



City of Coquitlam

Strategic Transportation Plan Update

Discussion Paper #2:
Visioning





City of Coquitlam – Strategic Transportation Plan Update



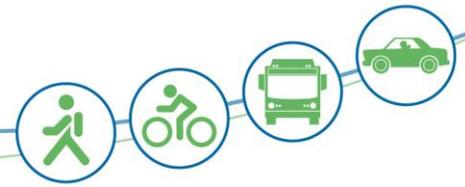


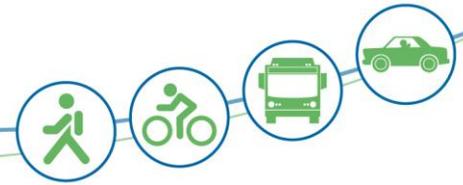
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1.0 INTRODUCTION

The Strategic Transportation Plan (STP) Update is intended to help shape Coquitlam's transportation investments and programs over the next twenty years and beyond. This process is important to ensure that transportation investments work towards achieving the City's strategic vision and community goals, and make the best use of available resources. In order to provide the City with clear directions and priorities, the STP Update will provide the City with a clear vision of the multi-modal transportation system to serve the residents and businesses of the community for the next twenty years and beyond.

This is the second Discussion Paper being developed as part of the STP Update. The purpose of this Discussion Paper is to present a Vision, Goals, and Objectives to guide transportation decision-making in Coquitlam over the next twenty years and beyond. The Vision, Goals and Objectives are intended to build upon and support the City's existing direction as identified in other documents, notably the Corporate Strategic Plan and CityWide Official Community Plan. The Vision, Goals, and Objectives also reflect input received to date from stakeholders.

This Discussion Paper outlines a visioning direction for the STP Update. The proposed Vision, Goals, and Objectives in this Discussion Paper have been revised based on feedback received from the Technical Working Group (TWG), Public Advisory Group (PAG), stakeholders, and community members. The proposed Vision, Goals, and Objectives will help shape the overall direction for the STP Update and serve as the basis from which improvement opportunities including investments are identified and prioritized in subsequent phases. In order to understand their importance, it is first necessary to elaborate on the distinction between Vision, Goals, and Objectives for this process:

- **Vision** statement describes the broad aspirations for the future of transportation in the City. The Vision should strive to be an inspirational statement that acts as the framework to guide the





direction of transportation in the City twenty years into the future and beyond.

- **Goals** help guide the community towards fulfilling its vision. Goals should be overarching, simple, succinct statements that are easily remembered and referenced.
- **Objectives** are more specific statements nested under each goal that define how those goals will be achieved, and can be measured either qualitatively or quantitatively over the period of the STP Update.

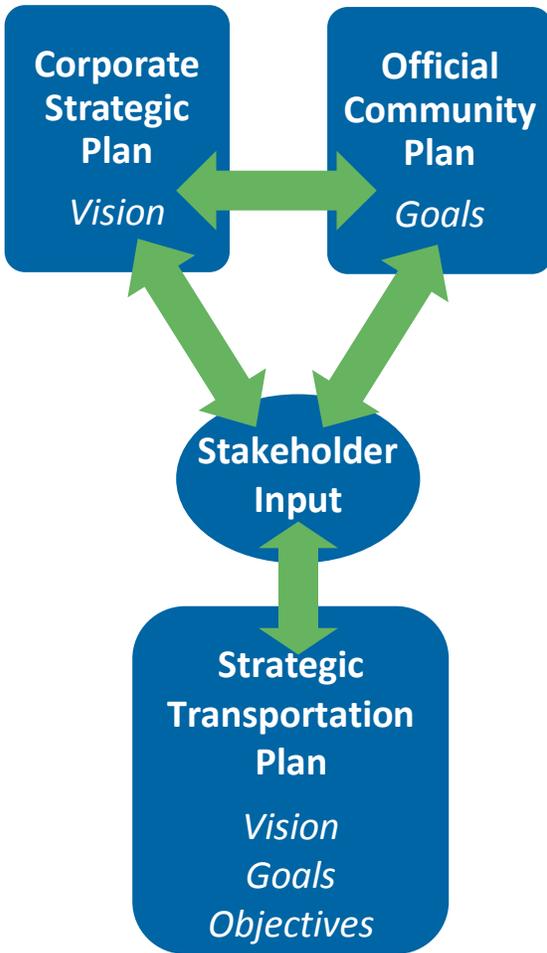
As noted above, the Vision, Goals and Objectives have been developed to build upon the City's existing direction in other relevant documents and to reflect input received from stakeholders. Input regarding the future directions for the STP Update was obtained at a Stakeholders Workshop held on May 5, 2010 and Open House on June 15 and 16, 2010, as well as from the input received from the PAG and TWG that have been established as part of the STP Update process. A summary of the input received from the Stakeholders Workshop is included in **Appendix A** and a summary of input received from the Open House is included in **Appendix B**.





2.0 POLICY CONTEXT

The first Discussion Paper “Discovering” identified a number of significant challenges and pressures facing the City over the coming years related to rapid growth and development. In order to address these challenges, the City has recently made significant advancements and commitments to livability and sustainability practices through a variety of initiatives. For example, the City has indicated that sustainability is a clear priority in several plans and strategies, including its Corporate Strategic Plan (CSP), Sustainability Guiding Principles, Citywide Official Community Plan (OCP), and various other documents. These documents all reaffirm the overarching need to move towards a more sustainable transportation system that is more efficient, resilient and friendlier to the environment.



Two documents in particular help shape the Vision, Goals, and Objectives of the STP Update – the City’s CSP and Citywide OCP. The CSP is intended to identify core values and areas of concern for the community, and establishes a broad vision for the City. The CSP recognizes that a second level of planning is required, to allow more precision in achieving community goals. The Citywide OCP provides this more specific direction for the City by establishing six overarching community goals that form Coquitlam’s framework for managing growth and development. Each of the six overarching community goals are supported by a number of detailed objectives and policies in the OCP. The CSP and the OCP are closely linked, and help inform each other. The direction from these two documents, as well as input received from stakeholders through the STP Update process, forms the basis for the development of the Vision, Goals, and Objectives for the STP Update.

In particular, the CSP strives to strategically position the City to face challenges related to growth and development, and includes a number of sustainability principles and implications. The City’s Vision in the CSP is as follows:



"Coquitlam in 2021 will be a community of neighbourhoods within a vibrant urban city where people of all ages, abilities and cultures choose to live, learn, work, and play."

This Vision outlines the City's general aspirations for the future, and includes a number of considerations that contribute towards sustainable land use patterns and transportation systems. The CSP also identifies five broad goals to help make the vision a reality:

1. Strengthen neighbourhoods;
2. Expand local jobs and local prosperity;
3. Increase activity participation and creativity;
4. Enhance sustainability of City services and infrastructure; and
5. Achieve excellence in governance.

The CityWide OCP builds upon the Vision in the CSP by identifying six Overarching Community Goals, as shown below. These goals are closely linked to the goals identified in the CSP.

Overarching Community Goals and Linkages to Strategic Transportation Plan



The Vision, Goals, and Objectives for the STP Update are intended to build upon the existing directives from these two documents, notably by helping to achieve the City's Vision from the Strategic Plan as well as the City's six Overarching Community Goals from the OCP. In doing so, the STP Update will be explicitly linked to the achievement of the City's Community Vision as well as each of its Overarching Community Goals, as transportation is a foundational element that can help to achieve many aspects of the community's overall function and quality of life beyond just the transportation system.



3.0 STAKEHOLDER INPUT

The proposed Vision, Goals, and Objectives for the STP Update are based not only on relevant policies as noted in the previous section, but also on input received from stakeholders. As noted previously, the first Stakeholder Workshop for the STP Update was held on May 5. There were over 50 participants at this workshop, representing 15 unique community organizations and 20 local residents. Among the organizations present were Residents Associations, the Tri-Cities Chamber of Commerce, Douglas College, Emergency Services, Seniors Associations, Coquitlam Youth Council, Environmental Groups, the Disabilities Issues Advisory Committee, the BC Trucking Association, and TransLink. The workshop began with presentations on the big picture challenges, the anticipated path for the City based on current policies and commitments as well as the transportation possibilities. Following the presentations, each of the participants were involved in roundtable discussions regarding their aspirations and ideas for the future of transportation in Coquitlam. Participants were asked to respond to four questions:

1. What's at stake for the City?
2. What do you want the plan to achieve?
3. What are the transportation opportunities that you would like to see Coquitlam explore?
4. What are your relative priorities and signature initiatives?

A summary of the input received at this workshop is included in **Appendix A**. This input helped to identify several key themes that will be reflected in the development of the vision, goals, and objectives for the STP Update. These key themes are briefly summarized below:

What's at Stake for the City?

- Livability, quality of life, and attractiveness of the City;
- Effectively managing population growth;
- Social, environmental, and economic sustainability;
- Resiliency; and
- Credibility and leadership of the City.

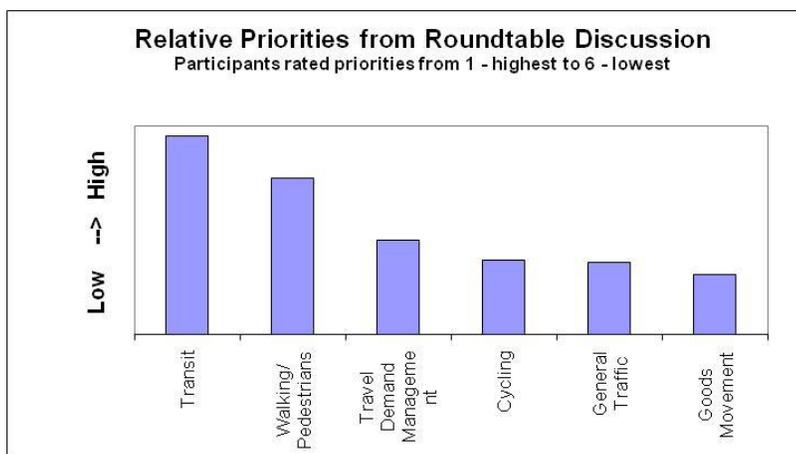


What should the STP Update achieve?

- Improve the environment;
- Integrate land use and transportation planning;
- Manage population growth;
- Reduce economic costs;
- Improve health and quality of life;
- Promote civic involvement and identity;
- Improve the multi-modal transportation system, including pedestrian, cycling and transit facilities and transportation demand management;
- Improve safety; and
- Coordinate with surrounding municipalities.

What are your relative priorities?

Participants were asked to rank their relative transportation priorities in order from 1 (highest) to 6 (lowest). The figure to the right illustrates that stakeholders generally felt that transit and walking should receive the highest priority, followed by Travel Demand Management (TDM) and cycling. General traffic and goods movement received the lowest relative priorities, respectively.

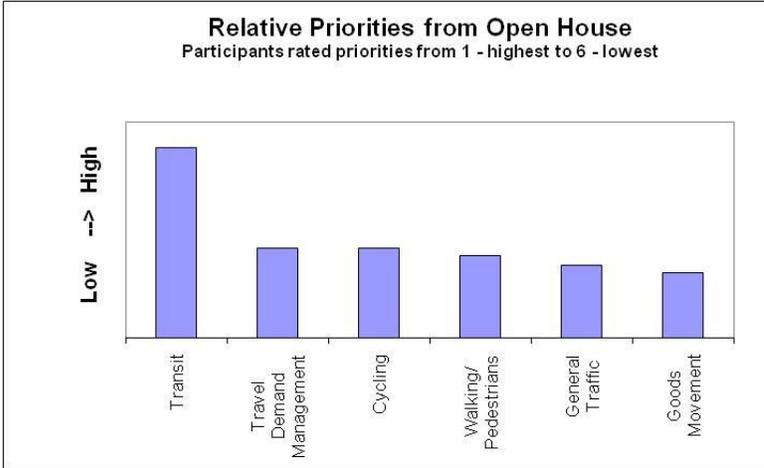


These priorities will not only be used to shape the goals and objectives for the Transportation Plan, but will also be used to guide and inform the development of the Plan, the choices between competing interests to be made during the process, priorities for implementation as well as investments in future capital infrastructure.

In addition, an Open House was held over two days on June 15, 2010 at the Poirier Library and June 16, 2010 at Coquitlam Centre Mall. At this Open House, the draft Vision, Goals, and Objectives for the STP Update were presented on a series of display boards. Attendees were invited to provide comments on the draft Vision, Goals, and Objectives by completing a questionnaire. Approximately 20 people signed in on the first day of the Open House at Poirier Library, and approximately 20 people signed in on the second day of the Open House at Coquitlam Centre Mall. In addition, it is



estimated that approximately 40 people browsed some of the display boards at Coquitlam Centre Mall but did not formally sign in.



The questionnaire invited respondents to indicate which aspects of Coquitlam’s transportation system should be considered as the highest priorities in the updated Strategic Transportation Plan on a scale of 1 (highest) to 6 (lowest). Similar to the feedback received at the Stakeholder Workshop, transit was identified as the highest priority, and general traffic and goods movement were ranked as the lowest priorities as shown in the image to the left. The questionnaire also invited respondents to provide comments regarding the draft Vision, Goals, and Objectives. A summary of the input received at this open house is included in **Appendix B**.



4.0 VISIONING DIRECTION

Communities such as Coquitlam can no longer afford to deal with goals such as transportation, land use patterns, the environment, and the economy in isolation. It is uneconomical to invest in a single set of priorities such as transportation without serving other City goals and objectives. This section of the Discussion Paper highlights the proposed Visioning Direction for the STP Update. This includes a proposed Vision, Goals and Objectives for the STP Update and their overt connections with other City-wide aspirations. The proposed Vision, Goals and Objectives have been revised based on feedback received from stakeholders and community members.

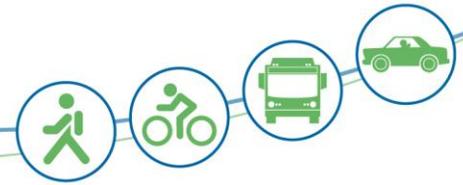
4.1 Visioning Direction

The Visioning Direction for the STP Update builds upon the City's commitments to sustainability as outlined in a number of plans and strategies, and in particular the Vision identified in the CSP, which emphasizes a community of neighbourhoods where everyone can live, learn, work and play. This vision focuses on Coquitlam's transition from a suburban community to a more complete urban community that is built around a network of neighbourhood centres that allow people to live and work locally. Reflecting these themes, the proposed Vision for the STP Update is outlined below:

Vision

Coquitlam's transportation system by 2031 will enhance the livability and sustainability of our community of neighbourhoods, by providing accessible, safe and convenient transportation choices with a greater emphasis on transit, walking and cycling both locally and between neighbouring communities.





4.2 Goals

The proposed Goals for the STP Update are intended to provide clear direction to help achieve the Vision identified above. The proposed Goals are linked directly to the six overarching community goals identified in the OCP. For each overarching community goal, a transportation-related goal statement has been identified as described below:

OCP Goal 1: A Compact, Complete Community By Nature

Corresponding STP Goal: Build high quality multi-modal facilities within and between neighbourhoods.

OCP Goal 2: A Healthy Environment

Corresponding STP Goal: Develop transportation infrastructure and services to support a healthy environment.

OCP Goal 3: Housing Choices in Distinctive Neighbourhoods

Corresponding STP Goal: Maintain and improve the quality of streets as a place for people.

OCP Goal 4: A Vital Economy

Corresponding STP Goal: Move people and goods efficiently.

OCP Goal 5: Strategic Transportation Choices

Corresponding STP Goal: Prioritize walking, cycling, transit, and other sustainable modes of transportation.

OCP Goal 6: Meeting Changing Community Service & Infrastructure Needs

Corresponding STP Goal: Manage the transportation system efficiently as the community evolves.





4.3 Objectives

The proposed objectives for the STP are more specific statements nested under each goal that define how those goals will be achieved. In combination with the overall goals, the proposed objectives will shape the directions explored within the Strategic Transportation Plan as well as the criteria that will be used to evaluate options, measures of success and priorities for implementation of the transportation system improvements.

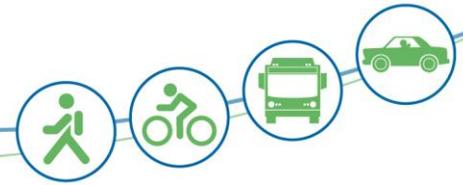
This section outlines supporting objectives for each of the six goals identified above.

OCP Goal 1 – A Compact, Complete Community By Nature

Corresponding STP Goal: Build high quality multi-modal facilities within and between neighbourhoods.

Objectives

- 1.1** Provide a grid of high quality pedestrian and bicycle facilities within and between the City Centre, neighbourhood centres, and other activity centres.
- 1.2** Provide and support high quality transit facilities and measures along transit corridors and at transit exchanges.
- 1.3** Encourage higher densities and mixed land uses in the City Centre and neighbourhood centres along existing and planned frequent transit corridors to support walking, cycling, and transit.



OCP Goal 2 – A Healthy Environment

Corresponding STP Goal: Develop transportation infrastructure and services to support a healthy environment.

Objectives

- 2.1** Provide a transportation system and support technologies which will reduce air, land, water, noise, vibration, and visual pollution.
- 2.2** Build and support transportation infrastructure to reduce greenhouse gas emissions.
- 2.3** Avoid or reduce impacts on natural ecosystems when building new infrastructure.
- 2.4** Improve public health by promoting active transportation.

OCP Goal 3 – Housing Choices in Distinctive Neighbourhoods

Corresponding STP Goal: Maintain and improve the quality of streets as a place for people.

Objectives

- 3.1** Provide an attractive streetscape to encourage walking.
- 3.2** Manage traffic in neighbourhoods to improve safety and quality of life.
- 3.3** Support community transit services within and between neighbourhoods.
- 3.4** Support building forms that enhance walking, cycling and transit.



OCP Goal 4 – A Vital Economy

Corresponding STP Goal: Move people and goods efficiently.

Objectives

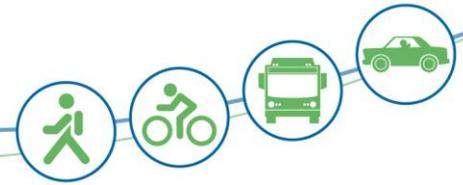
- 4.1** Increase connectivity to the City's commercial, institutional and industrial areas for people and goods.
- 4.2** Support the expansion of rail services in Metro Vancouver that encourage passenger travel and goods movement.
- 4.3** Maximize the efficiency of the transportation network to enhance the movement of people and goods.

OCP Goal 5 – Strategic Transportation Choices

Corresponding STP Goal: Prioritize walking, cycling, transit, and other sustainable modes of transportation.

Objectives

- 5.1** Prioritize walking, cycling, transit, carpooling and goods movement over the single occupant vehicle
- 5.2** Build transportation systems that are accessible to individuals of all ages and abilities
- 5.3** Integrate modes of transportation within the city and regionally
- 5.4** Address and enhance safety of all modes in the City's transportation system

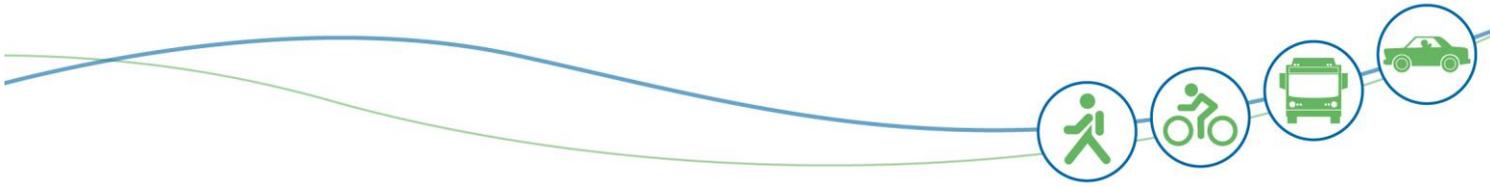


OCP Goal 6 – Meeting Changing Community Service & Infrastructure Needs

Corresponding STP Goal: Manage the transportation system efficiently as the community evolves.

Objectives

- 6.1** Provide cost effective investments over the project life cycle
- 6.2** Maximize the use of the existing transportation network before providing new facilities.
- 6.3** Provide initiatives which reduce the need to travel and reduce single occupancy vehicle trips
- 6.4** Consider alternative sources of revenue to support transportation improvements



APPENDIX A

SUMMARY OF WORKSHOP FEEDBACK



WORKSHOP SUMMARY

subject: **City of Coquitlam Strategic Transportation Plan Update Stakeholder Workshop #1**
 meeting date: May 5, 2010

The first Stakeholder Workshop for the STP Update was held on May 5. There were 53 participants at this workshop, representing 15 unique community organizations and 20 local residents. Among the organizations present were Residents Associations, the Tri-Cities Chamber of Commerce, Douglas College, Emergency Services, Seniors Associations, Coquitlam Youth Council, Environmental Groups, the Disabilities Issues Advisory Committee, the BC Trucking Association, and TransLink. The workshop began with presentations by Mike Harcourt, Rob Barrs, and Geoff Noxon. Following the presentations, each participant was assigned to one of eight tables for a small group facilitated discussion regarding their aspirations and ideas for the future of transportation in Coquitlam. Participants were asked to respond to four questions:

1. What's at stake for the City?
2. What do you want the plan to achieve?
3. What are the transportation opportunities that you would like to see Coquitlam explore?
4. What are your relative priorities and signature initiatives?

The noted below summarize the comments that were recorded at the Stakeholder Workshop, grouped by key themes identified. In most cases, the notes are a verbatim report of written comments.

ITEM	DISCUSSION
1.0	<p>What's at stake for the City?</p> <ul style="list-style-type: none"> • Livability / Quality of Life / Attractiveness of City <ul style="list-style-type: none"> • Quality of life decreases as congestion increases • Economic / livability consequences (Detroit example) • Achieving a livable City, favour more sustainable modes • Housing choices – sprawl/single family housing is unaffordable, reduces quality of life • Loss of enjoyment of what Coquitlam offers • We risk losing our identity with increased density • Want to attract more people to the City core in the first place to help promote efficiency and attractiveness and reverse trends to suburbanization • Managing Population Growth <ul style="list-style-type: none"> • Density • Land use management • Rates of population growth • Fulfilling needs of expanded population • Growth – ensure any plan can sustain growth • Increased population means increased needs for goods movements. • Higher density leads to more diversity, social interaction. Sprawl leads to isolation. • Need to seize opportunity to plan for future • Maybe density is not good for Coquitlam. Some may not want to see the community have a 'downtown' • With density and more development, we begin to lose our sense of neighbourhood, eg. children feeling more isolated



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URBANSYSTEMS.

ITEM	DISCUSSION
	<ul style="list-style-type: none">• Destinations / green space create incentives to walk.• Loss of transportation connectivity• Social Sustainability<ul style="list-style-type: none">• Inclusion• Crime• Loss of sense of community• Loss of human capital• Sprawl risks creating ghettos and lack of inclusion – people without a car can't easily access heart of the community and will not participate in the community• Economic Sustainability<ul style="list-style-type: none">• High cost/taxes• Financial management• Limited sources of revenue• Economic cost decreases as congestion increases• Loss of economic opportunities• Taxes – someone else has to pay• Affordability in all respects – transportation, housing, sustainability, quality of life/lifestyle• Environmental Sustainability<ul style="list-style-type: none">• Loss of green space• Air quality• Connectivity• Safety<ul style="list-style-type: none">• Safer roads• Practical for all users• Resiliency• Health – Vkt and obesity• Congestion – pressure to expand roads• Culture change – more like Asia/Europe• Credibility<ul style="list-style-type: none">• City's credibility/leadership• City needs to be accountable / follow through with plan• Convenience<ul style="list-style-type: none">• Currently people feel like they have to give up convenience of car to choose other modes• Convenience• Integration<ul style="list-style-type: none">• Everything is integrated (transportation, land use, protective services, etc)• Tri-Cities, not just Coquitlam. Need for integrated Tri-Cities Transportation Plan. Not easy to do – need partnerships.• Getting in and out of Vancouver core• Other<ul style="list-style-type: none">• Need immediate transportation options other than car to get people from A to B (connected, safe network)• It could become too late. We need a plan. In some cases we are already too late in Coquitlam.• Transportation routes/modes need to be designed with 'easibility' in mind



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ITEM	DISCUSSION
2.0	<p data-bbox="280 331 1433 361">What do you want the plan to achieve?</p> <ul data-bbox="337 361 1433 1862" style="list-style-type: none"><li data-bbox="337 361 1433 525">• Improve the environment<ul data-bbox="402 399 1433 525" style="list-style-type: none"><li data-bbox="402 399 1433 428">• GHG emission reductions<li data-bbox="402 428 1433 457">• STP is the City's primary tool to achieve GHG reduction targets.<li data-bbox="402 457 1433 487">• Reduced noise levels<li data-bbox="402 487 1433 525">• Cleaner environment<li data-bbox="337 525 1433 688">• Integrate land use and transportation planning<ul data-bbox="402 562 1433 688" style="list-style-type: none"><li data-bbox="402 562 1433 592">• Planned communities can build more green buildings<li data-bbox="402 592 1433 621">• More local work -> more local travel<li data-bbox="402 621 1433 651">• Critical connection between land use and transportation<li data-bbox="402 651 1433 688">• Better links between transportation and land use planning tools<li data-bbox="337 688 1433 1071">• Manage population growth<ul data-bbox="402 726 1433 1071" style="list-style-type: none"><li data-bbox="402 726 1433 756">• Mixed uses<li data-bbox="402 756 1433 785">• Connect nodes with transportation choices<li data-bbox="402 785 1433 814">• Higher density areas will reduce City costs<li data-bbox="402 814 1433 844">• Compact, mixed use areas<li data-bbox="402 844 1433 873">• Transit oriented development<li data-bbox="402 873 1433 903">• Densification<li data-bbox="402 903 1433 932">• Achieve/attain complete communities<li data-bbox="402 932 1433 961">• Achieve responsible development<li data-bbox="402 961 1433 991">• Higher density around SkyTrain stations<li data-bbox="402 991 1433 1020">• Too many people<li data-bbox="402 1020 1433 1071">• Can achieve density and still have good livability<li data-bbox="337 1071 1433 1197">• Reduce economic costs<ul data-bbox="402 1108 1433 1197" style="list-style-type: none"><li data-bbox="402 1108 1433 1138">• Higher density areas will reduce City costs<li data-bbox="402 1138 1433 1167">• Lowering transportation costs<li data-bbox="402 1167 1433 1197">• Cost-effective movement<li data-bbox="337 1197 1433 1323">• Improve health and quality of life<ul data-bbox="402 1234 1433 1323" style="list-style-type: none"><li data-bbox="402 1234 1433 1264">• Healthier population<li data-bbox="402 1264 1433 1293">• Quality of life<li data-bbox="402 1293 1433 1323">• Attractive place to live and move to<li data-bbox="337 1323 1433 1428">• More civic involvement and identity<ul data-bbox="402 1360 1433 1428" style="list-style-type: none"><li data-bbox="402 1360 1433 1390">• Neighbourhood identity<li data-bbox="402 1390 1433 1428">• Social interaction<li data-bbox="337 1428 1433 1862">• Improve the multi-modal transportation system<ul data-bbox="402 1465 1433 1862" style="list-style-type: none"><li data-bbox="402 1465 1433 1495">• Faster, convenient transportation<li data-bbox="402 1495 1433 1524">• Reallocation of road space<li data-bbox="402 1524 1433 1554">• Improved connectivity<li data-bbox="402 1554 1433 1583">• Connectivity<li data-bbox="402 1583 1433 1612">• Improved intersection design – reduce crossing distances and islands<li data-bbox="402 1612 1433 1642">• Better choices / balance between transportation modes<li data-bbox="402 1642 1433 1671">• Multi-modal solutions<li data-bbox="402 1671 1433 1701">• Re-examine the status quo of hierarchy of modes. Shift priorities.<li data-bbox="402 1701 1433 1730">• More efficient transportation<li data-bbox="402 1730 1433 1759">• Time savings<li data-bbox="402 1759 1433 1789">• Maintaining balance<li data-bbox="402 1789 1433 1818">• Make better use of existing routes, including rail lines<li data-bbox="402 1818 1433 1862">• Less parking



ITEM	DISCUSSION
	<ul style="list-style-type: none"> • Push for greater connections through neighbourhoods using modes other than cars • Convenience • Reliability • Availability / choice • Improve pedestrian facilities <ul style="list-style-type: none"> • Quality pedestrian environment • More sidewalk connections for people in neighbourhoods • More access to parks and trails to encourage exercise and behaviour change • Improve cycling facilities <ul style="list-style-type: none"> • Bike sharing programs • Improve transit facilities <ul style="list-style-type: none"> • Transit priority • Make it easier to take transit (Olympics) • U-Pass for students and others • In order to transform peoples transportation behaviour, we need much more frequent bus service (ie 5 minutes) • Promote Transportation Demand Management <ul style="list-style-type: none"> • Car coops • Car coop programs • Improve safety <ul style="list-style-type: none"> • Neighbourhood safety • Coordinate with with surrounding municipalities <ul style="list-style-type: none"> • Amalgamation • Cooperation between communities • Coordination / uniformity of bike routes and roads between municipalities • Can achieve more by ensuring our STP meshes and integrates with our neighbours • Other <ul style="list-style-type: none"> • Gondola up to Westwood Plateau and Northeast Coquitlam • Plan for the shift in demographics • TransLink surcharge on sports event tickets to allow transit use (Olympics) • Need more transparency in Gateway, TransLink processes • Need a "mind shift"
3.0	What are the transportation opportunities that Coquitlam should explore?
	<ul style="list-style-type: none"> • Land Use and Transportation Connections <ul style="list-style-type: none"> • Locate services where it is practical • Responsible / progressive land use planning and guidelines • Improved linkages between bikes, trail, walking neighbourhoods to centre and transit facilities • Density around transit centres and Evergreen Stations • Safe off-road places and linkages to transit centres • Overall Transportation Opportunities <ul style="list-style-type: none"> • Connect modes, don't treat them as independent • Safe accessible system (all modes) • Make it attractive, accessible • Pedestrians <ul style="list-style-type: none"> • Priority for pedestrians. Well-lit, broad, safe sidewalks, benches, weather protection.



ITEM	DISCUSSION
	<ul style="list-style-type: none"> • Emphasis on servicing pedestrians, ie better / complete coverage of sidewalks • Connectivity / walkability • Utilizing greenbelts for bikeways and walkways • Multi-use paths to encourage other safe modes • Improved streetscape to encourage walking • Improve sidewalk accessibility/quality • Lack of sidewalks – end abruptly • Better walking and scooter access and 'easibility' • Install more sidewalks with resting spots • Complete sidewalks in urban areas first • Pedestrian and cycling crossings of the Coquitlam River • Longer crossing time at crosswalks • More pedestrian overpasses over difficult crossings (ie Lougheed, rail) • More children walking to school • Cycling <ul style="list-style-type: none"> • Utilizing greenbelts for bikeways and walkways • More bike lanes – separated, safe. Also support bylaws and programs. • Bicycle freeway • More bicycle routes • Better, integrated bicycle network. Well thought-out, 10 minute network. • Multi-use paths to encourage other safe modes • More bike routes and route finding/signage • Pedestrian and cycling crossings of the Coquitlam River • Incentives to ride bikes – must be safe, good lighting, smoother roads • Bike lockers • Bike facilities, such as cages • Transit <ul style="list-style-type: none"> • Integrate bus service with commercial development • Better public transit coverage • Rapid transit (rapid buses, bus express lanes, extend WCE hours, Evergreen Line) • Evergreen Line • Integration of bus transit to support rapid transit • Service levels for smaller transit • Improve internal travel coverage/service • Expanded shuttle services • Para-transit / personal transit • Park and rides • Road Network <ul style="list-style-type: none"> • HOV Lanes – Road reallocation • Lincoln Crossing • Clearly defined arterial roads to commercial areas • Friendlier streetscapes • Goods Movement <ul style="list-style-type: none"> • Regulating truck travel times in neighbourhoods • Truck routes – focus on smaller delivery trucks in neighbourhoods, divert large trucks to bypasses. Create goods distribution node to focus truck traffic. • Dedicated truck routes • Business delivery • TDM



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ITEM	DISCUSSION
	<ul style="list-style-type: none"> • Discouraging car use, perhaps by congestion/cost/inconvenience may change behaviour • Shared cars and bike, electric bikes. • Economic incentives – subsidised transit zones, employer passes, free buses (Whistler) • Educate people for incentives for transit use • Safety <ul style="list-style-type: none"> • Increase safety and lower speeds • Integration <ul style="list-style-type: none"> • Connections between municipalities • Integrate/connect with other municipalities • Other <ul style="list-style-type: none"> • Underutilized Fraser River (Fraser Mills) – Transportation Corridor. SeaBus to Surrey for goods and persons • Underutilized rail ROWs • Gondola/funicular to Westwood Plateau • Recognize/appreciate green initiatives, businesses, people (ie those who support/participate in bike-to-work week) • Support ICBC move to distance-based insurance • More trees, less concrete • Bigger population -> less taxes each? • Most of our problems have resulted from encouraging and catering to vehicles
4.0	What are your relative priorities? (1 highest; 6 lowest)
	<ul style="list-style-type: none"> • Transit 1; walking 2 • TDM 1; Walking 2; Transit 3; Cycling 4; Goods 5; General Traffic 6 • Transit 1; walking 2 • Walking 1, cycling 2; transit 3; goods 4; general traffic 5 • TDM 1; transit 2; walking 3; cycling 4; general traffic 5; goods 6 • Transit 1; walking 2; TDM 3; general traffic 5; cycling 6 • Transit 1; walking 2; general traffic 3; TDM 4; cycling 5; goods 6 • Transit 1; walking 2; general traffic 3; goods 4; cycling 5; TDM 6 • Transit 1; Walk 1; Cycling 1; General Traffic 2 • Highest (in order): Transit, Cycling, Walking, Goods / Lowest (in order): Traffic, TDM, Goods, Cycling



ITEM	DISCUSSION														
	<p>An analysis of the responses in section 4 is shown in the graph below:</p> <div data-bbox="337 401 1328 957" style="border: 1px solid black; padding: 10px; text-align: center;"> <p>Relative Priorities from Roundtable Discussion Participants rated priorities from 1 - highest to 6 - lowest</p> <table border="1" style="margin: 0 auto; border-collapse: collapse;"> <caption>Data from Relative Priorities Bar Chart</caption> <thead> <tr> <th>Priority Category</th> <th>Relative Priority (1-6)</th> </tr> </thead> <tbody> <tr> <td>Transit</td> <td>1</td> </tr> <tr> <td>Walking/Pedestrians</td> <td>2</td> </tr> <tr> <td>Travel Demand Management</td> <td>3</td> </tr> <tr> <td>Cycling</td> <td>4</td> </tr> <tr> <td>General Traffic</td> <td>5</td> </tr> <tr> <td>Goods Movement</td> <td>6</td> </tr> </tbody> </table> </div>	Priority Category	Relative Priority (1-6)	Transit	1	Walking/Pedestrians	2	Travel Demand Management	3	Cycling	4	General Traffic	5	Goods Movement	6
Priority Category	Relative Priority (1-6)														
Transit	1														
Walking/Pedestrians	2														
Travel Demand Management	3														
Cycling	4														
General Traffic	5														
Goods Movement	6														
<p>5.0</p>	<p>What are your signature initiatives?</p>														
	<ul style="list-style-type: none"> • Focus on concept of 10 minute walk/bike distances • Integrated land use • Green bus technology • Network of communities/neighbourhood centres that are rich with services and well connected • Efficient transit from the neighbourhood nodes to regional centres • Mini transit system to feed the hub centres and downtown • Cooperation and integration between municipalities • Develop infrastructure that allows people to move around within Coquitlam – free transit around Coquitlam funded and run by Coquitlam. 														

The preceding is the writer’s interpretation of the proceedings and any discrepancies and/or omissions should be reported to the writer.

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APPENDIX B

SUMMARY OF OPEN HOUSE FEEDBACK



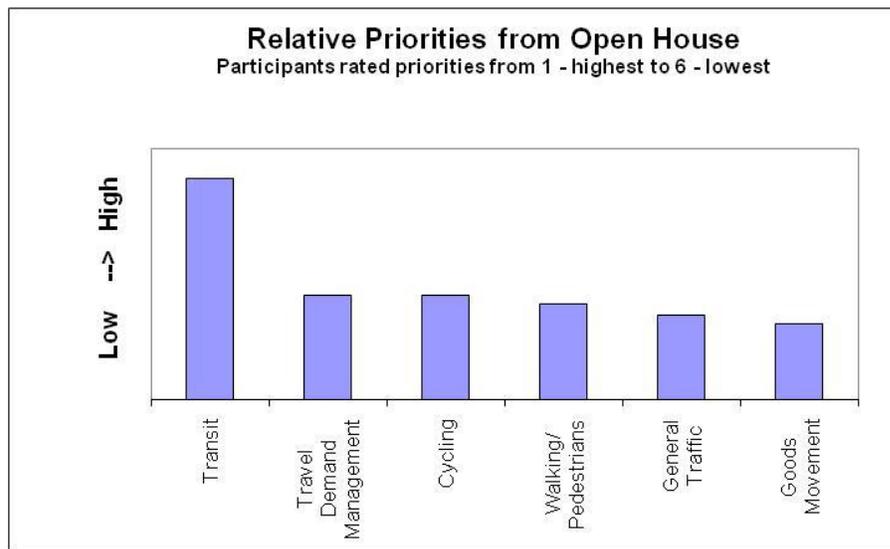
FEEDBACK SUMMARY

subject: **Coquitlam Strategic Transportation Plan Update
Open House #2**
 date: June 24, 2010
 meeting date: June 15, 2010, 3:00pm to 8:00pm, Poirier Library
 June 16, 2010, 10:00am to 9:00pm, Coquitlam Centre Mall
 file: 1150.0107.01
 prepared by: Brian Patterson

The second Open House for the STP Update was held over two days on June 15 and 16, 2010. At this Open House, the draft Vision, Goals, and Objectives for the STP Update were presented on a series of display boards. Attendees were invited to provide comments on the draft Vision, Goals, and Objectives by completing a questionnaire. Approximately 20 people signed in on the first day of the Open House at Poirier Library, and approximately 20 people signed in on the second day of the Open House at Coquitlam Centre Mall. In addition, it is estimated that approximately 40 people browsed some of the display boards at Coquitlam Centre Mall but did not formally sign in. This memorandum summarizes the feedback received from the questionnaire. In most cases, the notes are a verbatim report of written comments.

Question 1: What aspects of Coquitlam’s transportation system should be considered as the highest priorities in the updated Strategic Transportation Plan?

- Transit was overwhelmingly rated as the highest priority by Open House attendees.
- All other modes of transportation were ranked as having relatively similar priorities, although Travel Demand Management, cycling and walking were ranked ahead of general traffic and goods movement.
- These priorities are generally consistent with the findings from the first open house and the stakeholder workshop.
- One participant noted that it was difficult to rank the choices, as they are all vital and inter-related.





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Question 2: Do you have any comments or suggestions about the proposed Vision?

- I look forward to seeing more specifics.
- Must be a Port Coquitlam, Port Moody and Coquitlam vision to be effective.
- We need a safe, separated bicycle network. We need to encourage less usage of private vehicles.
- Safety is mentioned in the vision but is hardly addressed in the individual goals of the Transportation Plan.
- Densities, mixed land uses: why so high?
- What type of homes here?
- Carpools?
- Snow removal.
- Left-hand turn lanes? Why do the signals work at some intersections and not others?
- It is important that the Vision should be inclusive of persons other than physically fit adults, especially parents with baby buggies, older residents, people with disabilities, children, etc.
- Bridges are expensive to cross on a daily basis.
- No references to traffic calming.
- No references to roundabouts to make intersections safer and reduce pollution.
- No references to the Evergreen Line.
- To build the SkyTrain in fast track is the best way to improve the transportation system.
- Shouldn't the whole system revolve around Greater Vancouver since a high percentage of Coquitlam works in Vancouver – the transit system has to move at least as efficient as cars.
- First there should be a "reading" as to what people want. Do we, or are we, prepared to leave our cars and therefore support a new transit system?
- What is a vision without a budget? We have seen these plans before and nothing happens. Can the City go it alone without Provincial help?
- Need better measures of capacity and mobility for travel, especially by transit.
- Sounds like a great idea. Making getting to places easier is always good, especially on weekends.
- Would like to see more emphasis on movement of goods and services.
- More electric plug-ins at metre sites all over the place – malls, town centres, parks.
- Continue to reduce auto/truck traffic with better alternatives.
- Just keep everything progressing because we need adequate improvement in the next 10 years and beyond.
- I like it.
- No station at Douglas College and no overhead SkyTrain on Pinetree Way.
- Transit could be cheaper.
- I want to know why the Evergreen Line is still not built and what is being done right now

Question 3a: Do you have any comments or suggestions about Goal 1 (Build high quality multi-modal facilities within and between neighbourhoods) and associated objectives?

- Goals aren't always the same for all locations. Better, frequent-stop transit is most needed in shopping or dense residential neighbourhoods; shouldn't build slow, multi-stop routes in empty areas people only want to get through.
- This is the highest priority. Just do it.
- Zoning must be reviewed to support/encourage development ahead of any planned changes.



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- Bike facilities should take grade of road into consideration. The proposed bike route on Johnson and back down Davis is nonsense.
- With higher density, include places for people to grow vegetables/fruit (eg rooftop gardens or community gardens).
- Should build more affordable and cheaper housing.
- If your goals are achievable, expense is not a priority. Long-term savings may result. Provide incentives to people to affect change.
- For a commuter by bike, separated bike lanes are top priority. Cycling will not take off until safer, single use bike lanes are in place.

Question 3b: Do you have any comments or suggestions about Goal 2 (Develop transportation infrastructure and services to support a healthy environment) and associated objectives?

- Be more strictly health oriented in the "environment" category (ie 2004 Northeast Rapid Transit studies scored SkyTrain low on "environment" part of Multiple Account Evaluation because aesthetics were judged to be an "environmental" consideration).
- Electric cars are coming. Start encouraging business and the City to install plug-in stations.
- Even with the de-emphasis on gasoline powered automobiles, don't make the mistake that parking, access and congestion will disappear. With increased density comes increased individual transportation demand. Expect small cars, motorcycles, scooters, bikes and more.
- The easier it is to get around without vehicles the better we will all be.
- Pedestrian zones (no cars) in commercial districts.
- I think all alderman and planners should try living without a car for a month to personally experience the transportation infrastructure and get close up views.
- Traffic circles at intersections.
- This is important, first an efficient public transit. Efficiency should remove vehicles off the streets, also save on road wear and tear. The system has to be for the whole of Greater Vancouver area.

Question 3c: Do you have any comments or suggestions about Goal 3 (Maintain and improve the quality of streets as a place for people) and associated objectives?

- How do you make Coquitlam streets more interesting like Denman or Robson?
- Improved connectivity between neighbourhoods using non-automobile means.
- Want to encourage kids to walk to school. Parents driving kids to school is a large percentage of traffic on the roads at 9am and 3pm.
- Need more police.
- Build "village-like" communities, where stores, banks, and other commercial buildings are within walking distance.
- Make streets more pedestrian friendly! More sidewalks.
- I have found that Coquitlam already has some of the best streets for walking, running, cycling, etc. Maybe not the main roads (ie Clarke, Como Lake Johnson) but definitely the back streets.
- We need sidewalks, tree planting, and a generally tidying up. We have no attractive streets. Mine is a disgrace.
- Streetscape and areas for pedestrians to sit and enjoy the space.



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- Make sidewalks accessible for strollers, wheelchairs, etc. to cross roads. Leave the trees for the forest.
- Traffic calming.

Question 3d: Do you have any comments or suggestions about Goal 4 (Move people and goods efficiently) and associated objectives?

- Use cellphone (cell tower transactions or actual GPS stats) instead of trip diaries to get volumetrics or actual travel origins and destinations, then serve most needed travel paths most expeditiously.
- Move goods in off-hours.
- Want to ensure that there is retail development (grocery stores and retail) within walking distance of most homes.
- It's a civilized requirement.
- More and more frequent community buses.
- To define (or build) the unique road for trucks can reduce the noise and avoid accident.

Question 3e: Do you have any comments or suggestions about Goal 5 (Prioritize Walking, Cycling and Transit) and associated objectives?

- Reduce the need for transport by providing local services, so people don't have to travel far and can do it by foot or bike.
- Be careful here because this may end up causing even more fuel waste with idling cars and unnecessary stops and starts. Solution – walkways over and underpasses separate pedestrians and vehicles and is also safer.
- This will assist us all to be healthier.
- Have employers give employees a transit pass. Can the City offer employees an incentive to do this? Perhaps start with municipal employees, showing a leadership role.
- Should build multi-passenger bike lanes in all roads.
- Yes, but cars are way of life now. Needs lots of encouragement to change.
- Biking needs to be safer.
- Cycling lanes are needed on main roads like Como Lake Avenue.
- There is a definite need to emphasize safety, ie traffic calming, bike lane separation, marked crosswalks, etc.
- It is necessary to have sidewalks on all major streets that are maintained and wide enough. Street crossings should be easy for pedestrians to use (an example is North Road and Lougheed Highway which is terrible for pedestrian use). Sidewalks on major roads have to be kept clear of snow and ice.
- How can cycling lanes be made without making roads narrower for transit and cars.
- Lacking secure bicycle storage at shopping malls, swimming pools, etc. More designated bicycle lanes.
- Denmark is an excellent example of a great cycle system. Paris for a minimal fee pick a bike and drop it off in another area.



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Question 3f: Do you have any comments or suggestions about Goal 6 (Manage the transportation systems) and associated objectives?

- Give it back to the provincial government, or at least to Metro Vancouver.
- Build for durability and low maintenance costs – saves in long run.
- Objective 6.3 is right on.
- Objective 6.4 – costs can be reduced by building for longevity in the first place.
- Should reduce bus fare price.
- This is wide general goal – what are specifics, funding sources?
- It is almost impossible to get around in Coquitlam late at night unless you live along the 97 route.
- Make transit more affordable if people are to take it. Have schedules that run more (ie 156 Braid Street – Lougheed runs once an hour on Sundays and holidays).
- Costs have to be not more but less if using the public system. An example of poor cost management is the Golden Ears Bridge. Return trips approximately \$8 for people working across the river, the cost is \$40 per week. They will tend to use the Port Mann Bridge.

Question 4: Do you have any other comments?

- Keep up the good work!
- Bus extensions, such as those found on Davis and Guildford, are hazards, forcing passing cyclists out into traffic.
- Thanks for the opportunity to provide input.
- C28 overcrowding during school hours when kids get out of school. Need bigger buses or don't fill up the bus at start of route.
- More trainbus service.
- Would it be possible to have some kind of incentives to encourage people to work close to where they live? Perhaps an incentive for employers to hire local employees?
- All of these are valuable goals, but sustained funding and commitment is needed from Federal and Provincial governments. Is this likely?
- It seems like the most effective way to make this happen is to build the Evergreen Line ASAP.
- You should not encourage growth and higher densities until you have systems in place. Do not neglect the older neighbourhoods. It's too easy to tear down older homes.
- Foster Ave. bike route needs to be addressed – widening / designated bike lanes; traffic calming, speed reduction and enforcement; re-classify Foster Ave (should not be a collector route).
- Use terminology regular people understand.
- Don't allow any further delays for the Evergreen Line!
- Besides efficiency, the costs have to be within the costs of using car.

The preceding is the writer's interpretation of the proceedings and any discrepancies and/or omissions should be reported to the writer.

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Brian Patterson

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