



Strategic Transportation Plan Update

FEATURES OF DRAFT PLAN – OPEN HOUSE AND SURVEY FEEDBACK

Open House:
September 20, 2011

Online Survey:
September 17-27, 2011

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1. INTRODUCTION

The City of Coquitlam held a Public Advisory Group (PAG) Meeting and its third and final Open House on September 20, 2011 at the Poirier Sport and Leisure Complex to present the features of the draft Strategic Transportation Plan (STP) and gather input from residents. At the Open House, a number of display boards were presented regarding the STP Update, and both city staff and the city's consultants were present to answer questions and gather feedback. A total of 12 people attended the Open House, including PAG members. Open House Attendees and Community members were also encouraged to complete an on-line survey, after viewing the Open House display boards.

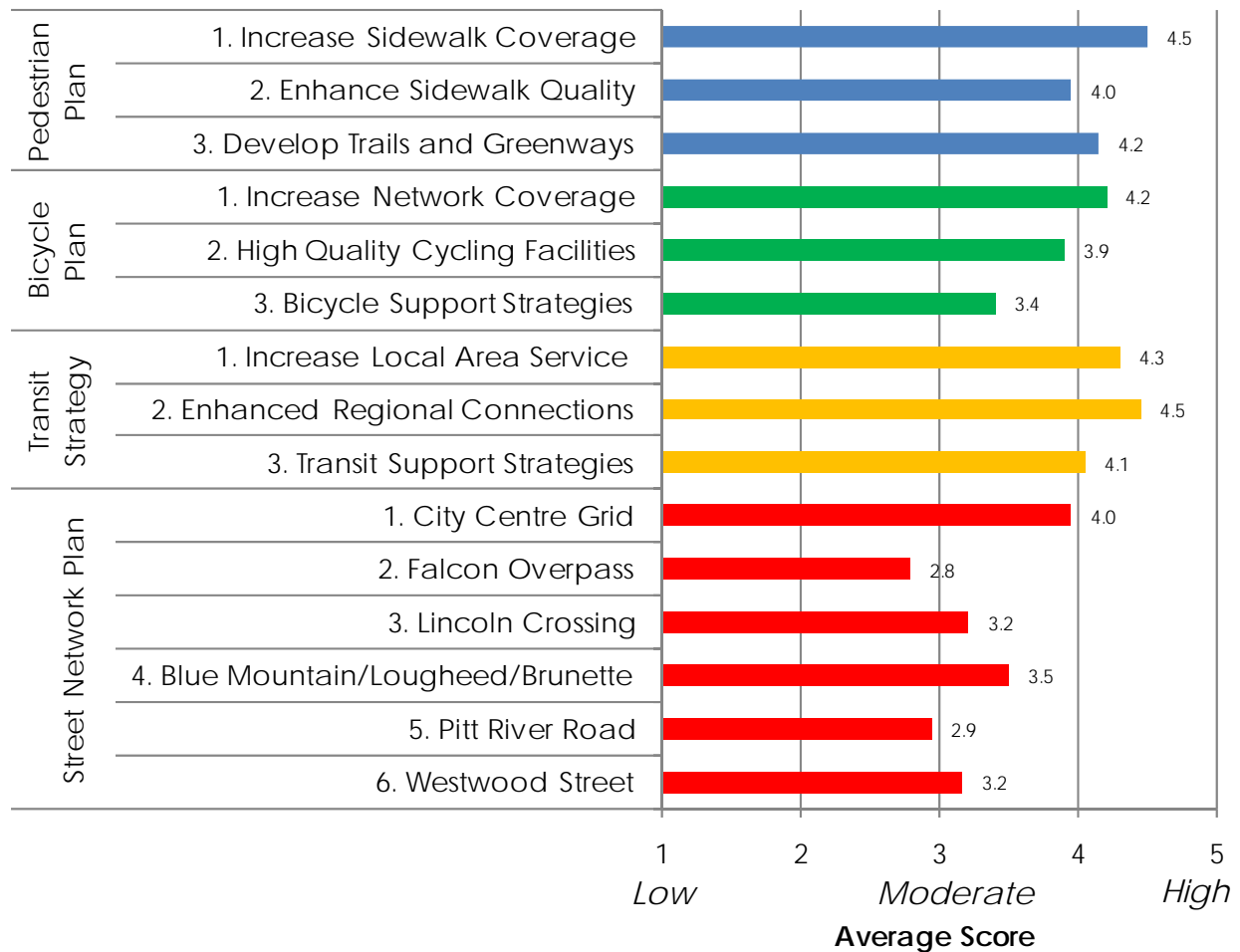
The survey is intended as a tool to gather detailed input regarding the features of the draft STP from a broad range of residents and is not statistically representative. It was available on-line between September 17 and 27, 2011 and hard copies were available at both branches of the Coquitlam Public Library. The Survey was advertized through 3 ads in the local newspaper, posters at community facilities, the project website, the Coquitlam Facebook page, as well as direct emails to the Project List Serve, past Open House /Workshop attendees and Community Groups.

A total 20 survey responses were received. Of the survey respondents 12 indicated they were Coquitlam residents, 1 indicated they were a business owner and 1 was an employee in Coquitlam. Another 5 stated they frequently visit friends or shop in Coquitlam.

2. SUMMARY OF KEY RESULTS

Survey respondents were asked to indicate which components of the Strategic Transportation Plan they felt were most important on a scale of 1 (lowest) to 5 (highest). As shown in **Figure 1**, pedestrian and transit improvements were generally ranked as the most important. In particular, increasing sidewalk coverage and enhancing regional transit connections were scored as the highest priorities (average score of 4.5), followed by increasing local area transit service (average score of 4.3), developing trails and greenways (average score of 4.2), and increasing bicycle network coverage (average score of 4.2).

Figure 1: Average Rated Importance for Key Features of the Strategic Transportation Plan



Key themes from the feedback received are summarized in the sections below.

2.1 Vision / Overall Comments

- Improvements should be prioritized with safety first, then look at where money needs to go to meet the vision.
- Nice goals, but targets are way too low.

2.2 Pedestrian Plan

Key Themes

- *Accessibility*
 - Minimize need to for elevations requiring steep ramps or sidewalks
 - Weather protection in building design to protect from rain and snow
 - Handicap parking spaces located to close to buildings with overhands
 - Prevent uneven, slippery surfaces
 - Avoid obstacles in way of sidewalk
 - Use yellow paint and yellow tactile strips on sides of curb cuts
- *Pedestrian Crossings*
 - Pedestrian overpass between the Coquitlam Centre and the bus station/future evergreen station
 - Consider scramble crossings
- *Trails*
 - Sidewalks and bicycle routes should explicitly connect with trails
 - Need to maintain greenways from garbage, invasive plant species, etc.
- *Sidewalk Width*
 - Sidewalks should be wider overall (wide enough for a wheelchair), and significantly wider in high activity areas

2.3 Bicycle Plan

Key Themes

- *Bicycle network*
 - Routes need to be fast and direct
 - Network needs to be safe and connected
 - Focus for investments should be connections in City Centre between Barnet Hwy and Guildford; from City Centre to Port Moody and Port Coquitlam; Mundy Park to Blue Mountain Park and further west where the topography is flat; Lougheed Highway / Riverview Lands; and United Boulevard area to connect Braid SkyTrain Station with Port Mann Bridge.
- *High quality facilities*
 - Need to consider needs of commuter vs recreational routes

- Off-street pathways do not serve the needs of commuter cyclists
- *Regional coordination*
 - Work with adjacent municipalities
- *Cost effective*
 - Cycling is the least expensive way of providing mobility.
- *Education, Awareness and Enforcement*
 - Cycling safety education should be provided in schools
 - Cyclist education regarding sidewalk use, helmets, lighting, etc.

2.4 Transit Strategy

Key Themes

- *Accessibility*
 - Transit vehicles as well as stations/stops and locations need to ensure accessibility for people with disabilities, especially wheelchair/scooter users, blind, and deaf/hard of hearing.
 - Handicapped parking must be provided at transit exchanges.
- *Safety and Security*
 - Lighting needs to be numerous and well-positioned to provide increased safety and security
- *Transit Service*
 - More frequent transit and new routes needed on local streets in Southwest Coquitlam, including Como Lake Avenue and north-south routes between Como Lake Avenue and Austin Avenue.
 - Improved connections from Port Coquitlam to SkyTrain
 - Limited service on Westwood Plateau during non-peak hours
- *Passenger Amenities*
 - Shelters need to be wide and deep with enough space to provide sufficient coverage for wheelchair/scooter uses to protect from weather
- *Transit Priority*
 - Bus bulges should be avoided

2.5 Street Network Plan

Key Themes

- *Signage*
 - Better street signage that is easier to see – larger and lighted street signs especially in areas with low lighting
- *Local vs regional needs*
 - Many commuters travel in other communities and need to ensure they can get through Coquitlam with minimal conflict with local traffic and disruption to local neighbourhoods.
 - Regional traffic should be directed to the Mary Hill Bypass and Highway 1 corridors.
- *New road connections*
 - Falcon overpass should be a pedestrian and bicycle overpass only.
- *Road Widening*
 - Do not further widen Marmont Street from Brunette Avenue to Austin Avenue.
- *City Centre*
 - Instead of fine-grained road network, consider having most of the local motor vehicle access, delivery and parking in the City Centre underground, leaving the surface for people
 - Most important issue
 - Consider roundabouts to address congestion

2.6 Parking Strategy

Key Themes

- *Parking Pricing*
 - Parking pricing would be a deterrent
 - Handicapped parking should remain free.
- *Handicapped Parking*
 - Enforcement of handicapped parking is a high priority.
- *Bicycle Parking*
 - Bicycle parking should be required in all new developments
- *City Centre Parking*
 - Consider underground parking in the City Centre

2.7 TDM Strategy

Key Themes

- *Information*
 - More information is needed about carpooling
- *Transit Services*
 - Consider transit shuttle buses
- *Land Use*
 - It will take increased density to make the improvements work
 - High density land use should be a top priority
- *Live-work space*
 - TDM can be enhanced by having the city allow more use of home space for work related activities by reducing travel requirements

Feedback Summary Prepared by Urban Systems Ltd.