li>• General interest in aligning trip times with the West Coast Express schedule, consistent with what was heard at other engagement events and through the public survey.</li></ul> <p>Weekend service:</p> <ul style="list-style-type: none"><li>• All day service (8 AM – 8 PM)</li><li>• General interest in late night service to access special events</li></ul>

# Key Themes: Leq'a:mel First Nation Community Meeting

In addition to the open houses, Leq'a:mel First Nation also hosted a community meeting prior to the broader, public engagement campaign. Key themes that emerged are outlined below.

Category	Feedback Summary
Transit Accessibility	Attendees requested that access to transit for those using wheelchairs, bikes and scooters be considered during the planning process. Ensuring seniors and those with disabilities can access the service was also mentioned by attendees.
Access to Employment, Education, Health Care Services, Recreation and Leisure	Access to employment, education, health care services, recreation and leisure were commonly heard themes at the community meeting. Attendees noted that this route can help residents along Highway 7 access employment opportunities, UFV campuses, doctor's appointments and groceries. The ability for youth to access employment, recreation and leisure opportunities was also a common theme at the community meeting.
Safety Improvements	Attendees recommended that controlled crossings be installed at the highway near bus stop locations. Ensuring deceleration lanes are provided were also suggested safety improvements. The lack of lighting along Highway 7 was raised as a concern, with participants requesting both improved lighting along the highway itself and at proposed bus stop locations.

# Key themes: Open houses

Open houses at the Deroche Community Hall, Harrison Mills Community Hall and Kent Community Recreation and Cultural Centre were held during the public engagement campaign. Key themes that emerged are outlined below.

Category	Feedback Summary
Access for Youth and Seniors and People with Diverse Needs	<p>Some open house attendees noted that members of their community currently do a lot of driving due to their roles as caregivers. This future transit service could help reduce the amount of driving by providing transit options for children and those with diverse needs.</p> <p>Another theme heard during the open houses was from seniors residents who moved east to more rural areas, but still wanted to be able to access more urban areas. Once they are no longer able to drive, some seniors expressed interest in the future transit service to maintain access to places like Mission.</p>
Access to the West Coast Express	<p>Throughout the public engagement campaign, participants expressed interest in access to the West Coast Express via this future route. Early morning connections to the Vancouver-bound trains, as well as later trip times to meet the last arrivals in Mission were of interest to attendees.</p> <p>While outside BC Transit's jurisdiction, there were also several comments requesting additional service on the West Coast Express, to improve connectivity between Metro Vancouver and the Fraser Valley.</p>

# Key themes: Open houses

Open houses at the Deroche Community Hall, Harrison Mills Community Hall and Kent Community Recreation and Cultural Centre were held during the public engagement campaign. Key themes that emerged are outlined below.

Category	Feedback Summary
Interest in Weekend and Weekday Service	Open house participants were primarily interested in the service option that would provide two round trips, seven days a week. This is consistent with what was seen in the public survey.
Proposed Bus Stop Additions	There were requests for additional stops at: <ul style="list-style-type: none"><li>• Junction Mall, Mission</li><li>• Stave Lake at Highway 7</li><li>• Highway 7 at School Road or Kennedy Road</li><li>• Highway 7 at Lennox</li><li>• Highway 7 at Morris Valley</li><li>• Highway 7 at Malcolm Road</li><li>• Eagle Point Golf Course</li><li>• Chevron, Lake Errock</li></ul>

# Engagement Results

## What We Heard: Public survey and open houses

Observation	Impact	Implication
There is a strong desire for improved connections to the West Coast Express and Vancouver.	Enhanced connections to the West Coast Express would provide communities along Highway 7 with more convenient access to Downtown Vancouver and the broader Metro Vancouver region.	Improving transit links to the West Coast Express would expand regional mobility, increase transit ridership, and offer more accessible and efficient travel options for residents commuting to Vancouver and other key destinations.
During engagement, there was strong support for both weekend and weekday service. The preferred service option in both the public survey and open houses was to provide the same level of service throughout the week (two round trips, seven days a week).	This indicates that there is demand for service across all days of the week, reflecting a mix of travel needs, including commuting, appointments, discretionary travel such as shopping or recreation, and social purposes.	Service planning should consider a balanced approach that accommodates both weekday commuters and weekend riders. The route's phased implementation means service will begin at an introductory level, with additional trips added over time.
There is strong support for transit service along the corridor in general. Open house attendees also noted the transit service gap that was created with Greyhound's withdrawal in 2018.	The loss of Greyhound bus service created a gap and loss of both regional and interregional mobility. Residents along the corridor are generally supportive of transit on Highway 7, and some see it as a replacement for service previously provided by Greyhound.	Introducing service along Highway 7 would help address this service gap by providing an alternative to vehicle travel. The strong support for this service will require ridership to be carefully monitored once implemented to ensure service levels are sufficient to meet demand. Additional service will require further local and Provincial funding.

# Engagement Results

## What We Heard: Public survey and open houses

Observation	Impact	Implication
The top two preferred final destinations for this transit service were Mission (110) and Agassiz (62). Both Harrison Mills and Harrison Hot Springs were also commonly cited destinations.	This highlights strong interest in both terminus points on the route, emphasizing the importance of ensuring the level of service is balanced in both directions.	Transit service design should prioritize direct, reliable connections between Mission and Agassiz. Consideration should be given to scheduling, stop placement, and frequency to reflect rider demand patterns and maximize ridership potential. Interest in accessing Harrison Hot Springs will require coordinating bus schedules between this future route and existing route 71 Agassiz-Harrison.
Open-ended survey responses revealed a strong desire for increased frequency on the North of Fraser route to enable better connections to Mission and other regional destinations.	Higher service frequency would reduce wait times, improve flexibility, and make the route more convenient for users making time-sensitive connections to Mission and beyond.	Increasing peak-period frequency could improve connectivity, boost ridership, and enhance efficiency. However, it would require additional resources and is subject to Provincial and local funding constraints.



# Next Steps

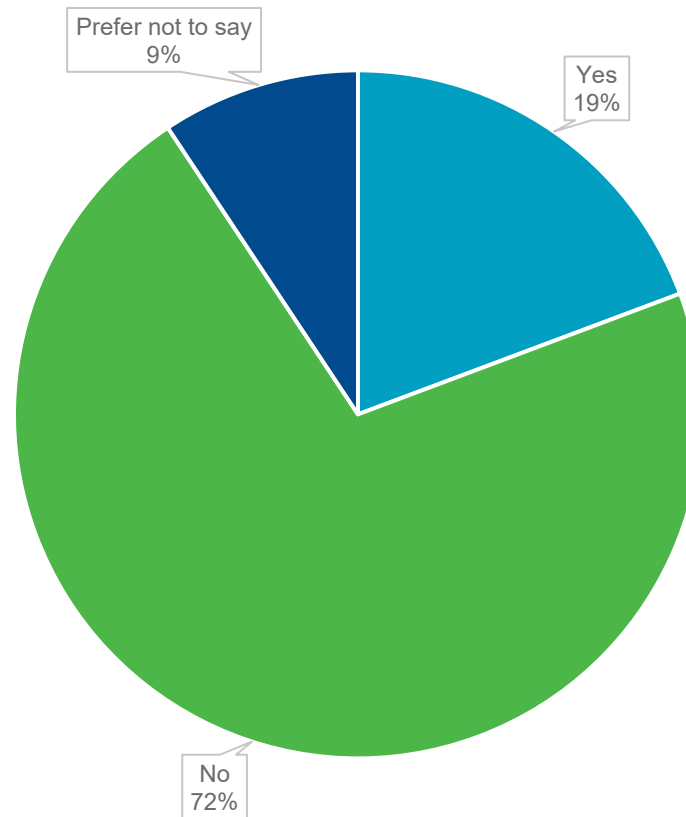
- Overall, the proposed North of Fraser service was well received. Input from the public will be used to help refine the proposed routing and schedule, ensuring the service better aligns with community needs and priorities.

Date	Milestone
Summer 2025	<b>Service Design Recommendation:</b> BC Transit will provide a final report to the Fraser Valley Regional District outlining recommended service days, approximate trip times, and bus stop locations.
Ongoing	<b>Infrastructure Planning:</b> BC Transit will continue working with the Ministry of Transportation and Infrastructure to identify and plan necessary infrastructure improvements for safe bus stops.
Fall 2025	<b>Funding Request:</b> Pending the signing of a Transit Expansion MOU, BC Transit will submit a funding request to the Province for implementation.
2027/2028	<b>Service Implementation Target:</b> Subject to funding approval, the new service is targeted for launch in January 2027.

# Appendix A

## Demographics (Public survey responses)

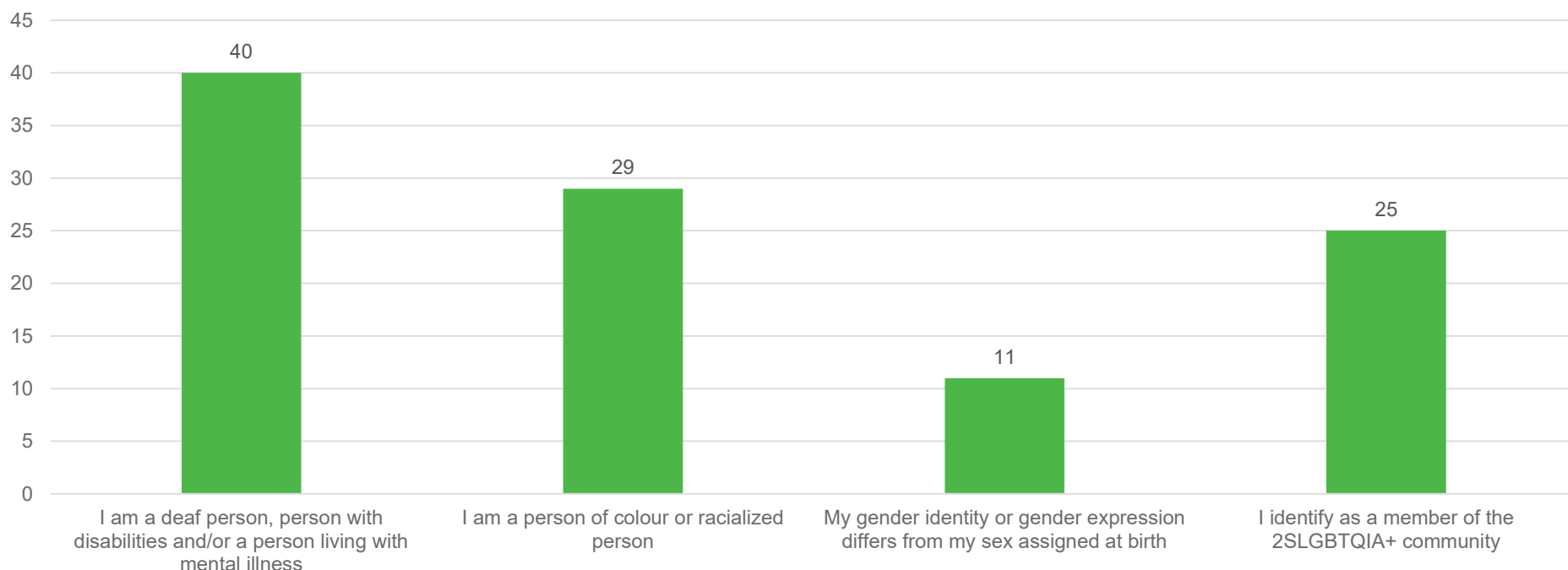
Do you identify as an Indigenous Person, that is, a person who identifies with Aboriginal, First Nation (Status/Non-Status), Metis or Inuk (Inuit) cultural and/or ancestral background?



# Appendix A

## Demographics (Public survey responses)

In addition to, or other than your gender identity and/or identifying as an Indigenous Person and/or identifying as a person with a disability, do you identify as belonging to ADDITIONAL equity-seeking groups?\*

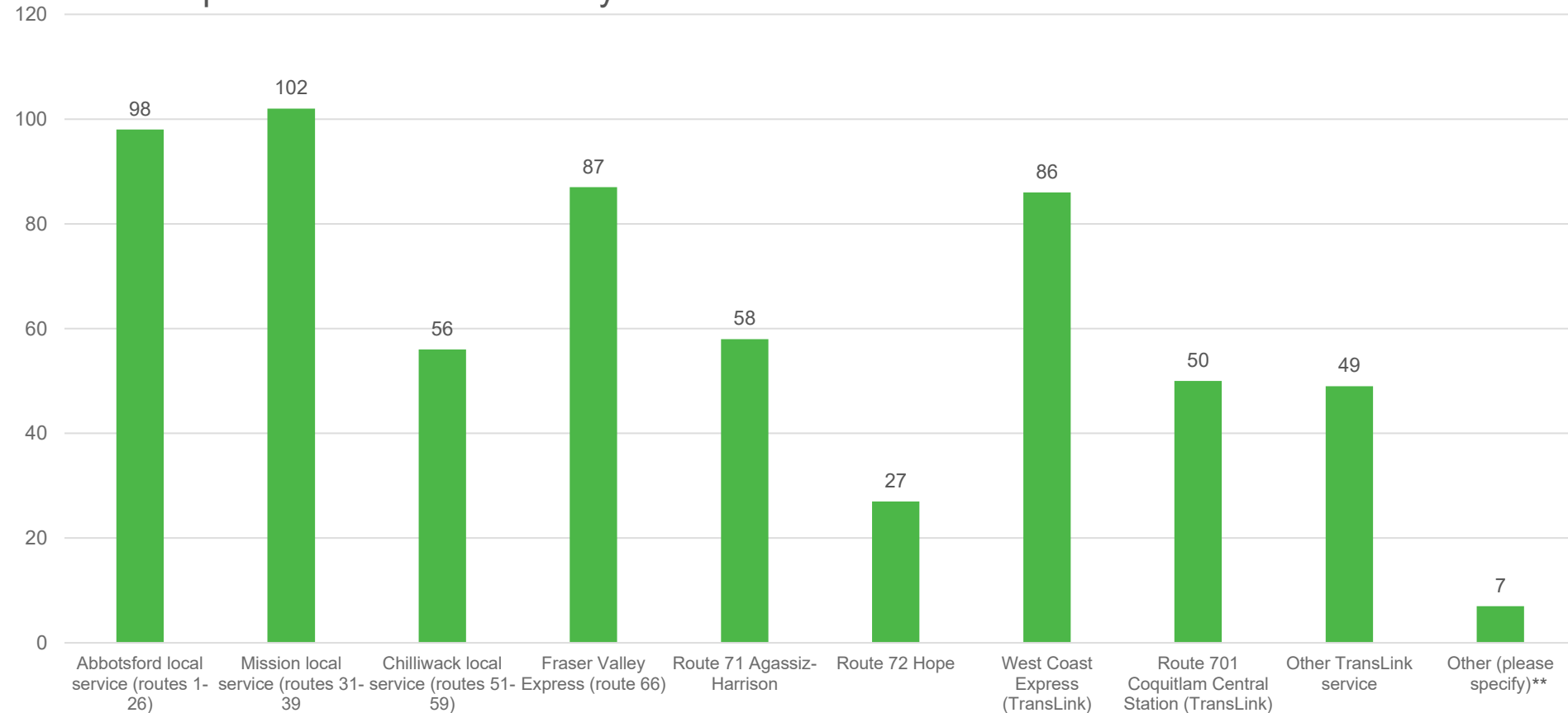


\*Multiple responses permitted

# Appendix A

## By the Numbers (Public survey responses)

Which public transit services do you use?\*



\*Multiple responses permitted

\*\*Other transit services listed include taxi services and Care Transit, a transit service for medical appointments.

# Appendix B

## Public Survey and Open House Comments

The table below highlights additional common themes and comments from the survey, open houses and community meeting.

Category	Feedback Summary
Proposed Bus Stop Additions	<p>The top five bus stop additions identified through engagement are:</p> <ul style="list-style-type: none"><li>• Sasquatch Inn<ul style="list-style-type: none"><li>• Note: stops are proposed at this location.</li></ul></li><li>• BC-7 and Sylvester Road (Husky Gas Station)</li><li>• North Fraser Fire Department - Hall 1</li><li>• BC-7 and Woodside Boulevard (Woodside Inn)<ul style="list-style-type: none"><li>• Note: stops are proposed at this location.</li></ul></li><li>• Junction Mall, Mission</li></ul>
Most Selected Final Destinations on the North of Fraser Route	<p>In the public survey, frequently stated final destinations for the North of Fraser route include:</p> <ul style="list-style-type: none"><li>• Mission: 110</li><li>• Agassiz: 62</li><li>• Abbotsford: 13</li><li>• Vancouver: 15</li></ul>

# Appendix B

## Survey Comments

The table below highlights additional common themes and comments from the survey, open houses and community meeting.

Category	Feedback Summary
Improved Access to Amenities	Many respondents expressed a general desire for the North of Fraser route to provide access to key amenities such as grocery stores, pharmacies, banks, medical clinics, and recreational facilities (e.g., recreation centers, fitness centers, sports complexes, and the zoo).
Bike Racks	Given the distance some riders may need to travel to access the service, there was interest in ensuring sufficient bike rack capacity on buses.
Positive Feedback	Overall, the North of Fraser route has received a strong positive response. Respondents expressed excitement about gaining access to various destinations along Highway 7 and appreciation for the proposed new service.