

Committee of Council Agenda

Tuesday, July 2, 2024

2:00 p.m.

Council Chambers

3rd Floor City Hall, 2580 Shaughnessy Street, Port Coquitlam, BC

Pages

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Recommendation:

That the Tuesday, July 2, 2024, Committee of Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

None.

4. REPORTS

4.1 Rezoning Application for 3545 Oxford Street

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Recommendation:

That Committee of Council recommend to Council that:

1. *The zoning of 3545 Oxford Street be amended from RS1 (Residential Small-Scale 1) to RS4 (Residential Small-Scale 4);*
2. *Prior to adoption of the amendment bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
 - a. *Demolition of the existing buildings and structures;*
 - b. *Preparation of subdivision plans to the satisfaction of the approving officer;*
 - c. *Completion of the design and submission of fees and securities for off-site works and services; and*
 - d. *Installation of tree protection fencing for retained off-site trees.*

4.2 Draft Master Transportation Plan - Consultation Results

7

Recommendation:

That Committee of Council direct staff to incorporate the recommended revisions and bring back a final Master Transportation Plan to Council for adoption.

5. COUNCILLORS' UPDATE

6. MAYOR'S UPDATE

7. CAO UPDATE

8. RESOLUTION TO CLOSE

8.1 Resolution to Close

Recommendation:

That the Committee of Council Meeting of Tuesday, July 2, 2024, be closed to the public pursuant to the following subsections(s) of Section 90(1) of the Community Charter:

Item 4.1

l. discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report];

Item 4.2

k. negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

l. discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report];

9. ADJOURNMENT

9.1 Adjournment of the Meeting

Recommendation:

That the Tuesday, July 2, 2024, Committee of Council Meeting be adjourned.

RECOMMENDATION:

That Committee of Council recommend to Council that:

- 1. The zoning of 3545 Oxford Street be amended from RS1 (Residential Small-Scale 1) to RS4 (Residential Small-Scale 4);*
- 2. Prior to adoption of the amendment bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
 - a) Demolition of the existing buildings and structures;*
 - b) Preparation of subdivision plans to the satisfaction of the approving officer;*
 - c) Completion of the design and submission of fees and securities for off-site works and services; and*
 - d) Installation of tree protection fencing for retained off-site trees.*

REPORT SUMMARY

This report describes an application to amend the zoning of 3545 Oxford Street from RS1 (Residential Small-Scale 1) to RS4 (Residential Small-Scale 4) to facilitate a two-lot subdivision. The proposal is in keeping with the housing policies of the Official Community Plan and the subdivision requirements of the RS4 zone. Approval is recommended.

BACKGROUND

Proposal: The applicant is proposing to amend the zoning of 3545 Oxford Street. from RS1 (Residential Small-Scale 1) to RS4 (Residential Small-Scale 4) to enable subdivision of the site into two smaller lots.

Context: The property is approximately 904.6m² (9737ft²) and located on the corner of Oxford Street and Laurier Avenue. The property is currently developed with a detached two-storey house. Neighbouring lots are of a similar size, developed with older single-residential houses and duplexes. The lot is not located in the floodplain and has rear lane vehicular access.

Rezoning Application for 3545 Oxford Street



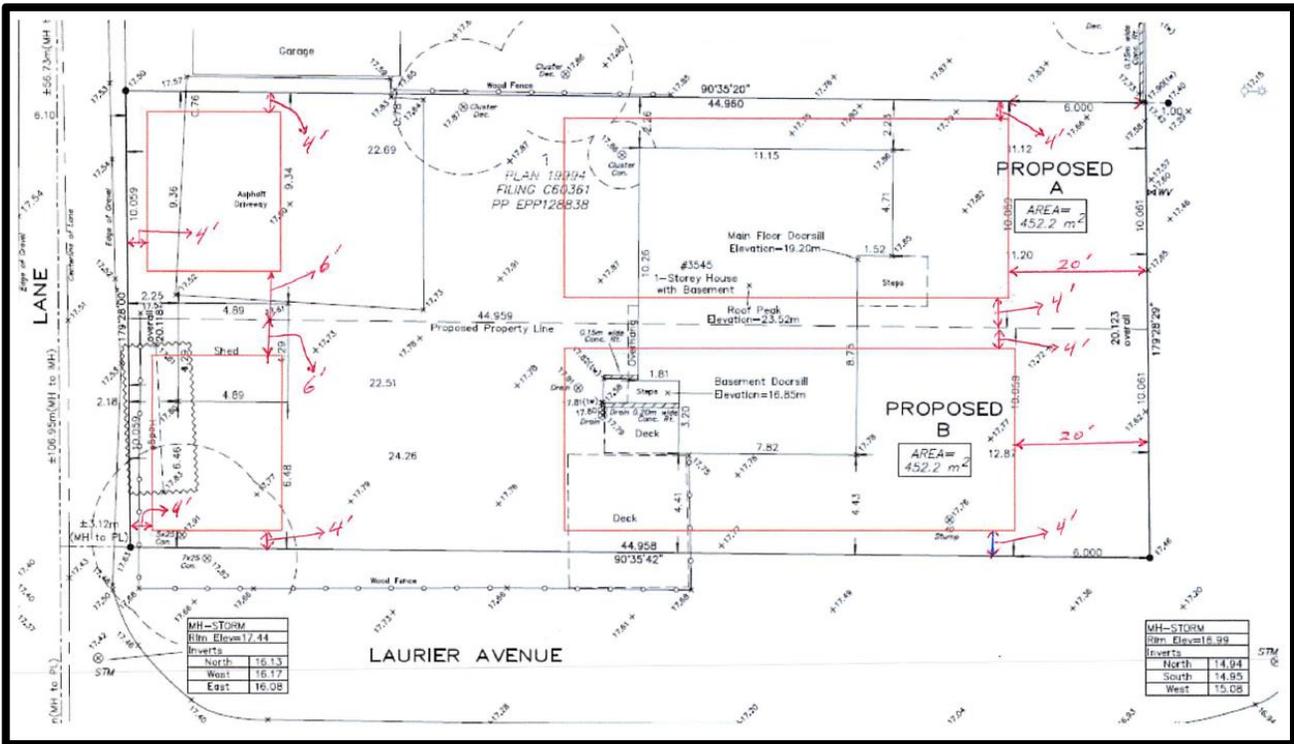
Site Context

Policy and Regulations: The site Official Community Plan (OCP) land use designation is Small Lot Residential (RSL) which enables consideration of rezoning to the RS4 zone. The RS4 zone is included in the Small-Scale Multi-Unit Housing and Environmental Conservation Development Permit Areas and any future development consisting of more than a new house and a secondary suite would be subject to development permit requirements.

Proposed Subdivision: The applicant has provided a preliminary plan of subdivision to demonstrate the proposed lots would meet the subdivision requirements of the Zoning Bylaw for RS4 zone. Both proposed lots exceed the minimum requirements.

	RS4 Zone Minimum Requirements	Proposed Lot 1	Proposed Lot 2
Lot Area	300.00 m ²	452.2 m ²	452.2 m ²
Lot Width	9.50 m	10.1 m	10.1 m
Lot Frontage	9.50 m	10.1 m	10.1 m
Lot Depth	28.00 m	45.0 m	45.0 m

Rezoning Application for 3545 Oxford Street



Preliminary Subdivision Plan

The applicant provided an Arborist report which identifies one on-site and one off-site tree. The off-site tree, located in the boulevard, is reported to be in good health and fair structure. The on-site tree is also in good health and fair structure. Both trees are recommended for retention and staff recommend tree protection fencing be provided throughout the construction process as a condition of rezoning.

Off-site Infrastructure and Services: The proposed subdivision would be subject to off-site works and services requirements of the Subdivision Servicing Bylaw, including road and lane improvements, sidewalk, drainage, and street lighting, as well as water, sanitary, storm, and third-party services. Vehicular access to the properties is required to be from the rear lane.

DISCUSSION

The proposed rezoning and subdivision would help meet the demand for ground-oriented housing in the community. The proposed lots exceed the Zoning Bylaw's minimum subdivision requirements and complies with OCP housing policies to consider smaller lots in areas designated Small Lot Residential.

Rezoning Application for 3545 Oxford Street

The proposal will result in sanitary and storm sewer upgrades and retention of the existing driveway access from the rear lane.

Staff recommend approval of the rezoning subject to the specified conditions.

FINANCIAL IMPLICATIONS

The subdivision and construction of new dwellings is anticipated to increase the assessed value of the lands resulting in increased property tax revenue for the City.

PUBLIC CONSULTATION

The applicant has posted a development sign on the site. Staff visited the site on June 13th to confirm the sign is in good condition. The applicant provided a written summary of engagement with neighbouring properties and advises they were supportive of the proposed redevelopment. No additional comments have been received by staff to date.



Sign Photo

OPTIONS (✓ = Staff Recommendation)

	#	Description
✓	1	Recommend to Council that the zoning of 3545 Oxford Street be amended from RS1 (Residential Small-Scale 1) to RS4 (Residential Small-Scale 4) subject to the specified conditions being met prior to adoption of the rezoning bylaw.
	2	Request additional information or amendments to the application or recommended conditions to address specified issues prior to deciding on the application.
	3	Recommend to Council that the rezoning application be refused.

ATTACHMENTS

None.

Lead author: Ben Ricketts

Draft Master Transportation Plan – Consultation Results

RECOMMENDATION:

Direct staff to incorporate the recommended revisions and bring back a final Master Transportation Plan to Council for adoption.

PREVIOUS COUNCIL/COMMITTEE ACTION

A staff report on the Master Transportation Plan process was delivered to Committee of Council on December 15, 2020. A staff report and Draft Master Transportation Plan was brought to Committee of Council on November 14, 2023.

REPORT SUMMARY

This report provides a summary of the consultation results for the Draft Master Transportation Plan (MTP) and makes recommendations for revisions to be incorporated into the plan prior to finalization. A copy of the Draft MTP is in Attachment 1.

BACKGROUND

Following the presentation of the Draft Master Transportation Plan to Committee of Council in November 2023, staff solicited input on the Draft Master Transportation Plan from Council, the public, and interested parties.

Communication materials included:

- MTP email address
- Postcard mailouts to residents
- Transit shelter advertisements
- Survey
- MTP web page update with links to the Draft MTP, Survey, and MTP Projects Map

Information was provided on the City web page at www.portcoquitlam.ca/mtp. Input was submitted via the survey, and/or through email to mtp@portcoquitlam.ca

The intake period was open from November 15 to January 31, 2023, to provide a window of opportunity for comments. Staff also held meetings with council members, staff, organizations, interested parties and individual residents.

DISCUSSION

A summary of the survey results is presented below followed by a summary of the results from the consultation with interested parties and staff. The consultation results were used to make recommendations for revisions to the plan.

Survey Results

An early engagement survey in 2021 asked for input on the proposed goals and objectives for the Master Transportation Plan (MTP) that were set based on known issues, as well as historical input from Council, interested parties and public service requests. A second survey was issued in November 2023 to ask if the Draft MTP had achieved the goals and objectives that were set. A total of 727 survey responses were received, comparable to the 816 received on the initial engagement survey.

Some concerns have been expressed about lobbyist groups or those pushing an agenda potentially influencing the survey results. Survey results below indicate only 1% of the respondents affiliated with a group. Further data provided by respondents confirmed that 96% live or work in Port Coquitlam. The written responses reflect those in support of objectives as well as those opposed.

The following sub-sections provide information on the survey and written responses received for each of the survey questions.

Approach and Project Identification

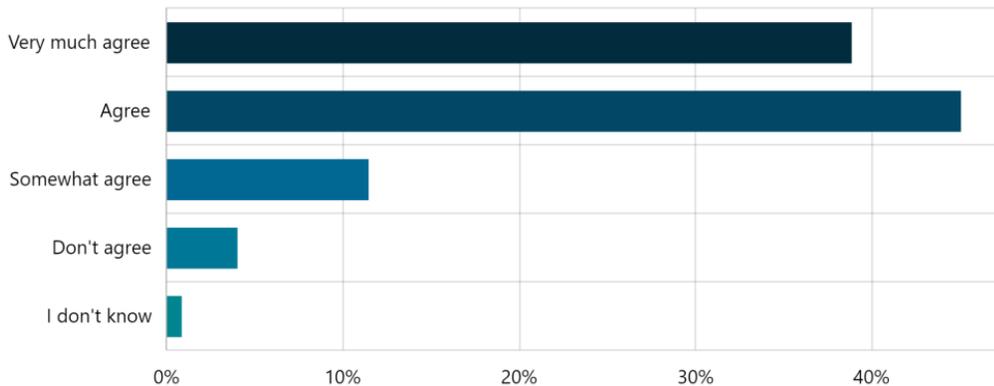
The Master Transportation Plan is a roadmap for identifying, prioritizing and implementing practical, cost effective improvements in order to provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

In general, the following approach was used to develop the MTP and identify improvement projects:

1. Identify key destination points where people want to travel to/from (e.g. schools, parks, facilities, transit stops, commercial areas, employment areas).
2. Identify routes and existing infrastructure to support travel by various modes to key destination points, and determine how they can be improved or built upon to expand the network.
3. Select direct routes for efficient travel times and maximum usage.
4. Plan projects to benefit the greatest amount of people (ages and abilities) for the least expenditure and impacts (e.g. tree removals, pole moves, parking losses, frontage impacts).
5. Identify related projects that can be constructed together for cost efficiency, construction coordination, and connectivity.
6. Avoid projects with implementation challenges such as: high costs, private land, conflicts with other infrastructure.

Draft Master Transportation Plan – Consultation Results

Do you agree with the MTP approach to identify and prioritize projects?



Answer Choices	%	Count
Very much agree	39	282
Agree	45	327
Somewhat agree	11	83
Don't Agree	4	29
I don't know	1	6
Total	100	727

The survey responses indicate that 669 of the 727 or 92% of respondents agree or very much agree with the MTP approach to identify and prioritize projects. The written comments can be found in Attachment 2. The written comment themes focused on overall support, active transportation and GHG reductions, car priority, methodology/implementation and costs/funding.

Of the written comments received, 162 comments were in support of the overall approach to identify and prioritize projects or wanted more done in this regard. Of those, 85 expressed specific support for the plans focus on active transportation, GHG reductions and transit. There were 25 comments received which were less supportive or opposed and 7 comments expressing the desire for a car priority focus. There were 38 comments received regarding the methodology or implementation of the plan. Of the 56 comments regarding costs and funding, 35 favored the cost efficient approach of the plan while 22 expressed a desire to spend more and/or raise taxes in support of the MTP objectives.

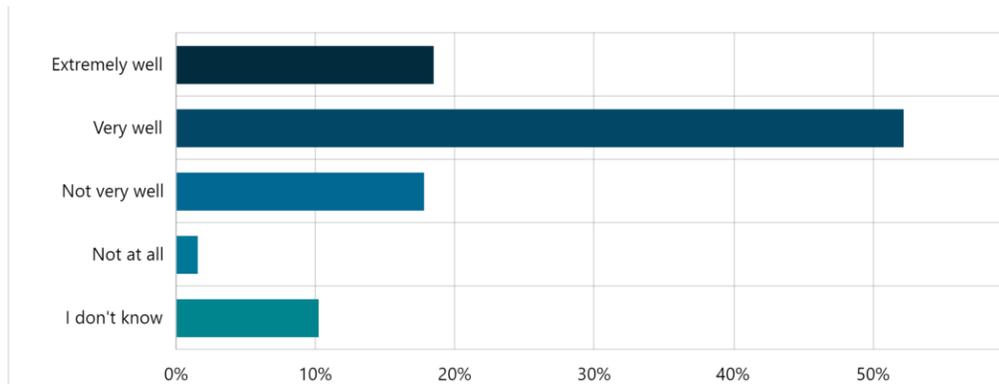
Sidewalks

Sidewalks support walking and accessible forms of walking such as wheelchair, strollers or mobility aids. Along with trails and multi-use paths, sidewalks provide the backbone for walking across a city.

Goal: Ensure people have safe, direct and comfortable routes to walk or wheel to key destination points in the City.

Draft Master Transportation Plan – Consultation Results

How well does the MTP achieve this goal?



Answer Choices	%	Count
Very much agree	18	134
Agree	52	379
Somewhat agree	18	129
Don't Agree	2	11
I don't know	10	74
Total	100	727

The survey responses indicate that 513 of the 727 or 71% of respondents think the MTP meets the goal to ensure people have safe, direct and comfortable routes to walk or wheel to key destination points in the city extremely well or very well.

Written comments submitted on this question can be found in Attachment 2. The themes focused on overall support, design and accessibility, as well as operation and maintenance of the existing network. Of the comments, 124 were supportive of sidewalks or thought that more needed to be done while 24 were less supportive or opposed. An additional 28 comments were submitted regarding sidewalk design and accessibility, with another 17 comments received on operation and maintenance of the existing network.

Multi-Use Paths/Cycle Tracks/Slow Streets

Multi-use paths, cycle tracks, and slow streets support cycling or rolling with human or electric powered devices such as bicycles, scooters, skateboards and inline skates.

Multi-Use Paths (MUP's) accommodate all ages, abilities and travel modes and are generally intended for recreational users traveling at slower speeds.

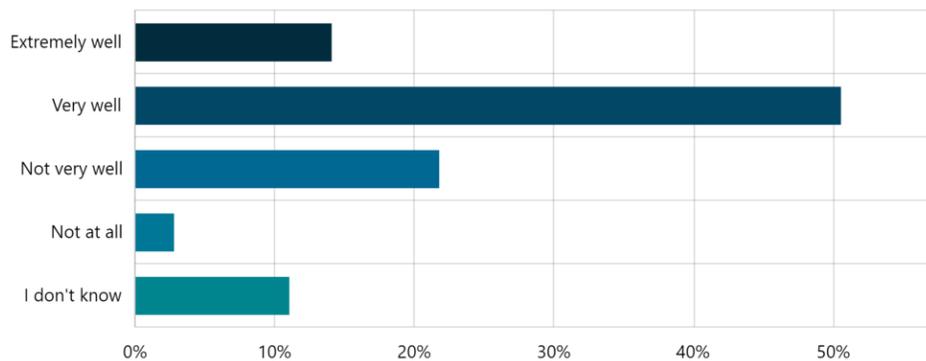
Slow Streets are designed as safe and comfortable multi-modal corridors for use by pedestrians and all cycling and rolling modes (human powered and electric assisted). They are designed with 30 km/hr speed restrictions, speed humps and/or raised crosswalks, a sidewalk, and on-street cycling supported by signage and pavement markings.

Draft Master Transportation Plan – Consultation Results

Cycle tracks are protected facilities designed for cyclists and micro-mobility devices (e.g. e-bikes, e-scooters). They are typically used for longer distance trips, those traveling at higher speeds, and commuters. However, they are separated from vehicles and pedestrians for safe and comfortable use by all ages and abilities of cyclists.

Goal: Provide safe, comfortable and attractive cycling/rolling facilities that encourage people of all ages and abilities to cycle/roll through the City.

How well does the MTP achieve this goal?



Answer Choices	%	Count
Extremely well	14	102
Very well	51	367
Not very well	22	158
Not at all	2	20
I don't know	11	80
Total	100	727

The survey responses indicate that 469 of the 727 or 65% of respondents think the MTP meets the goal to provide safe, comfortable and attractive cycling/rolling facilities that encourage people of all ages and abilities to cycle/roll through the City. The written comments submitted on this question can be found in Attachment 2. The themes focused on overall support and design/safety/shared use.

Of the written comments, 182 were supportive or wanted more done while 32 were less supportive or opposed. An additional 142 comments were received regarding design and safety. Of those, there were concerns with allocating travel or parking lanes for cycling, regulation and enforcement for e-bikes and cyclists, pedestrian conflicts with e-bikes and cyclists and requests for dividers or separate facilities. A lack of safe cycling facilities were commonly cited as barriers to cycling in the City.

Along with general support for the expansion of MUP network, a number of comments expressed support for the Kingsway MUP, Prairie MUP, Burns MUP and Eastern MUP projects. Along with support for cycle tracks in general, a number of comments supported implementation of the Shaughnessy Cycle Track from downtown to the Mary Hill Bypass.

Draft Master Transportation Plan – Consultation Results

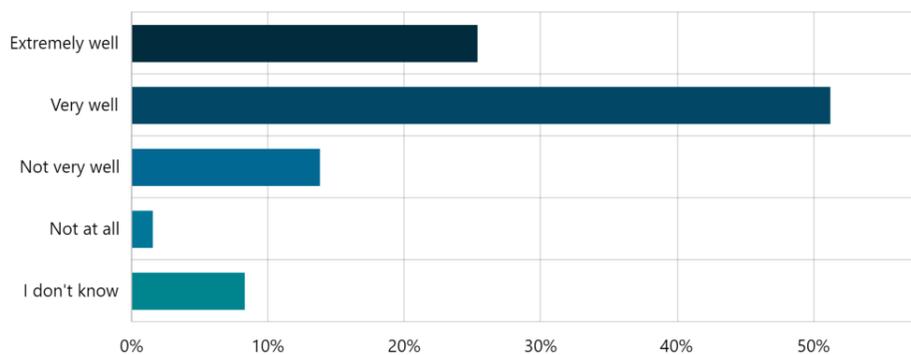
Along with general support for Slow Streets, a number of comments specifically supported the Ulster Slow Street, Kelly Slow Street and Argue Slow Street projects. Some comments expressed concerns with Slow Streets as a new application in Port Coquitlam. To address this, early consultation and piloting projects in well-supported areas is recommended.

Trails and Walkways

Besides recreational use, trails provide important, off-road links to connect a variety of users to key destination points and other active transportation routes. Walkways provide safe, car-free community based shortcuts that connect to key destination points shorter than the road network accommodates.

Goal: Provide a trail network that connects to key destination points and encourages people to get out in the community and enjoy nature.

How well does the MTP achieve this goal?



Answer Choices	%	Count
Extremely well	25	184
Very well	51	372
Not very well	14	100
Not at all	2	11
I don't know	8	60
Total	100	727

The survey responses indicate that 556 of the 727 or 76% of respondents think the MTP meets the Trails goal. The written comments submitted on this question can be found in Attachment 2. The themes focused on overall support, design, operation and maintenance, safety and shared use.

Of the written comments, 96 were supportive and/or wanted more, with many expressing their appreciation for the City's trail system. Only 11 comments were less supportive or opposed. An additional 35 comments received were in regards to design, operation and maintenance. Of these, a number of residents supported paving some sections of trails, as proposed in the MTP, for accessibility and wider use.

Draft Master Transportation Plan – Consultation Results

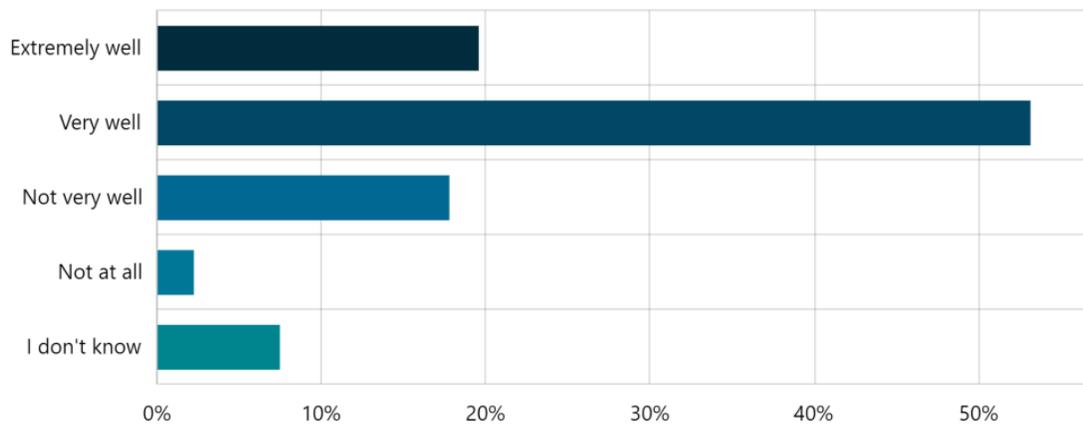
A number of comments also requested the addition of wayfinding and courtesy signage as well as public washrooms for the trail system. There were 57 comments on safety and shared use of the trails, of which some were requests for lighting while others cited concerns about pedestrian conflicts with cyclists and e-bikes.

Crosswalks

Crosswalks support safety for all modes of active transportation such as wheelchair, stroller, mobility aids, bicycles, scooters, skateboards, inline skates. Crosswalks and intersections are typically where the greatest number and most harmful conflicts occur. Accordingly, they are one of the most critical points to improve the overall safety of the transportation network.

Objective: Provide enhanced crosswalks on direct routes to key destination points (e.g. crosswalk paint, streetlights, flashing beacons, raised crosswalks, bulb outs).

How well does the MTP achieve this goal?



Answer Choices	%	Count
Extremely well	20	142
Very well	53	386
Not very well	18	129
Not at all	2	16
I don't know	7	54
Total	100	727

The survey responses indicate that 528 of the 727 or 73% of respondents think the MTP meets the goal to provide enhanced crosswalks on direct routes to key destination points. The written comments submitted on this question can be found in Attachment 2.

Of the written comments, 241 were supportive and/or wanted more, while 8 comments were less supportive or opposed.

Draft Master Transportation Plan – Consultation Results

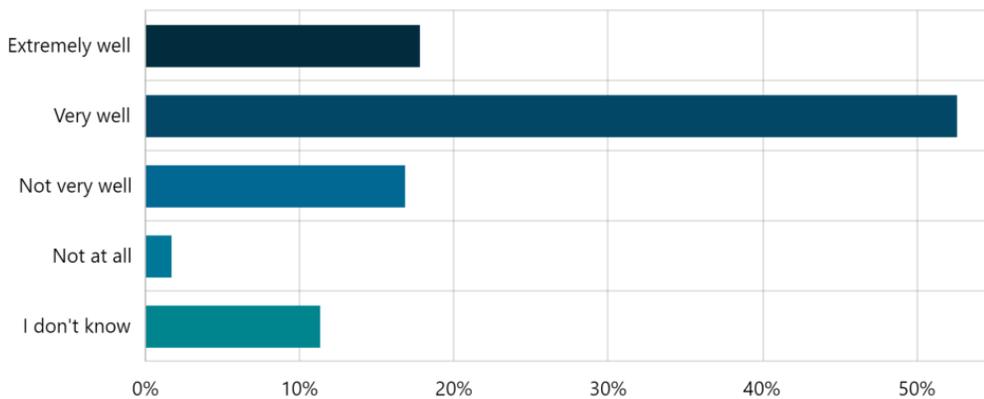
Themes of the comments received expressed strong support for more crosswalks in general and enhancements proposed in the MTP for the addition of street lighting, raised crosswalks, flashing beacons and modifications for cyclists. Appreciation was expressed for the crosswalk improvements in recent years, along with a desire for the City to continue with more of the same. A few comments noted that the raised crosswalks installed in some locations were not constructed as high as others and need to be raised.

Street Design

Street design incorporates elements that bring functionality, colour and a sense of place to corridors within the City that connect to key destination points. Creating comfortable, attractive and inviting spaces encourages more people to walk, cycle, take transit, and to get out and spend time in their community. Street Design projects include Streetscape projects and Corridor projects, with additional recommendations provided for incorporating Street Trees, Rainwater Management, Public Art and Gathering Spots.

Goal: Design select streets in the City's more urban, commercial areas as attractive 'people places' that support: local businesses; walking/wheeling/rolling; a healthy environment; places to gather, and; less congestion, speed and noise.

How well does the MTP achieve this goal?



Answer Choices	%	Count
Extremely well	18	129
Very well	52	382
Not very well	17	122
Not at all	2	12
I don't know	11	82
Total	100	727

The survey responses indicate that 511 of the 727 or 71% of respondents think the MTP meets the Street Design goal. The written comments submitted on this question can be found in Attachment 2. The themes focused on overall support and design considerations.

Draft Master Transportation Plan – Consultation Results

Of the written comments, 96 were supportive or wanted more, while 51 were less supportive or opposed. Of the supportive comments, many were specific to the retention or addition of trees and vegetation. Several others were submitted in support of public art and murals. Others expressed a desire for improvements in areas outside the downtown core.

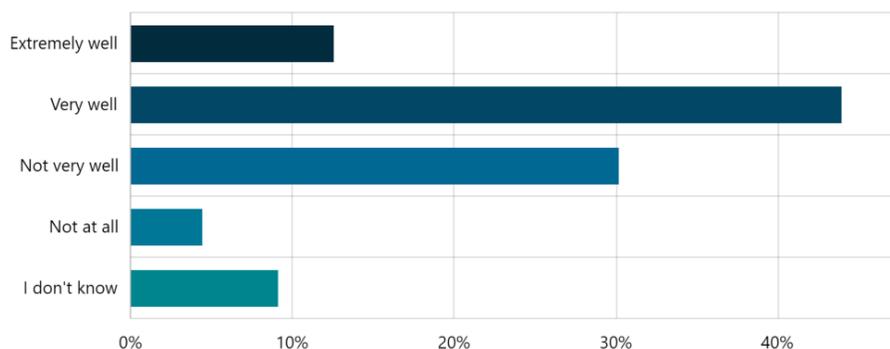
An additional 42 written comments were related to design. Of those, parking, congestion and roundabouts were common concerns and several comments related to commercial and business development, particularly in the downtown core. A number of written comments were specific to the Prairie and McAllister streetscape projects. For Prairie, 4 comments were supportive, while 10 expressed concerns. For McAllister, 5 comments were supportive, while 12 comments expressed concerns.

Roads

Roads primarily support the movement of cars, trucks, and goods to and through Port Coquitlam. However, as shared public spaces, they should also be designed to support multiple modes of travel such as walking, rolling, cycling and transit.

Goal: Ensure roads, corridors and intersections are constructed and maintained to support traffic, new development and population growth so that people and goods can flow through the City.

How well does the MTP meet this goal?



Answer Choices	%	Count
Extremely well	12	91
Very well	44	319
Not very well	30	219
Not at all	5	32
I don't know	9	66
Total	100	727

The survey responses indicate that 410 of the 727 or 56% of respondents think the MTP meets the Roads goal. The written comments submitted on this question can be found in Attachment 2.

Draft Master Transportation Plan – Consultation Results

The themes focused on overall support, shared use, the Fremont Connector, Lougheed Highway, Mary Hill Bypass intersections, growth/capacity/congestion, railway crossings, design, operation and maintenance.

Of the written comments, 208 were supportive or wanted more while 24 comments were less supportive. Of the 208 supportive comments, 144 were related to road capacity improvements, expressing concerns with increasing traffic, growth and congestion. An additional 30 comments expressed support for roads as shared facilities for all modes of transportation (i.e. not just cars). Another 32 comments were in support of the Fremont Connector, with a desire to have it constructed as soon as possible. Another 11 comments supported the Lincoln Connector, while 13 comments were in support of Mary Hill Bypass intersection improvements. There were 48 comments specific to train crossings, with 26 of those specific to the Shaughnessy underpass as a choke point and cause of congestion through downtown.

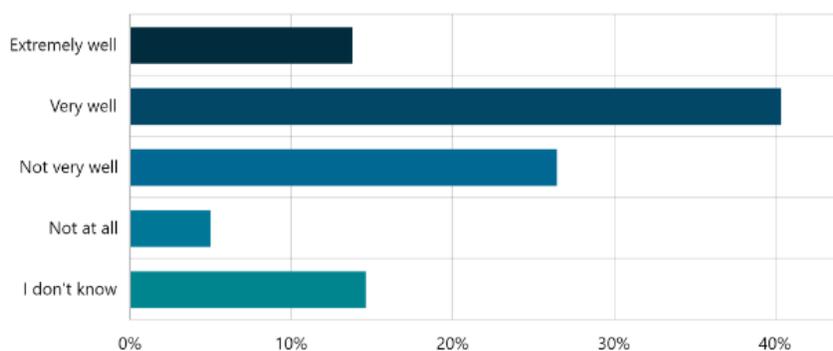
Of the 24 less supportive or opposed comments, 11 related to car priority or concerns about impacts to parking or being made to use another form of transport rather than their preferred mode of driving. An additional 118 comments received were in regards to design, operation and maintenance. Of these, the common themes were intersections/signals, speed/traffic calming, paving, lighting, maintenance (sweeping, snow removal, parking, roundabouts and heavy truck traffic on Pitt River Road/McLean Avenue).

Transit

Public transit forms a critical part of the transportation network, moving the second largest number of people aside from personal vehicles. Regional transit service is delivered by TransLink and includes buses, West Coast Express and SkyTrain. Local governments are responsible for providing supporting transit infrastructure such as transit shelters, benches, and transit priority road elements (bus lanes, signals, queue jumpers).

Goal: Encourage the use of transit with attractive and accessible stops, and road improvements that support efficient and reliable transit service.

How well does the MTP meet this goal?



Draft Master Transportation Plan – Consultation Results

Answer Choices	%	Count
Extremely well	14	100
Very well	40	293
Not very well	27	192
Not at all	5	36
I don't know	14	106
Total	100	727

The survey responses indicate that 393 of the 727 or 54% of respondents think the MTP meets the Transit goal extremely well or very well. The written comments submitted on this question can be found in Attachment 2. The themes focused on overall support, design and service.

Of the written comments, 191 were supportive and/or wanted more while 34 were less supportive or opposed. Of those supportive, 104 comments were specific to the SkyTrain extension to Port Coquitlam. Other supportive comments were for the addition of more transit shelters, as well as trees/shade, lighting, safety and accessibility at bus stops. A number of comments also supported improvements to the Mary Hill Bypass bus stops and transit priority road design.

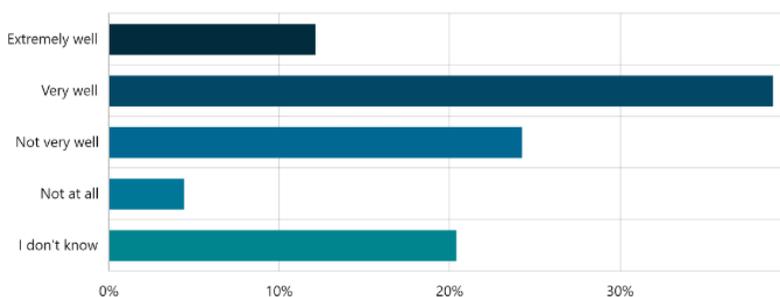
Of the 34 less supportive or opposed comments, 11 were specific to the Skytrain, primarily citing concerns with increased crime. There were 192 comments received regarding transit service delivered by TransLink. The themes focused on increased frequency, poor reliability, requests for extended hours, expanded routes and school buses. A number of comments also related to the West Coast Express.

Sustainability

There are a variety of new mobility modes and technologies that help reduce vehicular congestion, pollution, and/or dependence on vehicle ownership in support of a healthy environment and livable community. While the major focus of this MTP is on the provision of a basic transportation network, there are some relatively well established options that are considered with the MTP such as car sharing, ride sharing, bike sharing, electric scooters and electric vehicles.

Goal: Support a healthy environment and livable community with technology and services that reduce traffic, pollution, and/or dependence on vehicle ownership.

How well does the MTP meet this goal?



Draft Master Transportation Plan – Consultation Results

Answer Choices	%	Count
Extremely well	12	88
Very well	39	283
Not very well	24	176
Not at all	5	32
I don't know	20	148
Total	100	727

The survey responses indicate that 371 of the 727 or 51% of respondents think the MTP meets the Sustainability goal. An additional 20% responded 'I don't know'. The written comments submitted on this question can be found in Attachment 2. The themes focused on overall support or opposition.

Of the written comments, 99 were supportive and/or wanted more while 64 were less supportive or opposed. Of the supportive comments, the themes related to environment/pollution, active transportation and shared use, car share, bike/scooter share and EV charging stations.

Of the less supportive or opposed comments, respondents expressed concerns about being forced to give up their car and use another form of transit. Other themes were bike/scooter share and EV charging stations.

General Comments

An additional 118 written comments received were general in nature. Of those, 25 were supportive of the survey and opportunity to provide input while 5 were less supportive or opposed, An additional 12 comments related to further consultation during the design and construction phases. There were 59 written comments related to multi-point or location specific transportation items, with an additional 5 comments which were not related to transportation.

Interested Party Input

Staff circulated the draft MTP to several interested parties, including neighbouring municipalities, the RCMP, School District 43 (SD43), TransLink/Coast Mountain Bus Corporation (CBMC), Fraser Health and the Mayor's Citizen Advisory Roundtable. All parties were invited to provide feedback and offered in-person or virtual meetings to ask questions or provide more comprehensive comments. In general, the feedback received from interested parties was supportive of the MTP goals and objectives with specific comments provided on different aspects of the plan.

A presentation was delivered to the Mayor's Citizen Advisory Roundtable in November 2023. Questions and clarifications on the plan related to specific projects but also the budgeting and scheduling aspects of the implementation plan. There was also strong support for crosswalk improvements, discussion about marketing the Traboulay PoCo Trail loop as a destination point, providing more places to rest along the trails and additional washrooms for seniors and families, as well as using beautification efforts to attract people to the City.

Draft Master Transportation Plan – Consultation Results

City of Coquitlam staff provided detailed feedback on the Draft MTP through written comments and a meeting. Particular focus was given to the intermunicipal projects identified in both Cities' transportation plans and connecting routes between the two cities. They also recommended designing active transportation facilities to meet upper limits in the BC Active Transportation Guidelines rather than the minimum (e.g. wider sidewalks, multi-use paths and cycle tracks).

A meeting with SD43 staff was held to review the Draft MTP and the proposed improvements fronting and near schools. They suggested that focus be placed on vulnerable users, particularly near middle and secondary schools that typically have less emphasis on traffic calming and pedestrian safety. SD43 staff also suggested that they could be a resource to assist with project prioritization by collecting feedback from parents on biking and walking routes to schools proposed in the plan.

Fraser Health staff were likewise supportive of the Draft MTP and safety improvements for active transportation users who are disproportionately impacted by vehicle-pedestrian accidents. Similar to SD43, Fraser Health can be a helpful resource in future years during implementation of the projects identified in the Draft MTP. Their team has extensive data on locations that have the highest rates of accidents and injuries, and has supported other municipalities by providing easily digestible data (heat maps) to help with capital planning efforts. Additionally, their team can support staff with writing letters of support for grant funding, and helping to identify grants from other organizations.

Staff Input

Port Coquitlam staff provided input on specific projects and suggested revisions on report edits and formatting for consistency with other corporate reports. A recommendation was made to exchange the Streetscape and Corridor project terminology so that Streetscape projects refer to the street banner and utility box wrap projects on select streets, while Corridor projects refer to road redesign projects on select corridors (Kingsway, Dominion, Lincoln).

Council Input

Staff offered individual meetings to all members of Council as an opportunity to provide feedback raise concerns, ask questions, and suggest changes to the Draft MTP. Meetings were held with Mayor West, Councillor Pollock, Councillor Penner, Councillor McCurrach and Councillor Darling.

As noted in the MTP, input during development of the plan and throughout implementation should be vetted through the MTP goals and objectives to keep the plan on track. Suggested revisions that address concerns, while also meeting objectives of the MTP plan are typically supported.

Comments from Council were generally supportive with no major concerns. Comments and clarifications from the discussions are summarized in the Table 1 below. Members expressed appreciation for the comprehensiveness of the plan and that it was generally well done overall.

Draft Master Transportation Plan – Consultation Results

Table 1: Council Comments on the Draft MTP

Topic	Comments
General	Appreciate the comprehensiveness of the plan. Impressed with the plan. Really well done overall. Great plan, well thought-out.
Slow Streets	<p>Clarification provided – network of Slow Streets and Cycle Tracks for on-street facilities. Cycle Tracks - protected facilities for existing bike routes on major roads. Slow Streets as connector routes on local roads to provide a connected network to key destination points.</p> <p>Concerns with how Slow Streets will be implemented and received. Intended as City initiated traffic calming project, similar to road and park safety program. Early consultation and piloting in well-supported areas first.</p> <p>Consider removal or reduction of speed humps on cul-de-sacs and shorter road segments of Slow Streets (e.g. Kensington, Paula Place).</p>
MUPs	Support for more MUPs and a desire to prioritize them over cycle tracks.
Cycle Tracks	Conversion of MUPs to cycle tracks in front of schools/parks when driven by demand and/or conflicts with shared users due to volume. Increased potential for vehicle/bicycle conflicts near parks, facilities, schools.
Birchland	Support for MUP or sidewalk and slow street. Community consultation to get input on preference.
Dominion Streetscape	Preference for cycle track on either side of road instead of unidirectional track on one side.
Kingsway Avenue	Support for MUP. Wayfinding signage needed around PCCC.
Lincoln Connector	Fremont Connector, CQ Bridge & Lougheed Hwy (Westwood to Shaughnessy) and Shaughnessy AT Underpass first. Lincoln Connector needed to address congestion and growth on Lougheed in addition to the planned widening; need to divert some traffic to parallel route.
Fremont Connector	Lincoln/Devon intersection design – accommodation for turning trailers.
Patricia Pedestrian Bridge	Preference for existing route with river crossing on Patricia. New Lincoln crossing of Coquitlam River will be close to existing pedestrian bridge; report suggests it could be moved to avoid redundancy and provide an additional pedestrian crossing further south. Consultation and further consideration at time of replacement.

Draft Master Transportation Plan – Consultation Results

Shaughnessy Cycle Track	Downgrade the section through downtown (from Central to Shaughnessy Underpass) to P2 project and construct in future if/when needed. In interim, use Donald MUP from Central to McAllister with new Slow Street through lane and Elgin to the underpass.
Micro-mobility Share Service (e-scooter, e-bike, bike)	Does the plan promote this? No, no support for this now.
Cycling Stats	Statistics on bike ridership through annual traffic counts on the major roads. Good uptake on constructed MUPs. Expanding network to provide options for those who want to ride but don't. Strong support from residents and largest barrier to riding now is lack of safe facilities.
Group Input and Bias	Survey results show 1.5% of contributors on first survey and 1% on second survey were associated with a group or organization. Written comments were submitted both in support and opposition on all survey questions.
Affordability/Accessibility	Emphasis on this as not everyone wants to drive or is able to drive a car (seniors, youth, mobility impaired, low-income).
Patios	Support for patios and good to see approach outlined in MTP.
School Traffic	Pick up and drop off areas needed.
PoCo Trail Paving	Confirmed that MTP limits paving to sections providing network connectivity to key destination points (i.e. not paving entire trail).
Innovation	Incorporation of new materials, designs, or approaches
Design Input	Opportunity to provide input on design as part of process. e.g. Prairie Ave road design – options taken to Council for input.
Costs/Funding	Inflation adjustments, budgeted on spending in past years, grants.
Implementation	Projects will come through capital budget process.
Prioritization	Alignment with strategic objectives, Council direction, annual capital budget, coordination with other capital projects, public support. Identify example projects likely to come forward in short-term.

Conclusions

Overall, consultation showed strong support for the plan and for the projects identified to meet the MTP goals and objectives. The survey responses indicate 92% of respondents agree or very much agree with the MTP approach to identify and prioritize projects. Consultation with interested parties and Council was also supportive and shows strong alignment of the MTP with strategic objectives.

Concerns specific to particular locations and projects have largely been addressed by the MTP. Most concerns were identified in the early planning stages, confirmed by the engagement survey, and used to develop the MTP objectives and projects.

Education and messaging during implementation of the plan will help to ensure it is well received by the community. Clarification is needed around expanding the active transportation network as an addition to the road network that currently supports vehicles, rather than a replacement. Active transportation projects provide options for those who want to use an alternative method of transport; they are not intended to force people out of their cars, or make anyone take transit or walk if they prefer to drive. Considerable effort was taken when scoping the MTP projects to avoid impacts to drivers, parking and travel lanes, while expanding the road network capacity to address growth and traffic congestion. Providing options for those who want to use another method of transport reduces the number of cars on the road and congestion for those who need to drive or prefer to drive; a win/win situation for drivers and active transportation users alike.

Revisions identified as part of the consultation process are detailed in Table 2 below. As noted in the MTP, input during development of the plan and throughout implementation should be vetted through the MTP goals and objectives to keep the plan on track. Suggested revisions that address concerns, while also meeting the objectives of the MTP plan will typically be supported. This built-in flexibility of the MTP is intended to accommodate change, while ensuring connectivity and fit of each project within the overall network.

The plan notes that there will always be more requests for transportation improvements than the ability to fund or implement them. A plan that tries to achieve too many things cannot be funded or implemented in a reasonable timeframe. Similarly, requests that do not align with the plan's mission will steer focus and funding away from key objectives, and compromise successful plan execution. Accordingly, some requests should be considered for a future MTP to ensure that the focus can be maintained on achieving the key objectives with this one.

Recommended Revisions

A list of recommended revisions is provided in Table 2 below based on the input from residents, Council, staff, and interested parties.

Draft Master Transportation Plan – Consultation Results

Table 2: Recommended Revisions to the Draft MTP

Location	Recommended Revisions
Shaughnessy Cycle Track	Replace Cycle Track with Slow Street lane from McAllister to Kingsway. Use Donald MUP from McAllister Ave to Central Ave.
Citadel Cycle Track	Change to MUP. Modify to cycle track future to if/when demand increases.
Confederation Cycle Track	Change to MUP. Modify to cycle track in future if/when demand increases.
Reeve Cycle Track	Change to MUP for consistency with existing MUP on remainder of corridor. Modify to cycle track in future to cycle track if/when demand increases.
Pitt River Cycle Track	Change to MUP for consistency with proposed MUP along remainder of corridor. Modify to cycle track in future if/when demand increases.
Slow Streets	Early consultation with community and SD43. Pilot projects in supported areas first (e.g. Argue, Kelly, Ulster).
Citadel Parking Lot Slow Street	Change to MUP outside of school parking lot and driveway.
Kelly Ave Slow Street	Change sidewalks on north side from 1.8m to 3m wide for consistency along corridor.
Pooley MUP	Move MUP from north side to south side to avoid conflicts with driveway crossings on north side and facilitate better access to the school.
Juniper Sidewalk	Move sidewalk from S side to N side to avoid conflicts with driveway crossings and boulevard impacts on south side.
Fletcher Way Sidewalk	Move sidewalk from east side to west side to avoid steep grades.
Greer Sidewalk	Move sidewalk from north side to south side to avoid obstacles in the boulevard (retaining wall, poles, trees). Partial sidewalk and crosswalk also existing on south side.
Bill 44/47	Include section referencing Bill 44/47 Provincial Housing legislation.
Formatting	Revise report formatting/visuals for consistency with other corporate reports. Switch terminology for Streetscape and Corridor improvement projects. Include image of active transportation (tunnel) for Shaughnessy Underpass.

NEXT STEPS

Pending Council support, staff will incorporate the recommended revisions and bring back a final Master Transportation Plan report for adoption.

The structure of the MTP allows for easy transition of identified projects into the annual capital planning process. Each project has undergone a conceptual engineering level of assessment and has been scoped in sufficient detail to facilitate coordination and avoid conflicts (e.g. parking impacts, utilities, private property). Where possible, it is suggested that projects in the same geographic location be completed together, or with other capital projects, for construction efficiency and cost savings, and to minimize disruption to the community.

Projects will be selected and brought forward each year through the annual capital planning process, in alignment with strategic priorities and objectives. Projects can be advanced for implementation in alignment with those, as well as grant funding, or in coordination with development or other capital works. Projects that are expected to be well received based on resident input, will also be good candidates for staff to bring forward to Council as part of capital planning process.

Adoption of the plan does not mean approval of the projects contained within. The plan is intended to serve as a guide to project planning and a decision making support tool to ensure that projects meet the objectives set out in the MTP and fit/connect to the overall network. There is flexibility to modify projects as they come forward; revisions that address concerns, while also meeting the objectives of the MTP plan will typically be accommodated.

As with other capital projects, those with boulevard impacts will have early consultation with residents prior to design, and major concerns will be brought to Council for consideration. There is further opportunity to address resident concerns in the design and construction phases.

FINANCIAL IMPLICATIONS

Projects in the MTP will be brought forward by staff for consideration by Council as part of the City's capital program, in alignment with strategic priorities and annual funding.

Individual project costs were determined using local cost estimates from City projects in 2023 dollars. All project costs include base cost for construction, plus an additional 40% markup following the typical industry standard of 10% for engineering and design and 30% for contingency. The cost estimates have been provided in a form that allows for adjustment to base costs and inflation in future years.

Priority 1 projects provide a basic network and are planned for implementation with this MTP over the next 20-year period at an overall cost of \$60M or \$3M per year (in 2023 dollars). This value is based on average expenditures in past years, without tax increases; Expenditures may increase or decrease in any given year, which would shorten or extend the timeline for achieving all projects.

Draft Master Transportation Plan – Consultation Results

Priority 2 projects provide a more comprehensive network and are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP.

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Direct staff to incorporate the recommended revisions and bring back a final Master Transportation Plan to Council for adoption.
	2	Provide alternate direction to staff.

ATTACHMENTS

Attachment 1: Draft Master Transportation Plan (October 2023)

Attachment 2: Survey Results – Written Comments

Lead author: Melony Burton

Contributing author: David Walker

CITY OF PORT COQUITLAM

MASTER TRANSPORTATION PLAN



DRAFT REPORT

October 2023



**PETER
TRUCH**

In Collaboration With



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EXECUTIVE SUMMARY

The 2023 Master Transportation Plan (MTP) is a roadmap for prioritizing and implementing practical, cost effective improvements over the next 20 years in order to provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

The MTP can be used to guide decisions on new transportation infrastructure, as informed by City Council and staff, community members, and interested parties. It aligns with Council priorities to improve customer service, invest in infrastructure, and enhance community safety. It responds to a continued demand from residents for more infrastructure to support safe, comfortable and efficient travel options for users of all ages and abilities. It supports the City's focus on 'getting the basics right' – planning and providing core municipal services that matter to residents and business such as roads, utilities, infrastructure, safety and recreation. It builds on existing City programs, plans and policies to ensure that transportation projects continue to be practical, cost-effective, technically sound and supported by the community. It also supports several other plans, aligning with federal, provincial, regional, and local policies, goals, and objectives.

A review of documents, programs, policies, regional objectives, past surveys and community input was carried out first to identify existing conditions, key issues and opportunities. The information was used to develop a vision, mission, objectives and goals for the MTP to keep the plan on track with the overarching goal and to vet transportation requests received during the plan's development and implementation in future years.

Transportation Goal: To provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

MTP Vision Statement: Port Coquitlam's transportation system is a connected network offering a range of travel options to safely move people and goods while supporting the well-being of residents, businesses and the environment.

MTP Mission: The Master Transportation Plan is a roadmap for identifying, prioritizing and implementing practical, cost effective improvements to achieve the Vision for Port Coquitlam's transportation system.

Focus Areas represent areas where the community identified that improvements are needed most. Goals define what is to be achieved in each focus area while Objectives are the actions needed to achieve the goal. The Goals and Objectives were used to develop a prioritized implementation plan with specific actions and costs to achieve the MTP Vision.

Focus Area #1: Walking/Wheeling

Goal: Ensure people have safe, direct and comfortable routes to walk or wheel to key destination points.

Focus Area #2 – Cycling/Rolling

Goal: Provide safe, comfortable and attractive cycling/rolling facilities that encourage people of all ages and abilities to cycle/roll through the city.

Focus Area #3 – Trails

Goal: Provide a trail network that connects to key destination points and encourages people to get out in the community and enjoy nature.

Focus Area #4 - Urban Street Design

Goal: Use streetscaping and placemaking to design streets as attractive ‘people places’ that support: a vibrant local business community; walking/wheeling/rolling; a healthy environment, places to gather; less congestion, speed and noise.

Focus Area #5 – Transit

Goal: Encourage the use of transit with attractive and accessible stops and road improvements that support efficient and reliable transit service.

Focus Area #6 – Auto

Goal: Ensure roads, corridors and intersections can support traffic, new development and population growth so that people and goods can flow through the city.

Focus Area #7 - Sustainability

Goal: Support a healthy environment and livable community through the use of technology and provision of services that reduce vehicular congestion, pollution, and/or dependence on vehicle ownership.

Engagement is critical in developing a transportation plan that is supported by the public, staff and Council. Communication on the plan was established through the development of a city webpage, mail-outs to residents, reports to Council, and meetings with committees, organizations and interested parties. An early engagement survey was also used to vet the goals and objectives for the MTP before developing it to ensure it aligns with Council, stakeholder and public input.

Port Coquitlam is essentially fully built out, but will see increased density through redevelopment. Since the transportation network is already established, there are few new roads that remain to be constructed. This allows the City to direct funds toward the maintenance of existing infrastructure, while building on the existing network to support multiple modes of travel in a practical and cost effective way.

A considerable focus of this MTP is on expansion of the active transportation network. This is a shared regional, national and international objective that was also reflected in the local survey results. Active transportation offers multiple benefits and is an important consideration in designing a transportation network that is comfortable, convenient, safe, and attractive for everyone, regardless of age or ability.

In general, the following approach was used to identify, plan and prioritize projects:

- 1) Identify key destination points where people want to travel to/from (e.g. schools, parks, facilities, transit stops, commercial areas, employment areas).
- 2) Identify routes and existing infrastructure to support travel by various modes to key destination points, and determine how they can be improved or built on to expand the network.
- 3) Select direct routes for efficient travel times and maximum usage.
- 4) Plan projects to benefit the greatest amount of people (ages and abilities) for the least expenditure and impact (e.g. tree removals, pole moves, parking losses, frontage impacts).
- 5) Identify related projects that can be constructed together for cost efficiency, construction coordination, and connectivity.
- 6) Avoid projects with implementation challenges such as high costs, private land impacts and conflicts with other infrastructure.

Individual projects were categorized per the list below:

- Sidewalks
- Multi-use and Cycling Facilities
- Crossings
- Trails
- Urban Street Design
- Roads
- Transit
- Sustainability/New Mobility/Technology

Projects were mapped in the PoCoMAP Geographic Information System (GIS) with fields showing key attributes such as location, cost, priority, destination points and related projects. Existing infrastructure and previously planned projects are also mapped to provide context for the proposed MTP projects within the overall network. Individual project costs were determined using local cost estimates from City projects in 2023 dollars.

Priority 1 projects provide a basic network and are planned for implementation with this MTP over the next 20-year period at an overall cost of \$60M or \$3.0M per year.

Priority 2 projects build on the basic network to provide a more comprehensive network and are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP.

The MTP is structured to allow for the easy transition of identified projects into the annual capital planning process. Each project has undergone a conceptual engineering level of assessment and been scoped in sufficient detail to facilitate coordination and avoid conflicts (e.g. parking impacts, utilities, private property).

Some streets in the city will not see transportation infrastructure changes or additions with this MTP. However, there will be many strategically planned corridors that provide people with safe infrastructure,

within a short distance from their home, to desired destination points within and beyond Port Coquitlam using their preferred mode of transportation.

There will always be more requests for transportation improvements than the ability to fund or implement them. The MTP vision, mission, objectives and goals can be used to keep the plan on track and vet transportation requests. A plan that tries to achieve too many things cannot be funded or implemented in a reasonable timeframe. Similarly, requests that do not align with the plan will steer focus and funding away from key objectives, and compromise its successful execution. Accordingly, some requests should be considered for a future MTP to ensure that the focus can be maintained on achieving the key objectives with this one.

Section 1 - INTRODUCTION

1.1 Master Transportation Plan Purpose

A Master Transportation Plan (MTP) is a planning document that will guide decisions on new transportation infrastructure for the next 20 years. It is envisioned to be a practical, cost effective and technically sound plan that is informed by City Council and staff, community members and interested parties.

1.2 Why is an update needed?

The last MTP was completed in 2013. In recent years, the City has been focused on providing basic transportation infrastructure and Getting the Basics Right. This has been very well received by the community, but the City continues to see demand from residents for more infrastructure to support *safe, comfortable and efficient* travel options for users of all ages and abilities.

A number of programs have been introduced to deliver localized transportation improvements such as: sidewalk, cycling, pedestrian safety, traffic calming, streetlight expansion and transit shelters. However, a long-range strategy is needed to create a connected transportation network that gives people safe and direct routes to key destination points (like schools, parks, transit, facilities, shopping), using their preferred mode of transportation (walking, cycling, driving, transit). The 2023 MTP builds on these programs to develop a safe and connected transportation network that supports a range of travel options to key destination points (e.g. schools, shopping, rapid transit), recognizing that not every street across the community can be prioritized for upgrading in the next twenty years without exponentially increased funding.

This practical, thoughtful and strategic plan will be used to guide improvements and funding of the City's active transportation, road, and transit networks in the years to come. The 2023 MTP:

- Identifies and prioritizes future transportation projects
- Builds on existing transportation plans and programs
- Complements the City's focus on the delivery of core municipal services and rehabilitation of existing infrastructure
- Is based on research, community input, and practical solutions
- Includes an implementation plan with specific actions and costs



The MTP aligns with Council's priorities to improve customer service, invest in infrastructure, and enhance community safety. It also builds on existing City programs, plans and policies to ensure that transportation projects continue to be practical, cost-effective, technically sound and supported by the community.

1.3 MTP Goal, Vision and Mission

Strategic documents involving built environment planning, in this case focused on transportation and mobility of citizens, are best guided by a goal with vision and a mission.

The overarching goal represents the desired long-term view of the transportation system, informed by Port Coquitlam residents desires and the needs of the entire community.

Port Coquitlam Transportation Network Goal

To provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

The vision statement reflects what we hope to achieve with this MTP, in other words, what we want to be able to say when the plan is fully implemented. The mission reflects, in a sentence, how the MTP document will get us there.

MTP Vision Statement

Port Coquitlam’s transportation system is a connected network offering a range of travel options to safely move people and goods while supporting the well-being of residents, businesses and the environment.

MTP Mission Statement

The Master Transportation Plan is a roadmap for identifying, prioritizing and implementing practical, cost effective improvements to achieve the Vision for Port Coquitlam’s transportation system.

The following section (Section 1.4) outlines more details about the specific focus areas contained with the MTP that will achieve the overarching goal, vision and mission statement.

1.4 MTP Focus Areas

This section provides details on how, and in what seven areas the MTP achieves its mission.

As shown below, **Focus Areas** represent areas where the community identified the improvements are needed most. **Goals** define what we want to achieve in each focus area while **Objectives** are the actions that help us achieve the goal. The **Goals** and **Objectives** were used to develop a prioritized Implementation Plan, outlined in subsequent sections, with specific actions and costs to achieve the MTP Vision.



Focus Area #1 – Walking/Wheeling

Accessible forms of walking such as wheelchair, stroller, mobility aids. Supporting infrastructure includes sidewalks, trails and pathways.

Goal: Ensure people have safe, direct and comfortable routes to walk or wheel to key destination points.

Objective 1: Identify locations and costs to establish network of sidewalks, multi-use trails and pathways that provide safe and direct routes to walk/wheel to key destination points.

Objective 2: Identify locations and costs for providing a sidewalk on at least one side of streets that provide a direct route to key destination points.

Objective 3: Identify locations and costs for providing enhanced crosswalks (e.g. flashing lights) on direct routes to key destination points.

Objective 4: Identify locations and costs for adequate lighting at high risk locations to key destination points (e.g. crosswalks, intersections and trailheads).

Focus Area #2 – Cycling/Rolling

Other forms of human-powered and electric devices such as bicycles, scooters, skateboards, inline skates, etc. Supporting infrastructure includes multi-use paths and trails, bike lanes, and bike parking.

Goal: Provide safe, comfortable and attractive cycling/rolling facilities that encourage people of all ages and abilities to cycle/roll through the city.

Objective 1: Identify locations and costs to establish a network of multi-use paths, trails, and cycling facilities to ensure people have safe and direct routes to cycle or roll to key destination points.

Objective 2: Identify locations and costs for providing wayfinding stencils, maps and/or signage to help people navigate the network easily and safely.

Focus Area #3 – Trails

Goal: Provide a trail network that connects to key destination points and encourages people to get out in the community and enjoy nature.

Objective 1: Review the trail network to identify gaps and needs, such as missing connections, safe routes to schools, accessible paths, and routes that need to be expanded.

Objective 2: Identify locations and costs for providing items on the trail network that make it more safe, comfortable and easy to navigate, such as: surfacing upgrades, wayfinding/interpretive signage, lighting, pocket parks, benches, waste receptacles, etc.

Objective 3: Port Coquitlam has some great trails, but are a well-kept secret from many. Promoting the trails as a tourism/recreational destination could draw more people to the city to support local businesses and economy.

Focus Area #4 - Urban Street Design

Goal: Use streetscaping and placemaking to design streets as attractive ‘people places’ that support:

- a vibrant local business community
- walking/wheeling/rolling
- a healthy environment
- places to gather
- less congestion, speed and noise

Objective 1: Identify streets and locations for urban street design improvements.

Objective 2: Identify opportunities and locations for patios and sidewalk cafes.

Objective 3: Identify opportunities and locations for street trees, rain gardens and public art.

Focus Area #5 – Transit

Transit: Regional infrastructure includes RapidBus stops, West Coast Express and SkyTrain stations. Supporting infrastructure includes transit shelters, benches, and transit priority road elements (bus lanes, signals, queue jumpers).

Goal: Encourage the use of transit with attractive and accessible stops and road improvements that support efficient and reliable transit service.

Objective 1: Identify locations and costs for direct connections to frequent transit through the provision of sidewalks, trails, paths and bike lanes.

Objective 2: Identify locations and costs for implementing transit priority improvements at select locations to support bus speed and reliability (e.g. bus pullouts, advanced signals for buses).

Objective 3: Provide bus stop amenities that make transit more accessible and inviting (e.g. pedestrian/wheelchair pads, benches, shelters, lighting, etc.).

Objective 4: Advocate for a SkyTrain station in Downtown Port Coquitlam.

Focus Area #6 – Auto

Auto: Includes cars, trucks, and other private motorized vehicles. Supporting infrastructure includes roads and intersections that allow traffic to flow and accommodate volume/growth, and allow trucks to move goods to and through Port Coquitlam.

Goal: Ensure roads, corridors and intersections can support traffic, new development and population growth so that people and goods can flow through the city.

Objective 1: Plan and budget for major outstanding corridor and bridge projects such as the Fremont Connector, Lougheed Highway Improvements and Lincoln Avenue Connector.

Objective 2: Review the road network to identify routes and improvements that facilitate the efficient movement of vehicles, goods, and people while supporting population growth.

Objective 3: Update City design standards for arterial, collector and local roads to safely accommodate all travel options.

Objective 4: Continue to monitor and plan for intersection improvements based on demand, safety, and efficiency.

Focus Area #7 – Sustainability

Goal: Support a healthy environment and livable community through the use of technology and provision of services that reduce vehicular congestion, pollution, and/or dependence on vehicle ownership.

Objective 1: Identify opportunities to expand car share and bike share programs.

Objective 2: Evaluate opportunities for electric vehicle charging stations.

Objective 3: Identify opportunities and risks with emerging technologies (e.g. electric scooters and bikes).

The MTP vision, mission, objectives and goals are used to keep the plan on track with the overarching goal and allows vetting of transportation requests received during plan development and implementation in future years. Requests that do not align with the plan’s vision or mission will steer focus and funding away from key objectives and compromise successful plan execution. Accordingly, some requests may be considered for a future MTP to ensure that the focus can be maintained on achieving the key objectives with this one.

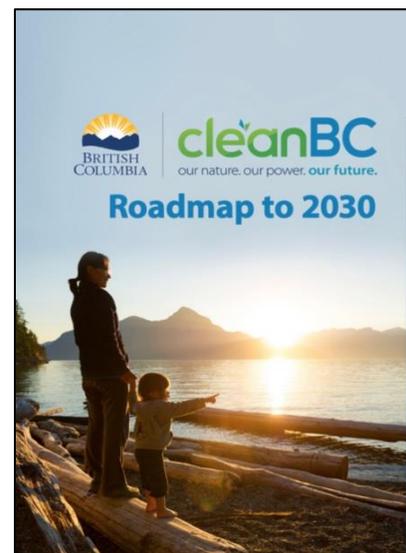
1.5 Coordination with Other Plans and Documents

The MTP supports the goals and objectives of several other plans, aligning with federal, provincial, regional, and local policies, goals, and objectives. While this list is by no means exhaustive of how the MTP meets all of the respective goals and objectives from each document, this section is intended to demonstrate how the MTP aligns with each.

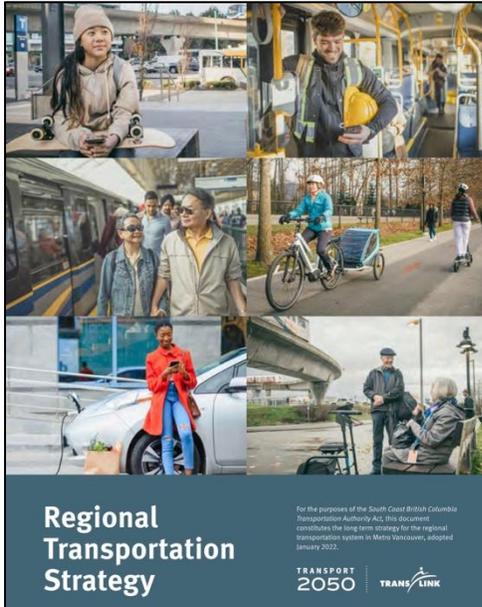
Canada’s National Active Transportation Strategy: to make data-driven and evidence-based investments to build new and expanded active transportation networks and to create safe environments for more equitable, healthy, active and sustainable travel options to thrive.

Province of BC’s CleanBC Roadmap to 2030: Transportation: reduce emissions for cleaner air, less congestion, better health, clean jobs and economic development – reduce distance travelled, increase mode shift, improve vehicle efficiency, adopt zero-emission vehicles, use clean fuels.

Metro Vancouver’s Metro 2050 Transportation Goal: support highly connected walkable, bikeable and transit-supportive mobility networks for people and goods.



Metro Vancouver Climate 2050: Transportation Roadmap goal: personal travel within the region made by active transportation or using zero emission technologies powered by clean, renewable energy.



TransLink’s Transport 2050 Goal: convenient transportation choices that are reliable, affordable, safe, comfortable and carbon-free

Transport 2050 10 Year Priorities:

Road Safety: Support people-first streets with funding to help re-design streets for safer speeds.

Sidewalks: Complete 66% of missing sidewalks in areas near transit.

Cycling: Complete 75% of the 2050 Major Bikeway Network

Transit: Upgrade the R3 RapidBus line into a fully separated Bus Rapid Transit (BRT) line with dedicated bus lanes and Transit Signal Priority.

Transit: Undertake an exploratory business case to extend SkyTrain to Downtown Port Coquitlam

Port Coquitlam Official Community Plan (OCP): Transportation – ensure that the transportation network is safe and efficient, and accommodates different modes of travel for pedestrians, bicycles, bus and rapid transit, trucks and passenger cars.

EnviroPlan Transportation Goal: Develop an environmentally friendly transportation system that meets the needs of all users.

Climate Action Plan Transportation Goal: Infrastructure investment to support a shift towards more transit, walking, and biking as primary modes of transportation.

City Council Priorities: The MTP supports Council priorities of safety and infrastructure in 2023, as well as the City’s focus on getting the basics right – planning and providing core municipal services that matter to residents and business such as roads, utilities, infrastructure, safety and recreation.

From a technical perspective, the MTP used several technical documents for reference, including:

- Transportation Association of Canada (TAC) Design Guidelines
- Institute of Transportation Engineers (ITE)/TAC Traffic Calming Guidelines
- TransLink Design Guidelines
- BC Active Transportation Design Guidelines
- National Association of City Transportation Officials (NACTO) Guides (Several Documents)

Section 2 - COMMUNICATION AND CONSULTATION

Engagement is critical in developing a transportation plan that is supported by the public, staff and Council. Communication on the plan was established through the development of a city webpage and mail-outs to residents. Staff took a report to Council outlining the MTP process on December 15, 2020. Following that, staff engaged with the Mayors Roundtable on March 24, 2021, HUB on May 4, 2021. Several interested parties were contacted directly.

The project included an early engagement survey to propose goals and objectives for the MTP based on known information and issues, as well as Council, stakeholder and public input. This included a review of documents, programs,

policies, regional objectives, past surveys and community input to identify existing conditions, key issues and opportunities. The information was used to identify Focus areas – these are areas where we heard improvements are needed most, and review the goals and objectives listed in Section 1.4 above to develop a prioritized Implementation Plan with specific actions and costs to achieve the vision for Port Coquitlam.

The survey was issued in April 2021 and collected 816 survey responses. The project team used the survey results to confirm the direction and scope of the new plan. The input helped ensure delivery of a plan with projects and improvements that matter most to the community. The public has a further opportunity to provide feedback with this draft MTP..

Copies of the media release, survey postcard, survey questions and results, and interested parties list are available in **Appendix B**. Overall, results confirmed that the public was supportive of the proposed MTP goals and objectives (generally 75-80% in favour). **Figure 2.1** graphically shows the results of question (Q21), ranking the importance of each transportation related area.



Q21 How do you rank the importance of each of these transportation-related areas?



Mandatory Question (816 response(s))

Figure 2.1: Survey Results – Transportation Area Importance

The results indicate that walking/wheeling, cycling, trails, transit and sustainability are of importance to the majority of survey respondents, while auto and urban street design were considered relatively less important.

Section 3 - DESIGN PRINCIPLES AND GUIDELINES

Port Coquitlam is essentially fully built out, but will see increased density through redevelopment. Since the transportation network is already established, there are few new corridors that remain to be constructed. This is advantageous as it allows the City to direct funds toward the maintenance of existing infrastructure, while building on the network to support multiple modes of travel in a practical and cost effective way.

A considerable focus of this MTP is on expansion of the active transportation network. This is a shared regional, national and international objective, that was also reflected in local survey results. This section describes active transportation and its benefits, as well as the importance of designing a transportation network that is comfortable, convenient, safe, and attractive for everyone, regardless of age or ability. The design principles and guidelines align with regional and provincial guidelines, in particular the *BC Active Transportation Guide*, and were applied in developing the MTP.

3.1 Active Transportation

Active transportation in the urban environment includes any form of human-powered transportation such as walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms. A balanced transportation system with active transportation infrastructure is more accessible, cost-effective, and equitable for all residents. There are also significant environmental, economic, health, safety, and societal benefits associated with active transportation.

- **Environmental benefits:** Investing in active transportation infrastructure reduces motor vehicle trips, congestion, air pollution, and GHG emissions. This supports climate change mitigation and environmental protection objectives.
- **Economic benefits:** active transportation infrastructure provides choices for people who want or need to spend less on transportation or do not have access to motor vehicles. An attractive active transportation network can also attract more visitors to support local businesses.
- **Health Benefits:** active transportation supports increased physical activity and healthier communities. Exercise improves both physical and psychological well-being. Active transportation is one of the most affordable and accessible ways for British Columbians to add exercise to a daily routine.
- **Societal benefits.** active transportation encourages social interaction and creates opportunities for face-to-face interactions that build trust, respect, understanding, and a sense of co-operation among community members. These connections are particularly important for youth and older adults. Social interactions have been shown to diminish with an increase in motor vehicle volumes and decrease in walking infrastructure.
- **Safety benefits:** selected active transportation infrastructure reduces the risk of collisions, serious injury and death for pedestrians and cyclists.

3.2 Design Principles

Active transportation facilities should be comfortable, convenient, safe, and attractive for everyone, regardless of age or ability. This is often referred to as 'All Ages and Abilities', 'AAA', or 'Triple A' facilities in active transportation design. Not every consideration may be achievable in all contexts, but can be applied to create the best possible facility within the unique constraints of each site.

- **Equitable:** whether the distribution of benefits and impacts for a transportation system is considered fair and appropriate. Equity impacts include things like the variety and quality of available transportation choices, indirect and external costs, transportation expenditures, and public resource allocation.
- **Age-Friendly.** a transportation system should be welcoming for people of all ages, and those with unique travel needs, such as seniors and children. Both have an increased reliance on active transportation or transit for travel and are vulnerable in the road environment. Seniors may have slower reflexes and walking speeds, vision loss, difficulty hearing vehicles and decreased cognitive abilities while children are less visible, have under developed depth perception and are less adept at identifying hazards and assessing the speed of motor vehicles.
- **Accessible:** transportation facilities should accommodate people of all ages and abilities, regardless of any type of physical or cognitive impairment
- **Safe:** active transportation facilities are directly correlated with increased safety for all road users and more people will use active forms of transportation if they have safe places to walk, roll, and cycle. A lack of infrastructure forces people to choose between being safe or following the rules of the road when walking or cycling (jaywalking, wrong way cycling, riding on sidewalks).

Section 4 - PROJECT IDENTIFICATION, PRIORITIZATION and COST ESTIMATES

4.1 Project Categorization

Individual projects were categorized using the goals and objectives developed under each of the focus areas to achieve the overall transportation network vision of *providing a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.*

Sidewalks

- Arterial sidewalks
- Collector sidewalks
- Local sidewalks



Multi-use and Cycling Facilities

- Slow Streets
- Multi-Use Paths
- Cycle Tracks



Crossings

- Arterial
- Collector
- Local



Trails

- Trail Upgrades
- New



Streetscape Improvements

- Streetscape projects
- Corridor projects

Roads

Transit

Sustainability



Projects were mapped in the PoCoMAP Geographic Information System (GIS) with fields showing key attributes such as location, cost, priority, destination points and related projects. Existing infrastructure and previously planned project are also mapped to provide context for the proposed MTP projects within the overall network. The following sections offer further discussion of each category.

4.2 Project Identification

The Master Transportation Plan is a roadmap for identifying, prioritizing and implementing practical, cost effective improvements in order to provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

In general, the following approach was used to develop the MTP:

- 1) Identify key destination points where people want to travel to/from (e.g. schools, parks, facilities, transit stops, commercial areas, employment areas).
- 2) Identify routes and existing infrastructure to support travel by various modes to key destination points, and determine how they can be improved or built on to expand the network.
- 3) Select direct routes for efficient travel times and maximum usage.
- 4) Plan projects to benefit the greatest amount of people (ages and abilities) for the least expenditure and impacts (e.g. tree removals, pole moves, parking losses, frontage impacts)
- 5) Identify related projects that can be constructed together for cost efficiency, construction coordination, and connectivity.
- 6) Avoid projects with implementation challenges such as: high costs, private land, conflicts with other infrastructure.

4.3 Project Prioritization and Budgeting

Individual project costs were determined using local cost estimates from City projects in 2023 dollars.

Priority 1 projects provide a basic network and are planned for implementation with this MTP over the next 20-year period at an overall cost of \$60M or \$3M per year (in 2023 dollars).

Priority 2 projects build on the basic network to provide a more comprehensive network and are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP.



All project costs include base cost for construction, plus an additional 40% markup following the typical industry standard of 10% for engineering and design and 30% for contingency. The cost estimates have been provided in a form that allows for adjustment to base costs and inflation in future years.

Some streets in the city will not see transportation infrastructure changes or additions with this MTP, but will be maintained with what exists today. However, there will be many strategically planned corridors that provide people with safe infrastructure within a short distance from any household to desired destination points within and beyond Port Coquitlam using their preferred mode of transportation.

There will always be more requests for transportation improvements than ability to fund or implement them. The MTP vision, mission, objectives and goals are used to keep the plan on track and vet transportation requests received during plan development and implementation in future years. A plan that tries to achieve too many things cannot be funded or implemented in a reasonable timeframe.

Similarly, requests that do not align with the plan’s mission will steer focus and funding away from key objectives, and compromise successful plan execution. Accordingly, some requests should be considered for a future MTP to ensure that the focus can be maintained on achieving the key objectives with this one.

Getting the basics right means planning and providing core municipal services (such as roads, utilities and other infrastructure, safety and recreation) that matter to residents and businesses. These are the building blocks for a safe, family-friendly community with affordable places to live at all stages of life, good-paying jobs, thriving businesses, and desired amenities and services. With implementation of this MTP, the future state is that *Port Coquitlam’s transportation system is a connected network offering a range of travel options to safely move people and goods while supporting the well-being of residents, businesses and the environment.*

The following sections provide more detailed information about the projects within each category and how they were scoped.

Section 5 - SIDEWALKS



Sidewalks support walking and accessible forms of walking such as wheelchair, strollers or mobility aids. Along with trails and multi-use paths, sidewalks provide the backbone for walking across a city. Walking or wheeling is the most basic form of human mobility, and also the least impactful mode of travel with respect to the environment. Most people need to take a walking or wheeling trip at some point over the day, even if it is to access another mode such as a car or transit.

The sidewalk network was planned to meet the MTP goals and objectives:

- i) establish a network of sidewalks, multi-use trails and pathways that provide safe, direct and comfortable routes to walk/wheel to key destination points,
- ii) provide a sidewalk on at least one side of streets that provide a direct route to key destination points.

The resulting network provides a connection to major destination points in the City from each direction (N, E, S, W). This does not result in a sidewalk on every street in Port Coquitlam, but does provide a pedestrian facility connecting to key destination points within close proximity of any residence.

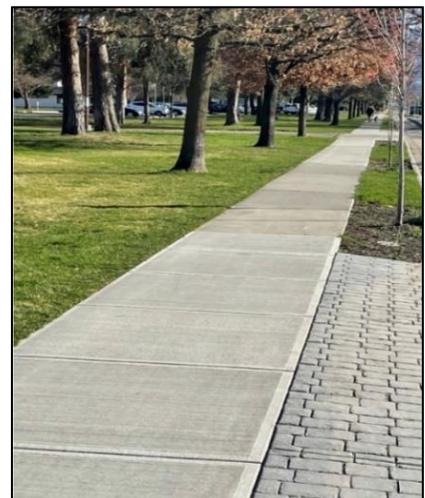
MTP sidewalk projects are organized by road class (arterial, collector and local). Priority 1 (P1) sidewalk projects provide a basic sidewalk network and are planned for implementation with this MTP. Priority 2 (P2) sidewalk projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 basic network to provide a more comprehensive network to key destination points. Sidewalks on major arterial or collector roads carrying larger volumes of traffic and higher risk of injury to pedestrians should generally be prioritized over those on local roads during the annual budgeting process.

Effort was taken to ensure that recommended sidewalk placements preserve existing trees and landscaping, avoid conflicts with utility poles and other obstructions, allow for planting zones/boulevards, consider parking, provide a 1.8m clear width, and are situated within the existing City rights-of-way.

Sidewalk projects were scoped with the following information:

Project Code, Priority (1 or 2), Road Class, Side (of the road), Extents (From and To), Length, Cost, Destinations/Connections, Related Projects, and Notes.

Figures 5.1 and **5.2** show the Priority 1 and Priority 2 sidewalk projects across the City. A detailed list of P1 and P2 Sidewalk projects are located in **Appendix B** and also available on the MTP layer of PoCoMap at: www.portcoquitlam.ca/pocomap



MTP layer of PoCoMap at:

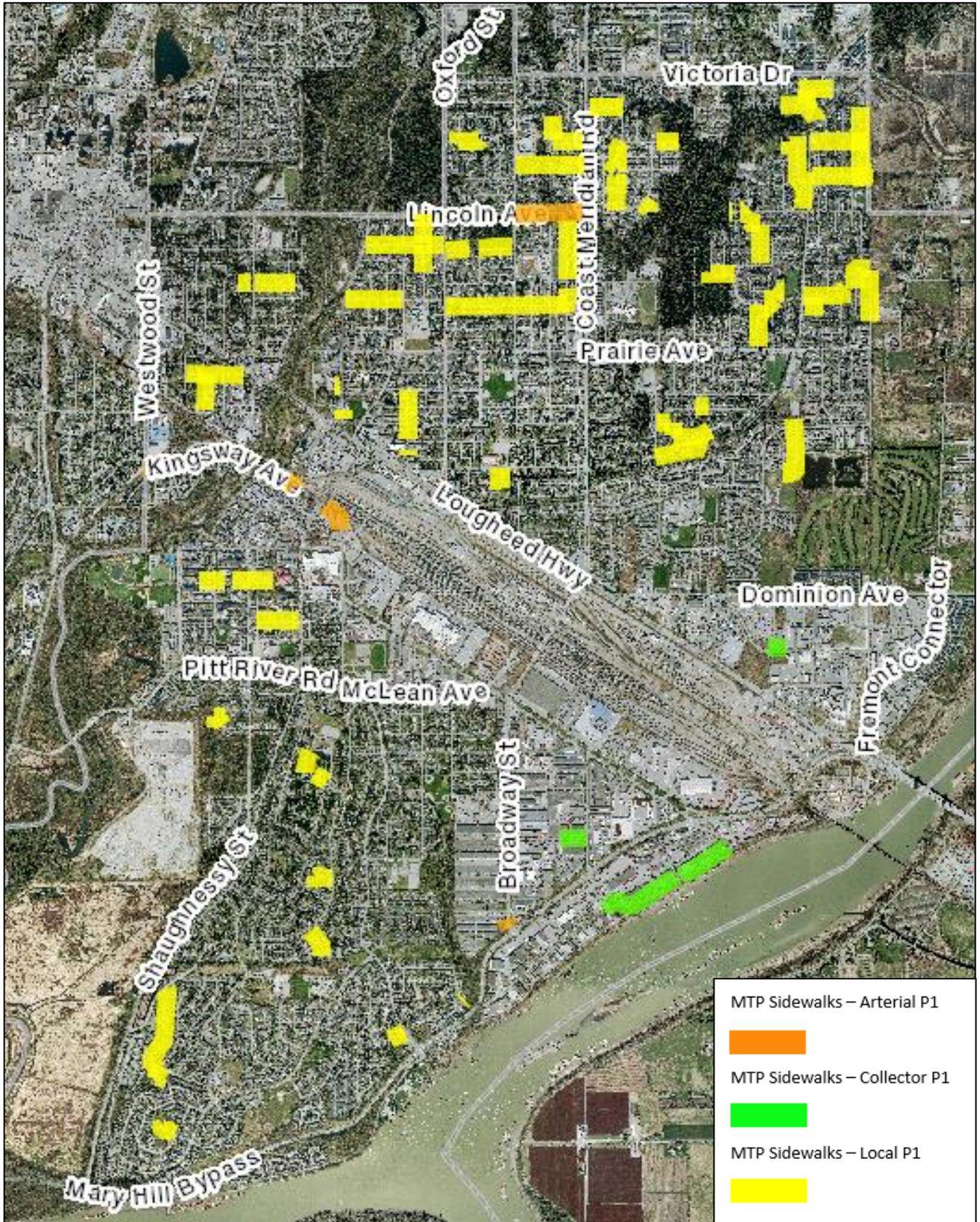


Figure 5.1 – Priority 1 (P1) Sidewalk Projects

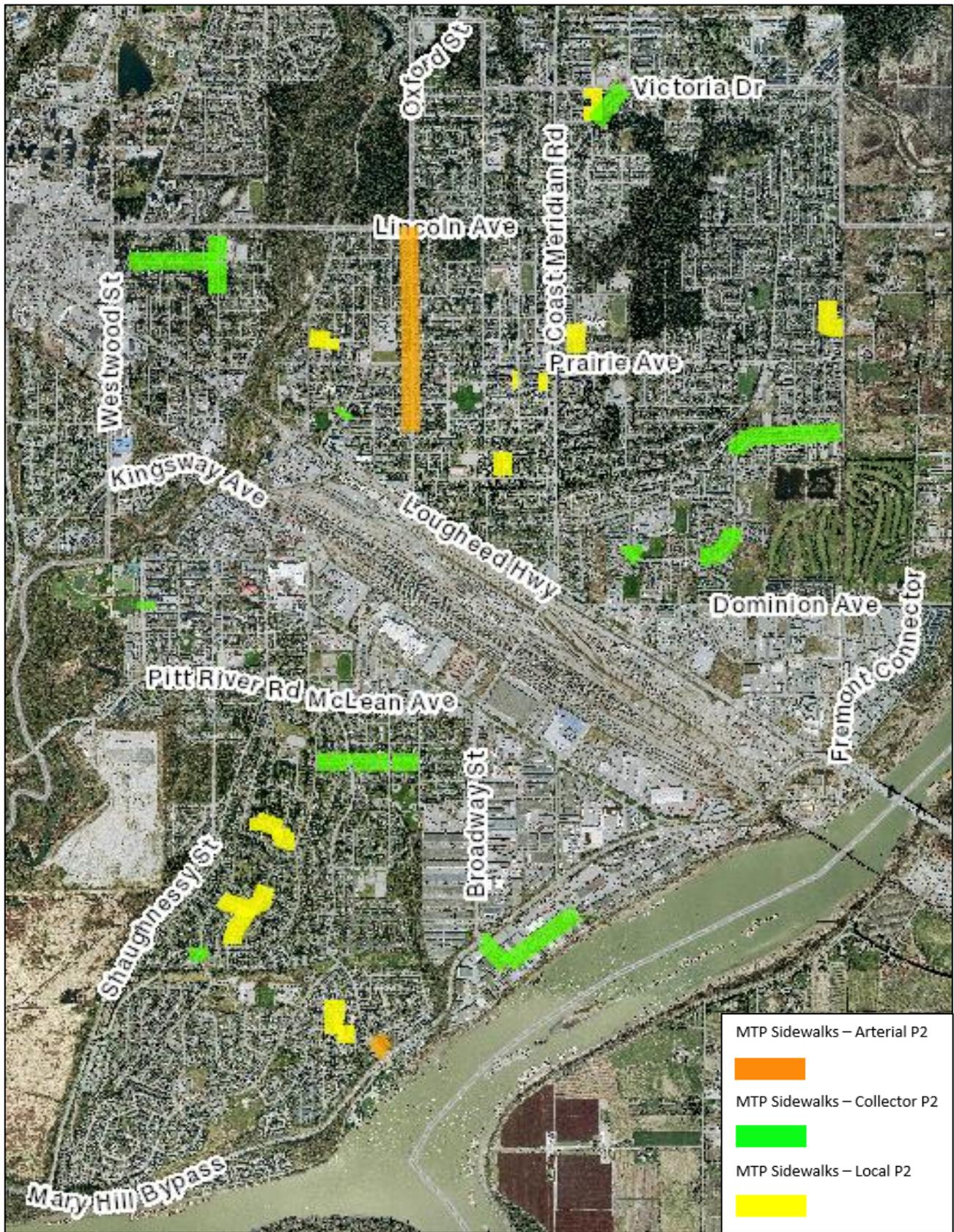


Figure 5.2 – Priority 2 (P2) Sidewalk Projects

Section 6 – CYCLING/ROLLING

Cycling/rolling includes human-powered and electric devices such as bicycles, scooters, skateboards and inline skates. Cycling trips of comfortable length for all ages and abilities to generally is within five to six kilometres. With the advent of electric powered bikes and scooters, this can double or triple and also reduces topography barriers such as large uphill inclines.

The cycling/rolling network was planned to meet the MTP goals and objectives:

- i) provide safe, comfortable and attractive cycling/rolling facilities to encourage people of all ages and abilities to cycle/roll through the city,
- ii) ensure people have safe and direct routes to cycle or roll to key destination points,
- iii) provide wayfinding stencils, maps and/or signage to help people navigate the network easily and safely.



The MTP divides cycling/rolling infrastructure into the following three categories, with each further described below.

- Slow Streets
- Multi-Use Paths
- Cycle Tracks

In addition, the Trails network is used by cyclists and can also be used by rollers when paved.

6.1 Slow Streets

Slow Streets serve as safe and comfortable multi-modal corridors for all forms of active transportation, while still facilitating vehicle traffic. They are designed for use by pedestrians and all cycling and rolling modes (human powered and electric assisted).

Slow Street projects proposed for the MTP are almost entirely on local streets, designed with:

- restricted speeds of 30 km/h
- traffic calming and pedestrian safety infrastructure (speed humps and raised crosswalks)
- sidewalk on at least one side of the street
- pavement markings – to support on street cycling and rolling
- signage – bike routes, speed limits



Roads designed for slower motor vehicle speeds are safer and feel more comfortable for users. Slower motor vehicle speeds also decrease the probability of serious injury and death for active transportation users.

Priority 1 (P1) Slow Street projects provide a basic network and are planned for implementation with this MTP. Priority 2 (P2) Slow Street Projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 basic network to provide a more comprehensive network to key destination points.



Slow Streets projects were scoped with the following information:

Project Code, Priority (1 or 2), Road Class, Street Name, Extents (To and From), Length, Requirements, Cost, Destinations/Connections, Related Projects and Notes.

Figures 6.1a and **6.1b** show the P1 and P2 Slow Street projects. A detailed list of the projects is located in **Appendix B** and also available on PoCoMap for finer-grained viewing at:

www.portcoquitlam.ca/pocomap

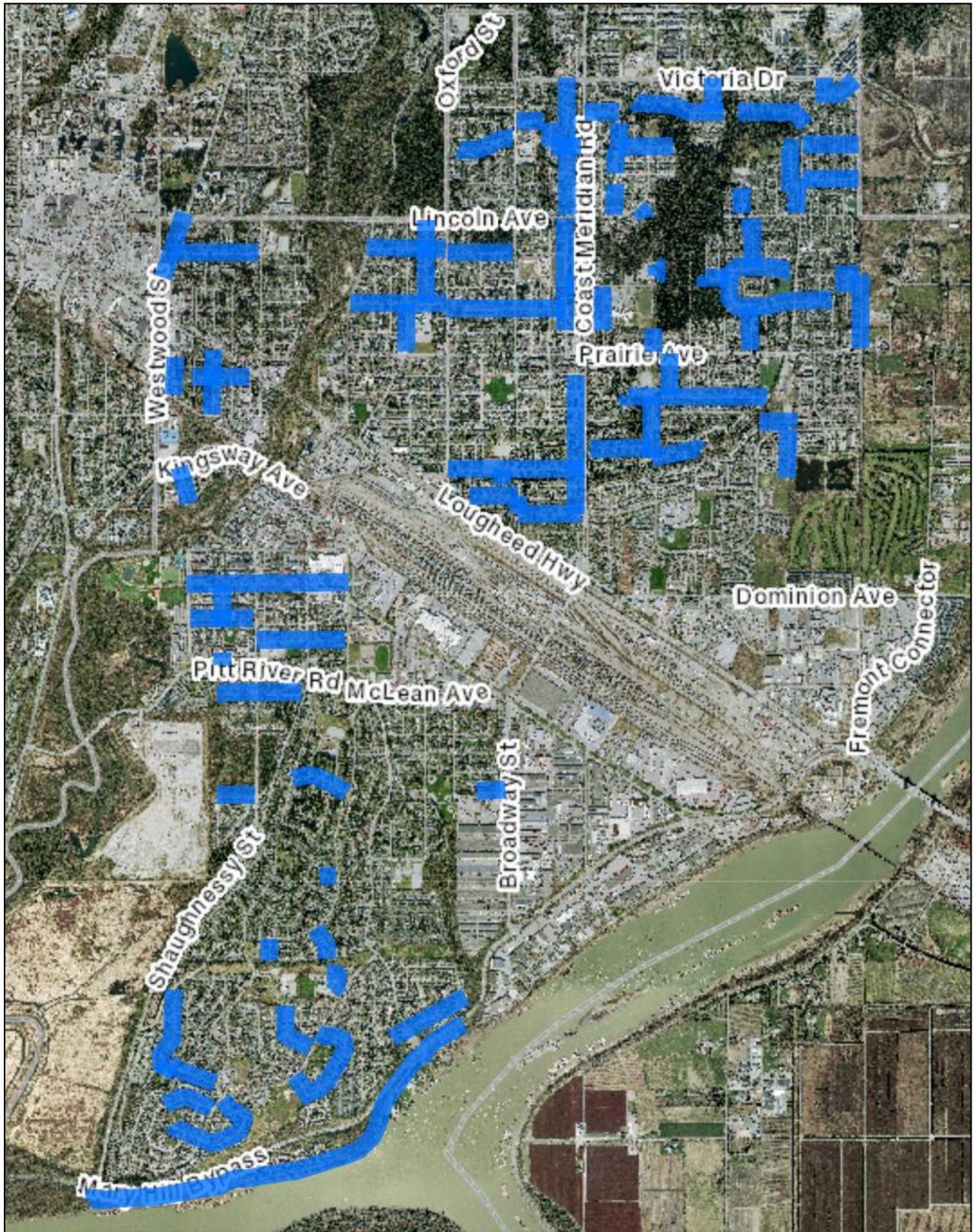


Figure 6.1a: Priority 1 (P1) Slow Street Projects



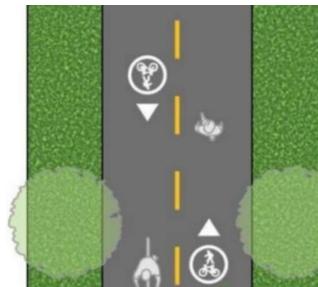
Figure 6.1b: Priority 2 (P2) Slow Street Projects

6.2 Multi-Use Paths

Multi-Use Paths (MUPs) accommodate all ages and abilities including pedestrians, wheelchairs, strollers, cyclists, scooters, electric bikes, electric scooters, and other micro mobility modes. Given that MUPs are shared facilities, they are generally intended for recreational users traveling at slower speeds, but can also be used by commuters (typically offset from recreational use times).

Multi-use paths have the following elements to provide consistency, safety, and a space that can be shared by multiple users:

- A width of 3-4m
- Clear of obstacles (e.g. poles, vaults, lights)
- Consistent surface treatment; typically asphalt as it provides a smoother running surface for wheels and is cheaper to construct and maintain. However, concrete, decorative blocks, or other hard surfaces may be used.
- Placement in the boulevard space behind to avoid impacts to travel lanes and on-street parking
- Buffer space to prevent dooring when a MUP is adjacent to parking lane, and to prevent conflicts with mirrors when a MUP is adjacent to a travel lane.
- Wayfinding signage, pavement markings and courtesy signage to indicate that the facility is shared between multiple users, and to connect users to different routes in the network



MUP Signage and Pavement Markings

Education and public messaging are recommended, in addition to signage and pavement markings, to encourage the courteous use of shared facilities by: reminding cyclists to slow down around pedestrians, alerting others of their approach by using their bell or calling out, and asking all users to stay to the right to allow others to pass on the left.

Upgrades to existing multi-use paths and cycling routes were also identified to bring them up to current standards that are safer and more comfortable for all users. Upgrades include bike route signs, shared use stencils, courtesy signage, streetlighting, crossing improvements and pole relocations.

Priority 1 (P1) MUP projects provide a basic network and are planned for implementation with this MTP. Priority 2 (P2) MUP projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 MUP basic network to provide a more comprehensive network to key destination points.



MUP projects were scoped with the following information:

Project Code, Priority (1 or 2), Road Class, Street Name, Extents (To and From), Side (of the road), Length, Width, Requirements, Cost, Destinations/Connections, Related Projects, and Notes.

Figures 6.2a and **6.2b** show the P1 and P2 MUP projects. A detailed list of the projects is located in **Appendix B** and also available on PoCoMap for finer-grained viewing at:

www.portcoquitlam.ca/pocomap

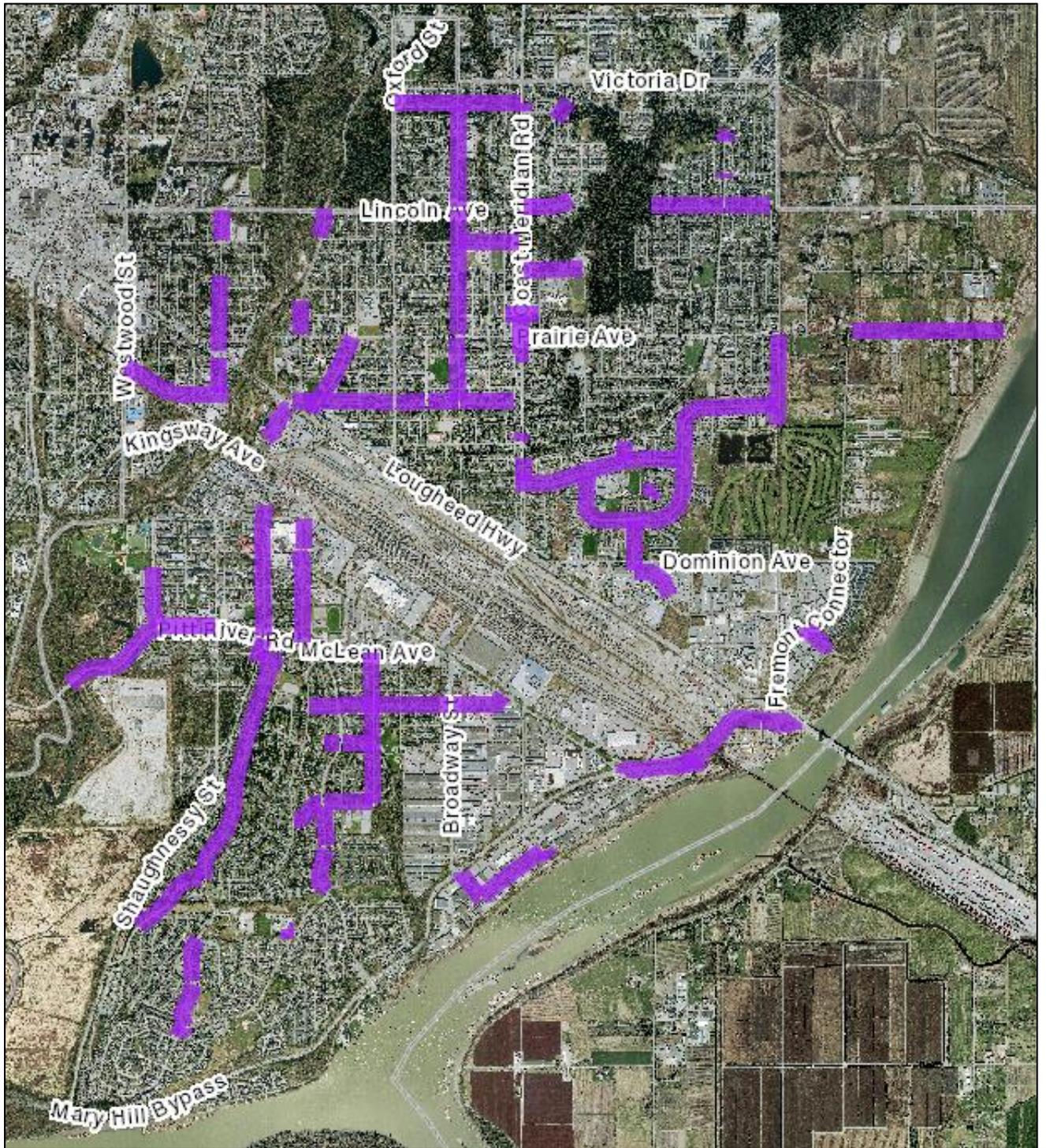


Figure 6.2a - Priority 1 (P1) MUP Projects

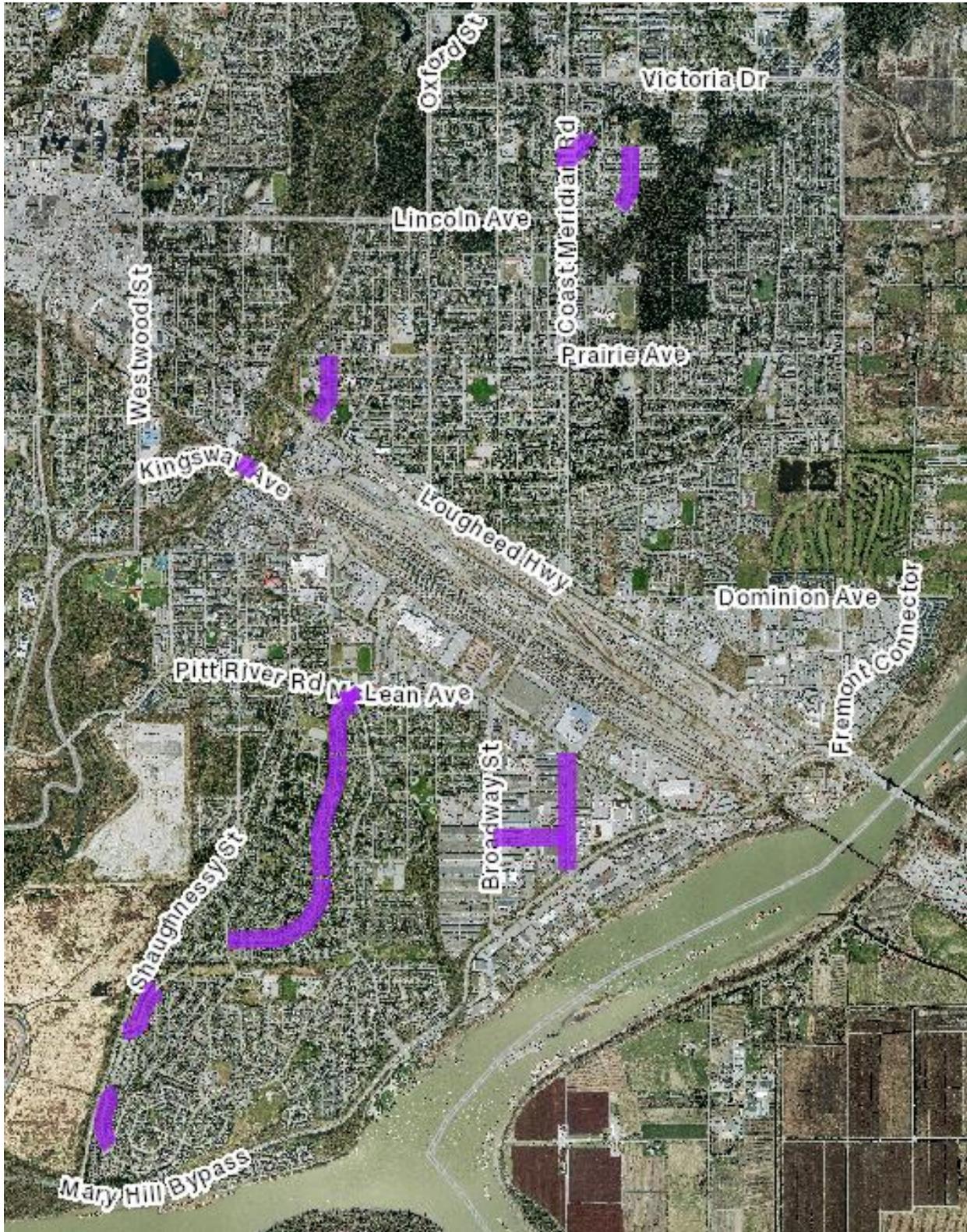


Figure 6.2b - Priority 2 (P2) MUP Projects

6.3 Cycle Tracks

Cycle tracks are facilities for cyclists and micro-mobility devices (e.g. e-bikes, e-scooters). They are typically used by commuters, for longer distance ‘through’ trips, and those traveling at higher speeds. However, cycle tracks accommodate all ages and abilities of cyclists as they are protected from vehicular modes and pedestrian/wheeled modes.



Providing a network of cycle tracks on select routes to key destination points provides infrastructure for people wanting to travel quickly at higher speeds from point A to point B. This reduces conflicts on other facilities designed for slower or more recreational use (MUPs, trails, pathways). There is a growing need to provide safe infrastructure to support the uptake of e-bikes and e-scooters in the community and across the region while reducing impacts to other road users. Most of the Cycle Track projects proposed with the MTP upgrade existing on-



street bike lanes to protected facilities. Effort was taken to fit cycle track projects within the existing roadway surface, with only the addition of pavement markings and physical barriers such as curbing, blocks, posts, rails or panels. Shaughnessy Street is a new route, identified as part of the regional Major Bike Network in TransLink’s Transport 2050 plan. Some Cycle Tracks fronting parks or schools are proposed in the boulevard space behind the curb, and are separated from pedestrians, to avoid conflicts due to higher cycling and pedestrian use in those areas, and protect vulnerable users.



Priority 1 (P1) Cycle Track projects provide a basic network and are planned for implementation with this MTP. Priority 2 (P2) Cycle Track Projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 Cycle Track network to provide a more comprehensive network to key destination points.

Cycle Track projects were scoped with the following information: Project Code, Priority (1 or 2), Road Class, Street, Extents (To and From), Side (of the road), Length Width, Cost, Requirements, Destinations/Connections, Related Projects, and Notes.

Figures 6.3a and **6.3b** show the P1 and P2 Cycle Track projects. A detailed list of projects is located in Appendix B and also available on PoCoMap for finer-grained viewing at: www.portcoquitlam.ca/pocomap

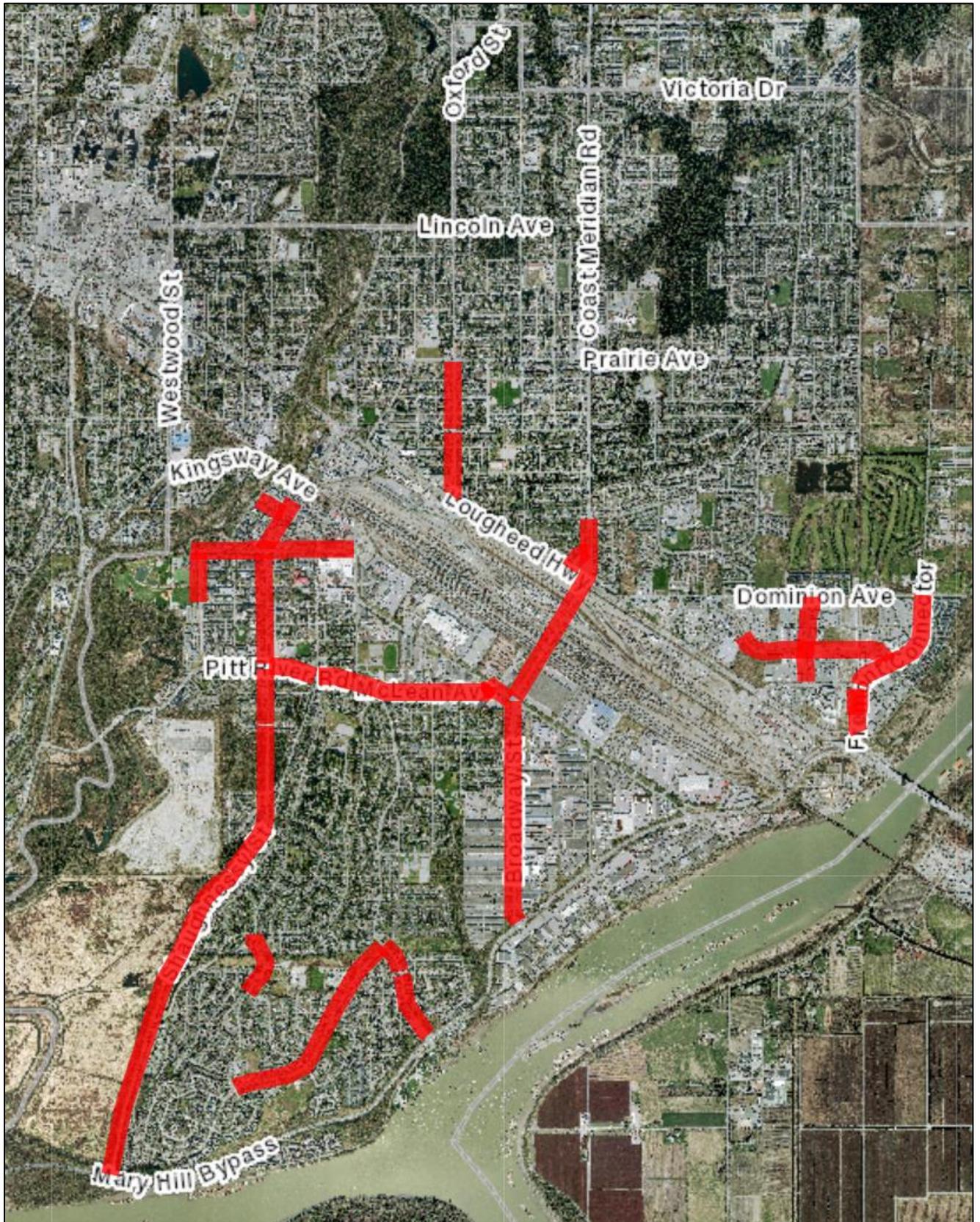


Figure 6.3a: Priority 1 (P1) Cycle Track Projects



Figure 6.3b: Priority 2 (P2) Cycle Track Projects

Section 7 – TRAILS and WALKWAYS

Port Coquitlam has an extensive network of trails and walkways through natural spaces and parks. Although typically for recreational use, trails also provide important, off-road links to connect users to key destination points and other active transportation routes. Trails provide comfortable routes for a variety of users, free from the conflicts experienced in built up areas and roadways.

Walkways typically provide community-based short cuts that people can use to connect to key destination points quicker than the road network accommodates. They also provide safe, car-free routes to schools and parks for children and vulnerable users.



Trail projects were planned to meet the following MTP goals and objectives:

- i) Provide a trail network that connects to key destination points and encourages people to get out in the community and enjoy nature,
- ii) Identify gaps and needs, such as missing connections, safe routes to schools, accessible paths, and routes that need to be expanded.

The following actions are beyond the scope of the MTP, but were supported by survey respondents and recommended as follow up actions for the City:

- Identify locations and costs for providing items on the trail network that make it more safe, comfortable and easy to navigate, such as: surfacing upgrades, wayfinding/interpretive signage, lighting, pocket parks, benches, waste receptacles, etc.
- Consider promoting trails as a tourism/recreational destination to draw more people to the city to support local businesses and economy.

There are a number of pedestrian bridges in the trails system. As these bridges are replaced due to age or condition, it is recommended that new structures have a width of 3.6m-4.8m, crossings and smooth running surface to accommodate multiple users and travel modes.



Trail projects were scoped as upgrades to existing trails, or new trails. Trail upgrades typically include paving to make them more comfortable and usable for all modes of active transportation. New trails fill gaps in the network and provide connectivity to key destination points and other active transportation routes. Priority 1 Trails projects are planned for implementation with this MTP and provide a basic network to key destination points. Priority 2 Trails projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 Trail basic network to provide a more comprehensive network to key destination points.

Trail projects were scoped with the following information: Project Code, Priority (1 or 2), Type (New or Upgrade), Location, Extents, Length, Width, Surface Type, Cost, Destinations/Connections, Description, Related Projects and Notes.

Figures 7.1 and **7.2** show the P1 – Trails Upgrade and P1 – Trails New projects. **Figure 7.3** shows the P2 - Trails New projects. No P2 Trails Upgrade projects were identified. A detailed list of P1 and P2 Trail projects are located in **Appendix B** and also available on PoCoMap for finer-grained viewing at: www.portcoquitlam.ca/pocomap

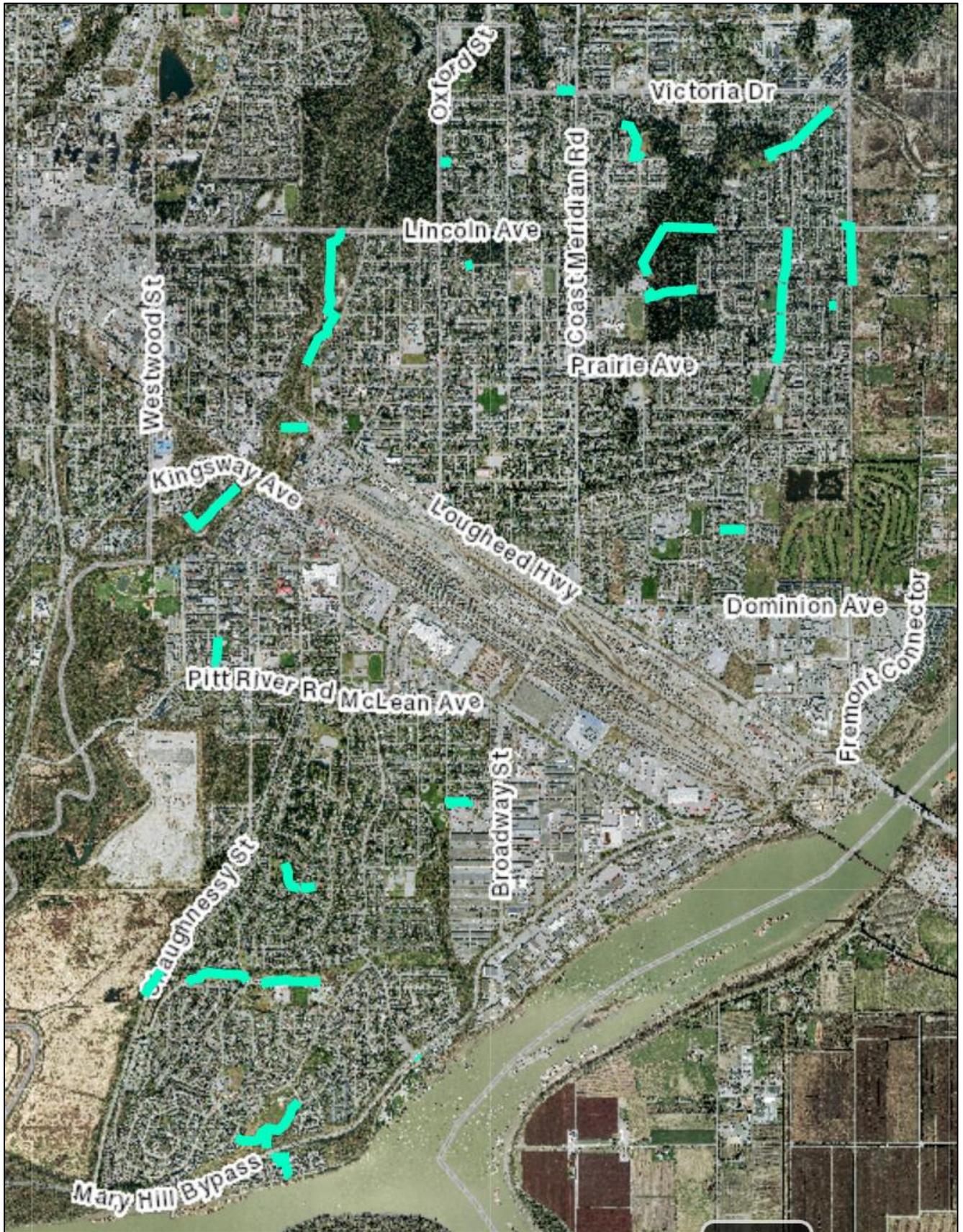


Figure 7.1: Priority 1 (P1) Trails – Upgrade Projects

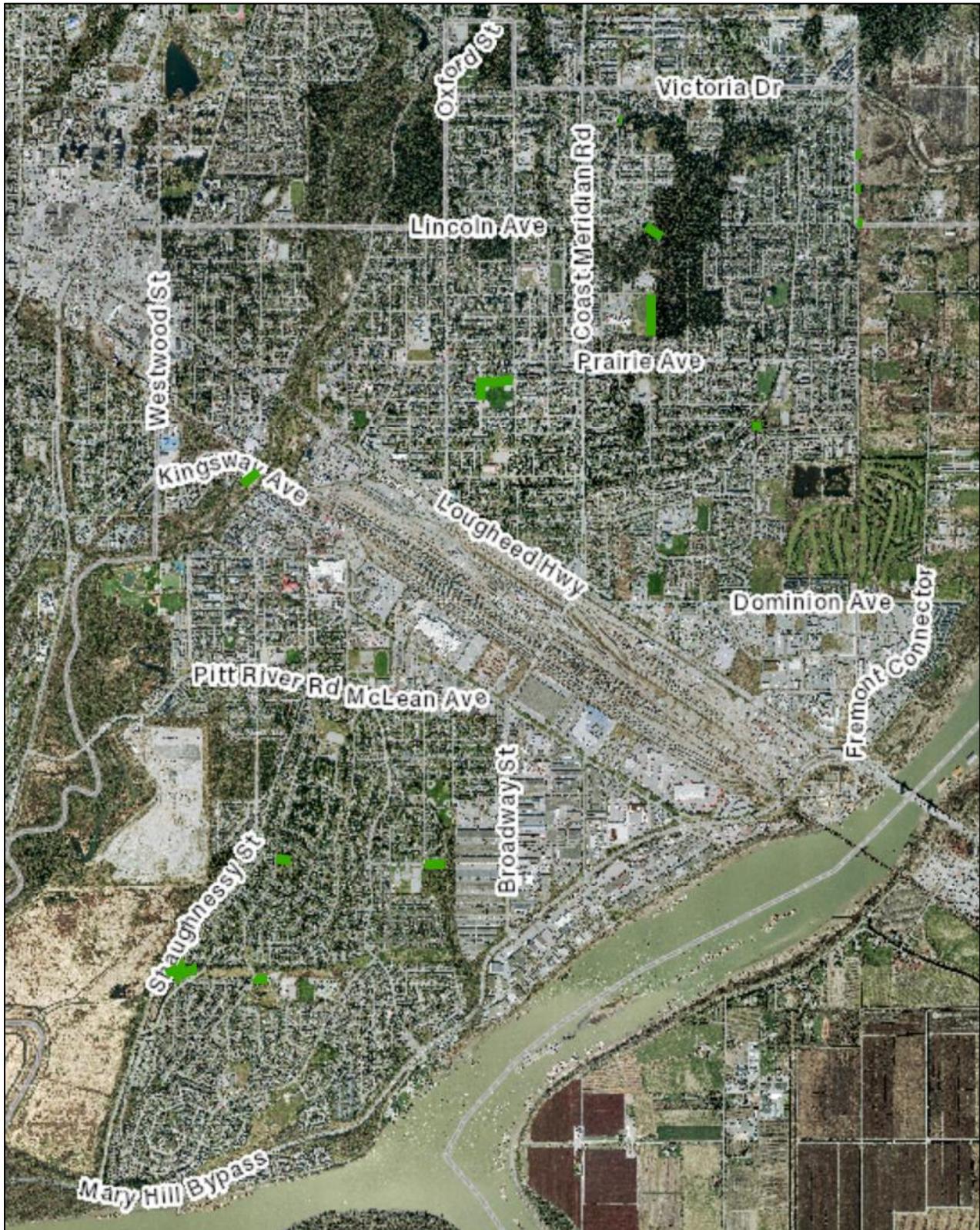


Figure 7.2: Priority 1 (P1) Trails – New Projects

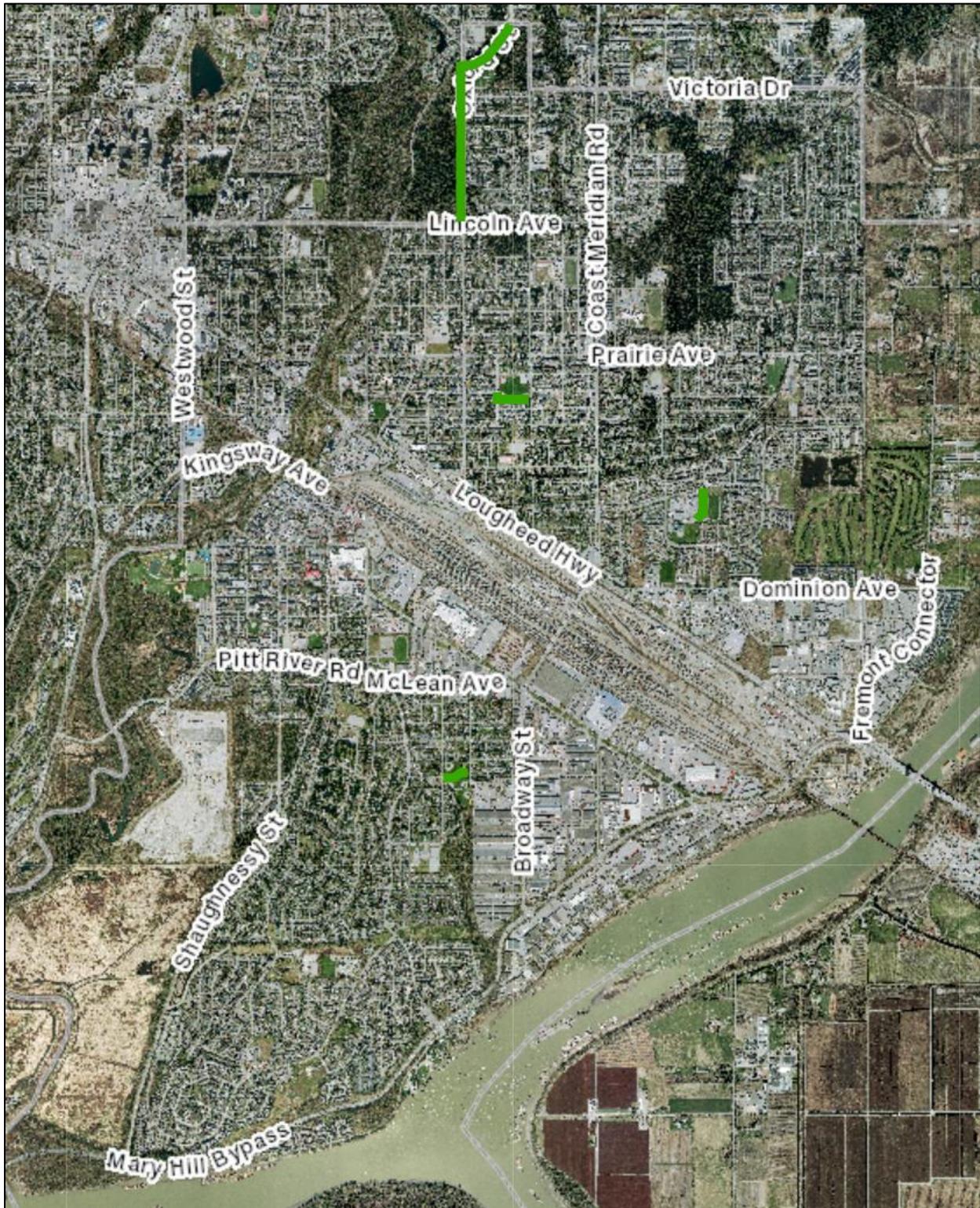


Figure 7.3: Priority 2 (P2) Trails – New Projects

Section 8 - CROSSINGS

Crosswalks and intersections are typically where the greatest number and most harmful conflicts occur. Accordingly, they are one of the most critical points to enhance to improve the overall safety of the transportation network.

Crossings projects were planned to meet the following MTP goals and objectives:

- i) Ensure people have safe, direct and comfortable routes to walk or wheel to key destination points in the city,
- ii) Provided enhanced crossings on direct routes to key destination points (e.g. paint, lights, flashing lights, raised crosswalks, curb bulges).



Given the extensive number of crossing points across the City, providing significant upgrades to each is cost prohibitive and would take many years to implement. Instead, a practical and cost effective approach was taken by providing basic crossing improvements that deliver high value and safety improvements through the addition of street lighting, pavement markings and signage.

Additional crossing enhancements are costly and must be considered carefully to ensure that all crossings can be provided with a basic level of enhancement, and that application is consistent across the City based on the type of crossing and treatment warranted.

- Raised crossings were applied on local road crossings in speed restricted zones such as schools, parks and Slow Streets. Raised crossings serve dual purpose to slow vehicle speeds and improve pedestrian visibility.
- Rectangular Rapid Flashing Beacons are reserved for uncontrolled crossings on major roads with larger volumes of vehicles traveling at higher speeds. They provide advance warning and braking time for drivers to come to a stop when traveling at higher speeds, and higher stopping compliance on major road crossings which present a higher risk of injury or death.
- Curb bulges are used for uncontrolled crossings on major roads with a crossing distance or more than 12m, or if visibility is obscured of the typical landing. Curb bulges serve to shorten the crossing distance and enhance pedestrian visibility.
- Cycling crossings are equipped with additional paint markings. This helps drivers anticipate when cyclists may be coming through a crossing at higher speeds than pedestrians.
- Half signals and signals are used on major arterial roadways with more than two travel lanes.

Priority 1 Projects are planned for implementation with this MTP and relate to existing crossing points or P1 route projects. Priority 2 Projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects relate to P2 facilities and build on the P1 basic network to provide enhanced accessibility and convenience. Crossings on major roads carrying larger volumes of traffic and higher risk of injury to pedestrians should generally be prioritized over those on local roads.



Crossing projects were scoped with the following information: Project Code, Priority (1 or 2), Street 1, Street 2, Street 1 Class, Street 2 Class, New or Existing, Connections, Requirements, Cost, Related Projects, and Notes. Crossing projects are organized by road class, with the first listed as the road being crossed, and the second road reflecting the junction road. Abbreviations used for the crossing requirements are show in Table 8.1 below.

Table 8.1: Crosswalk Legend

Legend
M-P: Parallel Crosswalk
M-Z: Zebra Crosswalk
EFGreen: Elephant feet and green paint (cyclist crosswalk)
S&M: Signage & Markings
B/O: Bulbouts
RRFB: Rectangular Rapid Flashing Beacons
SL: Streetlight
PB: Push Buttons
Cardinal Directions: N, E, S, W, NE, SE, SW, NW

Figures 8.1 and 8.2 show the P1 and P2 Crossing projects across the City. A detailed list of projects is located in Appendix B and also available on PoCoMap for finer-grained viewing at: www.portcoquitlam.ca/pocomap



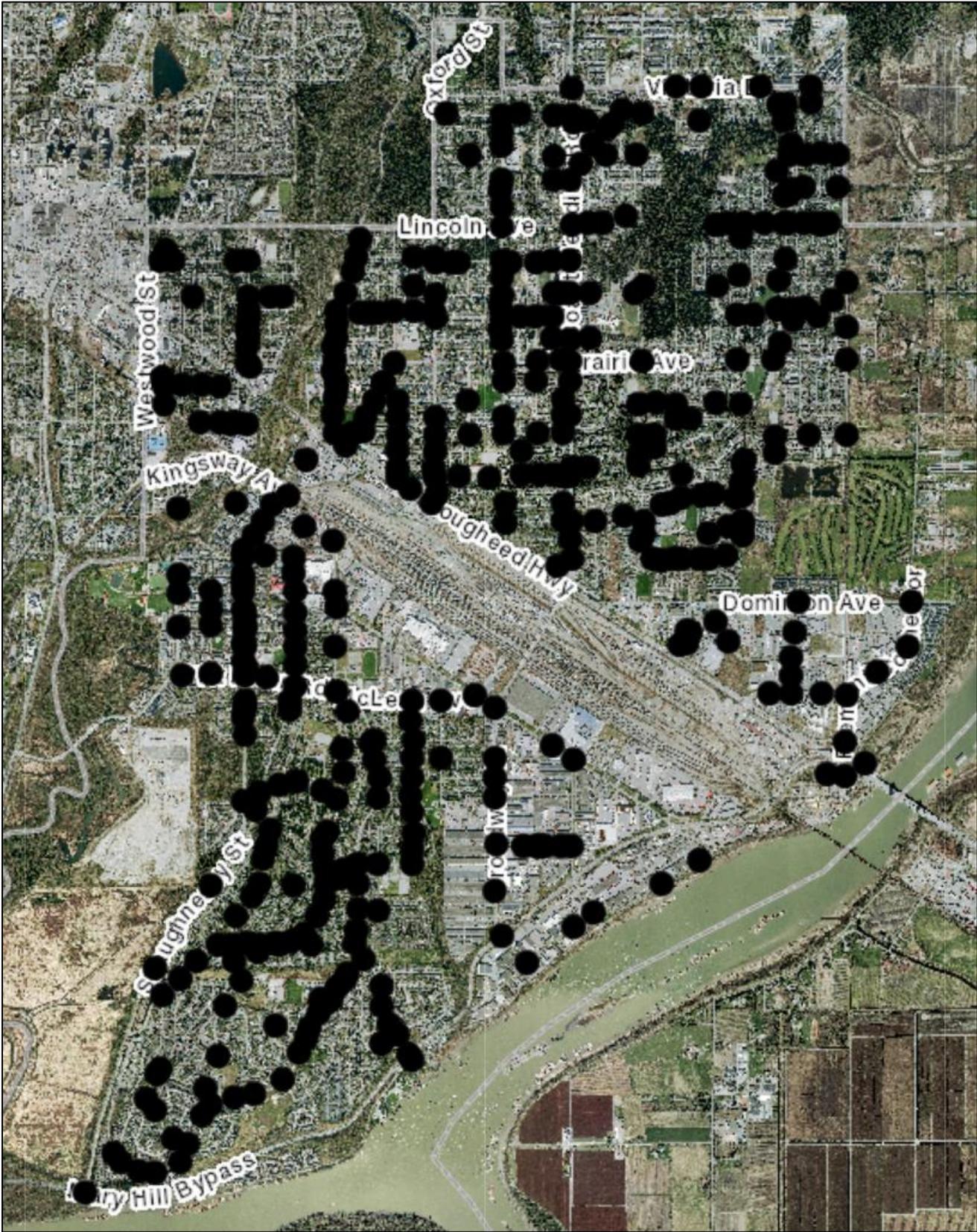


Figure 8.1: Priority 1 (P1) Crosswalk Projects

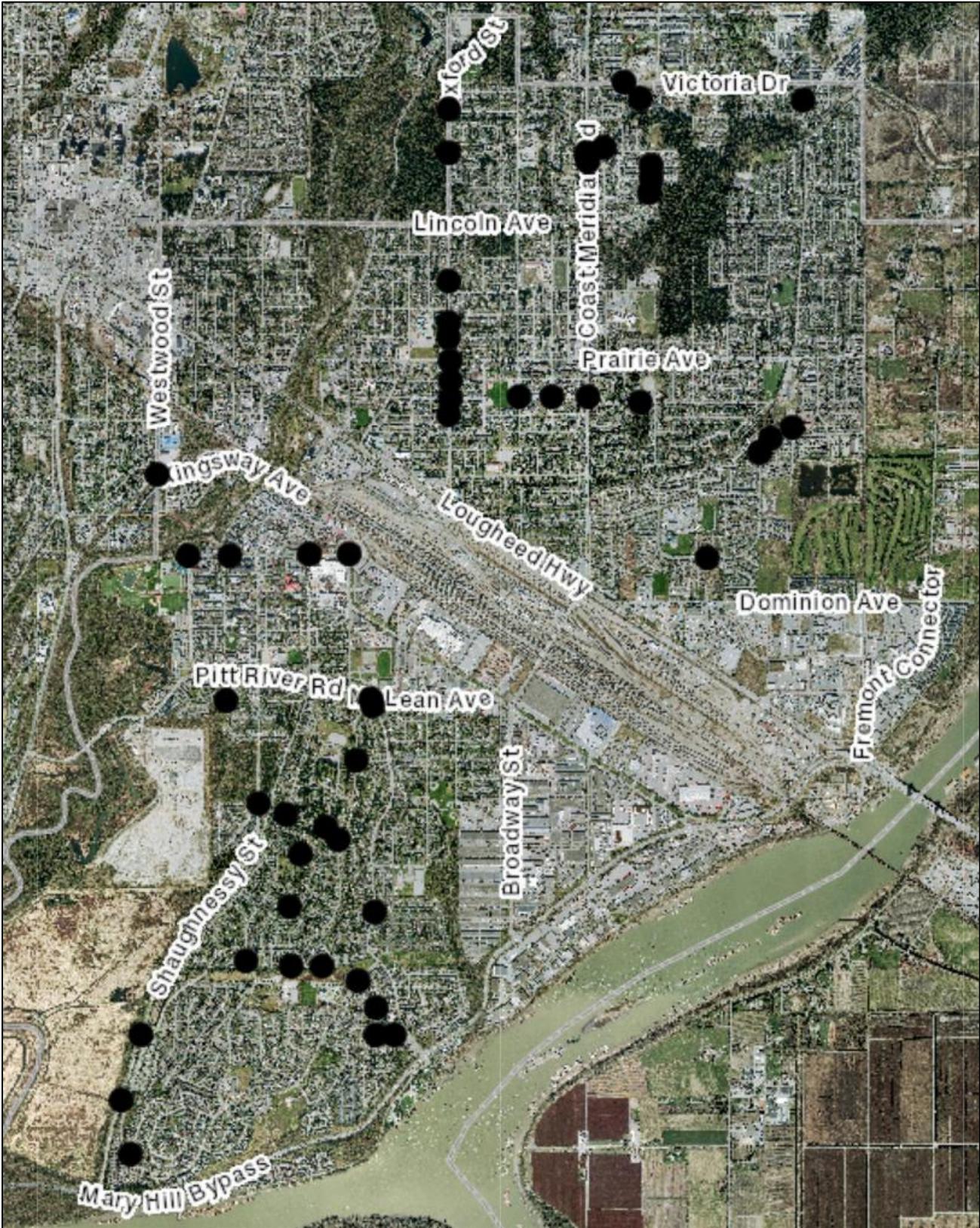


Figure 8.2: Priority 2 (P2) Crossing Projects

Section 9 – URBAN STREET DESIGN

Streetscaping and placemaking projects meet the MTP goals and objectives to create streets as attractive people places that support:

- a vibrant local business community
- active transportation
- a healthy environment
- places to gather



Urban street design incorporates elements that bring functionality, colour and a sense of place to corridors within the City that connect to key destination points such as parks, schools, facilities and commercial areas. Creating comfortable, attractive and inviting spaces encourages more people to walk, cycle, take transit, and to get out and spend time in their community. 65% of survey respondents identified it as important for the City to plan for street trees, rain gardens and public art.

Urban Street Design projects include Streetscape projects and Corridor projects, with additional recommendations provided on incorporating Public Art and Gathering Points. Details on each of these are provided in the Sections 9.1 to 9.5.

9.1 Streetscape Projects

Streetscape projects involve redesign of the road right-of-way space to incorporate walking and cycling facilities, street trees, streetlighting, banners, utility box wraps, public art, benches, garbage/recycling receptacles and other placemaking elements.

Lincoln Avenue, Dominion Avenue and Kingsway Avenue are identified as Streetscape projects for implementation with this MTP.

Projects were scoped with the following information: Project Code, Priority, Location, Extents, Length, Elements, Destinations/Connections, Cost, and Notes. A detailed list of Streetscaping projects is located in **Appendix B**, and available on PoCoMap for finer-grained viewing at: www.portcoquitlam.ca/pocomap



9.1.1 Lincoln Avenue: Shaughnessy Street to Coast Meridian Road

Lincoln Avenue is a key east/west arterial connection for the north side of Port Coquitlam and provides an important link to the SkyTrain in Coquitlam, as well as commercial areas in both cities. The west end of Lincoln Avenue at Shaughnessy Street is planned to tie into the Lincoln Connector crossing of the Coquitlam River, identified as a joint road project between the two cities in Section 10. The Lincoln Connector was also identified in previous transportation plans for both cities as a new arterial route parallel to the Lougheed Highway. The new connection provides required additional capacity to address traffic growth and congestion, in addition to that being provided with the planned highway expansion to six lanes. **Figure 9.1a** shows the project extents for the Lincoln Avenue Streetscape project.

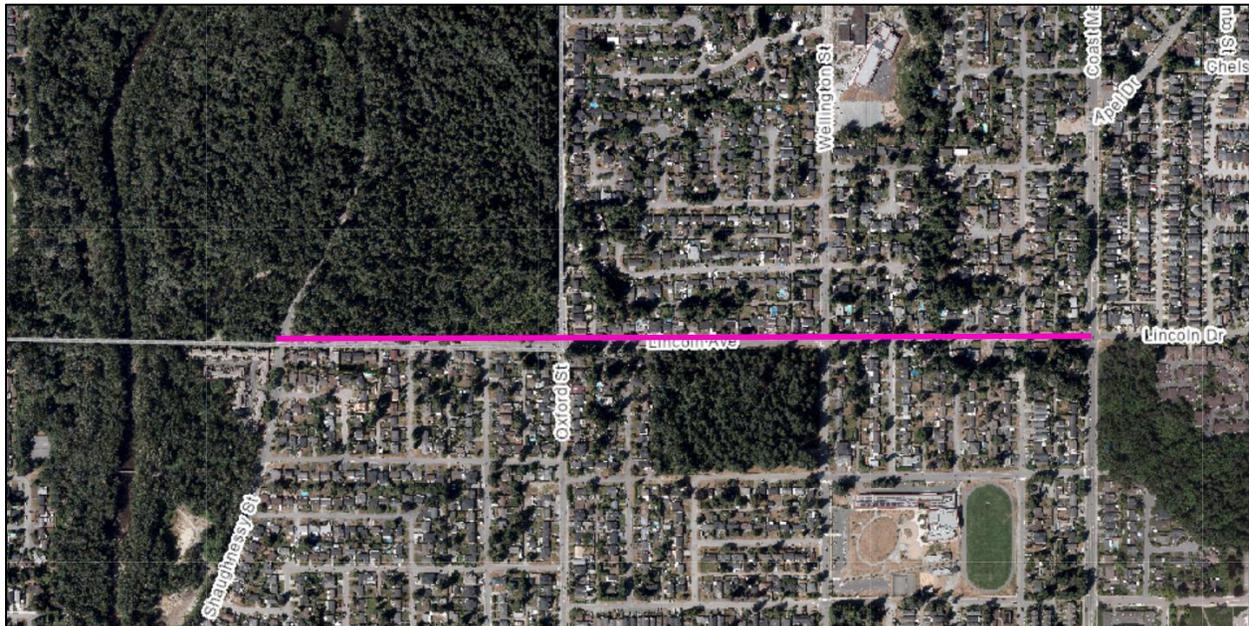


Figure 9.1a: Lincoln Avenue Streetscape – Shaughnessy Street to Coast Meridian Road

In addition to providing connections to the Skytrain, and commercial areas PoCo Place and Coquitlam City Centre, Lincoln Avenue provides a route to several other key destination points: Irvine Elementary, Pionniers Elementary, Minnehada Middle, Hyde Creek Recreation Centre, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, McLean Park. The cycling and pedestrian facilities on Lincoln Avenue also connect to the other planned routes in the overall network: Shaughnessy MUP, St Anne Slow Street, Oxford Cycle Track, Wellington MUP, and Sefton Slow St.

The segment of Lincoln Avenue within Port Coquitlam, from Shaughnessy Street to Coast Meridian Road is planned as a Streetscape project that incorporates a 2-way cycle track and sidewalk on the south side, and a sidewalk on the north side. The design includes paving, parking, street trees, banners, kiosk wraps, streetlighting, and crossing improvements. The project will fit into the existing 20m right-of-way, but it is recommended that a 25m right-of-way be secured through redevelopment opportunities along the corridor to reduce conflicts and costs. **Figure 9.1b** shows a typical cross-section for the Lincoln Avenue Streetscape project.



Figure 9.1b: Lincoln Avenue Streetscape - Typical Cross Section

Existing infrastructure is incorporated into the design where possible. Sidewalks are proposed on the south side of Lincoln Avenue from Wellington Street to Coast Meridian Road as P1 Sidewalk projects in the interim to provide a basic level of safety for pedestrians using this busy arterial road with high volumes of traffic traveling at higher speeds.

9.1.2 Dominion Avenue: Loughheed Highway to Traboulay Trail

Dominion Avenue currently incorporates road, cycling and sidewalk infrastructure, but is inconsistent along the corridor. The road includes dedicated centre turn lanes which are no longer required, and never received a top lift of paving. Residents are concerned with speeding and want additional street parking. **Figure 9.1c** shows the project extents for the Dominion Avenue Streetscape project.

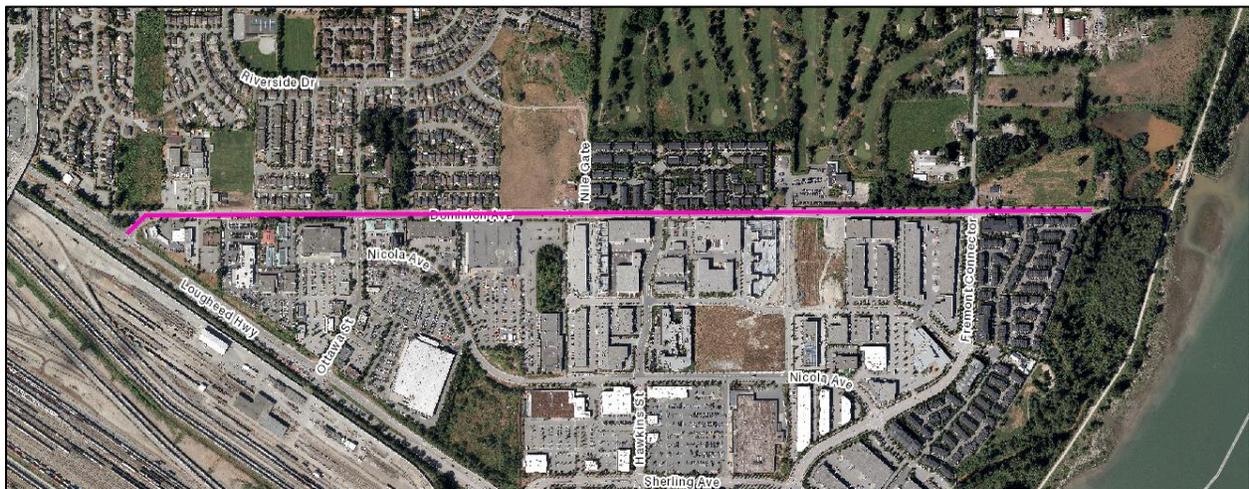


Figure 9.1c: Dominion Avenue Streetscape – Loughheed Highway to Traboulay Trail

There is an opportunity on Dominion Avenue to reallocate the road space to provide consistent active transportation facilities, add parking, control speeds, and provide a more attractive and functional corridor.

Dominion Avenue, from Lougheed Highway to its terminus at the east end, is planned as a Streetscape Project that incorporates a unidirectional cycle track and sidewalk on each side. The design includes paving, parking, street trees, banners, kiosk wraps, streetlighting, and crossing improvements while reutilizing as much of the existing infrastructure as possible. **Figure 9.1d** shows a typical cross-section for the Dominion Avenue Streetscape.



Figure 9.1d: Dominion Avenue Streetscape - Typical Cross Section

In addition to providing connections to commercial, industrial, and employment areas in the Dominion Triangle, Dominion Avenue provides a route to several other key destination points: Terry Fox Senior Secondary, Archbishop Carney Secondary School, Blakeburn Elementary, Blakeburn Lagoon, Dominion Park. The cycling and pedestrian facilities on Lincoln Avenue also connect to the other planned routes in the overall network: Fremont Connector MUP, Lougheed MUP, Ottawa MUP and Hawkins Cycle Track.

9.1.3 Kingsway Avenue: Westwood Avenue to Ticehurst Lane

Kingsway Avenue is designated part of the TransLink Major Road Network, serving as an entry point to Port Coquitlam and connection to Coquitlam and Lougheed Highway via Westwood Avenue. With redevelopment along the street and in the area, it will need to serve many functions. **Figure 9.1e** shows the project extents for the Kingsway Avenue Streetscape project from Westwood Street to Ticehurst Lane.

Kingsway Avenue provides connections to commercial, industrial, and employment areas, as well as downtown Port Coquitlam. The cycling and pedestrian facilities on Kingsway Avenue also connect to the other planned routes in the overall network: Westwood MUP, Burleigh Slow Street, and the Traboulay Trail.

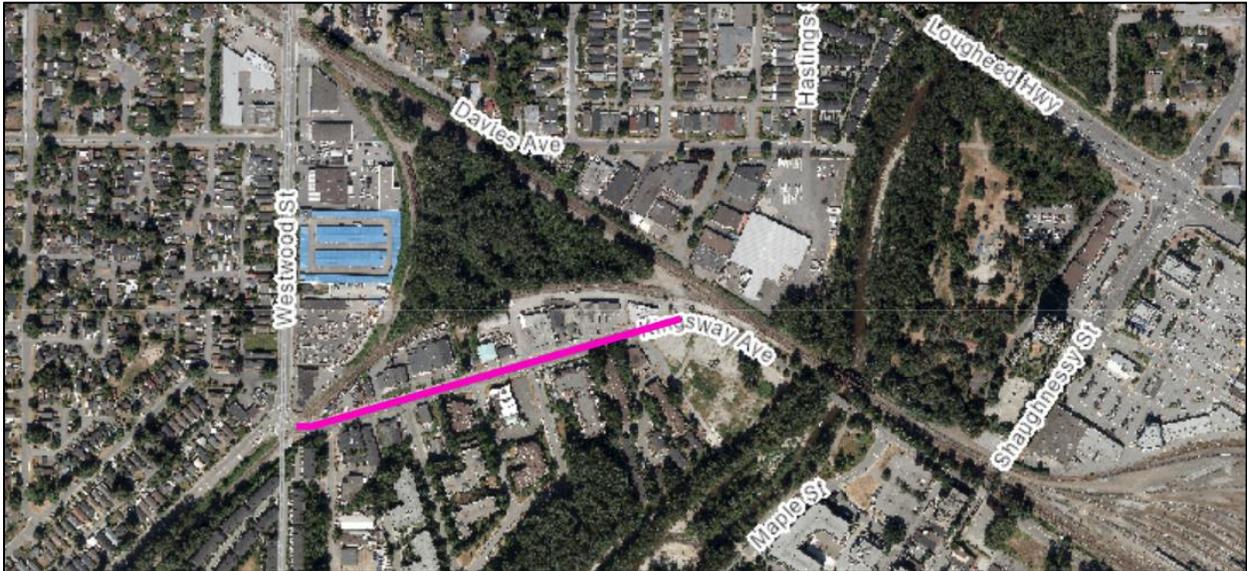


Figure 9.1e: Kingsway Avenue Streetscape Project – Westwood Street to Ticehurst Lane

Reutilizing as much of the existing infrastructure as possible, Kingsway Avenue is planned as a Streetscape project that incorporates a sidewalk on the north side, and multi-use path on the south side along with street trees, banners and kiosk wraps. **Figure 9.1f** shows a typical cross-section for the Kingsway Avenue Streetscape project.

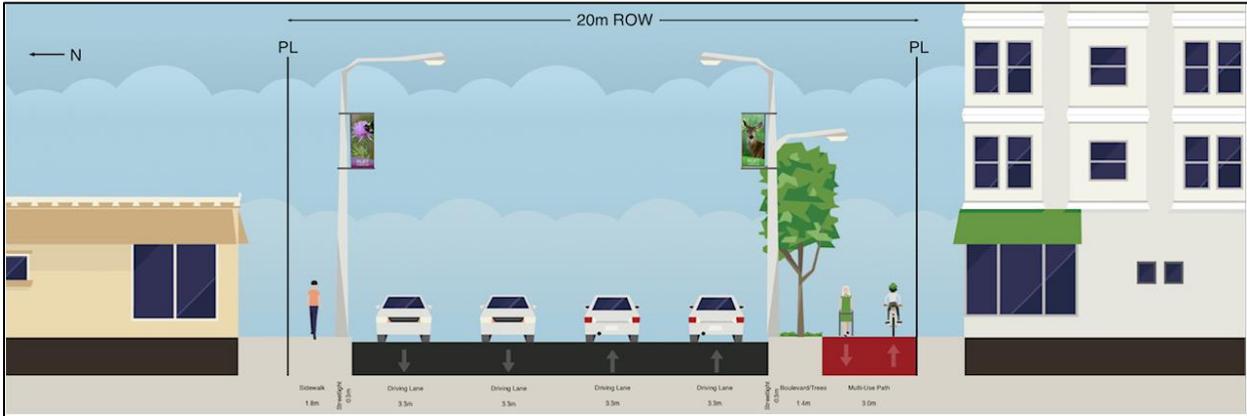


Figure 9.1f: Kingsway Avenue Streetscape - Typical Cross Section

A three lane cross-section should be considered during the design phase to reduce overall costs while improving the overall safety and comfort for all users. This design would include a through lane in each direction and shared centre turn lane. **Figure 9.1g** shows a typical three-lane cross-section for the Kingsway Avenue Streetscape project.



Figure 9.1g: Kingsway Avenue Streetscape - Typical Section with Shared Centre Turn Lane

A shared centre turn lane configuration will have effectively the same auto capacity as the existing four lane cross-section, given that Kingsway Avenue is currently restricted on either end to one through lane in each direction.

9.2 Corridor Projects

Corridor projects include the installation of street banners and utility box wraps along major street corridors that connect to key destination points in the City.

9.2.1 Street Banners

The City’s Street Banner Program is a municipal beautification initiative that showcases Port Coquitlam’s community spirit, pride and the artistic talents of residents. Banners offer a relatively inexpensive way to bring colour and a sense of place to corridors within the City that connect to key destination points such as parks, schools and facilities and commercial areas. Creating comfortable, attractive and inviting spaces also encourages more people to walk, cycle or take transit.

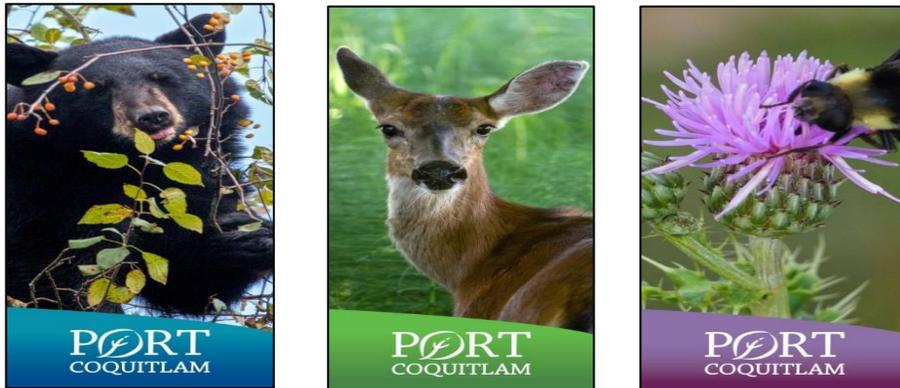
Street banner designs often feature natural elements through photographs and artwork submitted by Port Coquitlam residents. They can also include branding, events, historic references, and milestones.



Street Banners on Pole

The City has over 225 street banners installed on streets and facilities. Interior banners are installed at City Hall and the Port Coquitlam Community Centre. Exterior banners are currently installed at the following locations:

- Coast Meridian – Prairie Avenue to Laurier Avenue
- Coast Meridian Road - Riverwood Gate to Lougheed Highway
- McAllister Avenue – Shaughnessy Street to Mary Hill Road
- Elgin Avenue – Maple Street to Shaughnessy Street
- Maple Street – Kingsway Avenue to McAllister Avenue
- Shaughnessy Street – Lougheed Highway to Kelly Avenue
- Donald Street – Wilson Avenue to McAllister Avenue
- Coast Meridian Overpass – Lougheed Highway to Kingsway Avenue
- Port Coquitlam Community Centre Entrance
- Hyde Creek Parking Lot



Wildlife Banners in Port Coquitlam

The banners are printed on recyclable material with eco-friendly inks. When they are removed, they are recycled into shopping bags and other useful objects by schools and non- profit groups. Locations proposed for additional street banners are listed in **Table 9.2**.

9.2.2 Utility Box Wraps

Expanding the application of utility box wraps is another way to bring colour and a sense of place to streets throughout the City. Wraps are wonderful opportunities to visually activate necessary infrastructure in an artful way while providing an anti-graffiti function. Like street banners, utility box wraps help to create a comfortable, attractive and inviting space that encourages more people to walk, cycle or take transit.



Utility Box Wraps in Port Coquitlam

Similar to street banners, wrap designs can incorporate resident photographs or artwork and feature branding or municipal milestones. Street banners and utility box wraps are included in the scope of the streetscape projects on Lincoln Avenue, Dominion Avenue and Kingsway Avenue in Section 9.1.

Additional corridors are proposed for street banners and kiosk wraps as shown in **Figure 9.2** and **Table 9.2**. In general, these focus on major corridors that connect to key destination points in the city. They are also corridors which are relatively hardscaped and would benefit from aesthetic improvements.

Table 9.2: Corridor Projects - Street Banners and Utility Box Wraps

Street	Extents
Broadway Street	Kingsway Avenue to Mary Hill Bypass
Coast Meridian Road	Victoria Drive to Riverwood Gate
Fremont Connector	Dominion Avenue to Lougheed Highway
Hastings Street	Patricia Avenue to Davies Avenue
Hawkins Street	Dominion Avenue to Sherling Avenue
Kelly Avenue	Reeve Street to Mary Hill Road
Kingsway Avenue	Kelly Avenue to Mary Hill Bypass
Nicola Avenue	Ottawa Street to Fremont Connector
Ottawa Street	Dominion Avenue to Lougheed Highway
Oxford Street	Prairie Avenue to Lougheed Highway
Pitt River Rd/McLean Ave	Lougheed Highway to Kingsway Avenue
Pitt River Road	McLean Avenue to Mary Hill Bypass
Prairie Avenue	Shaughnessy Street to Fremont Connector
Reeve Street	Wilson Avenue to Pitt River Road
Shaughnessy Street	Lincoln Avenue to Lougheed Highway
Shaughnessy Street	Kelly Avenue to Mary Hill Bypass
Terry Fox Hometown Square	Mary Hill Road to Kingsway Avenue

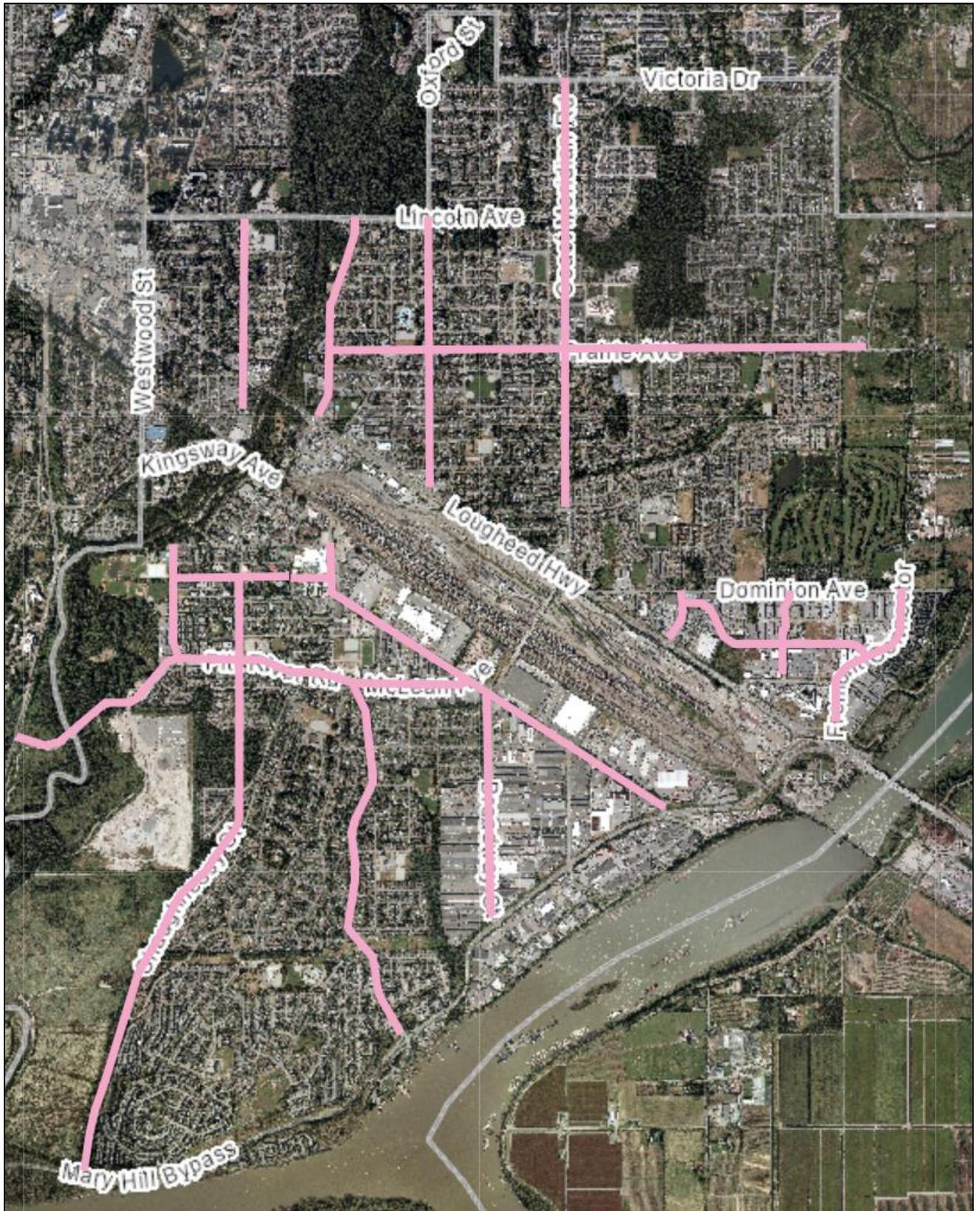


Figure 9.2 Corridor Projects – Street Banners and Utility Wraps

9.3 Street Trees

Trees support the street design objective as attractive people places that support a healthy environment with less noise. MTP survey respondents provided several comments on the value of street trees, especially along pedestrian-friendly routes.

Street trees provide a number of benefits:

- Provide shade, cooling effect, and privacy
- Absorb sound
- Filter pollutants
- Conserve energy (heating and cooling)
- Control erosion and stormwater runoff
- Capture carbon (GHG reduction)
- Provide habitat for birds and wildlife
- Connect people to nature and create a sense of calm and well-being
- Emit phytochemicals that are beneficial for human health



The Official Community Plan (2013) outlines requirements for tree planting related to new development and the City plants approximately 300 trees per year in parks and along streets. In 2019, an updated Tree Bylaw was adopted to protect the urban canopy. A tree canopy target of 25% was also set that year, with streets being identified as one of the areas having the lowest tree canopy coverage.

Street trees are included in the scope of the MTP Streetscaping and Road projects. Trees should also be considered with other MTP active transportation projects where there is sufficient boulevard space to include them. A recommendation to include street trees with updates to road design standards is also included with the policy updates in Section 10.5.

9.4 Rainwater Management

Rainwater management refers to countermeasures used to manage rainfall runoff volume and quality by replicating natural hydrology. Emphasis is placed on capturing rainwater where it falls and reducing negative quality and quantity impacts by maximizing permeability, attenuation, treatment and infiltration. Managing the quality and frequency of runoff that discharges to nearby watercourses supports clean and healthy base flows needed to support aquatic life while preventing erosion. Applications are designed to mimic nature by allowing rainwater to infiltrate into the ground and make its way back to creeks slowly, as it does in nature. Source controls are not a replacement for a traditional storm system, but rather an augmentation; overflows to the drainage system are still required to manage large rainfall volumes during storms and saturated soil conditions that persist in rainy winter months.

A number of rainwater management applications suitable for streets, parking lots, sidewalks and paths are listed in the *Metro Vancouver Source Control Guidelines (2012)*:

- Design roadside boulevards and medians as infiltration areas rather than raised landscaping.
- Create concave landscape areas rather than berms at site peripheries, and in parking lot islands and courtyards.
- Infiltrate into tree wells and structural soils.
- Increase the depth and organic matter content of landscape soils. Good growing medium soils will be capable of storing water in up to 20% of their volume.
- Drain sidewalks and pathways to boulevards or roadside rain gardens rather than to the curb and gutter.
- Install pervious paving - several types available and is highly suitable for pedestrian areas, overflow parking, and main parking areas
- Consider that even formal, rectilinear urban planters can function as rain gardens.



9.5 Public Art

Public art is another way to animate streets, spaces and facilities while encouraging people to get out and spend time in their community. Public art is referenced in the Official Community Plan: “Support the implementation of public art and culture initiatives where it fits with the character of the neighbourhood.”

Art can be used to celebrate community pride and identity, noted in the City’s cultural plan, *Imagine Port Coquitlam (2016)* as:

- Small Town Feel
- Active Outdoor Lifestyle
- Rivers, Parks, Trails
- Natural Heritage



Mutant Fish Installation in Gates Park (left) & Art Installation in Lions Park (right)

Examples of art installations in Port Coquitlam include the ‘Seeds of Happiness’ story walk along the Donald Walkway, Mutant Fish installations in Gates Park, Lions Park art, PoCo Pride art previously installed at the fountain in Leigh Square, and the decorated crosswalk on McAllister Avenue. Another installation to activate public space included Pianos on the Street.



Pianos on the Street (left) & Donald Walkway Story Walk Board (right)

The City’s Public Art Places Report (2009) identified the following locations for public art:

1. Parks and Open Spaces
2. Roadways and Infrastructure
3. Rivers and Waterways
4. Gateways
5. Placemaking: Community Connections

Murals, lighting or decorative facades can be installed on City owned infrastructure, while partnerships can facilitate installations on privately owned infrastructure. The City has several murals installed in the downtown core and Shaughnessy underpass that are due for replacement.



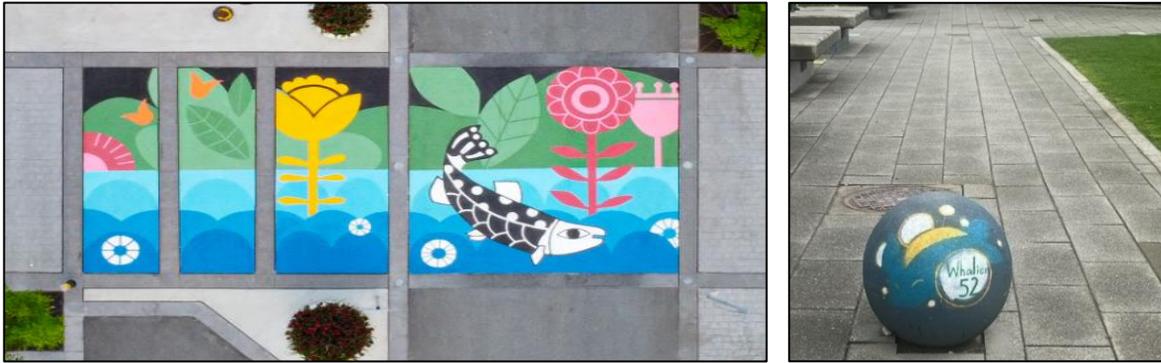
Mural Sponsored by the Business Improvement Association



Mural in Downtown Port Coquitlam (left) & Art Installation in Port Moody (right)

Public art can be used to add vibrancy and character to commercial areas, while drawing customers to support local businesses. It can also be used to create a sense of community in each of the City's neighbourhoods.

Public art incorporated into streetscapes helps to beautify hardscaped environments and reinforce that streets are not just for cars but also places for pedestrians and cyclists to get where they need to go safely and comfortably. Leigh Square serves a dual purpose of a way to pedestrian a space (stop vehicles) and beautify the streetscape. Along with street banners and utility box wraps, public art is recommended for inclusion with the Streetscape projects (Section 9.1) and can also be incorporated into strategic locations with the Corridor projects (Section 9.2).



McAllister Crosswalk (left) & Art Installation in Leigh Square (right)

Road and pedestrian bridges offer further opportunities to incorporate colour and art. Artistic design elements can be considered with future bridge replacement projects such as the planned Coquitlam River Bridge replacement with the Lougheed Highway project in Section 10.1 offers an upcoming opportunity.

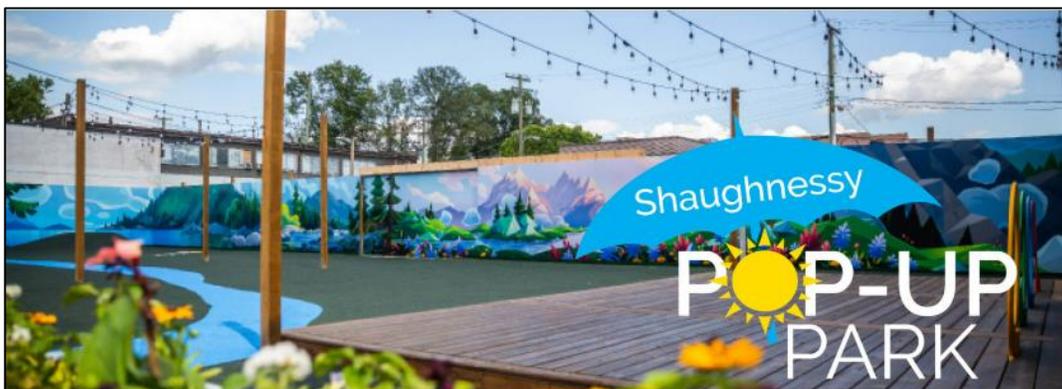
9.6 Gathering Spots

Creative Placemaking can be understood as the use of arts and culture by diverse partners to strategically shape the physical and social character of a place in order to spur economic development, promote enduring social change, and improve the physical environment.

A need to create additional outdoor public space during the pandemic prompted the expansion of a number of patios and gathering spaces throughout the City. These have been very well received by the community and there is continued demand to keep the existing spaces open, and support the expansion of additional locations. The MTP survey results showed that 71.5% of respondents identified patios, sidewalk cafes, and other gathering spaces as extremely or very important.

9.6.1 Pop Up Parks and Spaces

The Shaughnessy Pop-up Park was created in 2018 as a temporary public space to fill an empty lot. The space was developed in cooperation with the property owners and the Port Coquitlam Business Improvement Association (BIA) and features a mural wall, new surfacing, children’s play features, tables and seating, public art, seasonal flowers, sun sails for shade, stage and built-in access to food trucks.



Pop Up Park in the 2600 Block of Shaughnessy Street

The City should consider the expansion of pop up parks and spaces as opportunities arise through development, in coordination with property owners and the BIA, and for the temporary use of vacant City owned lots.

9.6.2 Patios and Sidewalk Cafes

Patios and sidewalk cafes that support local businesses such as restaurants, cafes and breweries can be located in parking lots, lanes, sidewalks, road rights-of-way and boulevard spaces. The spaces have been well received and used by residents and businesses; there is demand to keep the existing spaces while providing opportunities for expansion.

It is recommended that the City formalize the pilot patio program through the existing encroachment permit process under the *Highway Use Bylaw*. Consideration can be given to the annual fee, which could be reduced or waived, to support local businesses while providing useful space that serves as a community amenity and benefit.



Leigh Square Place Patio

With respect to location, is it helpful to recognize that people like to go where people are; isolated patios or street cafes are typically less successful than those that are grouped in higher pedestrian traffic locations.



Patio in Lane Adjacent to Patina Brewing

Some respondents expressed concerns with of parking competing with public gathering space, which is always flagged as a concern when existing parking may be lost, no matter how underutilized parking may be – i.e. Port Coquitlam has a number of parking lots in the downtown area, some which experience a fairly low level of demand given their location.

Section 10 - ROADS

MTP Road projects primarily support the movement of cars, trucks, and goods to and through Port Coquitlam. However, as shared spaces, roads should also be designed to support multiple modes of travel such as walking, rolling, cycling and transit.



Traffic circulation throughout the City's road network is periodically evaluated to consider growth and measure the ability of roadways to regulate traffic in a safe and effective manner. An annual traffic count program was established in 2018 to align with industry standards and provide a consistent, thorough, and pro-active approach to traffic analysis in the City. The rotating program collects data on north/south arterials in year one, east/west arterials in year two, and collector roads in year three. The results are then used to identify operational and capital improvements. Problem locations or specific requests are added to the program in any given year or carried out independently. Counts to support traffic calming applications are carried out independent of the annual traffic count program. It is recommended that the City continue with this approach the use of the data to inform capital and operational improvements.

The Road projects identified for the MTP focus on expansion of the existing network to accommodate growth. With the population in Port Coquitlam expected to grow 31% in the next 20 years, along with considerable growth in neighbouring communities, there is a need to ensure that both traffic and goods



can flow efficiently through the City. As the MTP Road projects are growth related, they are also included in the City's Development Cost Charge (DCC) program, and qualify for DCC funding. Given the substantial cost of major road projects, grants and other external funding sources are identified as additional funding sources.

Road projects are planned for implementation with this MTP over the next 20-year period. Project fields include: Project Code, Road Class, Street, Extents, Length, Cost, Requirements, and Notes.

A detailed list of Roads projects are located in Appendix B and also available on PoCoMap for finer-grained viewing at: www.portcoquitlam.ca/mtp.

A brief description of each of the MTP Road projects is provided in the following sections, followed by a section on Road Design standards.

10.1 Lougheed Highway: Westwood Avenue to Shaughnessy Street and Coquitlam River Bridge

The two-part Coquitlam River Bridge is located on Lougheed Highway, Port Coquitlam’s primary east-west arterial road and an important regional alternative to Highway 1. Neither bridge meets modern earthquake standards and condition assessment reports recommend replacement of the eastbound steel truss bridge by 2020, and the westbound concrete bridge by 2024.



Eastbound Steel Truss Bridge (left) & Westbound Concrete Bridge (right)

Replacement of the bridges offers an opportunity to provide additional capacity and accommodate active transportation. The 1 km segment proposed for improvements between Westwood Street and Shaughnessy Street is primarily four lanes wide and operates well over its design capacity of 30,000 vehicles per day; it is a well-known pinch-point for traffic. As the region’s population grows, traffic delays which are detrimental to the reliable movement of people and goods will worsen, impacting residents and businesses in Port Coquitlam and throughout the region. **Figure 10.1a** shows the project extents for the Coquitlam River Bridge and Lougheed Highway project from Westwood Street to Shaughnessy Street.

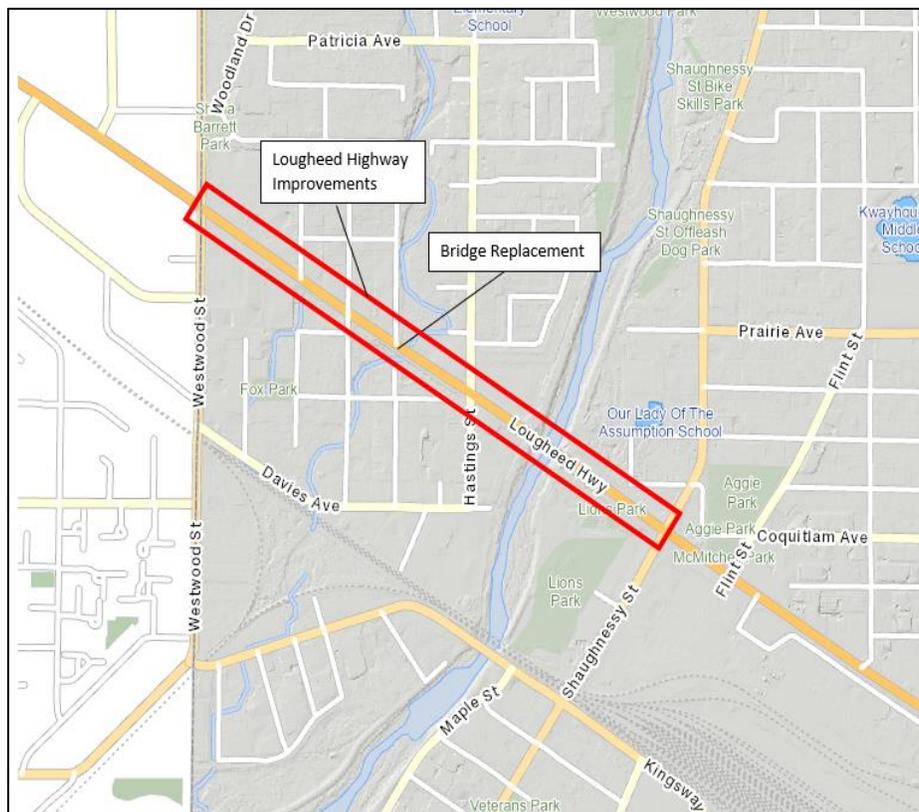


Figure 10.1a: Lougheed Hwy Project Extents - Westwood St to Shaughnessy St

The City partnered with TransLink on a conceptual study in 2017, followed by a functional design in 2018. The design includes: 4 travel lanes, 2 HOV lanes, multi-use path on both sides, street trees, street lights, banners and utility box wraps. **Figure 10.1b** shows a typical cross-section for the Lougheed Highway project from Westwood Street to Shaughnessy Street.

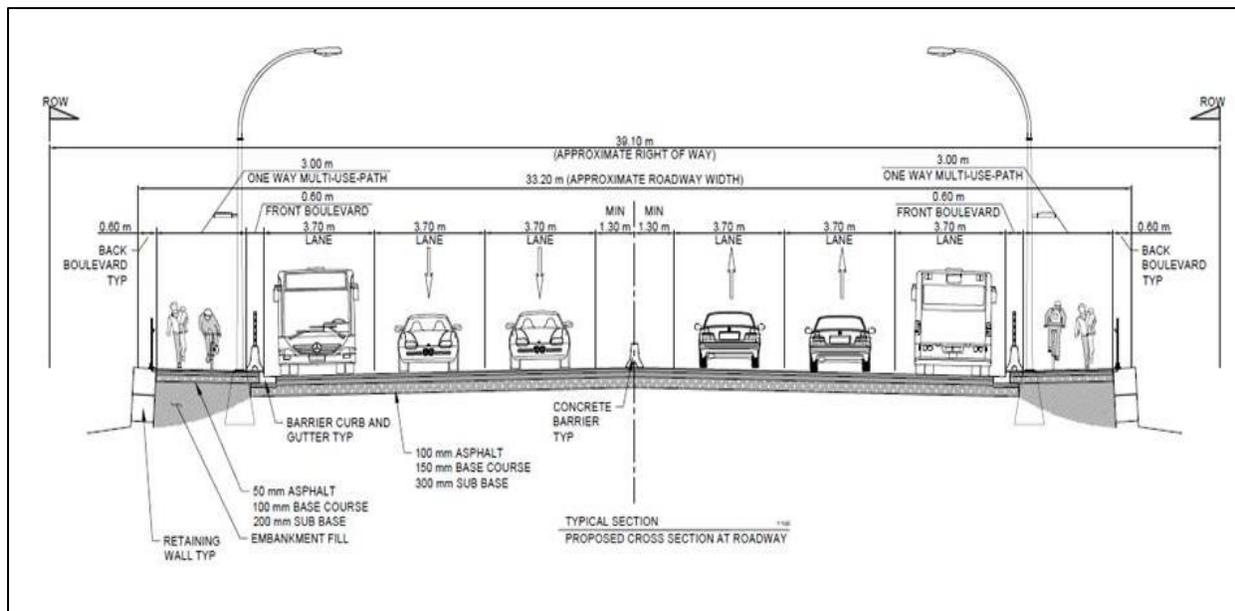


Figure 10.1b: Lougheed Highway Typical Cross-Section – Westwood Street to Shaughnessy Street

A new traffic signal is planned at Raleigh Avenue to facilitate movement in and out of the Woodland North neighbourhood, which will see considerable development in the next few years. Traffic signal upgrades are also planned for the Shaughnessy Street intersection.

HOV lanes contribute to bus speed and reliability along the corridor, while supporting the broader objectives for the safe and efficient movement of regional goods and people. Multi-use paths provide a safe facility for pedestrians and cyclists and connect to network constructed by the City of Coquitlam on Lougheed Highway from Westwood Street to Johnson Street; this provides active transportation continuity between the municipalities, an important connection to the Coquitlam Central Skytrain and transit hub, and completes a missing gap in the TransLink Major Bike Network.

The proposed design can be accommodated with minimal property impacts and minor land requirements at intersections to accommodate turning movements. A construction phasing plan was developed with the functional design to ensure that four lanes of traffic and at least one sidewalk can remain open throughout construction.

10.2 Lougheed Highway: Shaughnessy Street to Sherling Avenue

For continuity along Lougheed Highway, the segment between Shaughnessy Street to Sherling Avenue is also planned for expansion to include four travel lanes, two HOV or dedicated bus lanes, and active transportation infrastructure. **Figure 10.2a** shows the project extents for the Lougheed Highway road project from Shaughnessy Street to Sherling Avenue. The section of Lougheed Highway east of Sherling Avenue is under the jurisdiction of the Ministry of Transportation and Infrastructure.

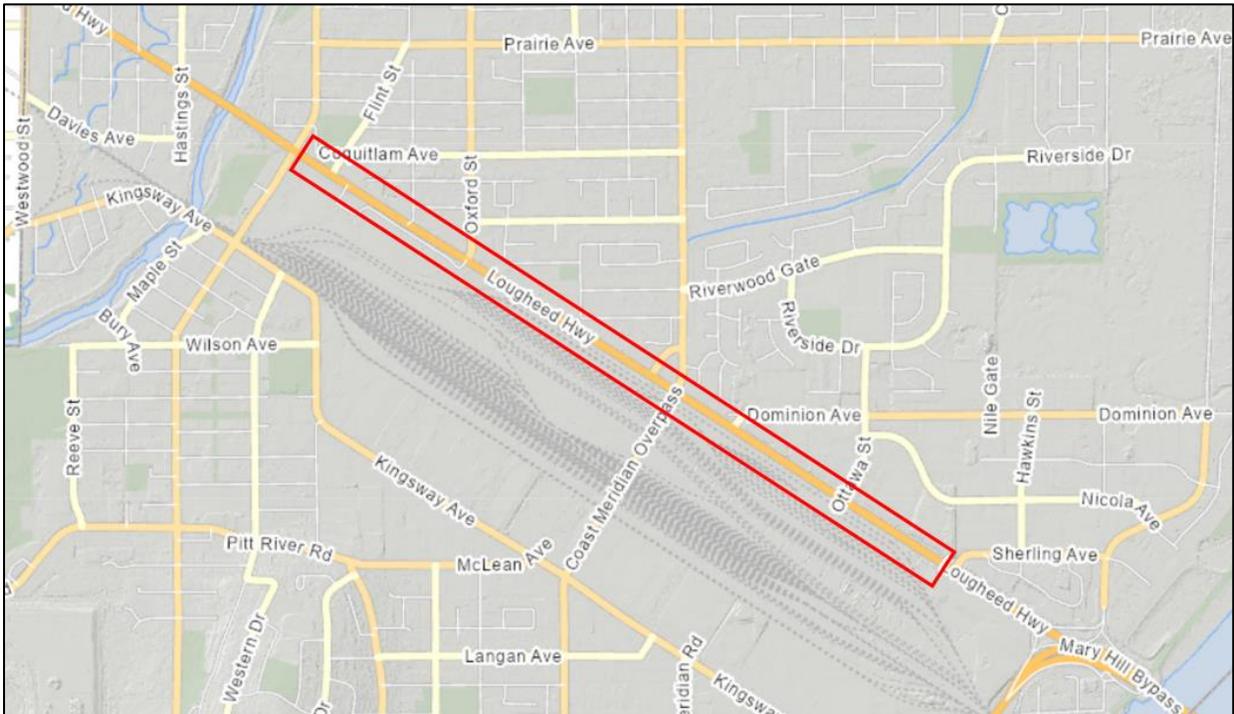


Figure 10.2a: Loughheed Highway Project Extents – Shaughnessy Street to Sherling Avenue

Between Shaughnessy Street and Oxford Street, a multi-use path is proposed on both sides of Loughheed Highway to facilitate access to businesses and transit. East of Oxford Street, A 2-way cycle track and sidewalk are proposed on the north side of the highway. No facilities are proposed on the south side of as there is only the CP rail yard and no destination points adjacent to the highway. **Figures 10.2b** and **10.2c** show typical cross sections for the Loughheed Highway project from Shaughnessy Street to Sherling Avenue.



Figure 10.2b: Loughheed Highway Typical Cross Section - Shaughnessy Street to Oxford Street

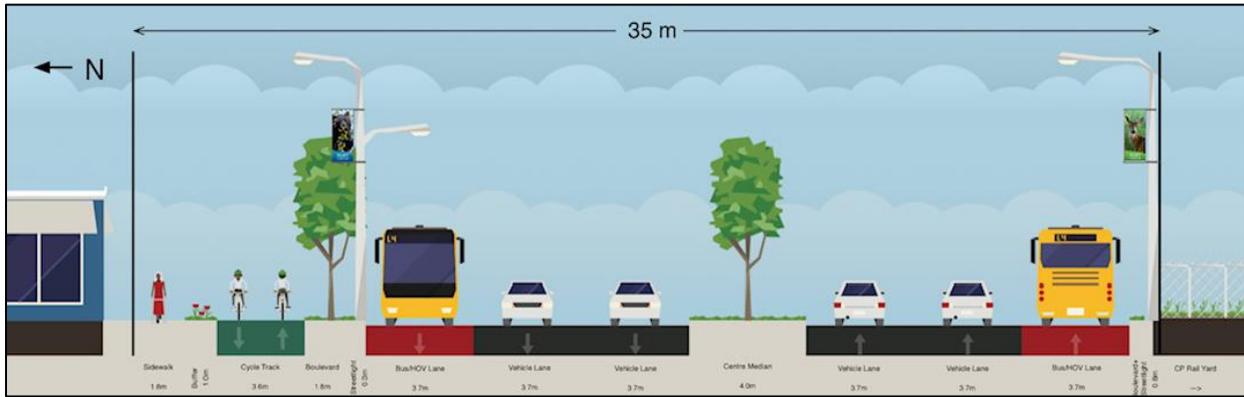


Figure 10.2c: Lougheed Highway Typical Cross Section - Oxford Street to Sherling Avenue

TransLink has indicated the potential for a future Bus Rapid Transit (BRT) line to replace the existing R3 RapidBus service on Lougheed Highway from the Coquitlam Central Skytrain station through Port Coquitlam and east to Maple Ridge. This could be accommodated in the future with a repurposing of the median and HOV lane space. More information on the BRT can be found in Section 11.3.

10.3 Lincoln Connector – Kensal Place to Shaughnessy Street

The Lincoln Connector is a new east-west arterial connection proposed between north Port Coquitlam and Coquitlam City Centre. The project connects the existing segment of Lincoln Avenue at Kensal Place in Coquitlam, via a new bridge connection across Coquitlam River, to the existing segment of Lincoln Avenue at Shaughnessy street in Port Coquitlam. **Figure 10.3a** shows the project extents.



Figure 10.3a Lincoln Connector – Kensal Place to Shaughnessy Street

The Lincoln Avenue crossing of the Coquitlam River was proposed as a two-lane connection between the two cities in the City of Port Coquitlam 2001 and 2013 Master Transportation Plans, as well as the City of Coquitlam 2001 Strategic Transportation Plan (STP) and STP update that is currently underway.

The new east-west arterial road runs parallel to David Avenue to the north, and Lougheed Highway to the south, to provide the additional capacity needed to support regional growth. The Lougheed Highway projects described in Sections 10.1 and 10.2 will provide much needed capacity, but are insufficient to alleviate all of the delays and congestion as the population increases.

The conceptual design for the Lincoln Connector consists of two travel lanes, a two-way cycle track and sidewalk on the south side, a sidewalk on the north side, street trees, streetlights and banners. The bridge crossing is narrowed to minimize environmental impacts and construction costs. **Figures 10.3b** and **10.3c** show the conceptual cross-sections for the Lincoln Connector.



Figure 10.3b: Lincoln Connector Typical Cross Section



Figure 10.3c Lincoln Connector Bridge Typical Cross Section

The Lincoln Connector road project, in combination with the Lincoln Streetscape project will provide a continuous east-west connection for vehicles along Lincoln Avenue from the Lincoln SkyTrain Station, Douglas College and City Centre in Coquitlam to Coast Meridian Road in Port Coquitlam. Active transportation facilities are proposed on the same corridor, and all the way east to the Fremont Connector, with the trail upgrades through the Hyde Creek Nature Reserve identified in Section 7.

Construction of the Lincoln Connector crossing of Coquitlam River could also support the potential relocation of the Patricia Avenue pedestrian bridge when it is due for replacement. Since active transportation facilities will be provided along the Lincoln corridor, relocating the Patricia Avenue bridge further to the south (ideally to a Kitchener Avenue/Dorset Avenue alignment) would provide better accessibility and network distribution for the north side of Port Coquitlam.

10.4 Fremont Connector: Victoria Drive to Dominion Avenue

In 2021, Port Coquitlam and Coquitlam completed the preliminary design for the Fremont Connector, a 4.7-kilometre new intermunicipal arterial road connecting Port Coquitlam to northeast Coquitlam. The alignment, as shown in **Figure 10.4a**, has the following routing:

- Follows the existing Fremont Street road allowance from the east end of Victoria Drive south to Lincoln Avenue;
- Continues south from Lincoln Avenue along Devon Road, Prairie Avenue and Burns Road; and
- Joins the completed southern section of the Fremont Connector, which connects to Lougheed Highway and the Mary Hill Bypass.

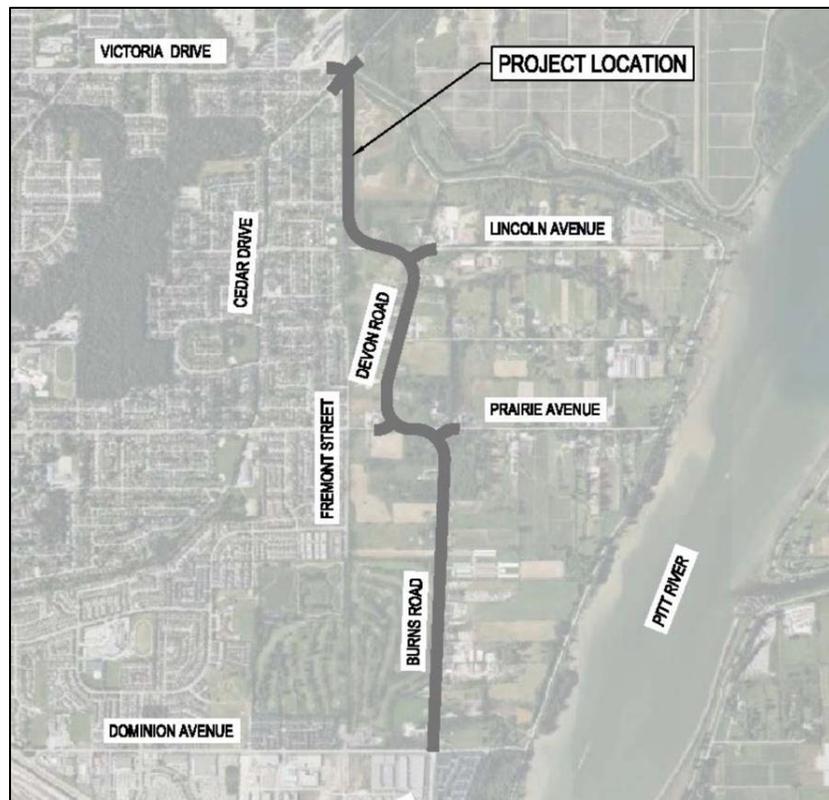


Figure 10.4a: Fremont Connector – Victoria Drive to Dominion Avenue

The preliminary design for Fremont Connector consists of two travel lanes, a multi-use path, streetlighting and intersection improvements. The multi-use path transitions from the east side to the west side of the road north of Prairie Avenue. Detailed design and construction of the project is planned to take place over the next 2-3 years. **Figure 10.4b** shows the proposed typical cross-section for the Fremont Connector from Victoria Drive to Dominion Avenue.

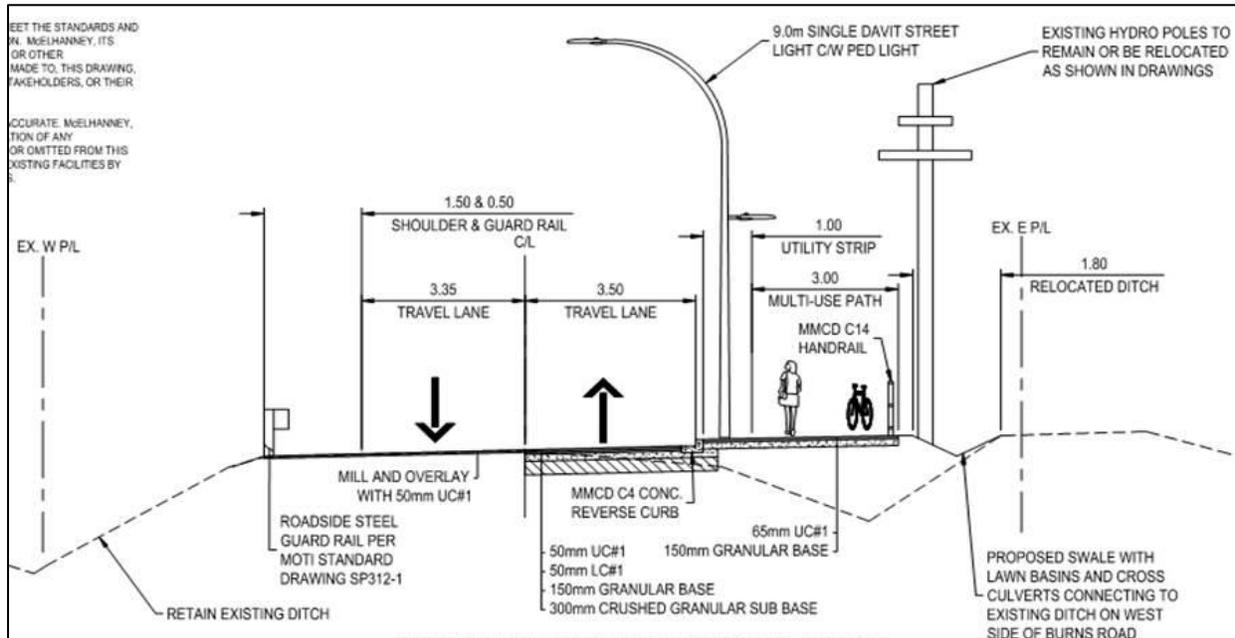


Figure 10.4b: Fremont Connector Typical Cross-Section

The Fremont Connector project brings important transportation improvements to support substantial growth in Coquitlam’s northeast sector, and provide relief from increased development related traffic that has strained Port Coquitlam road networks including Coast Meridian Road, Cedar Drive, Prairie Avenue, Riverwood Gate, Riverside Drive and Ottawa Street.

10.5 Shaughnessy Street Underpass

The CP Rail line and yard is one of Port Coquitlam’s major economic and employment generators. However, it also creates the largest barrier to mobility through Port Coquitlam.

The Shaughnessy Street Underpass is the most centrally located crossing and an important portal to downtown. The two-lane arterial road is often congested with vehicles and transit. There is heavy pedestrian use on the existing narrow sidewalk and no existing accommodation for cyclists or other wheeled users.



Shaughnessy Street Underpass (looking south)

Providing additional lanes for vehicles at this crossing is undesirable as it would introduce more traffic into the already busy downtown corridor which is constricted to two lanes and restricted speeds of 30 km/hr. Widening the underpass to provide additional vehicle lanes would also be very costly and not achievable without a complete replacement of the underpass. Instead, the City has previously explored the option of a box culvert on the east side of the existing roadway to accommodate active transportation users. **Figure 10.5** shows the proposed project extents for the Shaughnessy Underpass box culvert.

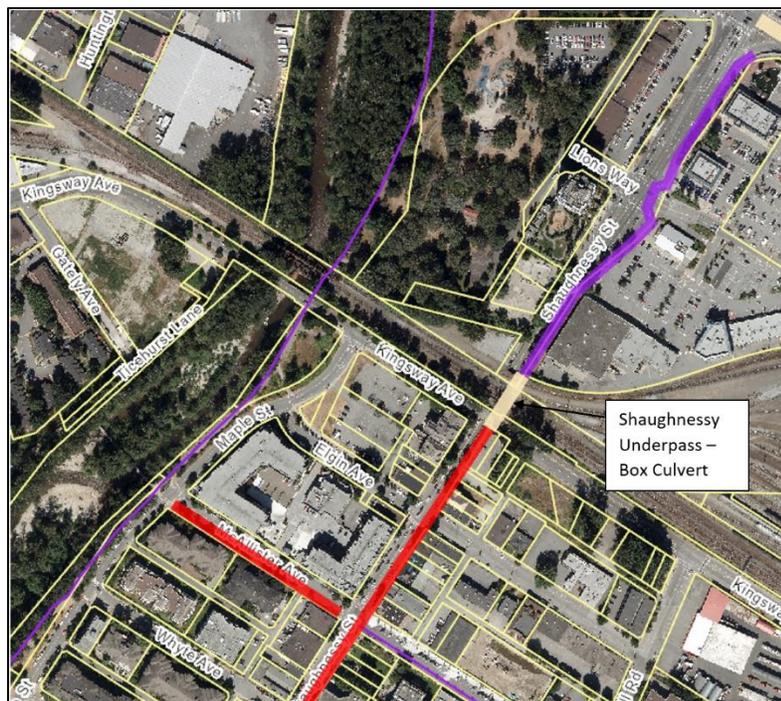


Figure 10.5: Shaughnessy Street Underpass Project

The proposed box culvert would be situated on the east side of the existing underpass to connect the proposed cycle track and existing sidewalks on the south side (red line) to a proposed multi-use path on

the north side (purple line). A minimum width of 3-4m and height of 3m is recommended for the box culvert, along with good lighting, murals and/or other activations to create a sense of safety and comfort.

It is recommended that the City complete a feasibility study to determine the practicality of the concept, anticipated costs, coordination requirements with CP rail, construction phasing and timing. The feasibility study could then be used to explore funding partnerships and apply for grants and external funding.

10.6 Canadian Pacific Railway Crossings

There are six road crossings of the Canadian Pacific (CP) rail line and yard within Port Coquitlam, as show in **Figure 10.6**:

1. Pitt River Road at Lougheed Highway
2. Westwood Street at Davies Avenue
3. Westwood Street at Kingsway Avenue
4. Shaughnessy Street Underpass
5. Coast Meridian Overpass
6. Mary Hill Bypass

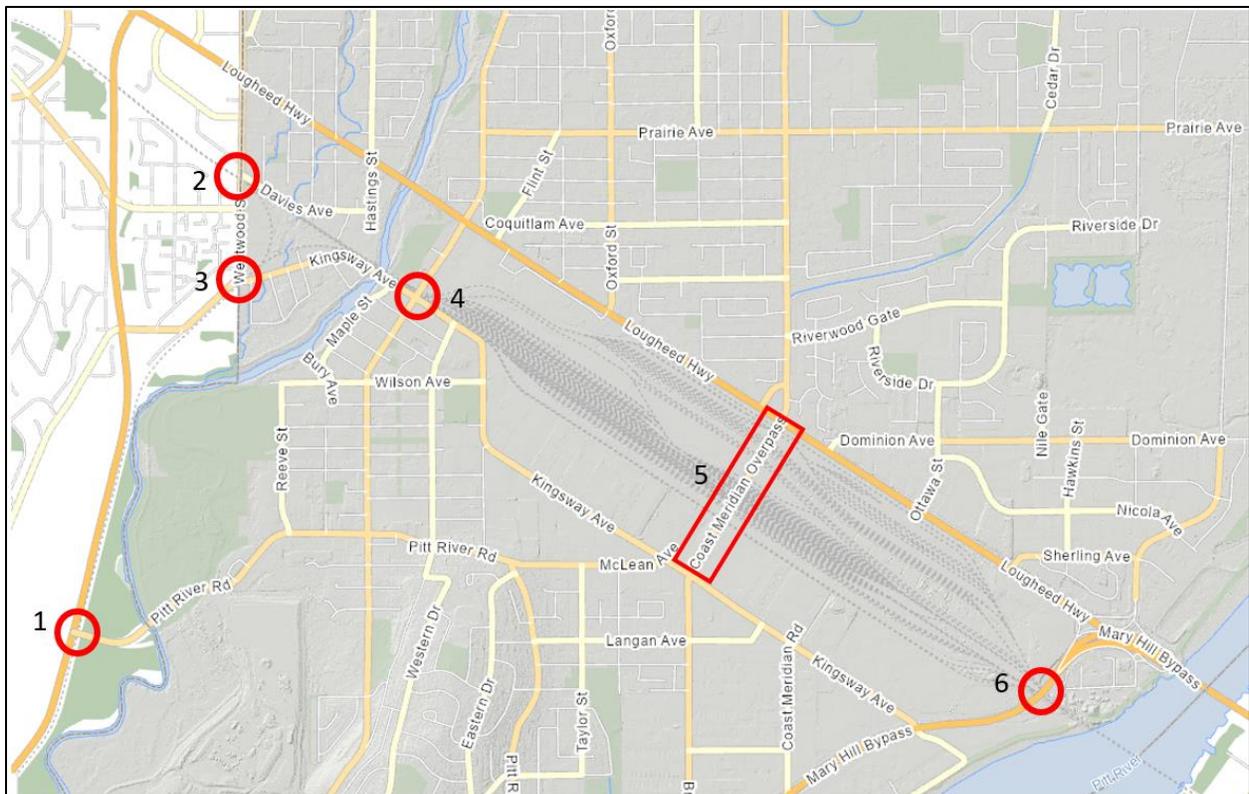


Figure 10.6: CP Rail Crossings in Port Coquitlam

The Port of Vancouver is Canada’s largest port. Each day, goods from across Canada arrive at the port for export, and goods from around the world arrive to be imported to Canada. Trade is growing, which means more goods-movement traffic and from the port by rail and road through the Lower Mainland. As part of their mandate to facilitate Canada’s trade objectives, the Vancouver Fraser Port Authority (Port) is

working with partners on projects to ensure efficient road and rail networks in the region, and to address the impacts of increasing trade, including on safety, congestion, community access and general livability.

Anticipated benefits of the projects include:

- *Improved public safety*: reduced risk of collisions between trains and people walking, cycling, and driving.
- *Better emergency response*: allows first responders to get to incidents faster and more easily.
- *More reliable commutes*: improved reliability of roads that won't be blocked by rail traffic.
- *Reduced congestion*: improved mobility for local residents and more efficient goods movement.
- *Reduced GHG emissions*: elimination of wait times for vehicles at train crossings means reduced emissions and reduced energy requirements.
- *Increased job opportunities*: growth in trade means growth in local jobs.
- *Public space improvements*: inclusion of Indigenous cultural recognition, public art, seating, integration of native species in landscaping plans, etc.
- *Improved connections for walking and cycling*: enhanced walking and cycling facilities associated with the crossings.

Through a collaborative planning process that involved the Port, TransLink, B.C. Ministry of Transportation and Infrastructure, the Greater Vancouver Gateway Council, and Transport Canada, a number of crossings were identified as priorities for upgrading. In 2018, the Port received funding from Transport Canada's National Trade Corridors Fund to complete studies and preliminary work for the following projects:

- Colony Farm Road at Lougheed Highway Overpass
- Pitt River Road at Lougheed Highway Overpass
- Westwood Street at Davies Avenue Underpass
- Westwood Street at Kingsway Avenue Overpass
- Coordinating the above projects with Canadian Pacific Rail's plan to twin five kilometres of rail track in its Westminster Subdivision (Led by CP).

Work was undertaken from 2019 to 2022 in collaboration with the City of Coquitlam, City of Port Coquitlam, local Indigenous groups, Canadian Pacific Railway and other directly affected parties to ensure the projects addressed their particular needs. An update on each of the projects is provided below.

Colony Farm Road Overpass – studies and preliminary design work exploring the closure of the existing Colony Farm Road Railway crossing were completed in 2021 with funding from Transport Canada's National Trade Corridors Fund. Detailed design and construction are subject to additional funding, the timing for which is currently uncertain.

Pitt River Road Interchange – studies and a preliminary design were completed for a tight diamond interchange of Pitt River Road and Lougheed Highway, with the railway passing below. Detailed design and construction are subject to securing additional funding, the timing for which is currently uncertain.



Pitt River Road – Existing At-Grade Crossing

Westwood at Davies Underpass - studies and preliminary design work were completed for an underpass design with a bridge for rail traffic. The existing four lanes on Westwood Street would be maintained and there is space for an additional rail track if needed in the future, benefiting trade and the local community. To improve active transportation connections in the area, the design includes a multi-use path on both sides of the underpass. Supported by both municipalities and CP Rail Detailed design and construction are subject to securing additional funding, the timing for which is currently uncertain. If funded and constructed, the above improvements would enable trade growth while also improving safety, community access, and reliability for all road users.



Westwood Street at Davies Avenue – Existing At-Grade Crossing

Westwood at Kingsway Overpass - studies and preliminary design work were completed for a possible underpass or overpass at Kingsway Avenue. Twelve (12) potential design options were considered and compared to a “do nothing” base case to evaluate the following factors: financial, mobility and safety, social and community, and environmental. While some options could improve mobility and safety, none could be achieved without significant costs and challenging tradeoffs like environmental and community impacts. In the end, an option was not identified that would offer a considerable advantage over the existing at-grade crossing condition.



Westwood Street at Kingsway Avenue - Existing At-Grade Crossing

10.7 Mary Hill Bypass Improvements

The Mary Hill Bypass (MHB) is under the jurisdiction of the BC Ministry of Transportation and Infrastructure (MoTI), with bus service delivered by Coast Mountain Bus Company (CMBC), a subsidiary of the South Coast British Columbia Transportation Authority (TransLink). A number of bus stop, active transportation, and intersection improvements are needed on the Mary Hill Bypass. The City of Port Coquitlam is seeking cooperation and support from the Ministry of Transportation and Infrastructure to construct improvements in coordination with other stakeholders.

10.7.1 Intersection Improvements

Historically, accidents have led to the frequent closure of the bypass and frustration for Port Coquitlam residents and other bypass users. The intersections of Broadway Street and Shaughnessy Street require immediate improvements; the absence of acceleration lanes at these locations mean that vehicles leaving Port Coquitlam wait long periods for a safe gap in traffic which results in excessive queuing and illegal driving behaviors from frustrated motorists. Of greater concern is that vehicles have no room to accelerate in order to merge safely with vehicles traveling on the MHB. Additionally, the left turn lanes for vehicles entering Port Coquitlam from the bypass onto Shaughnessy and Broadway Streets do not have adequate storage. Consequently, turning vehicles end up queuing beyond the designated turning lanes into the travel lanes. This impedes traffic flow and presents safety issues for vehicles traveling on the bypass. Similar improvements are required at the intersections of Pitt River Road and Kingsway Avenue on the MHB.

10.7.2 Bus Stop Improvements

Four bus stop locations have been identified for improvements on the MHB at Kingsway Avenue and Broadway Street in Port Coquitlam (**Figure 10.7**). The MHB is a regional road carrying large volumes of traffic at speeds of 60-80 km/hr. As shown in the photo below, bus patrons presently have to walk up the unprotected shoulder of the highway with no sidewalk and wait in an area exposed to traffic for the bus. Additionally, there is no westbound bus stop at Broadway Avenue to serve an industrial/commercial area with many employees.

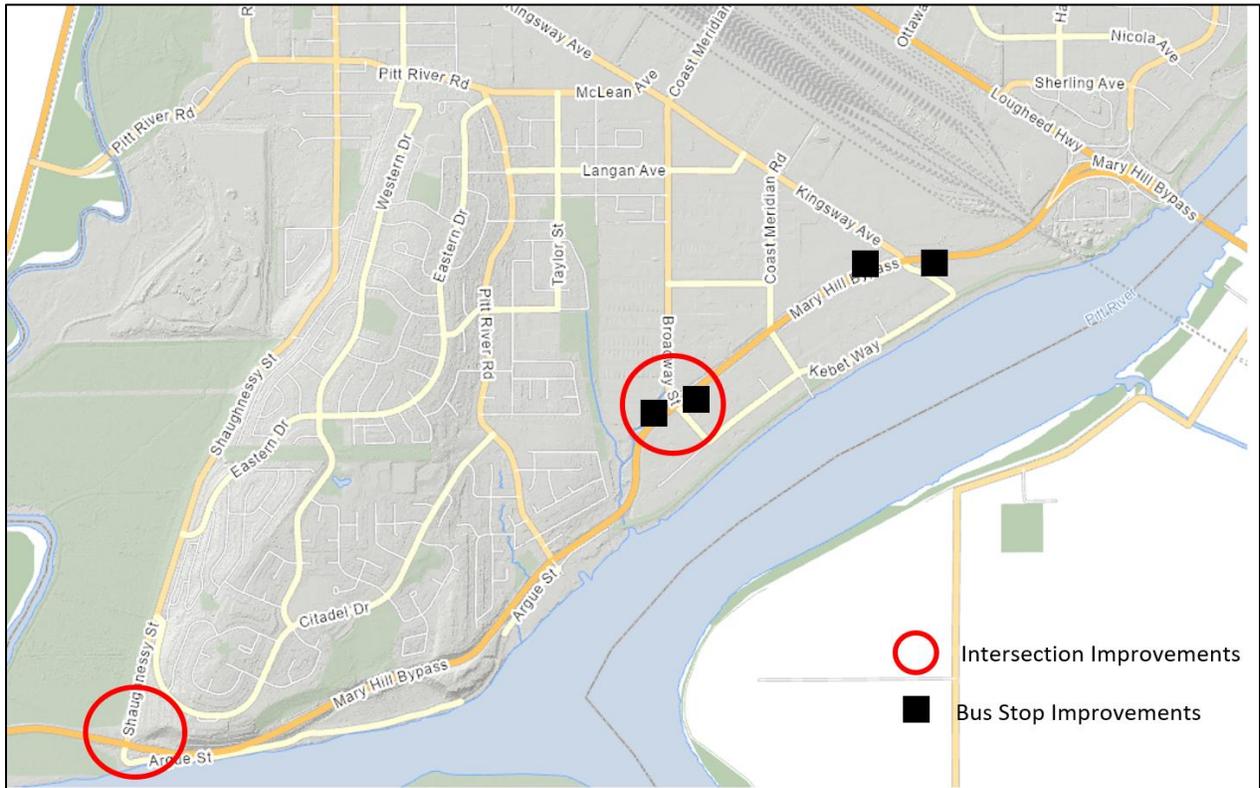


Figure 10.7: Mary Hill Bypass Improvements



Bus Patrons Waiting on the Shoulder of the Mary Hill Bypass at Broadway Street Stop

The City and CMBC have been advocating for bus stop improvements at these locations for several years. CMBC has concept designs which were originally developed in 2006 and attests to the number of years the projects are outstanding. The City has committed to providing transit shelters through their current supplier. Partial funding may be available through TransLink to help fund the bus stop improvements.

10.7.3 Active Transportation Improvements

In December of 2020, MoTI announced a new trail connection between Argue Street and Maquabeak Park. Unfortunately, this announcement was rescinded and this important trail connection remains a gap in the active transportation network.

10.7.4 Mary Hill Bypass Corridor Study

MoTI completed a Highway 7B Mary Hill Bypass Corridor Study in July 2021 which documented the mobility and safety issues identified above. The need for bus stop improvements was identified as an immediate safety risk. Figure 10.7 shows the locations.

The study referenced the ICBC dataset which reported over 1,936 collisions over a four-year period between 2014 and 2017 on the corridor, implying 484 collisions per year or equates to just over one collision every day. Intersections are the most common location for collisions and interchanges were recommended at the Shaughnessy Street and Broadway Street intersections to remove the highest volume and speed vehicle movements. These improvements were identified to provide the greatest benefit to traffic operations and recommended for short term implementation. MoTI has design work currently underway for the Shaughnessy Street interchange but has not confirmed construction funding for the project. The Broadway Street interchange has been considered, but is not yet scheduled for design or construction.

The study also recognized the importance of improving active transportation connections along the MHB and recommended a parallel multi-use path corridor rather than shoulder widening on the existing roadway. Upgrades to the existing Traboulay PoCo Trail and a new multi-use path connection between United Boulevard and Shaughnessy Street were proposed to achieve this. It was identified that the new multi-use path passes through ecologically and archaeologically sensitive areas and professional investigation was recommended to further design development.

Given the risk and safety concerns acknowledged at these locations, the City is looking for MoTI to implement the bus stop improvements immediately, move forward construction of the Shaughnessy Street intersection and design of the Broadway Street intersection, and proceed with further design for the active transportation improvements as soon as possible.

10.8 Road Design Standards

The MTP identifies a number of projects that have been planned with a consistent approach and current engineering practices. Beyond these locations, there are modifications the City can make with respect to policy, design or construction specifications to support a consistent approach to transportation improvements across the City by staff, contractors and developers.

These include, but are not limited to:

- Highway Use Bylaw changes to establish patio and sidewalk café encroachment agreements.
- Servicing Bylaw updates to include street trees in boulevards with adequate space to support tree health and longevity.
- Servicing Bylaw updates to require a sidewalk on at least one side of all local roads, and sidewalks on both sides for Collector and Arterial roads.

Section 11 - TRANSIT



Public transit forms a critical part of the transportation network in Port Coquitlam, with a network of buses and trains that move the second largest number of people aside from personal vehicles. Transit offers competitive travel times over longer distances, reduces traffic congestion, and helps to meet carbon reduction goals. It also provides an accessible and affordable means of transportation for those that cannot drive, or choose not to.

TransLink is the statutory authority mandated to plan, manage, and provide a regional transportation system that moves people and goods. Important actions for TransLink include regional investment in walkways, bikeways, and transit service; to co-facilitating and co-funding transit priority measures and dedicated transit lanes; and the implementation of a regional transportation strategy which sets out the goals, directions, and key initiatives for the system. *Transport 2050* is the current regional transportation strategy that was implemented in 2022. Coast Mountain Bus Company (CMBC) is the contract operator for bus transit services in Metro Vancouver and a wholly owned subsidiary of TransLink.

Local governments in the region are responsible for land use, development, and many parts of the transportation system including sidewalks, bikeways, roads, bus stops, parking, and curb space. Although municipalities are the road authority, their local transportation infrastructure and systems need to be designed and managed consistently with the goals and actions of Transport 2050.

TransLink's *Transport 2050* goal is to provide convenient transportation choices that are reliable, affordable, safe, comfortable and carbon-free. An efficient and fair transit system must be able to serve diverse demands, including the needs of those who are unable drive such as youth, seniors, and persons with limited mobility. Others may be unable to afford a vehicle, and young adults are increasingly forsaking vehicle ownership. As demonstrated by the recent pandemic, transit also plays an important role in providing basic mobility for essential workers.

Citizens expect to be able to travel within their community and across the region sustainably, including the use of electric powered buses and trains. A fast and reliable public transit system that maintains a high-quality customer experience will attract and retain ridership over time. Transit in Port Coquitlam is currently served by frequent transit via the West Coast Express and R3 RapidBus lines as well as regular bus services. Frequent transit is defined as a corridor with transit service running at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. Customers traveling along FTN corridors can expect convenient, reliable, easy-to-use services that are frequent enough that they do not need to refer to a schedule.

11.1 West Coast Express

The West Coast Express (WCE) is a high-quality commuter rail link that allows for fast and efficient access to Central Vancouver and serves nearly 3,000 customers per day. The Port Coquitlam WCE Station is a transit hub for local bus routes and the West Coast Express, and has a parking lot capacity of 267 stalls.



11.2 R3 RapidBus



Another second frequent transit service provided in Port Coquitlam is the RapidBus R3 service on Lougheed Highway which operates from Coquitlam Central Station in Coquitlam, through Port Coquitlam and Pitt Meadows, to Haney Place in Maple Ridge.

RapidBus lines are intended to provide faster, more frequent and reliable bus service that is at least 20% faster than local buses. The hybrid articulated buses with all door boarding and stops spaced further apart are also designed to enable less stopping and more efficient travel on longer distance corridors. The RapidBus stops at Westwood Street, Shaughnessy Street and Oxford Street in Port Coquitlam are also equipped with amenities such as real-time information display, transit shelters, and accessibility features.

Lougheed Highway is a significant source of transit delay in the sector and the highest delay link in Port Coquitlam with a daily person delay of 420 hours and daily bus delay of 40 hours. In combination with local buses, approximately 43 buses per hour operate along this corridor with a daily person load of 3,000 to 3,400 per direction.

Improvements such as dedicated bus lanes, HOV lanes, signal timing and transit priority improvements at intersections are included in the scope of the Lougheed Highway road projects described in Section 10 to support faster and more reliable bus service while improving the travel efficiency of other roadway users.

11.3 Bus Rapid Transit (BRT)

One of the 10-year priorities identified in the *Transport 2050* regional transportation strategy is to upgrade the R3 RapidBus line into a fully separated Bus Rapid Transit (BRT) line with dedicated bus lanes and Transit Signal Priority. BRT is a fully traffic separated rapid transit system that provides high-frequency, high-capacity service on high-demand corridors. It can be built at a portion of the cost of rail-based technology in a fraction of the time. A Bus Rapid Transit system has three defining characteristics:

- **Traffic separation and signal priority:** to support speed and reliability, BRT vehicles are separated from general traffic in their own lanes and given priority over general traffic at intersections to support speed and reliability.
- **Fast and convenient boarding:** to keep the system fast, customers prepay and board through multiple doors, minimizing the amount of time a vehicle needs to remain stopped. Stations are modern, high quality, and built at street level, making them easy to access.
- **Specialized vehicles:** to enable high passenger capacities, buses are articulated and have spacious interiors, which in combination with amenities help put the customer experience at the forefront. Vehicles would be electric or produce zero-emissions with advanced driver assistance controls, ensuring a smooth ride.

BRT can be accommodated on the Lougheed Highway in the future with a repurposing of the median and HOV lane space planned along the corridor in the Roads projects in Section 10.

11.4 SkyTrain Extension

Another one of the 10-year priorities identified in the *Transport 2050* regional transportation strategy is to undertake an exploratory business case to extend SkyTrain to Downtown Port Coquitlam.

Recent expansion of the SkyTrain system to nearby communities of Port Moody, Coquitlam and Surrey has resulted in increased land use densification and positive progress towards strategies in affordable housing, mode shift, and the CleanBC objective to lower climate-changing emissions by 40% by 2030.



The population of Port Coquitlam is twice that of Langley City, which recently had a business case approved for nearly \$4B of capital investment in a SkyTrain extension from Surrey. Continued efforts are needed to advocate for a SkyTrain extension to Port Coquitlam that supports increased investment in a vibrant downtown core.

11.5 Transit Stop Improvements

There are 12 transit routes in Port Coquitlam including R3 RapidBus, and four key local bus lines of 160, 188, 701, and 791 as shown below in **Figure 11.5**.

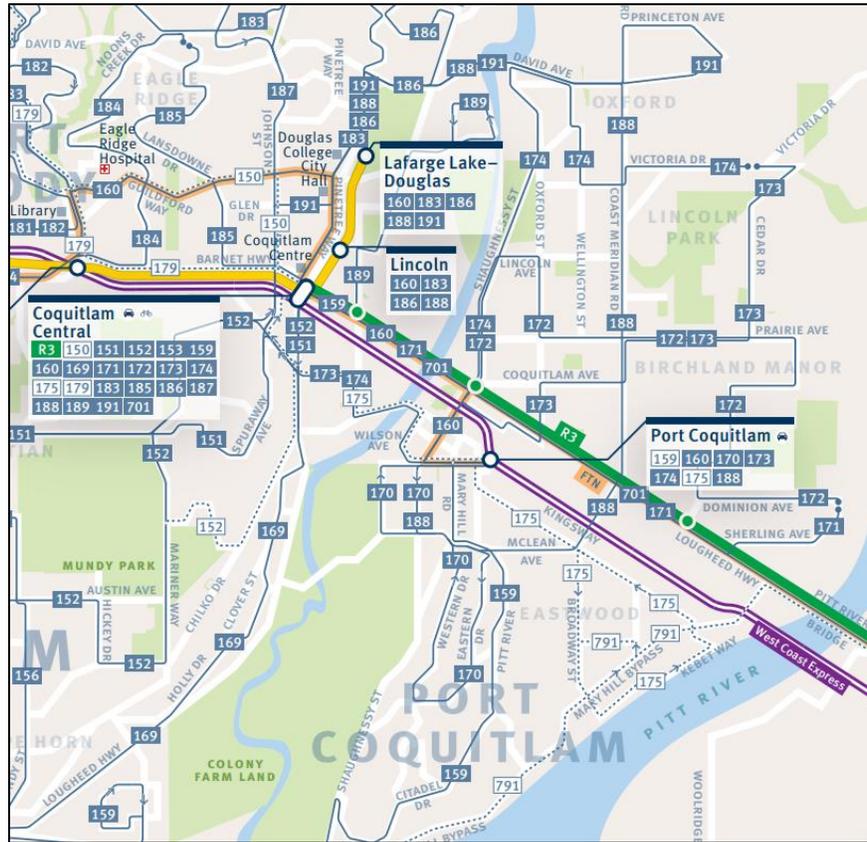


Figure 11.5: Transit Routes in Port Coquitlam

Municipalities are responsible for providing walking and cycling connections to transit, and amenities at transit stops. Bus stop amenities such as pedestrian landings, wheelchair access pads, benches, shelters, lighting and garbage/recycling cans make transit more accessible, comfortable and inviting to use. In combination with the provision of walking and cycling infrastructure to transit stops, this supports more people choosing transit instead of a vehicle for some of their trips.



Pattison Transit Shelter and Garbage/Recycling (left) & City Transit Shelter (right)

There are 235 transit stops in Port Coquitlam with a current count of 12 City transit shelters, 37 Pattison shelters and 55 Pattison benches. The City has a transit shelter and bench expansion program with an objective of providing a shelter at every bus stop with sufficient space, and benches at all others. The City's contract with Pattison Outdoor Advertising provides benches or transit shelters with garbage/recycling bins at a number of stops. The City collects a portion of advertising revenue from Pattison which is used to fund the installation of City transit shelters at stops which do not have the space or advertising potential for a Pattison shelter; the City shelters have modified designs to fit in confined spaces. Not all stops have garbage/recycling cans, and the City should endeavor to provide these at every stop for the convenience of users and to maintain cleanliness.

11.6 Transit Priority Improvements

Buses are the workhorses of the transit network, carrying more than 60% of transit customers in the region. Traffic congestion greatly affects the speed and reliability of buses which results in delays and unpredictability for transit users. It also increases the cost of providing transit service which reduces the amount of service that can be provided; it costs TransLink over \$80 million per year to maintain bus frequencies in congested traffic conditions.

TransLink collaborates with municipalities to assess project opportunities to improve bus travel times. Considerable investments in recent years on bus priority projects have improved customer travel times by up to 35% and pay for themselves as buses are used more efficiently. TransLink's *Bus Speed & Reliability Report (2023)* summarizes the causes of bus delays and its impacts on customers and operations. It also demonstrates how TransLink and municipal partners have successfully reduced delays through investments in bus priority measures in recent years. The report identifies hotspots across the region, along with guidance for future investments to improve customer experience and operational efficiency. Different bus priority measures can be used to address different kinds of delays:

- **Bus /BAT Lanes:** dedicated bus lanes are exclusive to buses at all times; Business Access & Transit (BAT) lanes allow vehicles to make right-turns. Peak-hour bus lanes allow for general use or parking during off-peak times.
- **Approach Lanes:** short, dedicated lanes at intersections that separate buses from traffic queues. Approach lanes allow buses to bypass traffic queues and proceed through the intersection on the green light with other motorists.
- **Queue Jumps:** short dedicated transit lanes (i.e. approach lanes), or a shared turn pocket, paired with a transit signal treatment that allows buses to get ahead of traffic at an intersection.
- **In-Lane Stops (Bus Bulbs/Floating Bus Stop):** allow buses to stop directly in the travel lane in front of the bus stop. Bus bulbs or island bus stops may be used to create the in-lane stop.
- **Signal Upgrades:** new signal or signal phase to facilitate buses through the intersection.
- **Turn Restrictions:** limit left or right turns for general traffic to reduce delay for buses and other vehicles traveling along a corridor.
- **Bus Stop Balancing (aka consolidation);** thoughtful removal and/or relocation of bus stops along a corridor to achieve more consistent spacing, maintain convenient access, and provide faster, more reliable service.
- **All-Door Boarding:** All-door boarding is an operational policy that allows customers to board a bus at any open door.

TransLink funding is available for up to half the cost of transit priority projects. TransLink has identified the following opportunities for transit priority improvements in Port Coquitlam to reduce bus delays, especially during peak periods:

- Queue jump on Shaughnessy Street southbound at Lions Way
- Bus lanes along Wilson Avenue between Shaughnessy Street and Donald Street
- Peak Hour Bus Lanes:
 - Using parking lanes as afternoon peak period bus lanes on Wilson Avenue westbound between Donald Street and Kingsway Street
 - Using parking lanes as afternoon peak period bus lanes on Shaughnessy Street between Wilson Avenue and Kingsway Avenue

Section 12 – SUSTAINABILITY/NEW MOBILITY/TECHNOLOGY

Port Coquitlam is a dynamic community that faces broader demographic, social and economic trends that impact the movement of people and goods. Port Coquitlam has a relatively low average age in the region with relatively large ‘under 30’ and ‘over 65’ population cohorts. Older residents are active users of the sidewalk and trail network with high expectations for the quality of walking, cycling and pedestrian safety infrastructure. Younger residents are increasingly forsaking private vehicle ownership and living in multi-family and higher density residences. Port Coquitlam is becoming more diverse and welcoming newcomers from across the province, country and globe who are accustomed to public transportation and active transportation modes.

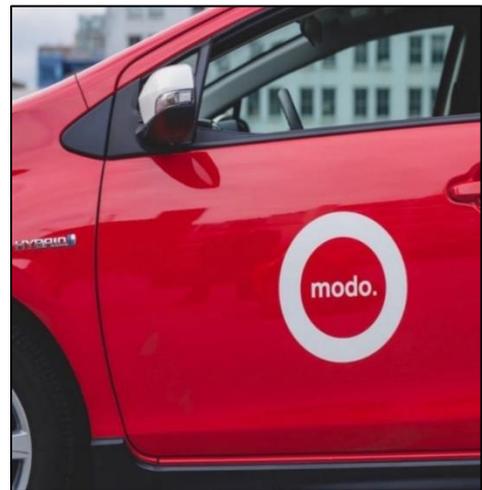
In the MTP public survey, 80% of respondents valued sustainable transportation as important. There are a plethora of new mobility modes and technologies that help reduce vehicular congestion, pollution, and/or dependence on vehicle ownership in support a healthy environment and livable community, and others will continue to arise over time. While the major focus of this MTP is a continued focus on the provision of basic mobility infrastructure and network, there are a few relatively well established sustainable modes in North American that should be considered.

Through the CleanBC Plan, the Province is taking action to meet its climate goals and prepare for the impacts of climate change, however the plan requires collaboration at all levels of government. Municipal governments are doing their part to reduce vehicle emissions through transportation plans and infrastructure investments that support the use of active, shared, and public transportation over personal vehicles.

12.1 Car Sharing and Ride Sharing

Metro Vancouver has over 3,000 car share vehicles from four providers, two of which were founded locally (Modo and Evo); the usage rate is 4.2 car share vehicles per 1,000 people. Two designated Modo car share locations have operated in the Port Coquitlam downtown area since 2018, with a third location since added (**Figure 12.1**).

As the number of car share subscribers in an area is the most effective way to increase the number of vehicles available, municipalities should work closely with operators to encourage use. Port Coquitlam should continue to provide a supportive environment by dedicating car share designated parking in accessible locations and encouraging development proposals that incorporate car sharing. Based on surveys in the region, the most popular type of car share is a free-floating care share, which is not currently offered in Port Coquitlam.



Car share members are typically affluent millennials (75% are less than 40) and convenience driven. More than half have multiple memberships and will readily replace local, non-commuting trips in higher density urban areas. While the early adopters may have been attracted to car sharing for philosophical reasons (owning less, living more), others are making the switch for more economical or pragmatic reasons. Some

households are choosing to give up a second car to save on operating, maintenance and insurance costs, particularly when a second car sits idle most of the time.

Others choose car sharing for trips as an affordable alternative to a rental car. Other advantages are free parking in cities where car share companies have designated spots or allow car share parking in resident-only permit areas.

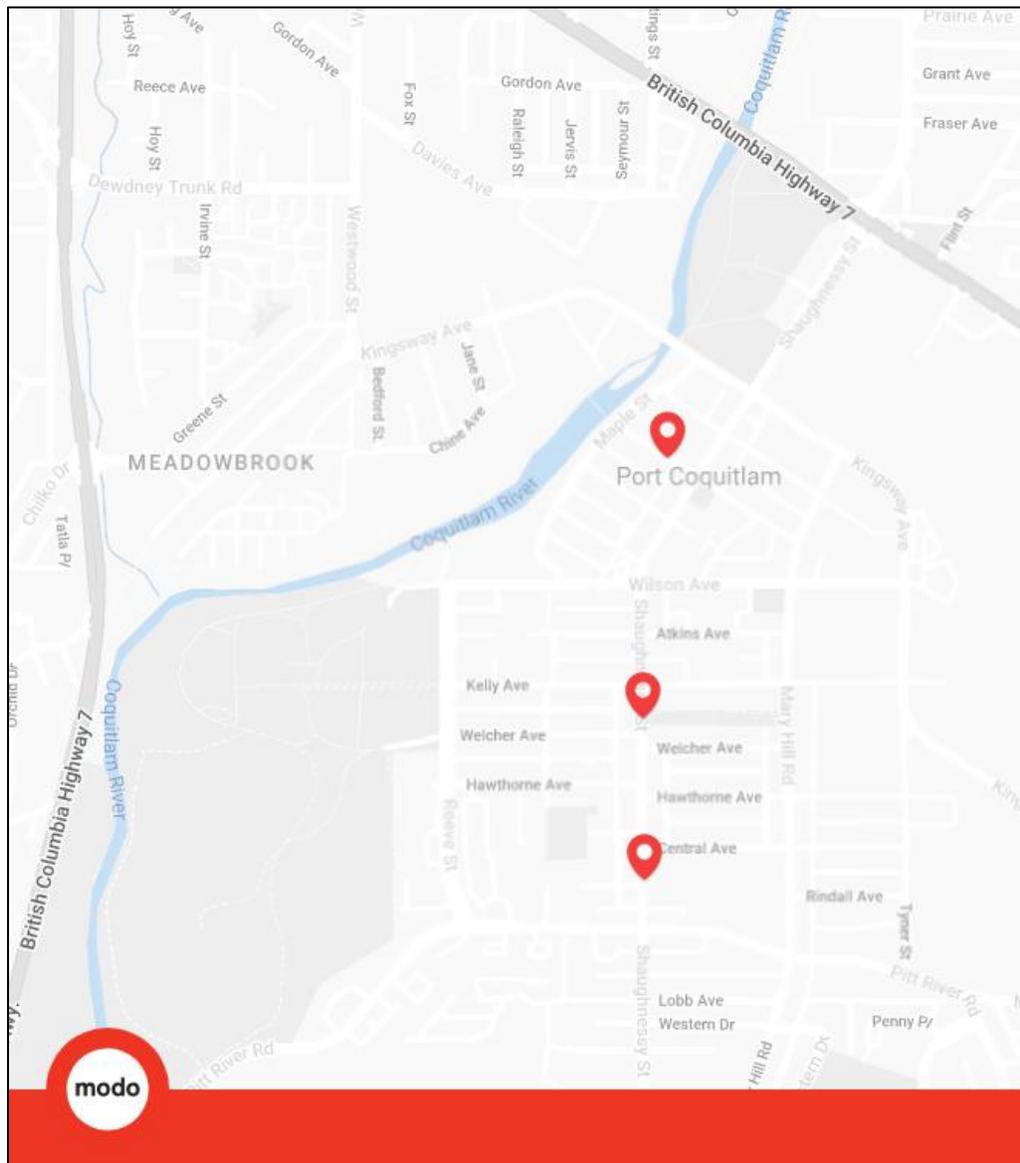


Figure 12.1 Modo Car Share Locations in Port Coquitlam

Ride Sharing offers another transportation alternative for those that do not or cannot drive. Lyft and Uber services have both operating in the Tri-Cities since their approval from the Passenger Transportation Board in 2020.

12.2 Shared Micromobility

Micromobility refers to a range of small, lightweight personally operated vehicles traveling at speeds typically below 32 km/h such as bicycles, e-bikes, electric scooters, skateboards, electric skateboards. Micromobility devices offer a form of sustainable transportation that help to reduce vehicular congestion and pollution for a healthier environment and livable community. Micro-mobility use is best supported through the provision of dedicated infrastructure such as cycle tracks and slow streets, which provide safe and comfortable conditions for users from vehicles, while reducing interactions with other active transportation users.

Shared micro-mobility programs can form an important part of a transportation network by bridging gaps in travel that personal vehicles or transit may not cover. Translink led the development of *Shared Micromobility Guidelines (2019)* to provide local governments and other organizations in Metro Vancouver with a common set of considerations for the planning, operation and management of shared micromobility devices within public rights of way and other public spaces.

The predominant approach to shared micromobility has been to invite private sector operators to operate within a particular set of guidelines and/or regulations. However, this requires municipal administrative capacity to manage operators, as well as resources to ensure that appropriate permits and fees are charged in a fair and transparent manner, and regulations are followed.

12.2.1 Bike Sharing

A bike share program was offered by U-Bicycle in Port Coquitlam and Port Moody between 2018-2019 with a number of virtually docked stations strategically located throughout each City. It was ultimately unsustainable due to low ridership, high percentage of bicycle ownership, and insufficient rental revenue to support business operations.



U-Bicycle Virtual Docking Station on Traboulay Trail

Electronic bike (e-bike) share may be more successful, but could face similar challenges as private e-bike ownership increases. Bike share programs in other municipalities have been sustained through the establishment of corporate partners and/or advertising to subsidize costs. Offering rentals from existing businesses may also be a more successful model than stand-alone companies that are challenged to make a profit (e.g. bike repair shops, breweries, coffee shops).

12.2.2 Electric Scooters

Electric scooters (e-scooters) are a popular new mode of transportation. However there have been a number of challenges associated with their use, including:

- Injuries to both scooter and nearby street users
- Shared devices occupying public street space
- Public nuisance of devices parked incorrectly or operated unsafely
- Users of devices that are unfit to operate (e.g. too young, intoxicated)

E-scooters are regulated motorized personal mobility devices in the Province of British Columbia and currently only permitted in communities that have enacted bylaws within the pilot communities' program. In general, the following guidelines are considered by pilot communities in alignment with BC Motor Vehicle Act Regulations:

- Scooters must follow the rules of the road for cyclists
- Scooters are not permitted on sidewalks or to use crosswalks
- Riders must be over 16 years of age and wear a helmet
- If speed limit is 50km/h or less: scooters are to use designated cycling lanes; if no designated cycling lanes are available, ride as near as possible to the right side of the street
- If speed limit is greater than 50km/h: Scooters may only be ridden in designated cycle lanes on streets or highways with a speed limit of more than 50km/h
- Communities make case by case rules for operation in municipal parks and public lands

Recent data has shown that shared e-scooters have up to five times more usage than comparable bike sharing programs. However, they may face similar challenges as bike-share programs as private ownership of e-scooters increases and rental costs become insufficient to support business operations.

Port Coquitlam is well positioned to learn from the experiences of other municipalities as the industry matures. Observing the pilot program for shared and privately owned scooters in neighboring communities will allow Port Coquitlam to see how the challenges are addressed and evaluate what is best for itself moving forward. Irrespective of the outcome, the uptake of personal micromobility devices is on the rise, so the primary focus should be on providing the infrastructure necessary to safely support them (e.g. Slow Streets and Cycle Tracks).

12.3 Electric Vehicles

BC's Zero Emission Vehicle (ZEV) Act has led to the highest EV adoption rates in Canada. In the first quarter of 2022, 23% of car purchases in BC were battery electric, hybrid electric or plug-in hybrid vehicles. Adoption rates could result in more than 1,000,000 electric vehicles within the next 10-20 years, resulting in a significant increase in the need for charging infrastructure.

A significant driver for electric vehicle infrastructure needs is the Federal Zero Emissions Vehicle Sales mandate, which sets to reshape the automotive industry toward a zero-emissions future from 2035 on. The mandate presents both challenges and opportunities that will require municipalities to work together

and collaborate with other levels of government, private industry, institutions and other non-profit organizations. 'Zero emissions' refers to a net zero balance between the amount of greenhouse gas (GHG) that's produced and the amount that's removed from the atmosphere. It can be achieved through a combination of emission reduction and emission removal.

Given that the transportation sector currently accounts for 40% of Metro Vancouver's total emissions, a transition to low-carbon mobility is key to reaching provincial and regional targets of carbon neutrality by 2050. In Metro Vancouver, 1.5 million registered passenger cars and trucks make up almost 75% of transportation emissions, with medium and heavy-duty trucks being the second highest contributors, as shown in **Figure 12.3**.

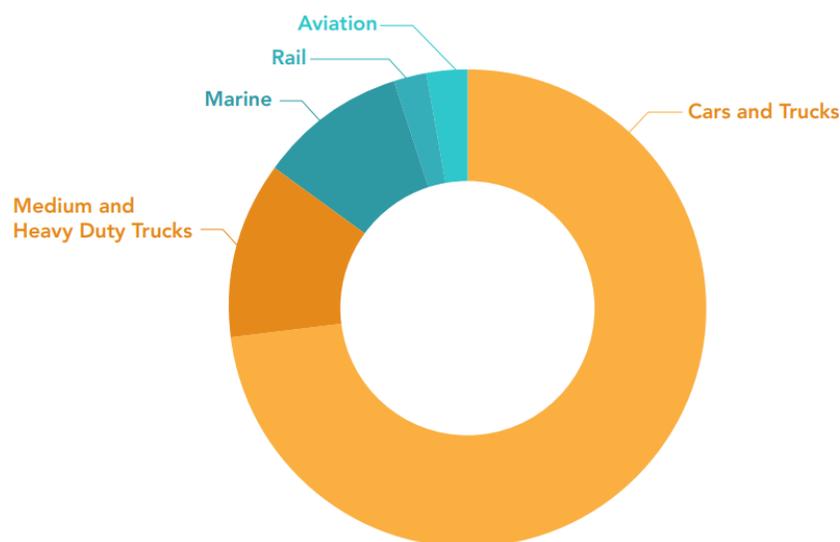


Figure 12.3: Metro Vancouver Transportation GHG Emissions (MV Transportation Roadmap)

A strong coordinated approach will be needed from all levels of government to reach these goals. The Tri-Cities Zero Emissions Plan (WSP, September 2023) developed by the cities of Coquitlam, Port Coquitlam and Port Moody, sets clear goals and an action roadmap for accelerating zero emissions mobility within the Tri-Cities. Actions arising from the plan are targeted towards supporting the uptake of electric light-duty electric vehicles and e-micromobility devices.

Homes and workplaces, where the majority of charging occurs, need to be outfitted to accommodate charging on a widescale to enable the transition. To that effect, supporting the retrofitting of existing multi-unit residential buildings (MURBs) while requiring new builds to be EV Ready is imperative. The plan suggests legislative changes, retrofit support, and updated bylaws to ensure equitable charging options for all residents.

The plan identifies a shortage of charging infrastructure, particularly in public areas, and stresses the importance of expanding charging access to support wider ZEV adoption. In all, between 850 and 2,220 Level 2 public chargers and 75 and 200 public DC fast chargers are projected to be required in the Tri-Cities by 2030 to support anticipated adoption rates. Various actions are recommended to bridge the gap, including setting charging goals, collaborating with regional entities, seeking funding partnerships, and prioritizing charger placement in dense areas and transit hubs.

Some of the recommendations from the *Tri City Zero Emissions Plan* include:

- Expanding the public charging network in higher density and mixed use locations such as designated urban centres and frequent transit development areas as well as locations with greater proportions of multi-unit residential buildings
- Working with private and public agency property owners to enhance destination-based charging opportunities such as workplaces, office parks, malls, parkades, and park and ride lots
- Developing charging hubs with multiple charging stations and types to ensure charger availability.
- Strongly considering on-street charger placements
- Considering business license fees or discounts to require EV charging at select business types (e.g. installation of EV chargers at gas stations).
- Leveraging low carbon fuels credits to support charging infrastructure expansion
- Embedding public EV charging considerations in all new developments and planning processes
- Amending bylaws to require EV-ready parking stalls in all new residential, commercial and institutional construction
- Considering developer contributions for new public charger infrastructure needs generated by growth

There are currently two public EV Charging locations in Port Coquitlam at the Port Coquitlam Community Centre (PCCC) and at the Civic Centre that charge \$1/hour for the first two hours, and \$5/hour for any portion of an hour thereafter.

12.4 Mobility Hubs

Mobility Hubs are multi-functional places where various modes of transport can be connected while acknowledging the relationship between location, space usage, and technology integration. They also present placemaking opportunities for inclusive gathering and social spaces for people of all ages and abilities.

Establishing dedicated Mobility Hubs in Port Coquitlam as gathering places for a variety of public and privately operated transportation services will increase the visibility and uptake of sustainable transportation modes (e.g. bike share, car share, ride share, electric vehicle charging, e-bike/e-scooter charging).



Mobility Hub (City of Pittsburgh)

A network of Mobility Hubs in key locations, supported by additional public charging locations, can be used to meet growing demands while supporting the growth of a sustainable transportation network that is well used by residents and increases overall quality of life.

Figure 12.4 shows suggested locations for Mobility Hubs and Bike/EV Charging stations in Port Coquitlam. Locations are based on expanding the public charging network in higher density and mixed use locations such as designated urban centres and frequent transit development areas; identifying private properties for destination-based charging opportunities such as workplaces, office parks, malls, parkades, and park and ride lots; and public property opportunities for destination-based charging such as recreation centres and parks with aquatic facilities.

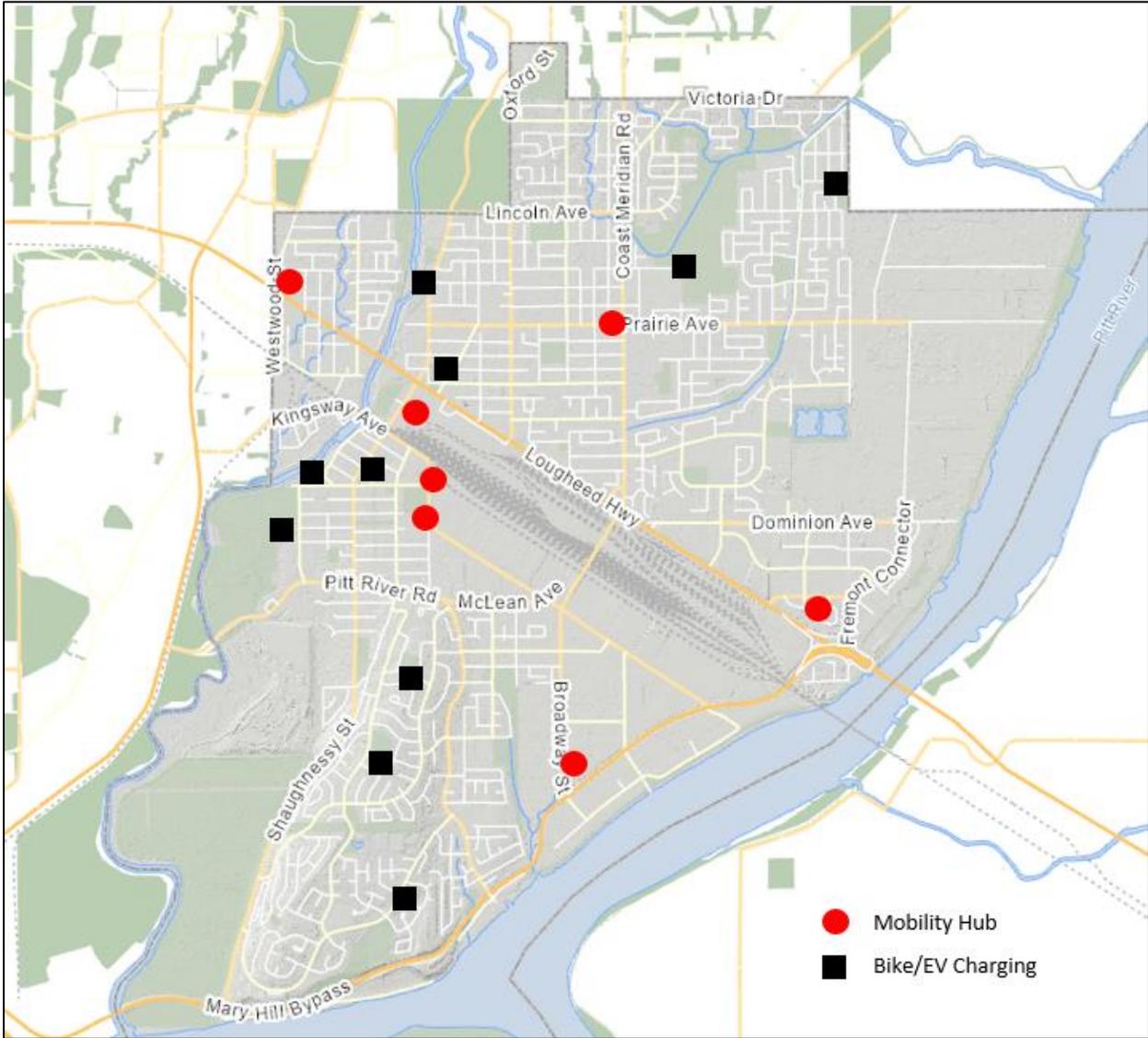


Figure 12.4: Mobility Hubs and Public EV Charging Stations

Mobility Nodes

1. Coast Meridian and Prairie Mall
2. Freemont Village
3. PoCo Place Mall
4. Shaughnessy Station
5. West Coast Express Station
6. Port Coquitlam Community Centre
7. Broadway Junction

Bike/EV Charging Stations

1. Civic Centre (Shaughnessy/McAllister)
2. Hyde Creek Recreation Centre
3. Aggie Park
4. Castle Park
5. Gates Park
6. Lions Park
7. Sun Valley Park
8. Robert Hope Park
9. Routley Park
10. Shaughnessy Off-Leash Dog Park

In addition to the locations above, the City should coordinate with SD43 to expand the use of Bike/EV Charging stations at schools in Port Coquitlam. Considering the exponential growth of e-bike usage, public opportunities for e-bike charging should also be considered through the following:

- Requiring new developments, particularly multi-family residential, commercial and industrial, to include secure bike parking with ability to charge an e-bike.
- Establishing partnerships and working with existing local businesses to install secure bike parking with ability to charge an e-bike and focus on drawing in customers in an environmentally sustainable fashion.
- Public installations at mobility hubs and charging stations.

Additionally, the City installed a Fix-It Bike Repair Station in Gates Park which has been well received. Fix-It Bike Repair Stations could be included at Mobility Hub locations, and other locations throughout the City in partnerships with Port Coquitlam businesses.

12.5 EV Charging Infrastructure

Plug-in electricity vehicles are recharged by plugging into the electricity grid. Charging can generally be accommodated at three different charging levels as show below in **Figure 12.5**.

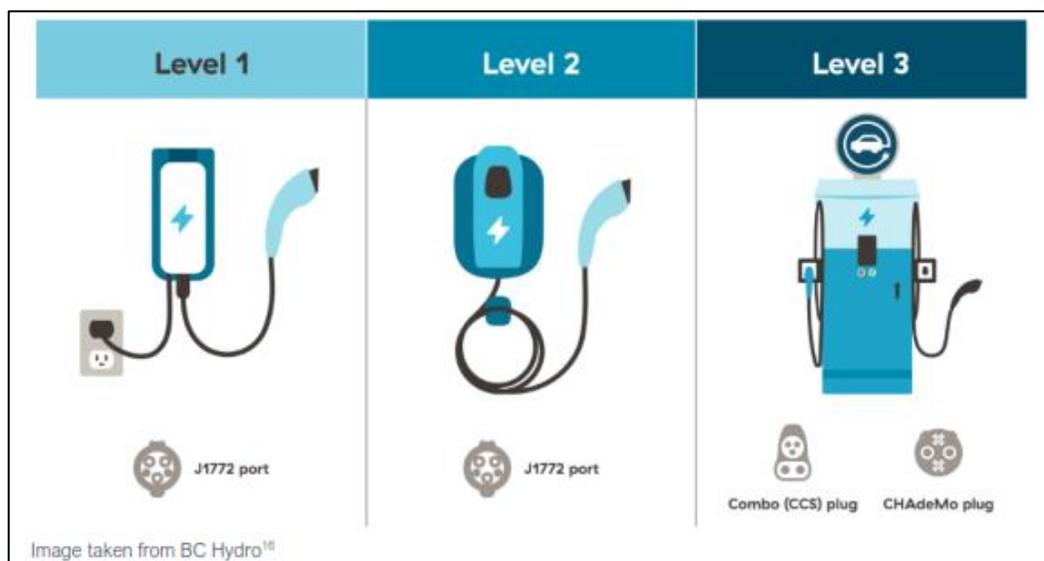


Figure 12.5: Level 1, 2 and 3 Charging Types

Charging type outputs, installation costs, typical uses and charging time differ between the three charging types, as described below in **Table 12.5**.

Table 12.5: Charging Type Outputs, Installation Costs, Typical Use and Charging Time

	Level 1 (AC)	Level 2 (AC)	Level 3 (DCFC)
Output	120V wall outlet, 1 kW	240V dryer outlet, 3-19 kW	480+V, 50-350 kW
EVSE and Installation Cost	\$500 - \$1500	\$2,500 - \$10,000	\$50,000 - \$200,000
Typical Use	Level 1 charging uses 120-volt (V) alternating current (AC), delivered by a standard three-prong household plug. New 120 V outlets are rarely installed for EV charging, but existing outlets can provide easy access to charging where Level 2 is not available. Level 1 charging is the slowest of all charging levels, and can take up to 16 hours to charge a vehicle with 380km range.	Level 2 charging uses the same voltage as a dryer or oven, and can provide between 30 to 50 km of range per hour. Level 2 charging stations are the most common for both public and at-home charging, and many allow for networking, and/or incorporation into electric vehicle energy management systems.	Level 3 charging, also known as Direct Current Fast Charging (DCFC) uses high voltage electricity to deliver charging that can be up to 30 times faster than Level 2. The higher cost equipment and upstream infrastructure make this level impractical for most residential applications and is better suited to major centres.
Charge Time (400 km range)¹⁷	Up to 16 hours	8 – 12 hours	0.5 – 2 hours

In addition to the costs to install EV infrastructure, there may be other electrical costs to extend the conduit to the site or to upgrade the transformer, electrical panel or electric pole. Estimates range from \$20k-\$50k for Level 1 and 2, and up to \$100k for Level 3.

Section 13 - MTP IMPLEMENTATION

13.1 Implementation Plan

The structure of this MTP was set up to allow for easy transition of identified projects into the annual capital planning process. Each project each project underwent a conceptual engineering level of assessment and has been scoped in sufficient detail to facilitate coordination and avoid conflicts (e.g. parking impacts, utilities, private property).

Projects can be selected each year to meet Council identified priorities and available budget. Delivery of the MTP is based on funding Priority 1 projects at an average of \$3 million per year for a period of 20 years in current dollars.

Priority 2 projects build on the basic network to provide a more comprehensive network and are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP.



Where possible, it is suggested that projects in the same geographic location be completed at the same time for construction efficiency and cost savings, and to minimize disruption to the community. This applies to the MTP projects, as well as coordination with other City projects and programs.

With the completion of Priority 1 (and potentially some Priority 2) projects over the next twenty years, residents will experience a greater level of comfort, safety and reliability with all modes of transportation across Port Coquitlam and connection to the greater region.

13.2 Monitoring

The MTP does its best to foresee future needs and account for them in a practical way across the entire city for the next few decades. However, unforeseen issues can arise that require additional attention. The COVID-19 pandemic is one such instance where mobility trends and needs greatly changed. Sometimes, resident priorities also change. Issues can also develop over time that are out of the City's control such as regional development changing travel patterns.

The City needs to be adaptable to unforeseen circumstances, and it is anticipated that the ongoing annual traffic count program, coupled with public engagement and feedback, will continue to provide City staff with the data to monitor trends and identify necessary intersection and corridor improvements based on demand, safety, and efficiency.

ACKNOWLEDGEMENTS

This Master Transportation Plan and report content was developed by a project team including the City of Port Coquitlam, Peter A. Truch, C&S Planning and Anderson Business Consulting.

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Melony Burton, ASCT, MBA	Manager of Infrastructure Planning, City of Port Coquitlam

APPENDIX A – SURVEY and CONSULTATION MATERIALS

The following parties were invited to participate in the survey and provide input on the Master Transportation Plan:

- BC Cycling Coalition
- BC Trucking Association
- Business Improvement Association
- Canadian Pacific Railway (CPR)
- City of Coquitlam
- City of Port Moody
- City of Pitt Meadows
- City of Maple Ridge
- Coast Mountain Bus Company
- Equity, Diversion and Inclusion Roundtable
- Fraser Health
- HUB Cycling
- HUB Cycling - Tri-Cities Committee
- Insurance Corporation of British Columbia (ICBC)
- Kwikwetlem First Nation
- Let's Go Biking!
- Lions Club
- Mary Hill Safe Streets
- Mayor's Advisory Roundtable
- Metro Vancouver
- Ministry of Transportation and Infrastructure
- Port Coquitlam Running Club
- Rick Hansen Foundation
- Royal Canadian Mounted Police
- School District 43
- Share Family & Community Services
- SPARC BC
- TransLink
- Tri-Cities Chamber of Commerce
- Tri-Cities Mom Group
- Tri-City Cycling
- Tri-City Seniors Planning Network
- Wilson Seniors
- PoCo Youth Centres

Survey Postcard

A survey postcard was mailed out in March 2021 to invite feedback on the Master Transportation Plan goals and objectives before it was developed.

CITY OF PORT COQUITLAM

MASTER TRANSPORTATION PLAN



HELP US MOVE IN THE RIGHT DIRECTION

Share your feedback by April 19 for a chance to win!

How do you like to get around Port Coquitlam, and what transportation improvements would you like to see in the years ahead?

We want your opinion as we update our Master Transportation Plan, which will guide future investment in all modes of transportation in Port Coquitlam.

Fill out the survey for a chance to win a \$100 gift card to a Port Coquitlam business of your choice!



INFO & SURVEY LINK
portcoquitlam.ca/mtp

The goal of the Master Transportation Plan is to provide a connected transportation network that gives people safe and direct options to key destination points, using their preferred mode of transportation.

Give your feedback on potential improvements to various modes of transportation, including:



Walking



Wheeling



Cycling



Driving



Transit



Electric vehicles

Share your feedback by April 19!
portcoquitlam.ca/mtp

SHARE YOUR FEEDBACK ABOUT TRANSPORTATION IN PORT COQUITLAM

PORT COQUITLAM, BC – Mar. 15, 2021 How do you get around Port Coquitlam, and what transportation improvements would you like to see?

As the City updates its Master Transportation Plan, residents, businesses and other stakeholders are encouraged to share their opinions about transportation in a survey at www.portcoquitlam.ca/letstalk until Apr. 19.

The information will help ensure the City delivers a plan with projects and improvements in line with the community's needs and priorities. Background on the MTP update and a link to the survey are posted at www.portcoquitlam.ca/mtp.

"Improving transportation and mobility is a key focus area for Council, reflecting our ongoing commitment to getting the basics right in Port Coquitlam," Mayor Brad West said. "It's important we hear from the community to ensure our new Master Transportation Plan works for everyone, from commuters heading to school or work, to families out for a stroll or ride, to truckers delivering goods to businesses, to people looking for a greener way to get around. We're asking you to help us move in the right direction."

Replacing the current 2013 MTP, the new plan will be a practical document that will guide improvements and funding of the City's road, transit and active transportation networks in the years to come in a way that is cost-effective, technically sound and supported by the community.

The new MTP's goal is to provide a connected transportation network that gives people safe and direct options to key destination points, using their preferred mode of transportation.

The updated MTP will:

- Identify and prioritize future transportation projects and tangible outcomes,
- Build on existing transportation plans and programs,
- Complement the City's focus on core municipal services and rehabilitation of existing infrastructure,
- Be based on research, community input and practical solutions
- Include an Implementation Plan with specific actions and costs.

"The feedback we receive through the survey will play a role in the decisions the City will make about infrastructure investments in the years ahead," said Cllr. Darrell Penner, Council's designate for public works matters. "We all have a vested interest – everyone relies on our transportation network in some way, whether to get around ourselves or for the delivery of the goods and services we use."

Port Coquitlam began the process to update the MTP last year. Work to date has included developing the terms of reference and evaluation criteria, hiring a consultant, identifying key issues and opportunities, and reviewing best practices, documents, policies and past community input.

Development of the plan and community consultation will take place over the next year, including additional opportunities for feedback as the draft MTP takes shape.

More information is available at www.portcoquitlam.ca/mtp.

APPENDIX B – PROJECTS

ARTERIAL SIDEWALKS

ARTERIAL SIDEWALKS - Priority 1												
Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W901	1	Arterial	Broadway St	W	1515 Broadway St	Mary Hill Bypass	40	1.8	\$40,600	MHB, Transit Stops, Dike Trail, Commercial	Missing gap	
W562	1	Arterial	Kingsway Ave	S	Shaughnessy Overpass	2276 Kingsway Ave	45	1.8	\$45,675	Commercial, Downtown, Parking Lot	Missing gap. Accessibility Issues. Ramp required.	X2544
W563	1	Arterial	Kingsway Ave	S/W	East of Mary Hill Rd	Lane N of Wilson Ave	180	1.8	\$182,700	West Coast Express, Downtown, Employment area, Bus Stops, PCCC, Rowland Park, Mary Hill sidewalk, Wilson sidewalk, Kingsway MUP	Missing gap	X3048
W538	1	Arterial	Lincoln Ave	S	Wellington St	Coast Meridian Rd	385	1.8	\$390,775	Ecole de Pionners, Wellington Park, Traboulay trail, Nature reserve, Coquitlam	Missing gap	
W312	1	Arterial	Westwood St	E	Crosswalk	Railroad	10	1.8	\$10,150	Commercial		X173

Arterial Sidewalks - Priority 1 Projects	660	\$669,900
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ARTERIAL SIDEWALKS - Priority 2												
Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W902	2	Arterial	Oxford St	W	Lincoln Ave	Coquitlam Ave	1180	1.8	\$1,197,700	Commercial area, James Park Elem, Kwayhquitlum Elem, Lady Assumption school, Traboulay Trail, McLean Park, Aggie Park, Centennial Pool, Prairie MUP, Prairie sidewalk, Fraser sidewalk, Coquitlam MUP, Coquitlam sidewalk	2nd Sidewalk. Scope includes missing crosswalks (5)	X4019, X4025, X4032, X4027, X4028
W903	2	Arterial	Pitt River Rd	E	Harbour St	Mary Hill Bypass	100	1.8	\$101,500	Traboulay Trail, Commercial	2nd Sidewalk. Missing Gap. Dvpt potential.	

Arterial Sidewalks - Priority 2 Projects	1280	\$1,299,200
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COLLECTOR SIDEWALKS

COLLECTOR SIDEWALKS - Priority 1												
Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W652	1	Collector	Industrial Ave	S	1628 Industrial Ave	Coast Meridian Rd	185	1.8	\$187,775	Employment area, bus stops, sidewalks on Industrial Ave and Coast Meridian Ave.	Missing gap	X5175, X5275
W619	1	Collector	Kebet Way	N	Coast Meridian Rd	Mustang Place	200	1.8	\$203,000	Employment area, Traboulay trail, bus stops, Kingsway MUP	Extend 30m up E side of Coast Meridian Rd to driveway at 1488	X6378
W621	1	Collector	Kebet Way	N	Mustang Pl	Kingsway Ave	315	1.8	\$319,725	Employment area, Traboulay trail, bus stops, Kingsway MUP		X6378, X6576

Collector Sidewalks - Priority 1 Projects	700	\$710,500
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COLLECTOR SIDEWALKS - Priority 2												
Code	Priority	Road Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W542	2	Collector	Apel Dr	W	Lynwood Ave	Victoria Dr	235	1.8	\$238,525	Davison Park, Chelsea Park, Nature Reserve, Leigh Elementary, Victoria Park	2nd sidewalk. Includes new crosswalk and streetlight at Derby Court.	
W614	2	Collector	Broadway St	W	Mary Hill Bypass	Kebet Way	195	1.8	\$197,925	Employment area, Commercial, Bus Stops, Traboulay Trail, Broadway sidewalk, Kebet sidewalk	2nd sidewalk.	
W062	2	Collector	Flint St	E	3060 Flint St	Manning Ave	30	1.8	\$30,450	Commercial, Aggie Park	Gap in otherwise completed s/w on E side. Dvpt potential. Include x-walk, SL for E leg of Manning/Flint intersection.	
W528	2	Collector	Hastings St	W	McRae Cres	Patricia Ave	135	1.8	\$137,025	Westwood Elementary, Maple Creek Middle, Coquitlam, Lincoln sidewalk, Patricia sidewalk, Patricia MUP	2nd sidewalk. Convert to Collector road class with future connection to Lincoln Avenue. Includes new crosswalk and streetlight on W leg of McRae	
W527	2	Collector	Hastings St	W	Patricia Ave	Kitchener Ave	190	1.8	\$192,850	Patricia sidewalk, Patricia MUP, Hastings sidewalk, Westwood Elementary, Maple Creek Middle	2nd sidewalk	X2021
W616	2	Collector	Kebet Way	N	Broadway St	Coast Meridian Rd	460	1.8	\$466,900	Employment area, bus stops, Peace Park, Traboulay trail, Broadway sidewalk, Kebet Way sidewalk, Coast Meridian MUP	2nd sidewalk. Include crosswalk at Spitfire Place and letdowns at driveways.	
W608	2	Collector	Langan Av	S	Eastern Dr	Pitt River Rd	180	1.8	\$182,700	Mary Hill Elementary, Thompson Park, Cameron Park, Robert Hope Park/Pool, Bus Stops, Eastern sidewalk, Pitt River sidewalk	2nd sidewalk. Construct MUP on N side of Langan between Eastern & Taylor first	X3468

W609	2	Collector	Langan Ave	S	Pitt River Rd	Taylor St	205	1.8	\$208,075	Mary Hill Elementary, Thompson Park, Robert Hope Park/Pool, Bus Stops, Employment area, Pitt River sidewalk, Taylor sidewalk	2nd sidewalk. Construct MUP on N side of Langan between Eastern & Taylor first	X3468, X3768
W610	2	Collector	Langan Ave	S	Taylor St	Brown St	155	1.8	\$157,325	Mary Hill Elementary, Thompson Park, Cameron Park, Langan sidewalk, Taylor sidewalk	2nd sidewalk	X3768, X4068
W559	2	Collector	Nicola Ave	N	950 Nicola Ave	985 Nicola Ave	185	1.8	\$187,775	Commercial area	Missing gap. By Development	
W529	2	Collector	Patricia Ave	S	Westwood Dr	Hastings St	495	1.8	\$502,425	Westwood Elementary, Maple Creek Middle, Lincoln skytrain, commercial area, Hastings sidewalk, Patricia sidewalk	2nd sidewalk	
W556	2	Collector	Riverside Dr	N	Po Ave	Lane	95	1.8	\$96,425	Terry Fox SS, Riverside Dr sidewalk, Dominion Triangle commercial area	2nd sidewalk. Missing gap.	
W557	2	Collector	Riverside Dr	N/W	Congo Cres	Crosswalk	290	1.8	\$294,350	Terry Fox SS, Blakeburn Elementary, Blakeburn Lagoon, Dominion Triangle commercial area, Riverside Dr sidewalk	2nd sidewalk. Missing gap.	X6749
W555	2	Collector	Riverside Dr	N	Parana Dr	Fremont St	610	1.8	\$619,150	Cedar Creek Trail, Cedar Drive School, Cascara Park, Blakeburn School, Blakeburn Lagoons, Terry Fox SS, Riverside sidewalk, Elbow sidewalk, Nechako Connector	2nd sidewalk	X7242, X7239, X7338, X7638, X8138
W650	2	Collector	Western Dr	W	Eastern Dr	Western Pl	75	1.8	\$76,125	Western sidewalk, Eastern sidewalk, Eastern MUP, Western MUP, Eastern Dr Park, Skyline Park, Settlers Park, Hazel T Elem, Citadel Middle	2nd sidewalk	X1983

Collector Sidewalks - Priority 2 Projects	3535	\$3,588,025
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LOCAL SIDEWALKS

LOCAL SIDEWALKS - Priority 1												
Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W006	1	Local	Aire Cres	E	Mary Hill Elementary	Lamprey Dr	130	1.8	\$131,950	Robert Hope Pool/Park, Mary Hill Elementary, Aire sidewalk, Lamprey sidewalk		
W046	1	Local	Ayling St	W	Huber Dr	Lynwood Ave	100	1.8	\$101,500	BC Christian Academy, Evergreen Park, Traboulay Trail, Hyde Nature Reserve, G&A Market, Bus Stops, Lynwood sidewalk, Huber sidewalk, Victoria sidewalk, Victoria MUP		X7606
W155	1	Local	Barberry Dr	S	Larch Way	Cascara Trail (TRL0061)	305	1.8	\$309,575	Birchland Elem, Birchland Park, Cascara Park, Greg Moore Trail, Cedar Elem, Cedar Park, Terry Fox SS, Larch sidewalk		X6143
W005	1	Local	Belle Pl	S	End of Cul-de-sac	Eastern Dr	100	1.8	\$101,500	Routley Park, Kilmer Park, Kilmer Elementary, Walkway, Eastern sidewalk	Slow Street	S592, X2977
W201	1	Local	Bracewell Pl	S	Lincoln Dr	S End of Cul-de-sac	75	1.8	\$76,125	Hyde Creek Rec Centre, Hyde Creek Park, BC Christian Academy, Chelsea Park, Lincoln sidewalk, Lincoln MUP	Slow Street	S918, X5916, T012
W113	1	Local	Cambridge St	E	Fraser Ave	Suffolk Ave	250	1.8	\$253,750	Commercial Area, Fraser sidewalk, Coquitlam sidewalk, Suffolk sidewalk		X3640, X3638, X3636, X3534

W114	1	Local	Cambridge St	E	Lane N of Westminster	Westminster Ave	40	1.8	\$40,600	Commercial area, Cambridge sidewalk, Loughheed sidewalk		X5144
W048	1	Local	Chelsea Ave	S	Lincoln Dr	Trailhead at E end	115	1.8	\$116,725	Chelsea Park, Davison Park, Hyde Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail, Chelsea sidewalk, Lincoln MUP, Walkway at W end of Chelsea Ave	Slow Street. Existing sidewalk constructed from Lincoln Ave to 1268 Chelsea Ave.	X6011, S089
W049	1	Local	Chelsea Ave	S	Cedar Dr	E end of Chelsea Ave	325	1.8	\$329,875	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Traboulay Trail, Greg Moore Trail, Sun Valley Park, Fremont Connector, Cedar MUP, Cedar sidewalk, G&A market	Slow Street. Trail connection at E end to Fremont Connector	S142, X5710, T004
W251	1	Local	Chelsea Ave	N	Robin Place	Coast Meridian Rd	175	1.8	\$177,625	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Coast Meridian sidewalk, Robin Sidewalk	Slow Street	S084, X5113
W521	1	Local	Chester St	E	Centennial Pool	Coquitlam Ave	60	1.8	\$60,900	Aggie Park, Centennial Pool, McMitchell Park, Chester sidewalk, Coquitlam MUP, Bus Stops, Loughheed MUP	Missing gap	X3038
W004	1	Local	Colodin Cl	N	N end of Colodin Close	Stafford Ave	80	1.8	\$81,200	Terry Fox SS, Gates Park, Sitka Spruce Park, Stafford Sidewalk, Walkway	Missing gap	
W039	1	Local	Cornwall Dr	E	Evergreen Park	Lombardy Dr	70	1.8	\$71,050	Evergreen Park, Lombardy sidewalk, Cornwall sidewalk, Greg Moore trail, Priage MUP, bus stops, Cedar Elementary		X7325
W001	1	Local	Coutts Way	E	Homesteader Way	S End of Cul-de-sac	105	1.8	\$106,575	Coutts Park, Castle Park Elementary, Castle Park, Fortress Park, Citadel Park, Fraser River, Traboulay Trail, Homesteader sidewalk, Fletcher sidewalk	Missing gap	S580, X1192
W149	1	Local	Dorset Ave	S	Shaughnessy St	Flint St	300	1.8	\$304,500	Kwayhquitlum Middle, Pionniers Elem, Kiddies Korner Preschool, Bike Park, Lady Assumption School, Centennial Pool, Aggie Park, McMitchell Park, Traboulay trail, Shaughnessy Dog Park, Shaughnessy sidewalk, Shaughnessy MUP, Flint sidewalk, St Anne sidewalk, Oxford sidewalk	Slow Street	S199, X3025
W204	1	Local	Dorset Ave	S	Oxford Street	Sefton St	665	1.8	\$674,975	Kwayhquitlum Middle, Ecole des Pionniers, Commercial area, Coast Meridian sidewalk, Sefton sidewalk, Wellington sidewalk, Wellington MUP, Oxford sidewalk, Dorset sidewalk	Slow Street	S950, X4026, X4626, X8119, X8120, X5126
W020	1	Local	Elbow Pl	W	Lane N of Riverside Dr	Blakeburn Lagoon Pathway (TRL0534)	350	1.8	\$355,250	Blakeburn School, Blakeburn Lagoon, Cedar Elem, Cedar Park, Birchland Elem, Terry Fox SS, Riverside MUP, Greg Moore trail	Slow Street	S158, X7338, X7711
W150	1	Local	Ellis Dr	S	Sandlewood Way	Cascara Trail (TRL0056)	220	1.8	\$223,300	Birchland Elem, Cedar Elem, Cedar Park, Birchwood Park, Birchland Park, Cascara Park, Terry Fox SS, Blakeburn Elem, Blakeburn Lagoon, Greg Moore Trail, Walkway, Sandlewood sidewalk		X6139
W202	1	Local	Essex Ave	S	Cedar Drive	E end of Essex Avenue	295	1.8	\$299,425	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Traboulay Trail, Greg Moore Trail, Sun Valley Park, Fremont Connector, Cedar MUP, Cedar sidewalk, G&A market	Slow Street	S905, T005, X7512, X8111

W354	1	Local	Finley St	E	Lombardy Drive	Prairie Avenue	250	1.8	\$253,750	Cedar Drive Elem, Cedar Drive Park, Evergreen Park, Hyde Nature Reserve, BC Christian Academy, Minnehada Middle, Birchland Elem, Prairie sidewalk, Prairie MUP, Lombardy sidewalk, bus stops	Slow Street	S908, X6206, X7030
W200	1	Local	Fletcher Way	E	Eastern Dr	Coutts Way	500	1.8	\$507,500	Coutts Park, Fortress Park, Castle Park Elem, Castle Park, Fortress Park, Citadel Park, Traboulay Trail, Fraser River, Skyline Park, Eastern MUP, Eastern sidewalk, Coutts sidewalk, Homesteader Way sidewalk	Slow Street	S902, X1192, X1185
W256	1	Local	Fortress Ct	S	End of Cul-de-sac	Fortress Dr	110	1.8	\$111,650	Fortress Park, Coutts Park, Fortress sidewalk, Castle Park, Castle Park School	Slow Street. Missing gap.	S906, X1396
W060	1	Local	Fraser Ave	N	Beside 3123 Shaughnessy St	Shaughnessy St	30	1.8	\$30,450	Aggie Park, Centennial Pool, Traboulay, Assumption School, Bus Stops	Missing Gap	
W035	1	Local	Fremont St	W	Handley Crescent (N Leg)	Handley Crescent (S Leg)	285	1.8	\$289,275	Sun Valley Park, Fremont sidewalk, Fremont Trail, Handley sidewalk, Prairie MUP, Bus stops, Evergreen Park, Greg Moore trail		X8222, X8227
W087	1	Local	Gordon Ave	S	Lancaster Place	Lane W of Hastings St	245	1.8	\$248,675	Fox Creek Park, Pathway, Westwood commercial, Lougheed commercial, Lougheed MUP, Hastings MUP, Hastings sidewalk, Raleigh sidewalk, Traboulay trail	Slow Street. Existing sidewalk from Lane W of Hastings St to Hastings St	X1533, S900
W255	1	Local	Handley Cres	W/N	Walkway at 3463 Handley Cres (TRL0157)	Fremont St	205	1.8	\$208,075	Sun Valley Park, Evergreen Park, Pinemont Park, Fremont sidewalk, Fremont Trail, Greg Moore Trail	Slow Street	S151, X8222
W012	1	Local	Harbour St	S	Brand St	Brown Creek Trail (TRL0083)	20	1.8	\$20,300	Brown Creek trail, Harbour sidewalk, Pitt River sidewalk, Marian Kroeker Park, Commercial, Traboulay trail	Missing Gap	S552
W014	1	Local	Harbour St	S	Guest St	Pitt River Rd	100	1.8	\$101,500	Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek trail, Traboulay trail, Pitt sidewalk, Guest sidewalk	Slow Street	X3688, S552
W156	1	Local	Hawthorne Ave	N	Shaughnessy St	Mary Hill Rd	245	1.8	\$248,675	Gates Park, Riverside Secondary, Central Park, Seniors Centres, Pitt River Middle, PCCC, Shaughnessy sidewalk, Hawthorne sidewalk, Donald MUP, Mary Hill sidewalk, Mary Hill MUP, Tyner sidewalk, Tyner MUP, Kingsway MUP, bus stops		X2558, X2058, X2057
W038	1	Local	Hemlock Cres	W	Pinemont Ave	Walkway at 897 Wright Ave (TRL0155)	105	1.8	\$106,575	Evergreen Park, Pinemont Park, Walkways, Greg Moore trail, Cedar Elementary, Sun Valley Park, Cedar sidewalk, Pinemont sidewalk, Prairie MUP, bus stops		X7627, X7626
W047	1	Local	Huber Dr	S	Walkway at 893 Huber Dr (TRL0160)	Mars St	35	1.8	\$35,525	Bus Stops, Greg Moore Trail, Traboulay Trail, Hyde Nature Reserve, BC Christian Academy, Evergreen Park, G&A Market, Ayling sidewalk, Ayling Slow Street, Mars sidewalk, Mars Slow Street, Victoria sidewalk, Victoria MUP		X7608, X7609, X7610
W040	1	Local	Juniper Ave	S	Hickory St	Lombardy Dr	150	1.8	\$152,250	BC Christian Academy, Minnehada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Hickory Trail, Greg Moore Trail, Lombardy sidewalk	Slow Street	X6723, S148

W157	1	Local	Kelly Ave	N	2447 Kelly Ave	2351 Kelly Ave	100	1.8	\$101,500	Gates Park, Terry Fox SS, Traboulay trail, PCCC, Commercial, Donald MUP, Kingsway MUP, Reeve MUP, Reeve sidewalk, Rowland sidewalk, Shaughnessy sidewalk.	Slow Street. Missing gap. 3m sidewalk to complete Kelly Ave Greenway. Sidewalk at 2379, 2371, 2365 by dvpt (excluded from length and cost).	S706, X1756, W158
W158	1	Local	Kelly Ave	N	2347 Kelly Ave	Donald MUP	95	1.8	\$96,425	Gates Park, Terry Fox SS, Traboulay trail, PCCC, Commercial, Donald MUP, Kingsway MUP, Reeve MUP, Reeve sidewalk, Rowland sidewalk, Shaughnessy sidewalk.	Slow Street. Missing gap. 3m sidewalk to complete Kelly Ave Greenway. Sidewalk at 2331, 2428, 2279 by dvpt (excluded from length and cost).	W157
W075	1	Local	Kent Ave	N	Wellington St	Coast Meridian Rd	375	1.8	\$380,625	Irvine Elementary, Wellington Park, Hyde Nature Reserve, Wellington sidewalk, Coast Meridian sidewalk		X4612, X5112, X5312
W081	1	Local	Kitchener Ave	S	Walkway at 2554 Kitchener (TRL0171)	Hastings St	85	1.8	\$86,275	Westwood Elem, Westwood Park, Maple Creek Middle, Commercial, Kitchener sidewalk, Walkway, Hastings sidewalk		
W080	1	Local	Kitchener Ave	S	Hastings St	Carlisle St	210	1.8	\$213,150	Westwood Elem, Westwood Park, Maple Creek Middle, Commercial, Westside trial, Hastings sidewalk, Kitchener sidewalk		X1425, X1426
W026	1	Local	Laburnum Ave	N	Walkway	Newberry St	80	1.8	\$81,200	Birchland Elementary, Birchwood Park, Birchland Park, Cedar Elementary, Cascara Park, Greg Moore Trail, Walkway, Newberry sidewalk		X6436, X6536
W007	1	Local	Lamprey Dr	N	2140 Lamprey Dr	Humber Cres	90	1.8	\$91,350	Robert Hope Pool/Park, Mary Hill Elem, Lamprey sidewalk, Eastern sidewalk, Western sidewalk, Aire sidewalk	Missing gap. Provide driveway let downs to parking lot.	
W043	1	Local	Lincoln Ave	S	Trailhead	Evergreen St	25	1.8	\$25,375	BC Christian Academy, Hyde Nature Reserve, Sun Valley Park, Minnekhada Middle, Evergreen Park, Traboulay Trail, Lombardy Park	Missing gap	X6816
W045	1	Local	Lynwood Ave	N	937 Lynwood Ave	Traboulay Trail	240	1.8	\$243,600	BC Christian Academy, Evergreen Park, Traboulay Trail, Dike, Hyde Nature Reserve, G&A Market, Bus Stops, Lynwood sidewalk, Ayling sidewalk, Victoria sidewalk, Victoria MUP	Slow Street	X7607, S135
W252	1	Local	Lynwood Ave	S	Coast Meridian Rd	Bracken Ct	200	1.8	\$203,000	Irvine Elementary, Davison Park, Chelsea Park, Hyde Creek Nature Reserve, Leigh Elementary, Victoria Park, Traboulay trail, Bracken sidewalk, Victoria MUP	Slow Street	S091
W056	1	Local	Maxwell Pl	W	Westminster Ave	Walkway at 1733 Imperial Ave (TRL0170)	90	1.8	\$91,350	Imperial Park, James Park Elementary, Daycare, Oxford Commercial, McLean Park, Westminster sidewalk, walkway	Slow Street	S191

W042	1	Local	Maywood Ave	N	Walkway at 1037 Maywood Ave (TRL0159)	Vineway St	55	1.8	\$55,825	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Traboulay Trail, Walkway, Vineway sidewalk, Lincoln MUP, Fremont Connector MUP	Slow Street	S145, X6818
W074	1	Local	Myrtle Way	N	Walkway at 1872 Myrtle Way (TRL0174)	Galer Way	145	1.8	\$147,175	Irvine Elementary, Hyde Creek Nature Reserve, Cemetery, Traboulay trail, Wellington Park, Myrtle sidewalk, Oxford sidewalk	Slow Street. Missing gap	S087, T039, X8118
W071	1	Local	Patricia Ave	S	Shaughnessy St	St Anne St	330	1.8	\$334,950	Wellington Park, Pionniers School, Traboulay trail, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Kwayhquitlum Elem, Westwood Elem, Maple Creek Middle, Minnekhada Middle, Hyde Creek Rec Centre, Shaughnessy MUP, Shaughnessy sidewalk, St Anne sidewalk	Slow Street	S251, X3819
W070	1	Local	Patricia Ave	S	St Anne St	Oxford St	105	1.8	\$106,575	Wellington Park, Pionniers School, Traboulay trail, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Kwayhquitlum Elem, Westwood Elem, Maple Creek Middle, Minnekhada Middle, Hyde Creek Rec Centre, St Anne sidewalk, Oxford sidewalk	Slow Street	S251, X3819
W069	1	Local	Patricia Ave	S	Oxford St	Walkway at 3575 York St (TRL0344)	140	1.8	\$142,100	Wellington Park, Pionniers School, Traboulay trail, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Kwayhquitlum Elem, Westwood Elem, Maple Creek Middle, Minnekhada Middle, Hyde Creek Rec Centre	Slow Street	S270, X4418, X4419
W067	1	Local	Patricia Ave	S	York St	Wellington St	195	1.8	\$197,925	Wellington Park, Pionniers School, Traboulay trail, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Kwayhquitlum Elem, Westwood Elem, Maple Creek Middle, Minnekhada Middle, Hyde Creek Rec Centre	Slow Street. Maintain street parking.	S270
W036	1	Local	Pinemont Ave/Fir St	N/E	Cedar Dr	Pinemont Park Pathway (TRL0272)	255	1.8	\$258,825	Evergreen Park, Pinemont Park, Walkways, Greg Moore trail, Cedar Elementary, Sun Valley Park, Cedar sidewalk, Pinemont sidewalk, Prairie MUP, bus stops	Slow Street	S150, X7626, X7827
W086	1	Local	Raleigh St	E	Gordon Ave	Davies Ave	205	1.8	\$208,075	Fox Park, Westwood Commercial, Traboulay trail, Davies sidewalk, Davies MUP, Gordon sidewalk, Loughheed MUP, Loughheed commercial	Slow Street	X1533, X1537, S220
W254	1	Local	Richmond Pl/St	W	Cedar Canal Trail (T016)	Lincoln Ave	460	1.8	\$466,900	Cedar Canal trail, Hyde Nature Reserve, BC Christian Academy, Greg Moore Trail, Hyde Creek Park, Evergreen Park, Transit Stops, Cedar MUP, Cedar sidewalk, G&A market, Fremont Connector, Sun Valley Park, Cedar Elementary, Lincoln MUP	Slow Street	S132, X7411, X7413, X7417
W250	1	Local	Robin Pl	W	Walkway at 3959 Robin Place (TRL0165)	Chelsea Ave	140	1.8	\$142,100	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Cemetery, CQ River Elem, Robin sidewalk, Coast Meridian sidewalk	Slow Street	S085, W251

W151	1	Local	Sandlewood Way	E	Tamarack Pl	Ellis Dr	75	1.8	\$76,125	Birchland School, Birchwood Park, Birchland Park, Cascara Park, Greg Moore Trail, Tamarack sidewalk, Ellis sidewalk		X6139, X6140
W154	1	Local	Sefton St	E	3682 Sefton St	Laurier Ave	340	1.8	\$345,100	Pionniers School, Hyde Nature Reserve, Wellington Park, Commercial area, Minnehada Middle, Hyde Rec Centre, Lincoln sidewalk, Laurier sidewalk, Patricia MUP	Slow Street	S101, X5021, X5124
W066	1	Local	Sefton St/Dorset Ave	E/N	3450 Sefton St	Lane E of Sefton St	125	1.8	\$126,875	Pionniers School, Hyde Nature Reserve, Wellington Park, Commercial area, Minnehada Middle, Hyde Rec Centre, Laurier sidewalk, Dorset sidewalk	Slow Street. Missing gap.	S101, X5124, X5126
W153	1	Local	St. Anne St	W	Lincoln Ave	Patricia Ave	175	1.8	\$177,625	Kwayhquitlum Middle, Hyde Nature Reserve, Wellington Park, Pionniers School, Traboulay Trail, Shaughnessy Dog Park, Lincoln sidewalk, Lincoln skytrain, Westwood commercial, Patricia sidewalk	Slow Street	S252, X3819
W072	1	Local	St. Anne St	W	Laurier Ave	Patricia Ave	155	1.8	\$157,325	Kwayhquitlum Middle, Hyde Nature Reserve, Wellington Park, Pionniers School, Traboulay Trail, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Patricia sidewalk, Dorset sidewalk	Slow Street	S252, X3823, X3819
W044	1	Local	St Thomas St	E	Walkway at Joseph Pl (TRL0173)	Sun Valley Park Walkway (TRL0303)	450	1.8	\$456,750	Hyde Creek Nature Reserve, Bus Stops, Traboulay Trail, BC Christian Academy, Sun Valley Park, Fremont Connector, Cedar sidewalk, G&A market, Victoria MUP		X8110, X8111
W353	1	Local	Sutherland St	W	Walkway (TRL0178)	Lincoln Ave	185	1.8	\$187,775	Davison Park, Chelsea Park, Lincoln MUP, Walkway at N end of Sutherland, Minnehada Middle, BC Christian Academy, Hyde Creek Rec Centre, Hyde Nature Reserve, Traboulay trail	Slow Street	S092
W352	1	Local	Toronto St	W	Chelsea Ave	Halifax Avenue	175	1.8	\$177,625	Davison Park, Chelsea Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Minnehada Middle, BC Christian Academy, Traboulay trail, Chelsea sidewalk, Walkway at W end of Chelsea, Walkway at S end of Toronto	Slow Street	X5711, S093
W152	1	Local	Tamarack Pl	S	Larch Way	Sandlewood Way	85	1.8	\$86,275	Birchland School, Birchwood Park, Birchland Park, Cascara Park, Greg Moore Trail, Larch sidewalk, Sandlewood sidewalk		W-150, W-151
W041	1	Local	Vineway St	E	Maywood Ave	Lombardy Dr	220	1.8	\$223,300	BC Christian Academy, Minnehada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Traboulay Trail, Lombardy sidewalk, Maywood sidewalk, Lincoln MUP, Fremont Connector MUP	Slow Street	S145, X6818
W003	1	Local	Vivian Pl	W	Eastern Dr	Corner	190	1.8	\$192,850	Settlers Park, Hazel Trembath Elem, Citadel Middle, Skyline Park, Columbia Food Market, Eastern sidewalk, Columbia sidewalk	Slow Street	X2783, S582

Local Sidewalks – Priority 1 Projects	11835	\$12,012,525
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LOCAL SIDEWALKS- Priority 2												
Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W351	2	Local	Bracken Court	E	Walkway at 4064 Toronto St (TRL0363)	Lynwood Ave	100	1.8	\$101,500	Davison Park, Chelsea Park, Victoria Park, Leigh Elem, Hyde Nature Reserve, Lynwood sidewalk, Victoria sidewalk	Slow Street	S094
W359	2	Local	Celeste Crescent	S/E	Western Dr	Routley Park Trail (T136)/Belle Walkway (TRL0183)	300	1.8	\$304,500	Hazel T Elem, Citadel Middle, Skyline Park, Routley Park, Eastern Dr Park, Kilmer Elementary, Kilmer Park, Western sidewalk, Delia sidewalk, Routley Park trail, Walkway	Slow Street	S589, X2577, X2478
W057	2	Local	Cumberland Street	W	Westminster Ave	Suffolk Ave	140	1.8	\$142,100	James Park Elementary, Daycare, McLean Park, Imperial Park, Suffolk sidewalk, Westminster sidewalk		X4842, X4843
W358	2	Local	Delia Drive	E	Celeste Cres	Eastern Dr	240	1.8	\$243,600	Hazel T Elem, Citadel Middle, Skyline Park, Routley Park, Eastern Dr Park, Robert Hope Park/Pool, Kilmer Elementary, Kilmer Park, Western sidewalk, Delia sidewalk, Routley Park trail, Walkway	Slow Street	S908, X2478, X2282
W104	2	Local	Grant Avenue	N	3153 Grant Ave	Vincent Str	30	1.8	\$30,450	McLean Park, Birchland Elem, Minnehada Middle, Commercial area, Grant sidewalk, Vincent sidewalk	Missing gap. High density land use. By development (OCP Apartment). Existing s/w on S side of Grant.	X5035
W052	2	Local	Grant Avenue	S	1546 Grant Ave	Lane W of Coast Meridian Rd	45	1.8	\$45,675	McLean Park, Birchland Elem, Minnehada Middle, Commercial area, Grant sidewalk, Coast Meridian sidewalk	Missing gap. High density land use. By development (OCP Apartment). Existing s/w on N side of Grant.	M211
W355	2	Local	Handley Crescent	W/S	Walkway (TRL0157)	Fremont St	235	1.8	\$238,525	Sun Valley Park, Fremont Trail, Evergreen Park, Greg Moore Trail, Walkway, Handley sidewalk, Fremont sidewalk	Slow Street	S907, X8227
W357	2	Local	Oughton Drive	W/S	York Pl	Eastern Dr	135	1.8	\$137,025	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, York sidewalk, Eastern sidewalk	Slow Street	S512, X2873
W064	2	Local	Salisbury Avenue	S	Shaughnessy St	2156 Salisbury Ave	115	1.8	\$116,725	Kwayhquitlum Middle, Shaughnessy Dog Park, Lady Assumption School, Traboulay trail, Convenience Store, Salisbury sidewalk, Shaughnessy sidewalk,	Missing gap. By development (OCP Townhouse).	X3028
W361	2	Local	Saskatchewan Avenue	N	Yarmouth St	Guest St	100	1.8	\$101,500	Hazel T Elem, Citadel Middle, Skyline Park, Marion Kroeker Park, Brown Creek Trail, Convenience Store, Yarmouth sidewalk, Guest sidewalk	Slow Street	S550, X3388, X3588
W350	2	Local	Toronto Street	E	Victoria Ave	Walkway at 4064 Toronto St (TRL0363)	60	1.8	\$60,900	Davison Park, Chelsea Park, Victoria Park, Leigh Elem, Hyde Nature Reserve, Lynwood sidewalk, Victoria sidewalk, Victoria MUP	Slow Street	S095
W050	2	Local	Ulster Street	E	Minnehada Middle School Driveway	Commercial Centre (1449 Ulster)	165	1.8	\$167,475	Minnehada Middle, Birchland Elem, Pionniers Elem, Hyde Rec Center, Commercial, Traboulay trail	Slow Street. Missing gap. Existing sidewalk on W Side. High	S183, X5528

											density land use. Commercial Center.	
W360	2	Local	Yarmouth Street	S/W	Walkway at 2155 Nova Scotia Ave (TRL0189)	Saskatchewan Ave	210	1.8	\$213,150	Hazel T Elem, Citadel Middle, Skyline Park, Marion Kroeker Park, Brown Creek Trail, Convenience Store	Slow Street	S549, X3388
W356	2	Local	York Place	S	York Place Lane	Oughton Dr	155	1.8	\$157,325	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, Oughton sidewalk, Western sidewalk	Slow Street	S511

Local Sidewalks – Priority 2 Projects	2030	\$2,060,450
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SLOW STREETS

SLOW STREETS - Priority 1										
Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S909	1	Local	Argue St	Shaughnessy St to Traboulay Trail E of Pitt River Road (TRL0409)	Bike signs (16), PM (28), 30 km signs (12), SH (12). Move two sets of bollards to driveways. Change bike stencils on existing path to pedestrian only.	2645	\$147,000	Alternate east-west route to Mary Hill Bypass, Traboulay trail, Zig Zag trail, Castle Park, Peace Park, Marion Kroeker Park, Gas Station, Gillnetter Pub, Employment area, Bus Stops, Colony Farm, Coquitlam, Shaughnessy Cycle Track, Pitt River Cycle Track	Five Segments: 1) Shaughnessy to First Crossing 2) In Front of Residential 3) Between Bollards 4) In Front of Industrial 5) In front of Commercial. Existing raised crossings in front of residential.	T159
S904	1	Local	Barberry Dr	Larch St to Cascara Trail (TRL0061)	Bike signs (2), PM (6), 30 km signs (3), SH (1)	280	\$15,750	Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Cascara Park, Cedar Trail, Terry Fox SS, Larch Slow Street, Cascara Trail		W155, X6143
S592	1	Local	Belle Pl	Walkway End to Eastern Dr	Bike signs (2), PM (4), 30 km signs (1)	95	\$4,200	Routley Park, Kilmer Park, Kilmer Elementary, Walkway, Pooley MUP		W005, X2977
S918	1	Local	Bracewell Pl	Lincoln Drive to End of Cul de Sac	Bike Signs (2), PM (4), 30 km/h Signs (1), SH (1)	80	\$13,650	Hyde Creek Rec Centre, Hyde Creek Park, BC Christian Academy, Chelsea Park, Lincoln MUP		W253, T012
S726	1	Local	Burleigh Ave	Kingsway Ave to Chine Ave	Bike signs (2), PM (6), 30 km signs (2), SH (2)	215	\$25,200	Commercial area, Employment area, Bus Stops, Kingsway MUP, Traboulay Trail, McAllister bridge, McAllister Cycle Track. Downtown		X1345
S588	1	Local	Cameron Ave	Trailhead to Broadway St	Bike signs (2), PM (4), 30 km signs (2), SH (1)	165	\$14,000	Thompson Park, Employment area, Bus Stops, Cameron Trail, Broadway Cycle Track, Taylor MUP, Cameron MUP		T125, X4572
S703	1	Local	Central Ave	Shaughnessy St to Tyner St	Bike signs (4), PM (12), 30 km signs (4), SH (3)	510	\$40,600	Central Elem, Pitt River Middle, Riverside SS, Central Park, Gates Park, Employment area, Bus Stops, Donald MUP, Tyner MUP, Mary Hill MUP, Shaughnessy Cycle Track, Hawthorne Slow Street	Existing Raised Crosswalk at Donald MUP	X2060, X2560, X3060
S084	1	Local	Chelsea Ave	Robin Pl to Coast Meridian Rd	Bike signs (4), PM (8), 30 km signs (4)	185	\$8,400	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Robin Slow Street, Coast Meridian MUP, Apel MUP		W251, M911, X5113, S085
S142	1	Local	Chelsea Ave	Cedar Dr to E end of Chelsea Ave	Bike signs (4), PM (8), 30 km signs (6), SH (2)	325	\$28,700	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Sun Valley Park, Traboulay Trail, Greg Moore Trail, Fremont Connector MUP, Cedar MUP, G&A market		W201, T004, M137, X7510, X7710, X7910, X8110
S999	1	Local	Citadel Middle School Parking Lot	Sandra Way Trail to MUP at S end of Parking Lot	Bike Signs (6), PM (10), 20 km signs (2), SH (3)	185	\$39,200	Hazel Trembath Elem, Citadel Middle, Citadel Trek, Citadel Park, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park		T104, X2886
S581	1	Local	Coutts Way	Homesteader Way to Coutts Park	Bike signs (2), PM (4), 30 km signs (2), SH (1)	95	\$14,000	Coutts Park, Castle Park Elementary, Castle Park, Citadel Park, Fortress Park, Fraser River, Homesteader Slow Street, Fletcher Slow Street	SH N of Homesteader Way	W001, S902, S581

S199	1	Local	Dorset Ave	Shaughnessy St to Oxford St	Bike signs (6), PM (12), 30 km signs (8), SH (2), Stop Signs (2): W-Way at Flint	555	\$33,600	Kwayhquitlum Middle, Pionniers School, Wellington Park, Kiddies Korner Preschool, Shaughnessy Dog Park, Lady Assumption School, Centennial Pool, Aggie Park, McMitchell Park, Traboulay trail, Shaughnessy MUP, Flint Slow Street, St Anne Slow Street, Oxford Cycle Track	Existing raised crosswalk at St Anne	W156, X3025, X8116, X8117, X4025
S950	1	Local	Dorset Ave	Oxford St to Sefton St	Bike signs (8), PM (14), 30 km signs (8), SH (6)	695	\$74,200	Kwayhquitlum Middle, Pionniers Elem, Lady Assumption School, Wellington Park, Traboulay Trail, Commercial area, Sefton Slow Street, Wellington MUP, Oxford Cycle Track, Dorset Slow Street		W204, S199, X4026, X4626, X8119, X8120, X5126
S158	1	Local	Elbow Pl	Riverside Dr to Blakeburn Lagoon Pathway (TRL0534)	Bike signs (2), PM (4), 30 km signs (4), SH (1), Raised Crosswalk (1)	280	\$24,500	Blakeburn Elem, Birchland Elem, Blakeburn Lagoon, Cedar Elementary, Terry Fox SS, Riverside MUP, Greg Moore trail, Elbow Slow Street		W020, X7338
S905	1	Local	Essex Ave	Cedar Dr to E end of Essex Ave	Bike signs (4), PM (8), 30 km signs (6), SH (2)	295	\$28,700	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Traboulay Trail, Greg Moore Trail, Sun Valley Park, Fremont Connector, Cedar MUP, G&A market		W202, M138, T005, X7512, X8111, X8112
S908	1	Local	Finley St	Lombardy Dr to Prairie Ave	Bike signs (4), PM (6), 30 km signs (2), SH (2)	260	\$25,550	Cedar Drive Elem, Evergreen Park, BC Christian Academy, Hyde Nature Reserve, Minnehada Middle, Birchland Elem, bus stops, Prairie MUP, Lombardy Slow Street		W354
S902	1	Local	Fletcher Way	Eastern Dr to Coutts Way	Bike signs (2), PM (8), 30 km signs (4), SH (3)	505	\$37,100	Coutts Park, Fortress Park, Castle Park Elem, Castle Park, Fortress Park, Citadel Park, Traboulay Trail, Fraser River, Skyline Park, Eastern MUP, Coutts Slow Street, Fletcher Slow Street		W200, X1192, X1185
S898	1	Local	Flint St	Dorset Ave to Prairie Ave	Bike signs (6), PM (6), 30 km signs (2), SH (1)	290	\$16,450	Dorset Slow Street, Prairie MUP, Flint MUP, Kwayhquitlum Middle, McLean Park, Lady Assumption School, Shaughnessy Dog Park, Centennial Pool, Aggie Park, McMitchell Park, Traboulay Trail	Existing sidewalk on E side. Raised crosswalk at Salisbury Ave	X8116, X
S906	1	Local	Fortress Ct/Palisade Cres	Fortress Park Pathway (TRL0242) to Confederation Dr	Bike signs (6), PM (12), 30 km signs (8), SH (4), Raised Crosswalk (1)	680	\$62,300	Fortress Park, Bus Stops, Castle Park, Castle Park Elem, Mary Hill Bypass Bridge, Traboulay Trail, Citadel Cycle Track, Confederation MUP		W256, X1396, X1596, X1793
S565	1	Local	Fortress Dr	Fort Fraser Rise to Citadel Dr	Bike signs (4), PM (6), 30 km signs (4), Speed Humps (2)	295	\$26,600	Fortress Park, Coutts Park, Colony Farm, Bus Stops, Castle Park, Castle Park Elem, Citadel Park, Mary Hill Bypass Ped Bridge, Traboulay Trail, Citadel Cycle Track, Confederation MUP		X1194, X1694
S899	1	Local	Fox St	N End to Davies Ave	Bike signs (6), PM (6), 30 km signs (2), SH (1)	230	\$16,800	Fox Park, Westwood Commercial, Employment area, Bus Stops, Traboulay Trail, Davies MUP		X1535, X1536
S205	1	Local	Fraser Ave	Birchland Elementary to Cedar Elementary	Bike signs (6), PM (8), 30 km signs (4), SH (2)	815	\$28,700	Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Cascara Park, Greg Moore Trail, Larch Slow Street, Kilmer Slow Street, Priaire MUP,		X6432, X6433, X6434, X6435, X6436

S152	1	Local	Fremont St	Handley Crescent (North) to Prairie Ave	Bike signs (2), PM (6), 30 km signs (4), SH (3)	450	\$35,700	Sun Valley Park, Fremont Trail, Handley Slow Street, Prairie MUP, Bus stops, Evergreen Park, Greg Moore trail, Blakeburn Lagoon, Blakeburn Elem, Cedar Elem, Cedar Park, Fremont Connector MUP, Traboulay Trail	W035, T018, X8222, X8227, X8230
S900	1	Local	Gordon Ave	Lancaster St to Lougheed Hwy	Bike signs (6), PM (8), 30 km signs (4), Stop Signs (2): Jervis 4-Way	340	\$9,800	Fox Creek Park, Pathway, Westwood commercial, Lougheed commercial, Raleigh Slow Street, Lougheed MUP, Hastings MUP, Traboulay trail	W087, X1532, X1533, X1534
S151	1	Local	Handley Cres (North)	Walkway to Fremont St (North)	Bike signs (2), PM (4), 30 km signs (2), SH (0), Raised Crosswalk (1)	190	\$14,000	Sun Valley Park, Pinemont Park, Evergreen Park, Fremont Slow Street, Fremont Trail, Evergreen Park, Greg Moore Trail, Walkway, Fir Slow Street	W255, T155
S552	1	Local	Harbour St	Guest St to Brand St	Bike signs (4), PM (8), 30 km signs (6), SH (3)	490	\$38,500	Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek trail, Traboulay Trail, Pitt River Cycle Track, Guest Slow Street	W012, W014, X3688, X3589
S701	1	Local	Hawthorne Ave	Reeve St to Shaughnessy St	Bike signs (4), PM (8), 30 km signs (4), SH (2)	370	\$28,000	Gates Park, Central Park, Riverside SS, Central Elem, Bus Stops, Reeve MUP, Rowland Slow Street, Shaughnessy Cycle Track	X1357, X1757, X2057
S580	1	Local	Homesteader Way	Coutts Way to Confederation Drive	Bike signs (2), PM (6), 30 km signs (2), SH (3)	290	\$35,000	Coutts Park, Castle Park Elementary, Castle Park, Citadel Park, Fortress Park, Fraser River, Coutts Slow Street, Fletcher Slow Street, Confederation MUP Argue Slow Street	S902, S580, X1191, X1792
S165	1	Local	Hyde Creek Rec Centre Dr Aisle	Traboulay Trail (TRL0436) to Hickory Trail (TRL0089)	Bike signs (2), PM (6), 20 km signs (2), SH (1)	95	\$15,400	Hyde Creek Rec Centre, Minnekhada Middle, Commercial, Hyde Nature Reserve, Evergreen Park, Traboulay Trail, Laurier MUP, Prairie MUP	T052, T053, X3590
S166	1	Local	Mars St/Huber Dr	Victoria Dr to Cedar Dr	Bike signs (6), PM (10), 30 km signs (3), SH (3)	355	\$39,550	Bus Stops, Greg Moore Trail, Traboulay Trail, Hyde Nature Reserve, BC Christian Academy, Evergreen Park, G&A Market, Victoria MUP, Fremont Connector MUP	X7605, X7610
S188	1	Local	Imperial Ave	Commonwealth St to St Michael St	Bike signs (2), PM (4), 30 km signs (2), SH (1)	285	\$14,000	Imperial Park, Oxford Commercial, Walkways, James Park Elem, Terry Fox SS, St Michael Slow Street, Oxford Cycle Track,	S189, S190
S148	1	Local	Juniper Ave	Hickory Trail to Lombardy Dr	Bike signs (2), PM (6), 30 km signs (4), SH (1)	150	\$16,100	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Hickory Trail, Greg Moore Trail, Lombardy Slow Street	W040, X6723
S706	1	Local	Kelly Ave	Reeve St to Kingsway Ave	Bike signs (10), PM (12), 30 km signs (10), SH (2)	945	\$35,000	Gates Park, Terry Fox SS, Traboulay trail, PCCC, West Coast Express, Commercial, Seniors Centre, Pitt River Middle, Bus Stops, Employment area, Donald MUP, Kingsway MUP, Reeve MUP, Rowland Slow Street, Shaughnessy Cycle Track, Mary Hill MUP, Kingsway MUP	W157, X1353, X1756, X2053, X2553, X3053
S573	1	Local	Kensington Pl/Kensington Cres (S)	Walkway at 1247 Kensington Pl (TRL0468) to Kensington Cres	Bike signs (4), PM (10), 30 km signs (3), SH (3)	345	\$38,850	Hazel T Elem, Citadel Middle, Skyline Park, Settlers Park, Easter Dr Park, Castle Park, Citadel Park, Walkway, Citadel Cycle Track,	X6815, X2690
S910	1	Local	Kilmer St	Prairie Ave to Fraser Ave	Bike signs (4), PM (6), 30 km signs (2), SH (2)	235	\$25,900	Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Cascara Park, Greg Moore Trail, Fraser Slow Street, Priaire MUP	X6433

S901	1	Local	Lamprey Dr	Western Dr to Eastern Dr	Bike signs (2), PM (6), 30 km signs (4), SH (3)	355	\$35,700	Robert Hope Pool/Park, Mary Hill Elem, Nacht Park, Cameron Park, Thompson Park, Western MUP, Eastern MUP		W007, W006, X6813, X6814, X3071
S157	1	Local	Lane North of Riverside Dr	Nechako Cres to Elbow Dr	Bike Signs (4)	210	\$1,400	Blakeburn School, Blakeburn Lagoon, Cedar Elem, Cedar Park, Birchland Elem, Terry Fox SS, Commercial area, Riverside MUP, Greg Moore Trail, Elbow Slow Street, Riverside MUP		T022, W020
S103	1	Local	Lane W of Coast Meridian Rd	Grant Ave to Robertson Ave	Bike signs (12), PM (34), 20 km signs (12), SH (7)	810	\$100,800	Terry Fox SS, James Park Elem, Imperial Park, McLean Park, Commercial area, Minnehada Middle, Hyde Rec Centre, Robertson Slow Street, Riverside MUP, Coast M Cycle Track, Westminster Slow Street, Birchland MUP, Birchland Park, Birchland Elem, Prairie MUP, Coquitlam MUP		X5324, X5236, X5238, X5243, X5245, X5247
S209	1	Local	Larch Way	Fraser St to Barberry Dr	Bike signs (6), PM (8), 30 km signs (6), SH (2), Raised Crosswalk (1)	365	\$39,200	Birchland Elem, Birchland Park, Cascara Park, Cedar Trail, Cedar Elementary, Terry Fox SS, Fraser Slow Street, Larkspur Slow Street, Barberry Slow Street	Existing speed hump at 3040 Larch Way	X6432, X6138, X6143, W106
S184	1	Local	Laurier Ave	Sefton St to Walkway at 3481 Coast Meridian Rd (TRL0167)	Bike Signs (2), PM (2)	90	\$2,100	Pionniers School, Hyde Nature Reserve, Wellington Park, Commercial area, Minnehada Middle, Hyde Rec Centre, Sefton Slow Street, Laurier MUP		X5124, X5125
S602	1	Local	Lobb Ave	Walkway at E End to Mary Hill Rd	Bike signs (7), PM (10), 30 km signs (8), SH (3), Raised Crosswalk (1)	505	\$51,450	Nacht Park, Sitka Spruce Park, Mary Hill Elem, Robert Hope Park/Pool, Central Park, Central Elem, Gates Park, Pitt River Middle, Walkway, Shaughnessy Cycle Trak, Mary Hill MUP		X2065, X2465
S146	1	Local	Lombardy Dr (North)	Juniper St to Cedar Dr	Bike Signs (6), Pavement Markings (8), 30 km/h Signs (2)	400	\$8,400	BC Christian Academy, Minnehada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Juniper Slow Street, Vineway Slow Street, Pinemont Slow Street, Prairie MUP, Fremont Connector MUP		X6922, X7322
S147	1	Local	Lombardy Dr (South)	Juniper St to Cedar Dr	Bike signs (4), PM (8), 30 km signs (6), SH (3)	520	\$38,500	BC Christian Academy, Minnehada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Juniper Slow Street, Finley Slow Street, Pinemont Slow Street, Prairie MUP, Fremont Connector MUP		X6723, X6026, X7325, X7326
S091	1	Local	Lynwood Ave	Coast Meridian Rd to Davison Park	Bike signs (2), PM (6), 30 km signs (4), SH (2)	200	\$25,900	Irvine Elementary, Davison Park, Chelsea Park, Hyde Nature Reserve, Leigh Elementary, Victoria Park, Traboulay Trail, Victoria MUP, Apel MUP, Coast Meridian MUP		W252, X5308, T001
S097	1	Local	Lynwood Ave	Apel Dr to Smiling Creek Trail (TRL0017)	Bike signs (6), PM (12), 30 km signs (6), SH (3), Raised Crosswalk (1)	535	\$51,800	BC Christian Academy, Irvine Elementary, Evergreen Park, Hyde Nature Reserve, Leigh Elem, Victoria Park, Traboulay Trail, Dike, G&A Market, Bus Stops, Chelsea Park, Davison Park, Victoria MUP, Fremont Connector MUP		S135, W045
S135	1	Local	Lynwood Ave	Smiling Creek Trail (TRL0017) to Cedar Trail (T0384)	Bike signs (6), PM (10), 30 km signs (4), SH (3)	450	\$39,900	BC Christian Academy, Evergreen Park, Hyde Nature Reserve, Traboulay Trail, Dike, G&A Market, Bus Stops, Chelsea Park, Victoria MUP, Fremont Connector MUP		X5807, X6007, X6608

S191	1	Local	Maxwell Pl	Westminster Ave to End of Cul-de-sac	Bike signs (2), PM (4), 30 km signs (1)	90	\$3,850	Imperial Park, James Park Elementary, Daycare, Oxford Commercial, McLean Park, Westminster Slow Street, Walkway		W056, X4543
S087	1	Local	Myrtle Way	Walkway at 1872 Myrtle Way (TRL0174) to Wellington S	Bike signs (2), PM (6), 30 km signs (4), SH (3)	335	\$35,700	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Walkway, Oxford Trail, Wellington MUP		T039, W074, X4610
S506	1	Local	Nacht Ave	McChessney St to Shaughnessy St	Bike signs (2), PM (6), 30 km signs (4), SH (2)	210	\$27,300	Mary Hill Elem, Sitka Spruce Park, Nacht Park, Colony Farms, Routley Park, Robert Hope Park/Pool, Shaughnessy Cycle Track, Nacht Slow Street		X2072
S144	1	Local	Oakdale St	Fernwood Ave to Lincoln Ave	Bike signs (2), PM (6), 30 km signs (2), SH (1)	160	\$14,000	BC Christian Academy, Lincoln MUP, Hyde Nature Reserve, Lincoln East Trail		X6817
S250	1	Local	Patricia Ave	Woodland Dr to Hastings St	Bike signs (2), PM (6), 30 km signs (2), SH (1), Raised Crosswalk (1)	495	\$25,200	Commercial area, Skytrain, Westwood Elem, Maple Creek Middle, Westwood Park, Traboulay Trail, Woodland Slow Street, Hastings MUP, Hastings Cycle Track, Patricia MUP		X1119, X1219, X1919, X2021
S251	1	Local	Patricia Ave	Shaughnessy St to Oxford St	Bike signs (6), PM (10), 30 km signs (6), SH (3), Stop Sign (2): 4-Way St. Anne	450	\$41,300	Wellington Park, Pionniers School, Traboulay Trail, Shaughnessy Dog Park, Skytrain, Commercial area, Kwayhquitlum Elem, Westwood Elem, Westwood Park, Maple Creek Middle, Minnehada Middle, Hyde Rec Centre, Shaughnessy MUP, St Anne Slow Street		W071, X3219, X3819
S270	1	Local	Patricia Ave	Oxford St to Wellington St	Bike signs (4), PM (10), 30 km signs (4), SH (2), Widen and Pave Existing Trail (3.6m)	390	\$45,150	Wellington Park, Pionniers School, Traboulay Trail, Shaughnessy Dog Park, Skytrain, Commercial, Kwayhquitlum Elem, Westwood Elem, Westwood Park, Maple Creek Middle, Minnehada Middle, Hyde Rec Centre, Wellington MUP, Oxford Cycle Track		W069, W067, X4020, X4418, X4419, X4620
S591	1	Local	Paula Pl	Eastern Dr to Sandra Way Trail (TRL0073)	Bike signs (2), PM (4), 30 km signs (2), SH (1)	130	\$14,000	Hazel Trembath Elem, Citadel Middle, Settlers Park, Skyline Park, Castle Park, Citadel Park, Sandra Way Trails, Eastern MUP		X2183, X2282
S150	1	Local	Pinemont Ave	Cedar Dr to Fir St	Bike signs (6), PM (6), 30 km signs (4), Stencils (4)	225	\$10,500	Evergreen Park, Pinemont Park, Walkways, Greg Moore Trail, Cedar Elementary, Sun Valley Park, Bus Stops, Lombardy Slow Street, Prairie MUP	Stencils for bike crossing at Fir St path access.	W036, X7426, X7626
S220	1	Local	Raleigh St	Lougheed Hwy to Davies Ave	Bike signs (4), PM (8), 30 km signs (4), SH (3), Stop Signs (2): 4-Way @ Gordon	375	\$37,800	Fox Park, Commercial, Traboulay Trail, Davies MUP, Lougheed MUP		W086, X1533, X1537
S181	1	Local	Regina Ave	Minnehada Middle Trail (TRL0086) to Prairie Ave	Bike signs (2), PM (4), 30 km signs (2), SH (1)	135	\$14,000	Minnehada Middle, Birchland Elem, Irvine Elem, Hyde Rec Centre, Hyde Nature Reserve, Traboulay Trail, Prairie MUP,		T023, X6030
S086	1	Local	Renton Ave	Wellington St to Walkway at 3959 Robin Place (TRL0164)	Bike signs (2), PM (4), 30 km signs (1), SH (1)	160	\$13,650	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Wellington MUP, Robin Slow Street		X4609
S132	1	Local	Richmond St	Cedar Canal Trail (T016) to Lincoln Ave	Bike signs (4), PM (14), 30 km signs (5), SH (5)	470	\$61,950	Cedar Canal Trail, Hyde Nature Reserve, BC Christian Academy, Greg Moore Trail, Evergreen Park, Bus Stops, Cedar MUP, Cedar sidewalk, G&A market, Fremont Connector, Sun Valley Park, Cedar Elementary, Lincoln MUP		W254, T016, X7413, X7417

S190	1	Local	Robertson Ave	St Michael St to Coast Meridian Rd	Bike signs (2), PM (6), 30 km signs (2), SH (2)	380	\$25,200	Imperial Park, Oxford Commercial, Walkways, James Park Elem, Terry Fox SS, St Michael Slow Street, Coast M Slow Lane, Coast M Cycle Track, Robertson MUP, Riverwood MUP	East of lane, on-street cycling is for EBR to SB CM Road only	X4647, X5347, X5347
S085	1	Local	Robin Pl	N end to Chelsea Pl	Bike signs (2), PM (4), 30 km signs (1), SH (1)	145	\$13,650	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Chelsea Slow Street		W250, S084
S903	1	Local	Rosewood St/Larkspur Dr	Birchland Ave to Larch Way	Bike signs (2), PM (6), 30 km signs (2), SH (2), Raised Crosswalk (1)	355	\$35,000	Birchland Elem, Birchland Park, Cascara Park, Cedar Trail, Cedar Elem, Terry Fox SS, St James Elem, Larch Slow Street, Birchland MUP		M926, X6142
S709	1	Local	Rowland St	Kelly Ave to Central Park Pathway (TRL0531)	Bike signs (4), PM (8), 30 km signs (4), Stop Signs (2): 4-Way Hawthorne	250	\$9,800	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, PCCC, Pitt River MUP, Hawthorne Slow Street, Kelly Slow Street		X1756, X1755, X1757, T128
S710	1	Local	Rowland St	Central Park Pathway (TRL0531) to Pitt River Rd	Bike signs (2), PM (4) 30 km sign (1)	80	\$3,850	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, PCCC, Pitt River MUP, Hawthorne Slow Street, Kelly Slow Street		X1762, T128
S100	1	Local	Sefton St	Victoria Dr to Lincoln Ave	Bike signs (8), PM (16), 30 km signs (9), SH (5), Stop Signs (2): 4-Way at Kent	800	\$66,850	Irvine Elementary, Pionniers Elem, Wellington Park, Hyde Nature Reserve, Leigh Elementary, Victoria Park, Traboulay Trail, Davison Park, Chelsea Park, Victoria MUP, Greenmount MUP, Chelsea Slow Street, Lincoln MUP		T054, X5107, X5113
S101	1	Local	Sefton St	Lincoln Ave to Prairie Ave	Bike signs (10), PM (20), 30 km signs (9), SH (5), Raised Crosswalk (2), Culvert Creek Crossing	625	\$130,550	Irvine Elem, Pionniers Elem, Wellington Park, Hyde Nature Reserve, Leigh Elementary, Victoria Park, Traboulay Trail, Davison Park, Chelsea Park, Victoria MUP, Greenmount MUP, Chelsea Slow Street, Lincoln MUP	Includes 4m wide culvert creek crossing S of Lincoln Ave	S184
S252	1	Local	St Anne St	Lincoln Ave to Dorset St	Bike signs (6), PM (12), 30 km signs (6), SH (3)	495	\$42,000	Kwayhquitlum Middle, Hyde Nature Reserve, Wellington Park, Pionniers Elem, Traboulay Trail, Shaughnessy Dog Park, Skytrain, Westwood Elem, Maple Creek Middle, Dorset Slow Street, Patricia Slow Street, Lincoln MUP		W072, W153, X3819, X8117
S189	1	Local	St Michael St	Imperial Ave to Robertson Ave	Bike signs (2), PM (2), 30 km signs (2)	100	\$4,200	Imperial Park, Commercial, Walkways, James Park Elem, Terry Fox SS, Imperial Slow Street, Robertson Slow Street, Oxford Cycle Track	Existing Speed Hump S of 2806 St Michael	X4646, X4647
S092	1	Local	Sutherland St	Sutherland Ave to Lincoln Dr	Bike signs (2), PM (4), 30 km signs (2), SH (1)	185	\$14,000	Lincoln MUP, Walkway at N end of Sutherland Ave, Toronto Slow Street, Chelsea Park, Hyde Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail		W353, S093, W352
S093	1	Local	Toronto St	Apel Dr to Halifax Ave	Bike signs (4), PM (10), 30 km signs (6), SH (2), Stop Signs (3): Chelsea 3-Way	305	\$30,800	Apel MUP, Chelsea Slow Street, Walkway at W end of Chelsea, Walkway at S end of Toronto, Toronto Slow Street, Lincoln MUP, Chelsea Park, Hyde Creek Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail		S092, W352, W353
S089	1	Local	Chelsea Ave	Toronto St to trail head at E end	Bike signs (3), PM (6), 30 km signs (4), SH (1)	320	\$16,450	Chelsea Park, Davison Park, Hyde Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail, Toronto Slow Street, Walkway at W end of Chelsea Ave	Raised crosswalk at Lincoln Drive w X6011	X6011, X5711, W049

S183	1	Local	Ulster St	Laurier Ave to Salisbury Ave	Bike signs (3), PM (6), 30 km signs (4), SH (2)	280	\$26,250	Minnehada Middle, Birchland Elem, Pionniers Elem, Hyde Rec Center, Commercial, Traboulay Trail, Salisbury MUP, Laurier MUP	Existing raised crosswalk at school	W050, X5527, X5528
S145	1	Local	Vineway St	Walkway at 1037 Maywood Ave (TRL0159) to Lombardy Dr	Bike signs (6), PM (10), 30 km signs (6), SH (1), Raised Crosswalk (1)	300	\$30,100	BC Christian Academy, Minnehada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Traboulay Trail, Lombardy Slow Street, Pinemont Slow Street, Lincoln MUP, Fremont Connector MUP		W041, W042, X6818, X6922
S582	1	Local	Vivian Pl	Eastern Dr to Sandra Way Trail (TRL0076)	Bike signs (2), PM (4), 30 km signs (4), SH (1)	195	\$14,000	Settlers Park, Hazel T Elem, Citadel Middle, Skyline Park, Columbia Market, Eastern MUP, Columbia Slow Street, Walkway		W003, X2781, X2783
S098	1	Local	Wedgewood St	Victoria Dr to Lynwood Ave	Bike signs (2), PM (6), 30 km signs (2), SH (2)	210	\$25,200	Victoria Park, Leigh Elem, Bus Stops, Hyde Nature Reserve, Chelsea Park, Davison Park, BC Christian Academy, Greg Moore Trail, Victoria MUP, Lynwood Slow Street		X6605, X6608
S193	1	Local	Westminster Ave	Oxford St to Coast Meridian Rd	Bike signs (6), PM (8), 30 km signs (12), SH (3)	800	\$41,300	Imperial Park, Commercial, Walkways, James Park Elem, Terry Fox SS, Oxford Cycle Track, Maxwell Slow Street, Coast Meridian Slow Lane, Coast Meridian MUP		X4043, X4343, X4543, X4843, X5143, X5343
S250	1	Collector	Woodland Dr	Lincoln Ave to Kitchener Ave	Bike signs (2), PM (6), 30 km signs (4), SH (3)	385	\$0	Commercial area, Skytrain, Westwood Elem, Maple Creek Middle, Westwood Park, Traboulay Trail, Anson MUP, Patricia Slow Street	By Development	X1119, X1120

Slow Streets – Priority 1 Projects **28,495** **\$2,339,750**

SLOW STREETS - Priority 2										
Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S094	2	Local	Bracken Ct	Walkway at 4064 Toronto St (TRL0363) to Lynwood Ave	Bike signs (2), PM (4)	85	\$3,500	Davison Park, Chelsea Park, Victoria Park, Leigh Elem, Hyde Nature Reserve, Lynwood Slow Street, Victoria MUP		W351
S589	2	Local	Celeste Cres	Western Dr to Routley Park Trail (T136)/Belle Walkway (TRL0183)	Bike signs (4), PM (8), 30 km signs (4), SH (1), Raised Crosswalk (1)	325	\$28,000	Hazel T Elem, Citadel Middle, Skyline Park, Routley Park, Eastern Dr Park, Kilmer Elementary, Kilmer Park, Western MUP, Delia Slow Street, Routley Park trail, Walkway		X2178, X2478, X2577
S583	2	Local	Columbia Ave	Vivian Pl to Knappen St	Bike signs (6), PM (6), 30 km signs (6), SH (4)	510	\$47,600	Kilmer Elem, Market, Citadel Middle, Hazel T Elem, Skyline Park, Settlers Park, Thompson Park, Cameron Park, Robert Hope Park/Pool, Pitt River MUP, Vivian Slow Street		X2783, X3280
S590	2	Local	Delia Dr	Celeste Cres to Eastern Dr	Bike signs (4), PM (6), 30 km signs (2), SH (2)	255	\$26,600	Hazel T Elem, Citadel Middle, Skyline Park, Routley Park, Eastern Dr Park, Kilmer Elementary, Robert Hope Park/Pool, Celeste Slow Street, Eastern MUP		W358, X2478, X2282
S563	2	Local	Fort Fraser Rise	Citadel Dr to Fortress Dr	Bike signs (4), PM (8), 30 km signs (4), Speed Humps (3), Raised Crosswalk (1)	485	\$47,600	Fortress Park, Coutts Park, Colony Farm, Bus Stops, Castle Park Elem, Castle Park, Citadel Middle, Citadel Park, Fortress Slow Street, Citadel MUP, Shaughnessy Cycle Track		X8098, X1093, X1194

S202	2	Local	Fraser Ave	PoCo Trail - Fraser (TRL0556) to York St	Bike signs (10), PM (20), 30 km signs (9), SH (5)	950	\$69,650	Archbishop Carney School, Aggie Park, Centennial Pool, Traboulay Trail, McLean Park, Shaughnessy MUP, Flint MUP, Oxford Cycle Track		W060, X2071, X3434, X3634, X4035, X4034
S203	2	Local	Fraser Ave	Wellington St to Coast Meridian Lane	Bike signs (4), PM (8), 30 km signs (4), SH (2), Raised Crosswalk (1)	390	\$37,800	McLean Park, James Park Elem, Commercial area, Birchwood Elem, Minnehada Middle, Wellington MUP, Coast Meridian Slow Lane		X4634, X5034, X5234
S551	2	Local	Guest St	Saskatchewan Ave to Harbour St	Bike signs (2), PM (4), 30 km signs (1)	65	\$3,850	Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek Trail, Traboulay Trail, Hazel T Elem, Citadel Middle, Skyline Park, Pitt River Cycle Track, Saskatchewan Slow Street, Harbour Slow Street		S550, S552 X3588, T113
S907	2	Local	Handley Cres (South)	Handley Walkway (TRL0157) to Fremont St	Bike signs (2), PM (4), 30 km signs (2), SH (1)	230	\$14,000	Sun Valley Park, Fremont Trail, Evergreen Park, Greg Moore Trail, Walkway, Fir Slow Street, Fremont Slow Street		W355, X8223, T155
S508	2	Local	Mary Hill Rd	Nacht Avenue to Thea Dr	Bike signs (2), PM (6), 30 km signs (2), SH (2)	115	\$25,200	Mary Hill Elem, Sitka Spruce Park, Nacht Park, Colony Farms, Routley Park, Robert Hope Park/Pool, Shaughnessy Cycle Track, Nacht Slow Street		S507, S509, X2171, X2173
S507	2	Local	Nacht Ave	Shaughnessy Street to Mary Hill Rd	Bike signs (2), PM (6), 30 km signs (2), SH (1)	105	\$15,400	Mary Hill Elem, Sitka Spruce Park, Nacht Park, Colony Farms, Routley Park, Robert Hope Park/Pool, Shaughnessy Cycle Track, Mary Hill Slow Street		S508, S509, X2072, X2171
S548	2	Local	Nova Scotia Ave	Citadel Dr to Yarmouth St	Bike signs (2), PM (6), 30 km signs (2), SH (1)	245	\$15,400	Hazel T Elem, Citadel Middle, Skyline Park, Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek Trail, Traboulay Trail, Pitt River Cycle Track, Yarmouth Slow Street, Citadel Cycle Track	Existing SH at 2178 NS Ave, Existing Chicane at 2170, Add SH at 2166	W360, S549, S550, S551, X3386
S512	2	Local	Oughton Dr	York Pl to Eastern Dr	Bike signs (2), PM (4), 30 km signs (2), SH (2)	135	\$23,800	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, York Slow Street, Eastern MUP, Western MUP		W357, X2773, S510, S511
S550	2	Local	Saskatchewan Ave	Yarmouth Str to Guest St	Bike signs (2), PM (4), 30 km signs (2)	110	\$3,500	Hazel T Elem, Citadel Middle, Skyline Park, Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek trail, Traboulay Trail, Pitt River Cycle Track, Yarmouth Slow Street, Guest Slow Street		W361, S549, S551, X3388, X3588
S509	2	Local	Thea Dr	Mary Hill Rd to Western Dr	Bike signs (2), PM (4), 30 km signs (2)	90	\$4,200	Mary Hill Elem, Sitka Spruce Park, Nacht Park, Colony Farms, Routley Park, Robert Hope Park/Pool, Shaughnessy Cycle Track, Mary Hill Slow Street, Western MUP		S507, S508, X2173, X2373
S095	2	Local	Toronto St	Victoria Dr to Walkway (TRL0363)	Bike signs (2), PM (4), 30 km signs (1)	55	\$3,850	Victoria Park, Leigh Elem, Davison Park, Chelsea Park, Hyde Creek Park, Victoria MUP, Walkway		W350, X5705
S549	2	Local	Yarmouth St	Nova Scotia Ave to Saskatchewan Ave	Bike signs (2), PM (6), 30 km signs (2), SH (1)	165	\$15,400	Hazel T Elem, Citadel Middle, Skyline Park, Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek trail, Traboulay Trail, Pitt River Cycle Track, Nova Scotia Slow Street, Saskatchewan Slow Street, Citadel Cycle Track		W360, S548, S550, X3386, X3388
S511	2	Local	York Pl	York Place Lane to Oughton Dr	Bike signs (2), PM (4), 30 km signs (2), SH (1)	150	\$14,000	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, Oughton Slow Street, Eastern MUP, Western MUP,		W356, S510, S512, X2773

S510	2	Local	York Pl Lane	Western Dr to York Pl	Bike signs (2), PM (4), 20 km signs (2)	85	\$4,200	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, York Slow Street, Eastern MUP, Western MUP,		W356, S511, S512, X2373
S505	2	Local	Village Dr	Sherling Avenue to Lougheed MUP	Bike signs (2), PM (10), crosswalk markings (2), barrier protection	160	\$26,250	Dominion Triangle Commercial, Traboulay Trail, Dominion Park, Lougheed MUP, Hawkins Cycle Track	On private property; add shared use signage & stencils to 3m wide sidewalk. Add EF&Green paint to parking lot crosswalks. Add barrier protection with shared use signage & stencils for section adjacent to building at 850 Village Drive	X7662, C176

Slow Streets – Priority 2 Projects	4710	\$429,800
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MULTI USE PATHWAYS

MUPs - Priority 1												
Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M186	1	Arterial	Coast Meridian Rd	Greg Moore Trail to Riverwood Gate	Replace bike lane and sidewalk with asphalt MUP. Shared use stencil and courtesy signage.	E	3.6	160	\$112,000	Terry Fox SS, James Park Elem, Imperial Park, McLean Park, Commercial area, Minnekhada Middle, Hyde Rec Centre, Birchwood Elem, Cedar Elem, Blakeburn Lagoon, Blakeburn Elem, Riverwood MUP, Coast M Cycle Track, Robertson Slow Street, Greg Moore Trail	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5347
M211	1	Arterial	Coast Meridian Rd	Salisbury Ave to Grant Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	250	\$175,000	Commercial, Minnekhada Middle, Hyde Rec Centre, Hyde Nature Reserve, McLean Park, Pionniers Elem, Wellington Park, Birchland Elem, Prairie MUP, Salisbury MUP, Coast Meridian Slow Lane	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points	X5328, X5330, X5332
M718	1	Arterial	Kingsway Ave	Wilson Ave to Kelly Ave	Asphalt MUP with 0.6m buffer from back of curb to prevent dooring. Thread through poles. Shared use stencils and courtesy signage.	E	3.6	230	\$161,000	West Coast Express, PCCC, Pitt River Middle, Seniors Centre, Commercial area, Employment area, Bus Stops, Kingsway MUP, Tyner MUP, Kelly Slow Street, Wilson Cycle Track		X3053
M255	1	Arterial	Ottawa St	Riverside Dr to Nicola Ave	Asphalt MUP. Shared use stencils and courtesy signage. Move electrical kiosk S of Dominion Ave.	E	3.6	305	\$213,500	Terry Fox SS, Commercial, Bus Stops, Blakeburn Elem, Blakeburn Lagoon, Riverside MUP, Dominion Cycle Track,	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Time stated parking at mailbox; no parking along other sections (existing condition).	X6549
M524	1	Arterial	Pitt River Rd	Bus Stop (W of Rowland St) to Shaughnessy St	Asphalt MUP. Shared use stencils and courtesy signage. Relocate Bus Shelter. Road ROW dedication at 2359, 2353, 2345, 2339.	N	3.6	295	\$206,500	Riverside SS, Gates Park, Central Park, Bus Stops, Gas Station, Central Elem, Pitt River Middle, PCCC, Commercial area, Downtown, Reeve MUP, Rowland Slow Street, Shaughnessy Cycle Track, Pitt River Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1762, X2062
M542	1	Arterial	Pitt River Rd	Pooley Ave to Columbia Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 8 poles.	E	3.6	250	\$175,000	Kilmer Elem, Kilmer Park, Columbia Food Mart, Routley Park, Thompson Park, Skyline Park, Hazel T Elem, Citadel Middle, Pooley MUP, Pitt River Cycle Track, Citadel Cycle Track, Columbia Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Move curb line, restrict parking and no buffer between 1525 and Columbia to preserve large trees.	X3276, X3277, X3279
M544	1	Arterial	Pitt River Rd	Columbia Ave to Citadel Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 2 poles.	E	3.6	280	\$196,000	Kilmer Elem, Kilmer Park, Columbia Food Mart, Routley Park, Thompson Park, Skyline Park, Hazel T Elem, Citadel Middle, Pooley MUP, Pitt River Cycle Track, Citadel Cycle Track, Columbia Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3280, X3281, X3282, X333

M111	1	Arterial	Shaughnessy St	Lincoln Ave to Patricia Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move two streetlights. Adjust bus stop. Narrow Driveway at 3655.	W	3.0	190	\$133,000	Wellington Park, Pionniers School, Traboulay Trail, Dog Park, Skytrain, Commercial, Kwayhquitlum Elem, Westwood Elem, Westwood Park, Maple Creek Middle, Minnekhada Middle, Hyde Rec Centre, Lincoln Cycle Track, Patricia Slow Street	Adjust curb line and/or narrow MUP to min 2.4m at pinch points. Move two streetlights. Adjust bus stop.	X3318, X3219
M112	1	Arterial	Shaughnessy St	Chester Pl to Prairie Ave	Asphalt MUP. Provide 0.6m buffer from curb to prevent dooring in parking zone fronting residential properties. Shared use stencils and courtesy signage. Move 6 poles.	W	3.0	205	\$143,500	Aggie Park, Centennial Pool, McMitchell Park, Bus Stops, Lady Assumption school, Kwayhquitlum Elem, Dog Park, Bike Park, Skytrain, Downtown, Traboulay Trail, Prairie MUP, Coquitlam MUP, Lougheed MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3025, X3029, X3030
M096	1	Collector	Apel Dr	Toronto St to Lynwood Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.0	150	\$105,000	Chelsea Park, Davison Park, Hyde Nature Reserve, Irvine Elem, Leigh Elem, Victoria Park, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay Trail, Victoria MUP, Lynwood Slow Street, Toronto Slow Street	Restrict parking or narrow MUP where buffer cannot be accommodated. Can be narrowed to min 2.4m at pinch points or to avoid cutting mature trees.	X5709, X5807
M097	1	Collector	Broadway St	Mary Hill Bypass to Kebet Way	Asphalt MUP. Shared use stencils and signage. Move curb out towards centerline and/or weave MUP to accommodate trees.	E	3.6	190	\$133,000	Employment area, Commercial, Bus Stops, Peace Park, , Traboulay Trail, Broadway Cycle Track, Kebet MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4682, X4984
M586	1	Collector	Cameron Ave	Scarborough St to Pitt River Rd	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	100	\$70,000	Cameron Park, Thompson Park, Cameron MUP, Taylor MUP, Kilmer Elem, Mary Hill Elem, Robert Hope Pool/Park		X3472
M587	1	Collector	Cameron Ave	Pitt River Rd to Taylor St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	190	\$133,000	Cameron Park, Thompson Park, Cameron MUP, Taylor MUP, Kilmer Elem, Mary Hill Elem, Robert Hope Pool/Park		X3472, X3772
M138	1	Collector	Cedar Dr	Essex Dr to Richmond Crossing	Asphalt MUP. Shared use stencils and courtesy signage.	E	3.6	30	\$21,000	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Traboulay Trail, Greg Moore Trail, Sun Valley Park, Essex Slow Street, Richmond Slow Street, Fremont Connector MUP, G&A market	Restrict parking from crossing to Essex Drive on E side	X7512, X7513
M137	1	Collector	Cedar Dr	Cedar Creek Crossing to Chelsea Ave	Widen concrete and sign for mixed use or replace full width with asphalt MUP. Move curb and narrow travel lane to accommodate.	E	3	60	\$42,000	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Sun Valley Park, Traboulay Trail, Greg Moore Trail, Fremont Connector MUP, Cedar MUP, G&A market		X7509, X7510
M566	1	Collector	Citadel Dr	Fortress Dr to Confederation Dr	Replace sidewalk with asphalt MUP; widen towards property line and or weave to avoid trees. Shared use stencils and courtesy signage.	N	3.6	80	\$56,000	Citadel Middle, Hazel T Elem, Castle Park Elem, Skyline Park, Castle Park, Citadel Park, Traboulay Trail, MHB Overpass, Fortress Slow Street, Trails, Palisade Slow Street, Confederation MUP, Citadel Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1793, X1694
M262	1	Collector	Confederation Dr	Colonial Dr to Bailey Ct	Replace sidewalk with asphalt MUP; widen towards property line. Adjust MUP towards curb around electrical box and mailboxes. Shared use stencils and courtesy signage	E	3.6	290	\$203,000	Castle Park Elem, Castle Park, Hazel T Elem, Citadel Middle, Skyline Park, Settlers Park, Eastern Dr Park, Colony Farm, Western Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1886, X1135

M575	1	Collector	Confederation Dr	Bailey Ct to Citadel Dr	Replace sidewalk with asphalt MUP, widen towards property line. Shared use stencils and courtesy signage	E	3.6	295	\$206,500	Castle Park Elem, Castle Park, Hazel T Elem, Citadel Middle, Skyline Park, Settlers Park, Confederation Cycle Track		X1135, X1793
M194	1	Collector	Coquitlam Ave	Shaughnessy St to Flint St	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Convert angle parking to parallel parking. Shared use stencils and courtesy signage.	N	3.6	155	\$108,500	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Flint MUP, Lougheed MUP, Shaughnessy MUP		X3038, X3138
M195	1	Collector	Coquitlam Ave	Flint St to Oxford St	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	455	\$318,500	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Flint MUP, Lougheed MUP, Lougheed Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3138, X3338, X3638, X4041
M196	1	Collector	Coquitlam Ave	Oxford St to York St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	185	\$129,500	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Oxford Cycle Track, Lougheed Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4041, X4038
M197	1	Collector	Coquitlam Ave	York St to Wellington St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Replace ditch with drainage pipe.	N	3.6	190	\$133,000	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Wellington MUP, Lougheed Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4438, X4638
M198	1	Collector	Coquitlam Ave	Wellington St to Lane W of Coast Meridian Rd	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	330	\$231,000	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Wellington MUP, Lougheed Cycle Track, Coast M Slow Lane	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4638, X5038, X5238
M257	1	Collector	Davies Ave	Raleigh St to Westside Trail	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	335	\$234,500	Fox Park, Westwood Commercial, Traboulay Trail, Raleigh Slow Street, Hastings MUP, Lougheed MUP, Lougheed commercial	Construct letdowns at driveways. MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1837, X2037
M925	1	Collector	Eastern Dr	Fletcher Way to Skyline Park	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	120	\$84,000	Coutts Park, Fortress Park, Castle Park Elementary, Traboulay Trail, Skyline Park, Fletcher Slow Street, Skyline Trails	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1185, X1485
M921	1	Collector	Flint St	Prairie Ave to Lougheed Hwy	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Reduce road width to standard collector width of 10.5m. Relocate 7 poles.	W	3.6	520	\$364,000	Aggie Park, Centennial Pool, McMitchell Park, Shaughnessy Bike Park, Shaughnessy Dog Park, Traboulay Trail, Commercial area, Downtown, Lady Assumption School, Kwayhquitlum Middle, Coquitlam MUP, Lougheed MUP, Prairie MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3139, X3138, X3336, X3434, X3432, X4629
M089	1	Collector	Greenmount Ave	Oxford St to Coast Meridian Rd	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	750	\$525,000	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Victoria Park, Leigh Elem, Wellington MUP, Sefton Slow Street		X4007, X4107, X4607, X4807, X5107, X5307

M254	1	Collector	Hastings St	Kitchener Ave to Lougheed Hwy	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	450	\$315,000	Westwood Elementary, Maple Creek Middle, Westwood Park, Lougheed Commercial, Westwood Commercial, Traboulay Trail, Skytrain, Lougheed MUP, Patricia Slow Street, Patricia MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2024, X2025, X2026, X2027, X2028, X2029, X2030, X2031
M119	1	Collector	Hastings St	Lougheed Hwy to Davies St	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	210	\$147,000	Lougheed Commercial, Westwood Commercial, Fox Park, Traboulay Trail, Westwood Elementary, Maple Creek Middle, Skytrain, Lougheed MUP, Davies MUP, Gordon Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2037
M922	1	Collector	Kebet Way	Broadway St to Coast Meridian	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	500	\$350,000	Employment area, Bus Stops, Peace Park, Traboulay Trail, Coast Meridian MUP, Broadway Cycle Track	Replace all driveways with letdowns	X4984, X5382, X5381
M266	1	Collector	Langan Ave	Eastern Dr to Taylor St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	380	\$266,000	Mary Hill Elementary, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Eastern MUP, Taylor MUP	Replace existing sidewalk with asphalt MUP	X3068, X3468, X3768
M268	1	Collector	Langan Ave	Taylor St to Broadway St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	450	\$315,000	Mary Hill Elementary, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Taylor MUP, Broadway Cycle Track		X3768, X4068, X4568
M269	1	Collector	Langan Ave	Broadway St to Kingsway Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	345	\$241,500	Mary Hill Elementary, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Taylor MUP, Broadway Cycle Track		X4568, X5168
M270	1	Collector	Lincoln Dr	Coast Meridian Rd to Bracewell Pl	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	305	\$213,500	Lincoln Cycle Track, Lincoln MUP, Sutherland Slow Street, Hyde Nature Reserve, Hyde Rec Centre, Chelsea Park, Traboulay Trail, Minnekhada Middle, BC Christian Academy, Skytrain		X5619, X5617, X5618, X5916
M723	1	Collector	Mary Hill Rd	McAllister Ave to Atkins Ave	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 4 poles.	W	3.6	155	\$108,500	PCCC, Downtown, Employment area, Bus Stops, Elks Park, Rowland Park, West Coast Express, Kingsway MUP, McAllister MUP, Wilson Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2551
M593	1	Collector	Mary Hill Rd	Pitt River Rd to Western Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 4 poles.	W	3.6	150	\$105,000	Nacht Park, Sitka Spruce Park, Mary Hill Elem, Robert Hope Park/Pool, Central Park, Central Elem, Gates Park, Pitt River Middle, Bus Stops, Pitt River Cycle Track, Western MUP, Lobb Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2563, X2465, X2466
M594	1	Collector	Nicola Ave	Ottawa St to Costco/Home Depot Intersection	Asphalt MUP. Shared use stencils and courtesy signage. Green paint at driveway crossings.	N	3.6	285	\$199,500	Employment area, Commercial, Dominion Park, Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Traboulay Trail, Nicola Cycle Track, Ottawa MUP, Lougheed MUP/Cycle Track, Freemont Connector MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2468
M513	1	Collector	Pooley Ave	Eastern Dr to Pitt River Rd	Asphalt MUP. Shared use stencils and courtesy signage.	N	3.6	215	\$150,500	Routley Park, Kilmer Elem, Thompson Park, Cameron Park, Bus Stops, Eastern MUP, Pitt River MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Retaining wall and other	X2977, X3177, X3276

												encroachments on public boulevard to be (re)moved.	
M514	1	Collector	Pooley Ave	Pitt River Rd to Taylor St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	310	\$217,000	Routley Park, Kilmer Elem, Thompson Park, Cameron Park, Bus Stops, Brown Creek Trail, Pitt River MUP, Taylor MUP		X3276, X3476, X3776	
M300	1	Collector	Taylor S	McLean Ave to Pooley Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	875	\$612,500	Routley Park, Kilmer Elem, Thompson Park, Cameron Park, Pitt River Middle, Bus Stops, Employment area, Mary Hill Elem, Robert Hope Park/Pool, Brown Creek Trail, Pooley MUP, Cameron MUP, Langan MUP		X3765, X3766, X3767, X3768, X3770, X3772, X3773, X3774, X3775, X3776	
M214	1	Collector	Wellington St	Greenmount Ave to Lincoln Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	640	\$448,000	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnehada Middle, Hyde Rec Centre, Greenmount MUP, Renton Slow Street, Myrtle Slow Street, Lincoln Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4607, X4609, X4610, X4612, X4613, X4615, X4617	
M258	1	Collector	Wellington St	Lincoln Ave to Prairie Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	735	\$514,500	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnehada Middle, Hyde Centre, McLean Park, Commercial, Lincoln Cycle Track, Patricia MUP, Patricia Slow Street, Dorset Slow Street, Prairie MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Patricia to Laurier - option to widen existing concrete sidewalk and sign/stencil for shared use in place of asphalt MUP.	X4617, X460, X4622, X4626, X4625, X4626, X4627, X4628, X4630	
M259	1	Collector	Wellington St	Prairie Ave to Coquitlam Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	365	\$255,500	Irvine Elementary, Hyde Nature Reserve, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnehada Middle, Hyde Rec Centre, McLean Park, Commercial, Kwayhquitlum Elem, Prairie MUP, Coquitlam MUP, Fraser Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.		
M263	1	Collector	Western Dr	Mary Hill Rd to Lamprey Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	580	\$406,000	Mary Hill Elem, Robert Hope Park/Pool, Nacht Park, Sitka Spruce Park, Pitt River Middle, Mary Hill MUP, Lamprey Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2466, X2371	
M265	1	Collector	Western Dr	Lamprey Dr to Eastern Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	610	\$427,000	Mary Hill Elem, Robert Hope Park/Pool, Nacht Park, Routley Park, Sitka Spruce Park, Pitt River Middle, Hazel T Elem, Skyline Park, Eastern Dr Park, Settlers Park, Citadel Middle, Lamprey Slow Street, Eastern MUP, Western Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2371, X2373, X2374, X2375, X2376, X2277, X2178, X2080, X1982	
M153	1	Collector	Fremont St	Prairie Ave to Blakeburn Lagoons Trail	Replace sidewalk with asphalt path. Shared use stencils and courtesy signage. Plant street trees in boulevard space adjacent to curb.	W	3.6	555	\$388,500	Sun Valley Park, Cedar Elem, Cedar Park, Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Dominion Triangle Commercial, Prairie MUP, Fremont Connector MUP, Riverside MUP, Traboulay Trail	Fremont St from Priaire Ave to Riverside Dr should be reclassified as a Collector	X8230, X8238	

M924	1	Local /Arterial	Tyner St/Kingsway Ave	Kelly Ave to Central Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W/E	3.6	315	\$220,500	PCCC, Pitt River Middle, Employment area, Bus Stops, West Coast Express, Senior Centre, Central Elem, Mary Hill Elem, Robert Hope Park/Pool, Central Slow Street, Kingsway MUP, Kelly Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3053, X3069, X3060
M999	1	Local	Congo Cres/Congo Pl	Terry Fox Park Pathway (TRL0313) to Walkway at End of Congo Place (TRL0152)	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E/S	3.6	80	\$56,000	Terry Fox SS, Blakeburn Elem, Blakeburn Lagoon, Dominion Triangle Commercial, Walkways	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X6747, T036
M923	1	Local	Coast Meridian Rd	Kebet Way to Traboulay Trail	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	80	\$56,000	Kebet MUP, Traboulay Trail, Peace Park, employment area, bus stops	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5381
M253	1	Local	Hastings St	Lincoln Ave to Patricia Ave	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring.	E	3.6	190	\$133,000	Westwood Elementary, Maple Creek Middle, Skytrain, Commercial area, Traboulay Trail, Patricia MUP, Patricia Cycle Track, Lincoln Cycle Track	Move 2 poles. Hastings reclass from Local to Collector with construction of Lincoln Connector.	
M919	1	Local	Holland Connector	Perkins St to Traboulay Trail	Asphalt MUP. Shared use stencils and courtesy signage.	S	3.6	225	\$157,500	Traboulay Trail, Mary Hill Bypass MUP, Fremont Connector Cycle Track, Dominion Triangle Commercial, Bus Stops	Culverts (2) required for ditch crossings	X1920, X3745
M185	1	Local	Laurier Ave	Coast Meridian Rd to Hyde Park	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	410	\$287,000	Minnehada Middle, Birchland Elem, Pionniers Elem, Cedar Elem, Cedar Park, Hyde Rec Center, Commercial, Evergreen Park, Traboulay Trail, Ulster Slow Street, Salisbury Slow Street, Trails	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5324, X5527, X5526
M128	1	Local	Lincoln Ave	West End of Lincoln East Trail (Hyde Creek Park) to Cedar Drive	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 2 poles.	N	3.6	455	\$318,500	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnehada Middle, Pionniers Elem, Bus Stops, Lincoln East Trail, Lincoln Ave MUP, Lincoln Dr MUP, Greg Moore Trail, Richmond Slow Street, Fremont Connector MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X6817, X7017, X7217, X7417, X7517
M130	1	Local	Lincoln Ave	Cedar Dr to St. Thomas Str	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	295	\$206,500	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnehada Middle, Pionniers Elem, Bus Stops, Lincoln Ave MUP, Lincoln Dr MUP, Greg Moore Trail, Richmond Slow Street, Fremont Connector MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X7517, X7717, X7817, X7917, X8017
M171	1	Local	Nicola Pl	Fremont Connector to Dominion Park Trail (TRL0484)	Replace sidewalk with asphalt MUP; widen towards property line to retain trees and buffer from curb to prevent dooring. Shared use stencils and courtesy signage	S	3.6	205	\$143,500	Dominion Triangle Commercial, Dominion Park, Traboulay Trial, Fremont Connector Cycle Track, Nicola MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X8562
M997	1	Local	Salisbury Ave	Sefton St to Ulster St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Convert angle to parallel parking from Sefton to Coast M.	N	3.6	210	\$147,000	Commercial, Minnehada Middle, Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Hyde Rec Center, Pionniers Elem, Wellington Park, Sefton Slow Street, Ulster Slow Street, Coast Meridian MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	S101, S183, M211

M998	1	Driveway	Citadel Middle School Driveway	Citadel Middle Parking Lot to Citadel Dr	Replace existing sidewalk with asphalt MUP. Shared use stencils and courtesy signage.	n/a	4.0	40	\$28,000	Citadel Middle, Hazel T Elem, Skyline Park, Settlers Park, Eastern Dr Park, Castle Park, Citadel Trek, Skyline Trails, Citadel Cycle Track	On school property; requires coordination with SD43. Wider path to accommodate high volume use.	S999, C914, X2886, X2986
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MUP – Priority 1 Projects **17,210** **\$12,047,000**

MUPs - Priority 2												
Project	Priority	Road Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M725	2	Arterial	Kingsway Ave	Ticehurst Lane ROW to Maple St	Include MUP when bridge is replaced due to condition/age	S	3.6	115	\$0	Downtown, Traboulay Trail, Kingsway MUP, West Coast Express, PCCC		
M553	2	Arterial	Pitt River Rd	McLean Ave to Eastern Dr	Asphalt MUP with shared use stencils and courtesy signage.	W	3.6	40	\$28,000	Mary Hill Elementary, Pitt River Middle, Central Elem, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Eastern MUP, McLean Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Option to use road space and remove merge lane (not needed).	X3265
M113	2	Arterial	Shaughnessy St	Prairie Ave to Lougheed Hwy	Asphalt MUP with shared use stencils and courtesy signage. Move 6 poles.	W	3.6	390	\$273,000	Archbishop Carney School, Aggie Park, Centennial Pool, Traboulay Trail, McLean Park, Shaughnessy Bike Park, Downtown, Bus Stops, Kwayhquitlum Elem, Commercial area, Shaughnessy Dog Park, Lougheed MUP, Prairie MUP, Fraser Cycle Track,	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3031, X3032, X3033, X2071
M911	2	Arterial/Collector	Coast Meridian Rd/Apel Dr	Chelsea Ave to Ulster St	Asphalt MUP with shared use stencils and courtesy signage. Include 0.6m buffer on Apel to prevent dooring.	W/N	3.6	190	\$133,000	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Hyde Rec Centre, Minnehada Middle, BC Christian Academy, Walkway, Chelsea Slow Street, Toronto Slow Street, Chelsea Slow Street		X5311, X5511
M927	2	Collector	Citadel Dr	Shaughnessy St to Fort Fraser Rise	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	347	\$242,900	Coutts Park, Castle Park, Citadel Middle, Citadel Park, Bus Stops, Mary Hill Bypass Ped Overpass, Shaughnessy Cycle Track, Colony Farm, Fort Fraser Rise Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X0893, X0898
M928	2	Collector	Davies Ave	Westwood St to Raleigh St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	360	\$252,000	Fox Park, Commercial, Employment area, Bus Stops, Traboulay Trail, Fox Slow Street, Fox sidewalk, Raleigh Slow Street, Raleigh sidewalk, Davies MUP, Hastings MUP, Westwood MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	
M554	2	Collector	Eastern Dr	Pitt River Rd to Langan Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage	E	3.6	345	\$241,500	Mary Hill Elementary, Pitt River Middle, Central Elem, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Langan MUP, Pitt River Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3166, X3067, X3068

M555	2	Collector	Eastern Dr	Langan Ave to Pooley Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage	E	3.6	710	\$497,000	Mary Hill Elem, Pitt River Middle, Central Elem, Thompson Park, Cameron Park, Robert Hope Park/Pool, Routley Park, Kilmer Elem, Nacht Park, Employment areas, Bus Stops, Langan MUP, Lamprey Slow Street, York Slow Street, Belle Place Slow Street, Pooley MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3068, X3071, X2874, X2875, X2976, X2977
M556	2	Collector	Eastern Dr	Pooley Ave to Vivian Pl	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage	E	3.6	340	\$238,000	Routley Park, Kilmer Elem, Skyline Park, Citadel Middle, Hazel T Elem, Eastern Dr Park, Belle Slow Street, Pooley MUP, Vivian Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2977, X2878, X2880, X2781
M558	2	Collector	Eastern Dr	Vivian Pl to Western Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	435	\$304,500	Routley Park, Kilmer Elem, Skyline Park, Citadel Middle, Hazel T Elem, Eastern Dr Park, Vivian Slow Street, Delia Slow Street, Paula Slow Street, Western Cycle Track, Western MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2781, X2681, X2582, X2482, X2282, X2082, X1982
M260	2	Collector	Eastern Dr	Klassen Court to Western Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage	N	3.6	375	\$262,500	Routley Park, Kilmer Elem, Skyline Park, Citadel Middle, Hazel T Elem, Eastern Dr Park, Skyline Trails, Western MUP, Western Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Provides second pedestrian facility on Collector road; frequent request.	X1982, X1882, X1583, X1485
M261	2	Collector	Eastern Dr	Shaughnessy St to Fletcher Ct	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S/E	3.6	325	\$227,500	Routley Park, Kilmer Elem, Skyline Park, Citadel Middle, Hazel T Elem, Eastern Dr Park, Skyline Trails, Fletcher Slow Street, Shaughnessy Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Curb could be shifted towards C/L.	X0988, X1185
M518	2	Collector	Industrial Ave	Broadway St to Coast Meridian	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move or bulb out around poles. Restrict parking and move curb towards CL, or weave MUP around trees at E end.	N	3.6	430	\$301,000	Employment area, bus stops, Thompson Park, Cameron Park, Traboulay Trail, Coast Meridian MUP, Broadway Cycle Track,	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4575, X5375
M520	2	Collector	Coast Meridian Rd	Kingsway Ave to Mary Hill Bypass	Asphalt MUP in boulevard on west side.	W	3.6	665	\$465,500	Industrial MUP, Kingsway MUP, Employment area, bus stops, MHB	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5375
M256	2	Collector	Lincoln Ave	Chelsea Ave to Bloomfield Pl	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N/W	3.6	350	\$245,000	Lincoln Cycle Track, Lincoln MUP, Sutherland Slow Street, Hyde Nature Reserve, Hyde Rec Centre, Chelsea Park, Traboulay Trail, Minnehada Middle, BC Christian Academy, Skytrain	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5918, X5916, X5915, X6013, X6012, X6011
M930	2	Local	Prairie Ave	Burns Rd to Traboulay	Asphalt MUP on north side. Move poles.	N	3.6	950	\$1,600,000	Traboulay Trail, Fremont MUP, Prairie MUP	Requires grant funding; high construction costs due to adjacent watercourse. Option to construct as Slow Street instead.	

MUP Priority 2 Projects **6367** **\$5,311,400**

CYCLE TRACKS

CYCLE TRACKS - Priority 1												
Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
C105	1	Arterial	Broadway St	Kingsway Ave to Mary Hill Bypass	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles	E&W	1.8	1100	\$462,000	Employment area, bus stops, Thompson Park, Kilmer Elem, Trouboulay Trail, Peace Park, Kingsway MUP, Langan MUP, Cameron Slow Street, Industrial MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	X4568, X4570, X4572, X4575, X4579
C080	1	Arterial	Coast Meridian Connector	Lougheed Hwy to Coast Meridian Rd	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles	N&S	1.8	145	\$60,900	Employment area, Commercial area, Terry Fox SS, Imperial Park, James Park Elem, Pitt River Middle, West Coast Express, PCCC, Bus Stops, Lougheed Cycle Track, Riverside MUP, Robertson Cycle Track, Kingsway MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	C104, X5349
C104	1	Arterial	Coast Meridian Overpass	Riverwood Gate to Kingsway Ave	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles	E&W	1.8	1205	\$506,100	Employment area, Commercial area, Terry Fox SS, Imperial Park, James Park Elem, Pitt River Middle, West Coast Express, PCCC, Bus Stops, Lougheed Cycle Track, Riverside MUP, Robertson Cycle Track, Kingsway MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	X5347, X5349, X5170, C080
C165	1	Arterial	Fremont Connector	Dominion Ave to Sherling Ave	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles.	E&W	1.8	660	\$277,200	Commercial area, Trouboulay Trail, Dominion Park, Dominion Cycle Track, Nicola MUP, Nicola Cycle Track, Lougheed MUP, Fremont Connector MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	X8859, X8562, X8265, X8266
C166	1	Arterial	Fremont Connector	Sherling Ave to Lougheed MUP	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles.	W	1.8	155	\$32,550	Commercial area, Trouboulay Trail, Dominion Park, Nicola Cycle Track, Lougheed MUP, Fremont Connector MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	X8265
C167	1	Arterial	Fremont Connector	Sherling Ave to Lougheed Hwy	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles.	E	1.8	260	\$54,600	Commercial area, Trouboulay Trail, Dominion Park, Nicola Cycle Track, Lougheed MUP, Fremont Connector MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	X8265, X8266
C533	1	Arterial	McLean Ave	Pitt River Rd to Kingsway Ave	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles.	N&S	1.5	640	\$268,800	Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Kingsway MUP, Taylor MUP, Eastern MUP	Narrow barrier required. Consider floating bus stop; cost not included in scope.	X3265, X3765, X4065, X3266, C532, C535
C534	1	Arterial	McLean Ave/Kingsway Ave	1750 McLean Ave to Broadway St	One-way (EB) asphalt cycle track in boulevard adjacent to sidewalk	S	1.5	140	\$78,400	Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Kingsway MUP, Taylor MUP, Eastern MUP	Narrow barrier required.	X3266, C535, C533
C535	1	Arterial	McLean Avenue	1760 McLean Ave to Kingsway Ave	One-way (WB) on-road cycle track; extend existing bike lane and install barriers.	N	1.5	45	\$9,450	Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Kingsway MUP, Taylor MUP, Eastern MUP	Narrow barrier required.	X3266, C533
C109	1	Arterial	Oxford St	Prairie Ave to Coquitlam Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3	355	\$74,550	Commercial area, James Park Elem, Kwayhquitlum Elem, Lady Assumption school, Trouboulay Trail, McLean Park, Aggie Park, Centennial Pool, Prairie MUP, Fraser Slow Street, Coquitlam MUP, Lougheed MUP/Cycle Track	Fits in existing road ROW w centre line adjustment to retain parking both sides. Or remove Parking on W Side (side yards only, no frontages).	X4030, X4032, X4035, X4041, X4037, X4041
C913	1	Arterial	Oxford St	Coquitlam Ave to Lougheed Hwy	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3	340	\$71,400	Commercial area, James Park Elem, Kwayhquitlum Elem, Lady Assumption school, Trouboulay Trail, McLean Park, Aggie Park, Centennial Pool, Coquitlam MUP, Westminster Slow Street, Lougheed MUP/Cycle Track	Fits in road ROW w centre line adjustment to retain parking both sides. Or remove parking W Side from Coquitlam to Westminster (side yards only, no frontages). No parking from	X4041, X4040, X4042, X4043, X4045

												Westminster to Lougheed (existing condition).	
C526	1	Arterial	Pitt River Rd	Shaughnessy St to Mary Hill Rd	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	N	3.0	295	\$145,050	PCCC, West Coast Express, Downtown, Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Central Park, Robert Hope Park/Pool, Thompson Park, Gates Park, Shaughnessy Cycle Track, Mary Hill MUP, Pitt River MUP	Remove merge lane and reallocate road space from Shaughnessy to lane to retain parking on N side. Move sidewalk and curb to P/L on N side fronting 2251 to retain parking. Restrict parking fronting 2145 to retain trees.		
C530	1	Arterial	Pitt River Rd	Mary Hill Rd to Tyner St	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	N	3.0	225	\$50,050	PCCC, West Coast Express, Downtown, Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Gates Park, Mary Hill MUP, Tyner MUP, Kingsway MUP	Reallocate road space to convert one-way bike lanes to two-way cycle track on N Side.	X2563, X3064	
C532	1	Arterial	Pitt River Rd	Tyner St to McLean Ave	Uni-directional on-road cycle track with barrier on N & S sides; provide 0.5m buffer between bikes/vehicles.	N&S	1.5	125	\$52,500	PCCC, West Coast Express, Downtown, Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Gates Park, Mary Hill MUP, Tyner MUP, Kingsway MUP		X3064, X3265	
C603	1	Arterial	Pitt River Rd	Citadel Dr to Yukon Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	E	3	195	\$204,750	Gas Station, Commercial, Traboulay Trail, Marion Kroeker Park, Citadel Middle, Hazel T Elem, Skyline Park, Citadel Cycle Track, Pitt River MUP, Argue Slow Street, et, Harbour Slow Street	Cost includes moving curb and sidewalk to P/L on W side.	W900, X3484, X3383	
C915	1	Arterial	Pitt River Rd	Yukon Ave to Mary Hill Bypass	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	E	3	405	\$85,050	Gas Station, Commercial, Traboulay Trail, Marion Kroeker Park, Citadel Middle, Hazel T Elem, Skyline Park, Argue Slow Street, Harbour Slow Street.	No Parking on E Side. (side yards only, no frontages)	X3484, X3586, X3687, X3688, X3790	
C714	1	Arterial	Shaughnessy St	Elgin Ave to Wilson Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	E	3.0	225	\$199,500	Downtown, Commercial areas, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Skytrain, Bus Stops, Elks Park, Employment area, McAllister Cycle Track/MUP, Shaughnessy Cycle Track/MUP, Wilson Cycle Track, Donald MUP, Lougheed MUP	Use existing 20m ROW: 2 Travel Lanes, 3m wide sidewalks (E&W), 3m cycle track (E side) + 0.5m buffer, parking both sides (except near turn lanes). Cost includes curb shift, line re-painting, bulbout removals (3).	X2445, X2346, X2247, X2048, X2049	
C700	1	Arterial	Shaughnessy St	Wilson Ave to Pitt River Rd	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3.0	680	\$285,600	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Bus Stops, Elks Park, Central Elem, Central Park, Riverside SS, Wilson Cycle Track, Kelly Slow Street, Hawthorne Slow Street, Central Slow Street, Pitt River Cycle Track/MUP	Use existing 20m ROW: 2 travel lanes, 2 parking lanes, sidewalks both sides, 3m cycle track (W side) + 0.5m buffer. Cost includes moving curb to existing sidewalk edge on W side.	X2049, X2051, X2052, X2053, X2055, X2056, X2057, X2059, X2060, X2061, X2161, X2062	
C504	1	Arterial	Shaughnessy St	Pitt River Rd to Stafford Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3.0	325	\$68,250	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Bus Stops, Elks Park, Central Elem, Central Park, Riverside SS, Nacht Park, Colony Farm, Mary Hill Elem, Robert Hope Park/Pool, Pitt River Cycle Track/MUP, Lobb Slow Street	Remove parking on W side (side yards only). To retain parking, reconstruct W sidewalk at P/L, shift W curb, and repaint centre line for additional cost of \$650,000	X2062, X2065, X2066, X2067, X2068	

C503	1	Arterial	Shaughnessy St	Stafford Ave to Mary Hill Lane	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3.0	930	\$195,300	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Bus Stops, Riverside SS, Nacht Park, Colony Farm, Mary Hill Elem, Robert Hope Park/Pool, Skyline Park, Hazel T Elem, Citadel Middle, Nacht Slow Street	Remove parking on W side (side yards only).	X2068, X2073, X2072, X1777
C715	1	Arterial	Shaughnessy St	Mary Hill Lane to Skyline Park	Two-way off-road cycle track on W side	W	3.0	605	\$338,800	Nacht Park, Traboulay Trail, Colony Farms, Skyline Park, Eastern Dr Park, Routley Park, Hazel T Elem, Citadel Middle, Castle Elem, Castle Park, Citadel Park		X1183, X1184
C500	1	Arterial	Shaughnessy St	Skyline Park to Mary Hill Bypass	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3.6	1390	\$291,900	Nacht Park, Traboulay Trail, Colony Farms, Skyline Park, Eastern Dr Park, Routley Park, Hazel T Elem, Citadel Middle, Castle Elem, Castle Park, Citadel Park, Eastern MUP, Citadel MUP, Argue Slow Street	Use existing asphalt surface; reduce to 3 lanes (2 SB, 1 NB).	X1184, X0988, X0893, X0698
C914	1	Collector	Citadel Dr	Confederation Dr to Pitt River Rd	Uni-directional cycle track in boulevard adjacent to sidewalk on both sides	E&W	1.8	1200	\$683,900	Citadel Middle, Hazel T Elem, Castle Park Elem, Skyline Park, Castle Park, Citadel Park, Traboulay Trail, MHB Overpass, Pitt River Cycle Track, Castle Slow Street, Kensington Slow Street, Trails, Palisade Slow Street, Confederation MUP	Signage/stencils to denote cycling only facility. Cycle Track can be narrowed to 1.5m where constricted.	X3383, X3184, X3084, X2984, X2985, X2986, X2987, X2787, X2788, X2690, X2492, X2193, X1993, X1793
C176	1	Collector	Hawkins St	Dominion Ave to Sherling Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	E	3.6	465	\$97,650	Employment area, Commercial area, Dominion Park, Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Traboulay Trail, Fremont Cycle Track, Nicola Cycle Track/MUP, Loughheed MUP, Freemont Connector MUP	Use existing asphalt surface; reduce to 3 lanes (2 travel lanes + turn bays). Bike lane can be narrowed to 3m with buffer where constricted	X7661, X7662, X2467, X7658, X5251
C717	1	Local	McAllister Ave	Maple St to Shaughnessy St	Two-way on-road cycle track with barrier on S side; provide 0.5m buffer between bikes/vehicles.	S	3.0	170	\$70,700	Downtown, Commercial area, Employment area, PCCC, Traboulay Trail, West Coast Express, Gates Park, Bus Stops, Shaughnessy Cycle Track	Use existing asphalt surface: move parking towards centre of road, remove center gore area, reduce turn bay length; restrict parking and/or remove planter from lane to Shaughnessy.	X1945, X2346
C916	1	Collector	Nicola Ave	Home Depot/Costco Intersection (1043 Nicola) to Fremont Connector	Uni-directional on-road cycle track with barrier on N & S sides; provide 0.5m buffer between bikes/vehicles.	N&S	1.8	880	\$369,600	Employment area, Commercial area, Dominion Park, Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Traboulay Trail, Fremont Cycle Track, Hawkins Cycle Track/MUP, Ottawa MUP, Loughheed MUP/Cycle Track, Freemont Connector MUP	Use existing asphalt surface; reduce to 3 lanes (2 travel lanes + centre shared turn lanes). Bike lanes can be narrowed to 1.5m with buffer where constricted.	X8562, X2467
C559	1	Collector	Western Drive/Confederation Dr	Eastern Dr to Skyline Park	Two-way cycle track in boulevard, adjacent to sidewalk.	E	3.0	380	\$212,800	Castle Park Elem, Castle Park, Hazel T Elem, Citadel Middle, Skyline Park, Settlers Park, Eastern Dr Park, Routley Park, Skate Park, Colony Farm, Traboulay Trail, Western MUP, Eastern MUP, Skyline Trails	Place directly adjacent to sidewalk or with small buffer. Higher volume peds/cyclists due to schools and parks.	X1982, X1984, X2084, X1886

Cycle Track – Priority 1 Projects **13,540** **\$5,247,350**

CYCLE TRACKS - Priority 2												
Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
C108	2	Arterial	Oxford St	Lincoln Ave to Prairie Ave	Two-way Cycle Track on road with barriers; provide 0.5m buffer between bikes/vehicles.	E	3.6	800	\$728,000	Commercial area, James Park Elem, Kwayhquitlum Elem, Lady Assumption school, Traboulay Trail, McLean Park, Aggie Park, Centennial Pool, Wellington Park, Irvine Elem, Skytrain, Prairie MUP, Dorset Slow Street, Patricia Slow Street, Lincoln Cycle Track	Shift CL to the west to preserve parking on both sides. Cost includes moving 20 poles.	X4019, X4020, X4023, X4024, X4025, X4026, X4030
C716	2	Collector	Wilson Ave	Reeve St to Kingsway Ave	Two-way Cycle Track on road with barriers; provide 0.5m buffer between bikes/vehicles.	N	3.0	910	\$485,100	Downtown, Gates Park, Riverside SS, Traboulay Trail, WCE Station, PCCC, Elks Park, Central Park, Central Elem, Hawthorne Senior Centre, Reeve Cycle Track/MUP, Shaughnessy Cycle Track, Donald MUP, Mary Hill MUP, Kingsway MUP	Use existing 20m ROW: 2 Travel Lanes, 1.8m wide sidewalks (N&S), 3m cycle track (N side) + 0.5m buffer, parking both sides (except near turn lanes). Cost includes bulbout removals (2), curb and sidewalk reconstruction to P/L east of Shaughnessy St.	X2179, X2180, X2049, X1985, X2879, X5335

Cycle Tracks – Priority 2 Projects	74,044	\$1,213,100
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CYCLING AND MIXED USE UPGRADES

CYCLING AND MIXED USE UPGRADES												
Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M001	1	Local	Amazon St	Amazon Dr to Riverwood Gate	Convert existing 3m wide sidewalk to MUP: add Bike Signs (2), Shared Use Stencils (3)	W	3.0	125	\$15,400	Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Cedar Elem, Birchwood Elem, Birchwood Park, Cascara Park, Birchland Park, Commercial area, Riverwood MUP, Greg Moore Trail		X5145, X8139
S002	1	Local	Castle Cres	Citadel Dr (W leg) to Citadel Dr (E leg)	Add Bike Signs (3), Pavement Markings (10), Streetlight (1)	*	*	685	\$22,050	Citadel Middle, Hazel T Elem, Castle Park Elem, Skyline Park, Castle Park, Citadel Park, Traboulay Trail, MHB Overpass, Citadel Cycle Track, Trails	Existing sidewalk, speed humps, and 30km/h	X2492, X2788
M003	1	Arterial	Coast Meridian Rd	Greenmount Ave to Lynwood Ave	Convert existing 3m wide sidewalk to MUP: add Bike Signs (2), Shared Use Stencils (2)	E	3.0	30	\$2,100	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Victoria Park, Leigh Elem, Greenmount MUP, Lynwood Slow Street		X5307, X5308
M004	1	Arterial	Shaughnessy St	Lougheed Hwy to Shaughnessy Underpass	Existing 3.0m sidewalk. Add Bike Signs (3), Centerline Stripe, White Lines x2, Bike Stencils (10), Dedication Signs (6)	E	3.0	220	\$12,750	Downtown, Commercial area, Bus Stops, Skate Park, Lions Park, Traboulay Trail, Aggie Park, Centennial Pool, Lady Assumption school, Kwayhquitlum Elem, West Coast Express, Lougheed MUP, Lougheed Cycle Track		
M005	1	Arterial	Coast Meridian Rd	Birchland Ave to Westminster Ave	Covert existing 3m wide path to MUP. Add Bike Signs (2), Shared Use Stencils (2)	W	3.0	55	\$2,100	Terry Fox SS, James Park Elem, McLean Park, Commercial area, Minnehada Middle, Hyde Rec Centre, Westminster Slow Street, Sefton Slow Street Birchland MUP, Birchland Park, Birchland Ele		X5342, X5343
M010	1	Arterial	Mary Hill Bypass	Kingsway Ave to Perkins St	Add Bike Signs (4), Shared Use Stencils (7), Courtesy Signage (3)	S	3.0	1000	\$7,350	Traboulay Trail, Commercial area, Lougheed MUP, Kingsway MUP	Consider P2 Trail Project on dike and parallel to CP Tracks On N Side	X3745
M011	1	Driveway	Access Road	Mary Hill Bypass to Traboulay Trail	Existing Asphalt Driveway. Add Bike Signs (2), Shared Use Stencils (2)	S	3.0	130	\$2,800	Traboulay Trail, Commercial area, Lougheed MUP, Kingsway MUP	Pump station access road	
M012	1	Collector	Mary Hill Rd	Atkins Ave to Pitt River Rd	Asphalt resurfacing, Bike Route Signs (4), Shared Use Stencils (13), Courtesy Signage (7), Pole Relocates (15), MUP Fog Line Buffer		3.6	645	\$403,550	PCCC, Downtown, Employment area, Bus Stops, Elks Park, Rowland Park, West Coast Express, Central Elem, Central Park, Pitt River Middle, Kingsway MUP, Wilson Cycle Track, Kelly Slow Street, Central Slow Street, Pitt River Cycle Track	Bulbouts around poles (into P lane). Consider community art project for painted buffer zone.	X2551, X2553, X2556, X2558, X2560, X2561, X2563
M013	1	Collector	Patricia Ave	Wellington St to Coast Meridian Rd	Add Signs (2), Shared Use Stencils (4), Courtesy Signage (1)		3.0	385	\$3,850	Irvine Elem, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnehada Middle, Hyde Centre, McLean Park, Commercial, Wellington MUP, Sefton Slow Street, Prairie MUP	Existing asphalt MUP	X4620, X4720, X5020, X5021, X5320

M014	1	Arterial	Pitt River Rd	Traboulay Trail (Coquitlam River Bridge) to Reeve St	Convert existing 3m sidewalk to MUP - add both sides (total): Bike route signs (4), Shared Use stencils (10), Courtesy Signage (6), Fog Line 0.5m behind curb, EFGreen D/W Markings (7), SL (6)	N&S	3.0	700	\$106,260	Downtown, Traboulay Trail, Gates Park, Riverside SS, Central Park, Central Elem, Downtown, Pitt River Middle, Bus Stops, Reeve MUP		X1462
M015	1	Arterial	Pitt River Rd	Reeve St to Bus Stop (W of Rowland Street)	Add Bike Route Signs (2), Shared Use Stencils (3), Courtesy Signage (2), SL at Driveway	W	3.6	120	\$17,500	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, Downtown, Reeve MUP	Existing asphalt/concrete MUP	X1462, X1762
C100	1	Collector	Reeve St	Wilson Ave to Welcher Ave	Add to asphalt path: Bike Route Signs (2), Bike Only Stencils (3), Bike Only Signage (2), SL at Driveway	W	2.5	295	\$20,300	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, Wilson Cycle Track, Kelly Slow Street	Existing asphalt path separated from concrete sidewalk	X1351, X1353
M016	1	Collector	Reeve St	Welcher Ave to Pitt River Rd	Add Bike Route Signs (4), Shared Use Stencils (6), Courtesy Signage (4), Fog Line with 0.5m buffer to prevent dooring, SL at School Exit Driveways (2), 1/2EFGreen at School driveways (3)	W	4.5	375	\$32,200	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, Hawthorne Slow Street, Pitt River MUP	Existing asphalt/concrete MUP	X1357, X1462
M017	1	Collector	Riverside Dr	Riverwood Gate (West) to Fremont St	Add Bike Route Signs (10), Shared Use Stencils (21), Courtesy Signage (6), Relocate SL to back of curb or in bump outs (9)		3.0	2025	\$84,700	Terry Fox SS, Archbishop Carney School, Commercial, Bus Stops, Blakeburn Elem, Blakeburn Lagoon, Cedar Elem, Birchwood Elem, Birchwood Park, Cascara Park, Riverwood MUP, Ottawa MUP, Paths/Trails, Elbow Slow Street, Fremont MUP, Greg Moore Trail	Existing asphalt/concrete MUP	X6146, X6147, X6148, X6248, X6249, X6349, X6449, X6549, X6649, X6749, X6949, X7148, X7147, X7146, X7145, X7144, X7244, X7143, X7142, X7242, X7239, X7338, X7638, X8138
M018	1	Collector	Riverwood Gate	Lane W of Coast Meridian Rd to Riverside Dr (East)	Add Bike Route Signs (6), Shared Use Stencils (9), Courtesy Signage (3)	N	3.0	1030	\$9,450	Terry Fox SS, Archbishop Carney School, Commercial, Bus Stops, Blakeburn Lagoon, Blakeburn Elem, Commercial area, Birchland Elem, Cedar Elem, Cascara Park, Birchland Park, Coast M Cycle Track, Riverside MUP, Amazon MUP, Greg Moore Trail	Existing asphalt/concrete MUP	X5247, X5347, X5547, X5946, X6245, X6345, X6745, X6845, X8139, X6645, X7045, X7145
M019	1	Local	Tyner St	Central Ave to Pitt River Rd	Add Bike Route Signs (2), Shared Use Stencils (4), Courtesy Signage (1), No Parking Signs (2) opposite 2120 Tyner St	E	3	245	\$4,550	Downtown, PCCC, Pitt River Middle, Employment area, Bus Stops, West Coast Express, Senior Centre, Central Elem, Mary Hill Elem, Robert Hope Park/Pool	X3060, X3064	
Remove	1	Local	Bedford/Chine	Kingsway Ave to Burleigh Ave	Remove bike route and signs with implementation of Burleigh Slow Street.	*	*	*	\$0			
Remove	1	Collector	Citadel Dr	Shaughnessy St to Pitt River Rd	Remove/modify bike route and signs with implementation of Fort Fraser/Fortress Slow Street, Citadel MUP, Citadel Cycle Track	*	*	*	\$0			
Remove	1	Arterial	Taylor St	Pitt River Rd to Pooley Ave	Remove/modify bike route and signs with implementation of Taylor MUP		*	*	\$0			
Remove	1	Local	Salisbury Ave	Shaughnessy St to Ulster St	Remove bike route and signs with implementation of Prairie MUP or Dorset Slow Street		*	*	\$0			

Cycling & Mixed Use Upgrades **8,065** **\$746,910**

TRAILS

TRAILS - Priority 1 Projects											
Code	Priority	Type	Location	Extents	Description	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
T001	1	New	Davison Park	Lynwood Ave to Apel Dr	New asphalt path	3.6	30	\$12,600	Chelsea Park, Davison Park, Hyde Nature Reserve, Irvine Elem, Leigh Elem, Victoria Park, Hyde Rec Centre, Minnehada Middle, BC Christian Academy, Traboulay Trail, Lynwood Slow Street, Bracken Slow Street, Apel MUP, Apel sidewalk		X6708, M096
T003	1	Upgrade	Chelsea Park (TRL0018 & TRL0022)	Apel Dr to Chelsea Ave	Widen and pave existing gravel path	3.6	310	\$108,500	Chelsea Park, Davison Park, Hyde Nature Reserve, Hyde Rec Centre, Minnehada Middle, BC Christian Academy, Traboulay Trail, Apel MUP, Chelsea Slow Street	New 45m section parallel to Chelsea Ave for crosswalk connection	X6011, 5708
T004	1	New	Chelsea Ave	Chelsea Ave (E end) to Fremont Connector	New asphalt path	3.6	30	\$10,500	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Sun Valley Park, Traboulay Trail, Greg Moore Trail, Chelsea Slow Street, Chelsea sidewalk, Fremont Connector MUP, Cedar MUP, G&A market		W201, S142
T005	1	New	Essex Ave	Essex Avenue (E end) to Fremont Connector	New asphalt path	3.6	30	\$80,500	Essex sidewalk, Essex Slow Street, Fremont Connector MUP, Greg Moore trail, BC Christian Academy	Culvert crossing for watercourse at Fremont Connector	W202, S905
T006	1	New	Lincoln Ave	Lincoln Ave (E end) to Fremont Connector	New asphalt path	3.6	30	\$10,500	Fremont Trail, Lincoln MUP, Fremont Connector MUP, Sun Valley Park, BC Christian Academy	Connects existing Fremont trail to Fremont Connector MUP	M130
T008	1	Upgrade	Hyde Creek Park (TRL0013)	Traboulay Trail to Lincoln Ave	Widen and pave existing gravel path.	3.6	300	\$105,000	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnehada Middle, Pionniers Elem, Bus Stops, Lincoln Ave MUP, Lincoln Dr MUP, Greg Moore Trail, Fremont Connector MUP	Part of key east-west route from Lincoln Connector to Fremont Connector	
T012	1	New	Hyde Creek Park	Bracewell Pl to Traboulay Trail	New asphalt path and culvert creek crossing	3.6	120	\$400,400	Hyde Creek Rec Centre, Hyde Creek Park, BC Christian Academy, Chelsea Park, Bracewell Slow Street, Lincoln Ave MUP, Lincoln Dr MUP	Part of key east-west route from Lincoln Connector to Fremont Connector	
T052	1	Upgrade	Traboulay Trail (TRL0436)	Hyde Rec Centre to Hyde Creek Park (TRL0013)	Widen and pave existing gravel path	3.6	340	\$119,000	Hyde Creek Rec Centre, Hyde Creek Park, BC Christian Academy, Minnehada Middle, Pionniers Elem, Birchland Elem, Cedar Elem, Evergreen Park, Laurier MUP, Lincoln MUP, Prairie MUP		T008, T012
T015	1	Upgrade	Greg Moore Trail (TRL0082)	Lombardy Dr (N) to Lincoln Ave	Widen and pave existing gravel path	3.6	365	\$127,750	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnehada Middle, Pionniers Elem, Bus Stops, Lincoln MUP, Prairie MUP, Lombardy Slow Street, Fremont Connector MUP		X7417, X7517, X7322
T014	1	Upgrade	Greg Moore Trail (TRL0081)	Lombardy Dr (S) to Lombardy Drive (N)	Widen and pave existing gravel path	3.6	165	\$57,750	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnehada Middle, Pionniers Elem, Bus Stops, Lincoln MUP, Prairie MUP, Lombardy Slow Street, Pinemont Slow Street, Fremont Connector MUP		X7322, X7326, X7426

T013	1	Upgrade	Greg Moore Trail (TRL0080)	Prairie Avenue to Lombardy Drive (S)	Widen and pave existing gravel path	3.6	280	\$98,000	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnehada Middle, Pionniers Elem, Bus Stops, Lincoln MUP, Prairie MUP, Lombardy Slow Street, Pinemont Slow Street, Fremont Connector MUP		X7326, X7426, X7330
T016	1	Upgrade	Traboulay Trail (TRL0437 & TRL0384)	Richmond Pl to Huber Dr	Widen and pave existing gravel path	3.6	250	\$87,500	Traboulay Trail, Hyde Nature Reserve, BC Christian Academy, Greg Moore Trail, Evergreen Park, Bus Stops, G&A market, Fremont Connector MUP, Sun Valley Park, Cedar Elementary, Lincoln MUP, Victoria MUP, Lynwood Slow Street, Huber Slow Street	Widen bride to 4m when due for replacement.	
T018	1	Upgrade	Fremont Trail (TRL0104, TRL0106, TRL0107)	Sun Valley Park to Fremont Street	Widen and pave existing gravel path	3.6	400	\$140,000			X8222
T022	1	New	Nechako Connector	Greg Moore Trail to Lane	New asphalt path	3.6	55	\$23,100	Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Cascara Park, Blakeburn Lagoon, Blakeburn Elem, Terry Fox SS, Commercial area, Greg Moore Trail, Fraser Slow Street, Nechako Slow Street		S157
T023	1	New	Minnehada Middle School	Laurier Ave to Regina St	New asphalt path adjacent to running track; widen and pave existing gravel path at south end (TRL0086)	3.6	250	\$105,000	Minnehada Middle, Hyde Rec Centre, Birchland Elem, Irvine Elem, Hyde Nature Reserve, Traboulay Trail, Regina Slow Street, Prairie MUP, Laurier MUP		
T036	1	Upgrade	Walkway (TRL0152, TRL0153, TRL0154)	Congo Pl to Riverside Dr	Add SL (3) to existing asphalt path; remove bike baffles	3.0	140	\$28,000	Terry Fox SS, Blakeburn Elem, Blakeburn Lagoon, Dominion Triangle Commercial, Congo MUP, Riverside MUP		X5235
T039	1	Upgrade	Myrtle Way Walkway (TRL0174)	Oxford St to Myrtle Way	Widen and pave existing gravel path. Add SL (2)	3.0	70	\$52,500	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Oxford Trail, Myrtle Slow Street, Wellington MUP		S087, X4011, T158
T053	1	Upgrade	Hickory Trail (TRL0089)	Hyde Rec Centre Drive Aisle to Trail Junction	Widen and pave existing gravel path	3.6	35	\$12,250	BC Christian Academy, Minnehada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Laurier MUP		S165, T040, X3590
T040	1	Upgrade	Hickory Trail (TRL0090)	Laurier Ave to Juniper Ave	Widen and pave existing gravel path.	3.6	320	\$112,000	BC Christian Academy, Minnehada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Greg Moore Trail, Juniper Slow Street		S148, W040, T053
T051	1	Upgrade	Lions Park Connector	Traboulay Trail to Lougheed Highway	Widen and pave existing gravel path	3.6	160	\$56,000	Lions Park, Downtown, Gates Park, Archbishop Carney School, Aggie Park, Centennial Pool, Traboulay Trail, Lougheed MUP		
T056	1	New	McLean Park - North	York St to Wellington St	New asphalt path	3.6	300	\$168,000	Wellington MUP, Wellington sidewalk, York sidewalk, Fraser Slow Street, Fraser sidewalk	Path can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4632, X4034

T054	1	Upgrade	Sefton-Victoria Connector	Sefton St to Victoria Dr	Widen and pave existing gravel path	3.6	105	\$36,750	Irvine Elementary, Pionniers Elem, Wellington Park, Hyde Nature Reserve, Leigh Elementary, Victoria Park, Traboulay Trail, Davison Park, Chelsea Park, Victoria MUP, Greenmount MUP, Sefton Slow Street, Lincoln MUP	On Coquitlam land, requires coordination. Connects Sefton Slow Street to Victoria MUP.	S100, X5305
T055	1	Upgrade	Walkway at 3575 York (TRL0344)	Lane E of Kennedy Str to York Str	Widen existing asphalt path	3.6	45	\$15,750	Wellington Park, Pionniers School, Traboulay trial, Shaughnessy Dog Park, Minnehada Middle, Hyde Creek Rec Centre, Patricia Slow Street, Patricia sidewalk	Consider 4m width. High pedestrian and cyclist use.	S270, W069, W067
T100	1	New	Skyline Park Connector	Shaughnessy St to Eastern Dr	Stairs for pedestrians with adjacent zig zag trail for cyclists.	3.6	220	\$400,400	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Dr Park, Shaughnessy Cycle Track, Eastern MUP		X1184, X1485
T101	1	Upgrade	Skyline Park (TRL0069/TRL0071)	Eastern Dr to Western Dr	Widen and pave existing gravel path. New path segments near Eastern Drive and Western Drive to access crosswalks.	3.6	335	\$117,250	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park, Skyline Connector Trail, Eastern MUP, Western Cycle Track		X1485, X2084
T102	1	New	Hazel Trembath Driveway	Western Dr to Corner	Replace sidewalk with asphalt path	3.6	80	\$44,800	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park, Castle Park, Citadel Park, Skyline Trails, Western Cycle Track, Citadel Cycle Track	Move curb and narrow driveway to 6m to accommodate 3.6m asphalt path. Path can be narrowed to 3m where constricted.	X2084
T104	1	Upgrade	Sandra Way Path (TRL0077)	Hazel Trembath Driveway to Citadel Middle	Widen and pave existing gravel path	3.6	360	\$126,000	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park, Castle Park, Citadel Park, Skyline Trails, Western Cycle Track, Citadel Cycle Track		T102, S999
T149	1	Upgrade	Castle Park (TRL0453, 0454, 0098, 0099, 0100)	Palisade Cres to Castle Cres	Widen and pave existing gravel path	3.6	510	\$178,500	Castle Park, Castle Park Elem, Citadel Park, Citadel Middle, Fortress Park, Mary Hill Bypass Bridge, Traboulay Trail, Castle Slow Street, Palisade Slow Street, Citadel Cycle Track, Confederation MUP, Argue Slow Street		T119
T119	1	Upgrade	Castle Park (TRL0096)	Castle Park Trails to Mary Hill Bypass Overpass	Widen and pave existing gravel path	3.6	110	\$38,500	Castle Park, Castle Park Elem, Citadel Park, Citadel Middle, Fortress Park, Mary Hill Bypass Bridge, Traboulay Trail, Castle Slow Street, Palisade Slow Street, Citadel Cycle Track, Confederation MUP, Argue Slow Street	Existing lighting	T149, T123
T123	1	Upgrade	Zigzag Trail	Mary Hill Bypass Overpass to Argue Street	Widen and pave existing gravel path	3.6	255	\$89,250	Castle Park, Castle Park Elem, Citadel Park, Citadel Middle, Fortress Park, Mary Hill Bypass Bridge, Traboulay Trail, Castle Slow Street, Palisade Slow Street, Citadel Cycle Track, Confederation MUP, Argue Slow Street	Retain vegetation and lighting through mid-section	
T125	1	Upgrade	Cameron Trail (TRL0011)	Brown St to Cameron Ave	Widen and pave existing gravel path	3.6	150	\$63,000	Thompson Park, Robert Hope Park/Pool, Kilmer Elem, Kilmer Park, Employment area, Bus Stops, Cameron Slow Street, Broadway Cycle Track, Taylor MUP		X4572, S588
T126	1	Upgrade	Walkway TRL0183	Celeste Cres to Belle Place	Pave existing grass path	3.0	90	\$37,800	Routley Park, Kilmer Park, Kilmer Elementary, Belle Slow Street, Celeste Slow Street, Pooley MUP		X2577, S592

T128	1	Upgrade	Central Park Trail (TRL0531)	Rowland cul-de-sac N to S	Widen and pave existing gravel path. Add lighting (8).	3.6	155	\$134,250	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, PCCC, Pitt River MUP, Rowland Slow Street, Hawthorne Slow Street		
T136	1	Upgrade	Routley Park (TRL0281)	Wading Pool to Celeste Crescent	Widen and pave existing gravel path. Add lighting (10).	3.6	190	\$166,500	Routley Park, Kilmer Elem, Kilmer Park, Walkway, Western MUP, Celeste Slow Street, Eastern MUP		X2577, T137
T137	1	New	Routley Park	Western Dr to Wading Pool	New asphalt path with lighting (4)	3.6	85	\$75,700	Routley Park, Kilmer Elem, Kilmer Park, Walkway, Western MUP, Celeste Slow Street, Eastern MUP		X2376, T136
T150	1	Upgrade	Westside Trail (TRL0063, TR0064)	Burleigh Ave to Gately Ave	Widen and pave existing gravel path	3.6	430	\$150,500	Downtown, Commercial area, Employment area, Bus Stops, Kingsway MUP, Traboulay Trail, McAllister bridge, McAllister Cycle Track		X1345
T151	1	New	Westside Trail Connector	Gately Ave to Kingsway Ave	New asphalt path	3.6	115	\$48,300	Downtown, Commercial area, Employment area, Bus Stops, West Coast Express, PCCC, Kingsway MUP, Traboulay Trail, McAllister bridge, McAllister Cycle Track	Connects Westside Trail to Kingsway MUP	T150
T152	1	New	Pooley Ave	Taylor St to Brown Creek Trail (T0085)	New asphalt path	3.6	120	\$50,400	Kilmer Elementary, Kilmer Park, Brown Creek Trail, Thompson Park, Cameron Park, Taylor MUP, Pooley MUP		X3776
T153	1	Upgrade	Skyline Connector	Skyline Park Crossing to Traboulay Trail	New asphalt path	2.2	175	\$24,500	Colony Farms, Skyline Park, Nacht Park, Traboulay Trail, Eastern Dr Park, Routley Park, Hazel T Elem, Citadel Middle, Castle Elem, Castle Park, Citadel Park, Eastern MUP	Existing informal path	X1184, C500
T154	1	New	McLean Park (South)	York St to Wellington St	New asphalt path	3.6	190	\$79,800	McLean Park, Fraser Slow Street, Fraser sidewalk, York sidewalk, Wellington MUP, Wellington sidewalk		X4034
T155	1	Upgrade	Handley Walkway (TRL0157)	PL to Handley Cres	Widen and pave existing gravel path	3.6	45	\$15,750	Evergreen Park, Pinemont Park, Sun Valley Park, BC Christian Academy, Birchland Elem, Birchland Park, Hyde Creek Park, Traboulay Trail, Greg Moore Trail, Cedar Elementary, Bus Stops, Fir Slow Street, Handley Slow Street, Prairie MUP, Fremont Connector MUP		X8223, S150
T156	1	Upgrade	Traboulay Trail (TRL0374)	Lincoln Ave to Prairie Ave	Widen and pave existing gravel path	3.6	900	\$315,000	Aggie Park, Centennial Pool, Kwayhquitlum Elem, McMitchell Park, Bus Stops, Lady Assumption school, Dog Park, Bike Park, Skytrain, Downtown, Prairie MUP, Coquitlam MUP, Loughheed MUP, Lincoln Cycle Track		
T159	1	Upgrade	Pitt River Rd	Mary Hill Bypass to Argue St	Widen existing asphalt path	3.6	15	\$5,250	Pitt River Cycle Track, Argue Slow Street, Argue pedestrian path		S909, X3791, X3790

Trails - Priority 1	8,660	\$4,128,800
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TRAILS - Priority 2 Projects											
Code	Priority	Type	Location	Extents	Description	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	
T019	2	New	Terry Fox School	Riverwood Gate to Terry Fox Park Pathways (TRL0310, TRL0312)	New asphalt path	3.6	210	\$0	Terry Fox SS, Archbishop Carney School, Commercial, Bus Stops, Blakeburn Lagoon, Blakeburn Elem, Birchland Elem, Cedar Elem, Cascara Park, Birchland Park, Riverside MUP, Riverwood MUP, Amazon MUP	Coordination with SD43 - on school property.	X8139
T124	2	New	Thompson Park Trail	Taylor Street to Brown Street	New asphalt path and lighting (5)	3.6	170	\$121,400	Thompson Park, Kilmer Elem, Kilmer Park, Robert Hope Pool/Park, Mary Hill Elem, Commercial area, Employment area, Cameron MUP, Cameron Slow Street, Broadway Cycle Track		
T113	2	Upgrade	Marian Kroeker Park	Harbour Street to Kroeker Park Trail (TRLO250)	New asphalt path	3.6	65	\$22,750	Kroeker Park, Guest Slow Street, Harbour Slow Street, Argue Slow Street, Pitt River Cycle Track		S551, S552
T028	2	New	McLean Park Trail (South)	York Street to Wellington Street	New asphalt path	3.6	240	\$100,800	Fraser Slow Street, Fraser sidewalk, York sidewalk, Wellington MUP, Wellington sidewalk	Path can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4034
T158	2	New	Oxford St Trail	Mason Avenue to Lincoln Avenue	New asphalt path and lighting	3.6	1355	\$0	North Coquitlam, Skytrain, Hyde Creek Park, Wellington Park, Cemetery, Irvine Elem, Lincoln Cycle Track, Greenmount MUP, Myrtle Slow Street	Located in Coquitlam	X4007, X4011

Trails – Priority 2	2040	\$244,950
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CROSSINGS

Legend
M-P: Parallel Crosswalk
M-Z: Zebra Crosswalk
EFGreen: Elephant feet and green paint (cyclist crosswalk marking)
S&M: Signage & Markings
B/O: Bulbouts
RRFB: Rectangular Rapid Flashing Beacons
SL: Streetlight
PB: Push Buttons
Cardinal Directions: N, E, S, W, NE, SE, SW, NW

Arterial Crossings - Priority 1											
Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X4568	1	Broadway St	Langan Ave	Arterial	Collector	Existing	N: Add EFGreen; E: Add 1/2EFGreen, SL; W: Add 1/2EFGreen, relocate bike pushbutton on existing post	\$25,200	Broadway Cycle Track, Langan MUP		C105, M268, M29
X4570	1	Broadway St	Morgan Ave	Arterial	Local	Existing	E: 1/2EFGreen, SL; W: 1/2EFGreen	\$23,800	Broadway Cycle Track		C105
X4572	1	Broadway St	Cameron Ave	Arterial	Local	Existing	E: 1/2EFGreen at driveways; W: 1/2EFGreen: S:1/2EFGreen	\$5,600	Broadway Cycle Track, Cameron Slow Street		C105, S588
X4575	1	Broadway St	Industrial Ave	Arterial	Collector	Existing	N: M-P+EFGreen, E: 1/2EFGreen	\$2,800	Broadway Cycle Track, Industrial MUP		C105, M518
X4579	1	Broadway St	@1533/1534 Broadway	Arterial	N/A	New	Half Ped Signal, M-Z+EFGreen, SLx2	\$323,400	Broadway Cycle Track, Broadway sidewalks	Crossing point for long section between Industrial and Mary Hill Bypass. Access to 1502 Broadway St	C105
X5305	1	Coast Meridian Rd	Victoria Dr	Arterial	Arterial	Existing	N: Add EFGreen, SL	\$22,400	Sefton Slow Street, Sefton-Victoria Trail, Victoria MUP	Joint; with Coquitlam	S100, T054
X5307	1	Coast Meridian Rd	Greenmount Ave	Arterial	Collector	Existing	Upgrade to half signal. N: M-P+EFGreen; S: M-P	\$142,800	Greenmount MUP, Greenmount sidewalk, Coast Meridian MUP, Coast Meridian sidewalk		M089, M003, X5308
X5619	1	Coast Meridian Rd	Lincoln Dr	Arterial	Arterial	Existing	N: EFGreen; W: EFGreen, Bike Pushbuttons at NE and SW corners	\$9,800	Lincoln MUP, Lincoln Cycle Track, Lincoln sidewalk, Coast M sidewalk		M270, S03
X5320	1	Coast Meridian Rd	Patricia Av	Arterial	Local	Existing	N: Convert to M-P, E: SL, S: Add EFGreen, SW Corner: Reorient Pushbutton to face MUP.	\$30,800	Patricia MUP, Patricia sidewalk, Coast M sidewalk, Traboulay Trail		M013
X5324	1	Coast Meridian Rd	Laurier Ave	Arterial	Local	Existing	N: Add EFGreen, SL, W: Remove Bike Baffles	\$29,400	Laurier Slow Street, Laurier MUP		M185, S184
X5328	1	Coast Meridian Rd	Salisbury Ave	Arterial	Local	New	N: Add EFGreen, SL; S: SL; W: Add EFGreen, SL; NE/SW Corner Bike Pushbuttons	\$81,200	Coast Meridian MUP, Salisbury MUP		M997, M211
X5342	1	Coast Meridian Rd	Birchland Ave	Arterial	Local	Existing	N: Add EFGreen, SL	\$22,400	Birchland MUP, Coast M MUP, Coast M sidewalk		M005

X5347	1	Coast Meridian Rd	Robertson Ave/Riverwood Gate	Arterial	Collector	Existing	N: EFGreen, SL (NE); E: Add 1/2 EF Green; S: RT Lane Modification, SL; W: EFGreen, SL, SW Bike Box; NE: Bike Pushbutton (P2)	\$121,100	Robertson Slow Street, Robertson sidewalk, Riverwood MUP, Riverwood sidewalk, Coast Meridian Cycle Track	NBR turn and bike protection - exclusive bike signal phase-dwell on red unless activated.	S190, M018, C104, C186
X5349	1	Coast Meridian Connector	Coast Meridian Rd	Arterial	Arterial	Existing	NW: Add EFGreen, W: Add EFGreen, SW: Add EFGreen, SL, S: Add EFGreen	\$26,600	Coast Meridian Cycle Track, Coast Meridian Connector Cycle Track		C104, C080
X5249	1	Coast Meridian Connector	Commercial Accesses	Arterial	Driveways	Existing	E: Convert to D/W letdown and narrow opening; SL; W: Convert to D/W letdown and narrow opening; SL	\$56,000	Coast Meridian Cycle Track, Coast Meridian sidewalk		C080
X5251	1	Dominion Ave	Hawkins St	Arterial	Collector	Existing	N: M-P+EFGreen; E: M-P+EFGreen, SL; W: SL	\$44,800	Dominion Cycle Track, Dominion sidewalk, Hawkins Cycle Track, Hawkins sidewalk		C176, SL01
X5250	1	Dominion Ave	Fremont Connector	Arterial	Arterial	Existing	N: M-P+EFGreen; E: M-P+EFGreen; S: M-P+EFGreen; W: M-P+EFGreen	\$5,600	Dominion Cycle Track, Dominion sidewalk, Fremont Cycle Track, Fremont sidewalk		C165, SL01, R02
X8562	1	Fremont Connector	Nicola Ave	Arterial	Collector	Existing	NESW: Add 1/2EFGreen, NE/SW: Bike Push Buttons	\$19,600	Nicola Cycle Track, Nicola sidewalk, Fremont Cycle Track, Fremont sidewalk	W= Nicola Ave, E = Nicola Place	C165, SL02, M171
X8265	1	Fremont Connector	Sherling Ave	Arterial	Arterial	Existing	EW: 1/2EFGreen	\$2,800	Fremont Cycle Track, Fremont sidewalk, Sherling sidewalk		
X8266	1	Fremont Connector	Lougheed Hwy	Arterial	Highway Ramps	Existing	N: Convert Ladder to M-Z+EFGreen, SL; E: Add EFGreen, SL; W: Convert Ladder to M-P+EFGreen, SL; S: Convert ladder to M-Z+EFGreen, SL (2). Wayfinding signage.	\$91,000	Fremont Cycle Track, Lougheed Highway MUP		C165, C166
X8468	1	Fremont Connector Ramp	Belfast Str	Highway	Trail	Existing	RRFB, SL. Add EFGreen	\$71,400	Fremont Connector MUP, Traboulay Trail		
X3053	1	Kingsway Ave	Kelly Ave	Arterial	Local	Existing	N: Add EFGreen; S: Add EFGreen	\$2,800	Kingsway MUP, Tyner MUP, Kelly Slow Street		
X5168	1	Kingsway Ave	Langan Ave	Arterial	Collector	New	Half signal; E: M-P, S: M-P, W: M-P+EFGreen	\$284,200	Langan MUP, Langan sidewalk, Kingsway MUP, Kingsway sidewalk	Possible inclusion with 2023 Kingsway project	M269
X5170	1	Kingsway Ave	Broadway St	Arterial	Arterial	Existing	N: EFGreen; E: EFGreen, S: EFGreen; W: EFGreen	\$12,600	Kingsway MUP, Kingsway Cycle Track, Kingsway sidewalk, Coast Meridian Cycle Track, Coast Meridian sidewalk, Broadway Cycle Track, Broadway sidewalk	Shared ped/cycling crossings on all 9 legs	C104, C534, C105
X5169	2	Kingsway Ave	Coast Meridian Rd	Arterial	Collector	New	Half Signal, E: M-P+EFGreen, SL; W: M-P+EFGreen	\$303,800	Coast Meridian MUP, Coast Meridian sidewalk, Kingsway MUP, Kingsway sidewalk	Full signal forecasted for future condition with Kingsway road project; verify need with traffic counts and signal warrant	M520
X4617	1	Lincoln Ave	Wellington St	Arterial	Collector	Existing	E: M-P+EFGreen, SL	\$22,400	Wellington MUP, Wellington sidewalk, Lincoln sidewalk, Lincoln Cycle Track	Install with M214 AND M258 if Lincoln Connector not complete.	M214, M258

										Coordinate w/Lincoln Streetscape.	
X4045	1	Lougheed Hwy	Oxford St	Highway	Arterial	Existing	N: 1/2 EFGreen SL; E: SL, S: SL, SL; W: EFGreen, Bike Heads (2), Bike Pushbuttons (2), SL	\$88,200	Oxford Cycle Track, Lougheed MUP, Lougheed Cycle Track	W: Bike only crossing concurrent with NBT/SBT green	C110, R04, R05
X0698	1	Mary Hill Bypass	Shaughnessy St	Highway	Arterial	Existing	S: Add 1/2EFGreen, W: Add EFGreen, 2 Bike Pushbuttons, 2 Bike Signal Heads, SE/SW: Right Turn Island Modifications	\$46,200	Shaughnessy Cycle Track, Argue Slow Street		C500, S909
X3790	1	Mary Hill Bypass	Pitt River Rd	Highway	Arterial	Existing	NE: EFGreen, SL, E: EFGreen, 2nd SL	\$44,800	Pitt River sidewalk, Pitt River Cycle Track, Argue sidewalk, Argue pedestrian path, Argue Slow Street		C915, S909, T159
X3765	1	McLean Ave	Taylor S	Arterial	Collector	Existing	W: RRFB (SW), M-Z +EFGreen, SL; E: RRFB (NE); S: M-P+1/2EFGreen	\$81,200	McLean Cycle Track, McLean sidewalk, Taylor MUP, Taylor sidewalk		C553, M300
X4026	1	Oxford St	Dorset Ave (E Leg)	Arterial	Local	Existing	N: Add EFGreen, E: M-P + 1/4-3/4 EF Green, SL	\$23,800	Oxford sidewalk, Dorset Sidewalk, Dorset Slow Street, Oxford Cycle Track	RRFB in 2021. E: M-P and SL for existing s/w. Add EF Green with slow street or cycle track projects. P2 Cycle Track (C108) will require junction control modifications (with X4025).	B950, B199, X4025, C108, W902
X4041	1	Oxford St	Coquitlam Ave	Arterial	Local	Existing	N: Add EFGreen; W: Add EFGreen	\$2,800	Coquitlam MUP, Coquitlam sidewalk, Oxford sidewalk, Oxford Cycle Track		M195, M196, W902, C109, C913
X4043	1	Oxford St	Westminster Ave (E Leg)	Arterial	Lane/Collector	Existing	N: 1/2EFGreen, E: M-P, S: EFGreen, W: M-P + EFGreen, NE/SW: Bike Pushbuttons, Relocate NE Corner RRFB to SE Corner	\$33,600	Oxford Cycle Track, Oxford sidewalk, Westminster Slow Street, Westminster sidewalk	RRFB and SL in 2023	C110, C913, S193
X1462	1	Pitt River Rd	Reeve St	Arterial	Collector	Existing	N: Add 1/2 EFGreen, SL; E: 1/2EFGreen; S: 1/2EFGreen; W: 1/2EFGreen, SL	\$47,600	Reeve MUP, Pitt River MUP	Upgrade to Existing MUP Infrastructure	M014, M016
X2062	1	Pitt River Rd	Shaughnessy St	Arterial	Arterial	New	N: Add EFGreen, 2 Bike Signal Heads (NW, NE); E: 2 SL (NE, SE); W: Add EFGreen, 2 Bike Heads, 2 SL (NW, SW)	\$75,600	Shaughnessy Cycle Track, Pitt River Cycle Track, Pitt River MUP	Key cycling junction	C700, C504, C526, M524
X2563	1	Pitt River Rd	Mary Hill Rd	Arterial	Collector	Existing	N: Add EFGreen, W: Add EFGreen, SL	\$23,800	Pitt River Cycle Track, Pitt River sidewalk, Mary Hill MUP, Mary Hill sidewalk		
X3064	1	Pitt River Rd	Tyner Rd	Arterial	Local	Existing	N: EFGreen (Update), E: 1/2EF Green (W Side of Zebra)	\$2,800	Pitt River Cycle Track, Tyner MUP		C530, C532, M019
X3265	1	McLean Ave	Pitt River Rd	Arterial	Arterial	Existing	W: Add EFGreen; S: SL	\$22,400	McLean Cycle Track, McLean sidewalk, Pitt River MUP, Pitt River sidewalk		C532, C533, M553

X3468	1	Pitt River Rd	Langan Ave	Arterial	Local/Collector	Existing	N: Add 1/2EFGreen, E: M-P, W: M-P, SL; S: M-Z, move RRFB from NE to SE corner	\$26,600	Langan MUP, Langan sidewalk, Pitt River sidewalk	RRFB and bulb out installed in 2020	M266, W608, W609
X3472	1	Pitt River Rd	Cameron Ave	Arterial	Local	Existing	EW: M-P, SL, S: Add EFGreen	\$46,200	Cameron MUP, Pitt River sidewalk		M586, M587
X3276	1	Pitt River Rd	Pooley Ave	Arterial	Collector	Existing	N: Add EFGreen, E: M-P+EFGreen, W: M-P; NE: reorient bike button to face N	\$11,200	Pooley MUP, Pitt River MUP, Pitt River sidewalk	Consider NE B/O for pedestrian visibility	M513, M514, M542
X3383	1	Pitt River Rd	Citadel Dr	Arterial	Collector	Existing	N: M-P+1/2 EFGreen, 2 Ped Heads, 2 Pushbuttons, S: Add 1/2 EFGreen	\$25,200	Regina Slow Street, Regina sidewalk, Prairie MUP, Prairie sidewalk	May need to angle N crosswalk due to driveway.	C603, C914, M545
X3688	1	Pitt River Road	Harbour St	Arterial	Local	Existing	N/S: RRFB-SL (Double NW/SE), Add 1/2EFGreen, Bike Pushbuttons x2 (NE/SW), SLx2, E: M-P+EFGreen, SL, W: M-P, SL	\$131,600	Harbour sidewalk, Harbour Slow Street, Pitt River Cycle Track	With development on SE corner	W014, C915, S552
X4629	1	Prairie Ave	Flint St	Arterial	Collector	Existing	N: SL; E: Add 1/2EFGreen; S: Add EFGreen; W: Add 1/2EFGreen	\$25,200	Prairie sidewalk, Prairie MUP, Flint sidewalk, Flint Slow Street, Flint MUP		S898, M921
X3034	1	Prairie Ave	Vincent St	Arterial	Local	Existing	E: RRFB	\$56,000	Prairie MUP, Prairie sidewalk		
X4630	1	Prairie Ave	Wellington St	Arterial	Collector	Existing	N: M-P+EFGreen, SL; E: Add EFGreen, SL; W: SL. Relocate bike pushbuttons to NE/SW corners	\$0	Wellington MUP, Wellington sidewalk Prairie MUP, Prairie sidewalk	Cost and scope included with Prairie Avenue road improvement project. Existing on-street bike route on Wellington Street.	M258, M259
X5230	1	Prairie Ave	Northside Shopping Centre	Arterial	Driveway	Existing	Convert to D/W letdowns and narrow opening	\$0	Prairie sidewalk	Cost and scope included with Prairie Avenue road improvement project	
X5330	1	Prairie Ave	Coast Meridian Rd	Arterial	Arterial	New	W: Add EFGreen, S: Add EFGreen	\$2,800	Coast Meridian MUP, Prairie MUP		M211
X6030	1	Prairie Ave	Regina St	Arterial	Local	Existing	E: Add 1/2EF+Green W: Add 1/2EFGreen	\$2,800	Regina Slow Street, Regina sidewalk, Prairie MUP, Prairie sidewalk	Existing Half Signal	S181
X7030	1	Prairie Ave	Finley St	Arterial	Local	New	E/W: RRFB, M-Z+1/2EFGreen, NW Corner Bike Pushbutton	\$65,800	Finley Slow Street, Finley sidewalk, Prairie MUP, Prairie sidewalk, bus stops		W354, S908
X7330	1	Prairie Ave	Cedar Dr	Arterial	Collector	Existing	W: Add EFGreen	\$1,400	Greg Moore Trail, Prairie MUP, Prairie sidewalk, Cedar sidewalk		
X8230	1	Prairie Ave	Fremont St	Arterial	Local	Existing	N: Add EF Green, W: Add EFGreen	\$2,800	Prairie MUP, Prairie sidewalk, Fremont MUP, Fremont Slow Street, Fremont sidewalk		M153, S152
X3219	1	Shaughnessy St	Patricia Ave	Arterial	Local	Existing	N: RRFB (NW), M-P+EFGreen, SL, Bike push button (NE); E: M-P, SL; S: RRFB (SE), Add 1/2 EFGreen. NW curb let down with 10m asphalt MUP extension	\$109,200	Shaughnessy MUP, Shaughnessy sidewalk, Patricia Slow Street, Patricia sidewalk		S251, W071, M111

X3030	1	Shaughnessy St	Prairie Ave	Arterial	Arterial	Existing	S: Add EFGreen; W: Add EFGreen; SE Corner: SL	\$23,800	Shaughnessy sidewalk, Shaughnessy MUP, Prairie sidewalk, Prairie MUP		M112, M113
X3025	1	Shaughnessy St	Dorset Ave	Arterial	Local	Existing	N: RRFB, EFGreen, SL; S: RRFB, M-Z+EFGreen, SL; E: M-P, SL; Ped & Bike pushbuttons	\$123,200	Shaughnessy MUP, Shaughnessy sidewalk, Dorset Slow Street, Dorset sidewalk	RRFB in NW and SE corners. Include bike and pedestrian push buttons	S199, W149
X2057	1	Shaughnessy St	Hawthorne Ave - W Leg	Arterial	Local	New	S: RRFB, SL, M-Z; W:M-P+EFGreen	\$72,800	Shaughnessy Cycle Track, Shaughnessy sidewalk, Hawthorne Slow Street, Hawthorne sidewalk		C700, S701
X2065	1	Shaughnessy St	Lobb Ave	Arterial	Local	New	RRFB relocate NE to SE corner. N: Add 1/2EFGreen; S: M-Z+1/2EFGreen; W: Add EFGreen. SE/SW Ped Pushbuttons, NE/SW Bike Pushbuttons	\$40,600	Shaughnessy Cycle Track, Shaughnessy sidewalk, Lobb Slow Street, Lobb sidewalk		S602, C504
X1183	1	Shaughnessy St	Mary Hill Lane	Arterial	Local	New	S: RRFB, M-Z; E: M-P; W: 65m sidewalk from intersection to trailhead	\$95,200	Shaughnessy sidewalk, Colony Farms Trailhead		C503, C715
X1184	1	Shaughnessy Street	1360 Shaughnessy St	Arterial	Trails	New	E: B/O, RRFB, M-Z +EF, SL	\$106,400	Shaughnessy Cycle Track, Skyline and Colony Park Connector Trails		C500, C715, T100, T153
X7662	1	Sherling Ave	Hawkins St	Arterial	Collector	Existing	E: Add EFGreen	\$1,400	Hawkins Cycle Track, Village Slow Street, Hawkins sidewalk, Sherling sidewalk		S505
X7962	1	Sherling Ave	803 Sherling Ave	Arterial	Driveway	New	E/W: M-P, S: M-P, Half Signal	\$149,800	Sherling sidewalk, Walmart	Centre median with staggered crossings	
X6604	1	Victoria Dr	Holtby St	Arterial	Local	New	E: RRFB, M-P, SL	\$78,400	Victoria MUP, Victoria sidewalk	By development at 1180 Victoria Drive. Requires coordination with Coquitlam (shared road).	
X6605	1	Victoria Dr	Wedgewood St	Arterial	Local	New	W: RRFB, M-Z + EFGreen, S: M-P + 1/4-3/4 EFGreen	\$58,800	Victoria MUP, Victoria sidewalk, Wedgewood Slow Street, Bus Stops	Requires coordination with Coquitlam (shared road).	S098
X6606	1	Victoria Dr	Mitchell St	Arterial	Local	New	N: M-Z, SL; E: RRFB, M-Z, SL	\$58,800	Victoria MUP, Victoria sidewalk		
X7605	1	Victoria Dr	Rocklin St (CQ)	Arterial	Local	Existing	E: M-Z+EFGreen, RRFB, Centre Refuge	\$85,400	Connection to Hyde Creek Natural Reserve, Traboulay Trail, Transit Stops	Replacement of Crossing at Old Upper Victoria intersection. Driving factor is pedestrian safety.	M912, T035, W047, W046, S134

Arterial Crossings - Priority 1 Projects **\$3,678,500**

Arterial Crossings - Priority 2											
Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X5333	2	Coast Meridian Rd	Apel Dr	Arterial	Collector	Existing	N: Add EFGreen	\$1,400	Coast Meridian/Apel MUP		M911
X5334	2	Coast Meridian Rd	Fraser Ave	Arterial	Local	New	N/S: Half Signal, M-Z+1/2 EFGreen, W: M-P, SL	\$305,200	Fraser Slow Street, Fraser sidewalk, Coast Meridian Sidewalk, Pathway		S203
X5335	2	Kingsway Ave	Wilson Ave	Arterial	Collector	Existing	N: Add EFGreen	\$1,400	Wilson Cycle Track, Kingsway MUP		C716, M718
X4682	2	Mary Hill Bypass	Broadway St	Highway	Arterial	Existing	N: Add EFGreen; E: Add EFGreen; S: Add EFGreen	\$4,200	Broadway Cycle Track, Broadway Sidewalks	Future MoTI interchange proposed for this intersection	C105, C106
X4007	2	Oxford St	Greenmount Ave	Arterial	Collector	New	N: RRFB (NW), M-Z+EFGreen, SL; S: RRFB, M-Z	\$72,800	Oxford Trail, Oxford sidewalk, Greenmount MUP, Greenmount sidewalk		M089, T158
X4011	2	Oxford St	Myrtle Walkway	Arterial	Arterial	New	RRFB/SL, E Side B/O, M-Z+EFGreen, wayfinding signage	\$106,960	Myrtle Walkway, Myrtle Slow Street, Oxford Trail (CQ)	Install with T158	T158, T039
X4035	2	Oxford St	Fraser Ave	Arterial	Local	Existing	RRFB Relocate (NE to SE). N: 1/2 EFGreen; E: M-P, SL; S: EFGreen, SL; W: M-P+EFGreen, SL; NE/SW: Bike Pushbuttons,	\$96,600	Oxford MUP, Oxford sidewalk, Fraser Slow Street, Fraser sidewalk	RRFB installed in 2022	W902, C109, S202
X3280	2	Pitt River Rd	Columbia Ave	Arterial	Local	Existing	N: Add 1/2EFGreen; S: M-Z+1/2EFGreen; RRFB Relocate (NE to SE); Bike Pushbuttons x2	\$44,800	Pitt River MUP, Columbia Slow Street		M542, M544, S583
X4030	2	Prairie Ave	Oxford St	Arterial	Arterial	New	E: Add EFGreen, Intersection Camera Detector	\$36,400	Prairie MUP, Oxford Cycle Track		C109, C108
X2071	2	Shaughnessy St	Fraser Ave	Arterial	Local	Existing	N: Add 1/2EFGreen; S: Add 1/2EFGreen; W: EFGreen	\$4,200	Fraser Slow Street, Fraser sidewalk, Shaughnessy sidewalk, Shaughnessy MUP		S202, M113
X2072	2	Shaughnessy St	Nacht Ave	Arterial	Local	Existing	RRFB Relocate (SW to NW Corner); N: M-Z+1/2EFGreen; S: Add 1/2EFGreen; NE/SW: Bike Push Buttons, NW/NE: Ped Pushbuttons	\$39,200	Nacht Slow Street, Shaughnessy Cycle Track		S506, S507, C503
X0988	2	Shaughnessy St	Eastern Dr	Arterial	Collector	New	Full Signal; N: M-P; S: M-P+EFGreen	\$420,000	Eastern MUP, Eastern sidewalk, Shaughnessy sidewalk, Shaughnessy Cycle Track	Modify or remove medians that were installed to accommodate safe turning movements without a traffic signal. Traffic signal required to	M261, C500

										accommodate safe pedestrian and cycling crossing.	
X0893	2	Shaughnessy St	Citadel Dr	Arterial	Collector	Existing	N: Add EFGreen, NE/NW: Bike Pushbuttons	\$15,400	Shaughnessy Cycle Track, Citadel MUP		C500, M927
X5705	2	Victoria Dr	Toronto St	Arterial	Local	Existing	S: Add 1/4-3/4 EFGreen; SE corner: B/O	\$36,400	Victoria sidewalk, Victoria MUP, Toronto sidewalk, Toronto Slow Street	RRFB installed in 2022	W350, S095
X1043	2	Westwood St	Kingsway Ave	Arterial	Arterial	Existing	E: Add EFGreen	\$4,200	Westwood MUP, Kingsway MUP	With Westwood MUP construction or coordinate w CQ for connection to Greene St	S02

Arterial Crossings – Priority 2 Projects **\$1,189,160**

Collector Crossings - Priority 1											
Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X5708	1	Apel Dr	Davison Park	Collector	Trail	Existing	Add EFGreen, SL	\$22,400	Apel MUP, Davison Park trail, Chelsea Park trail		M096, T001, T003
X7509	1	Cedar Dr	Cedar Pumpstation (3930 Cedar Dr)	Collector	Trail	Existing	Add EFGreen, Overhead pedestrian flashing beacons	\$120,400	Cedar MUP, Cedar Trail		T016, M137
X7513	1	Cedar D	Richmond St	Collector	Local	Existing	Add EFGreen, SL	\$22,400	Richmond Slow Street, Essex Slow Street, Cedar MUP		M138, S132, S905
X7517	1	Cedar Dr	Lincoln Ave	Collector	Local	Existing	N: M-Z+EFGreen, SL; E: M-P, SL; S: SL	\$65,800	Lincoln Avenue MUP		M130, T015, S132
X7426	1	Cedar Dr	Pinemont Ave	Collector	Local	Existing	N: Add 1/2EFGreen, SL; E:M-P, SL; S: EFGreen	\$46,200	Pinemont Slow Street, Lombardy Slow Street		S147, S150, W036
X1596	1	Citadel Dr	Fortress Ct/Palisade Cres	Collector	Local	New	N: RRFB, M-Z+1/2EFGreen; S: RRFB, M-Z+1/2EFGreen, SL; E: M-P, SL; W: M-P: NE/SW: 6 Pushbuttons (4 Ped/2 Bike)	\$103,600	Fortress Slow Street, Fortress sidewalk, Citadel sidewalk, Palisade sidewalk, Palisade Slow Street		S906
X1793	1	Citadel Dr	Confederation Dr	Collector	Collector	Existing	N: M-P+EFGreen; E: M-P+EFGreen, SL; S: M-P+EFGreen, SL; W: M-P+EFGreen	\$47,600	Citadel Cycle Track, Citadel MUP, Confederation MUP, Palisade Slow Street		C914, M575, M566, S906
X2492	1	Citadel Dr	Colonial Dr/Castle Cres	Collector	Local	Existing	N: M-P+1/2EFGreen, E: M-Z+1/2 EFGreen, S: M-P+1/2 EFGreen, W: Add 1/2EFGreen	\$5,600	Citadel Cycle Track, Citadel sidewalk, Castle Slow	Existing raised crosswalk	C914, S002

									Street, Castle sidewalk, Colonial sidewalk		
X2690	1	Citadel Dr	Kensington Cres (S Leg)	Collector	Local	New	N: Raised Crossing, M-Z + 1/2EFGreen, S: EFGreen, W: M-P + 1/2EFGreen	\$14,000	Citadel Cycle Track, Citadel sidewalk, Kensington Slow Street, Kensington sidewalk		C914, S574
X2788	1	Citadel Drive	Castle Cres (N Leg)	Collector	Local	New	N: M-Z+1/2EFGreen, E: M-P+1/2EFGreen, S: EFGreen	\$4,200	Citadel Cycle Track, Citadel sidewalk, Castle Slow Street, Castle sidewalk	Consider removing crossing at Kensington Cres N Leg with installation of this crossing	C914, S002
X2986	1	Citadel Dr	Gateway Pl	Collector	Driveway	Existing	N: Add EFGreen, EW: M-P+1/2EF Green, NW: SL	\$46,200	Citadel Cycle Track, Citadel sidewalk, Citadel MUP		C914, M998
X3638	1	Coquitlam Ave	Cambridge St	Collector	Local	Existing	N: M-P+EFGreen, E: RRFB, S: M-P, SL	\$79,800	Coquitlam MUP, Coquitlam sidewalk, Cambridge sidewalk		M195, W113
X5238	1	Coquitlam Ave	Lane W of Coast Meridian Rd	Collector	Lane	Existing	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, Remove Curb Returns	\$65,100	CM Lane Slow Lane, Coquitlam MUP, Coquitlam sidewalk	M-P markings (not M-Z) as the crossing also serves vehicles.	S103, M198
X1886	1	Confederation Dr	Colonial Dr	Collector	Local	Existing	N: SL, E: M-P+EFGreen, SL	\$43,400	Confederation MUP, Confederation Cycle Track, Confederation sidewalk	Raised x-walk in 2021	C559, M262
X1792	1	Confederation Dr	Homesteader Way	Collector	Local	Existing	N: Add 1/2EFGreen, S: M-Z+EFGreen, W: M-P, SL	\$25,200	Confederation MUP, Homesteader Cycle Track, Homesteader sidewalk		M575, S580
X1485	1	Eastern Dr	Klassen Ct	Collector	Local	Existing	S: M-P+EFGreen, E: Add EFGreen, SL	\$23,800	Eastern MUP, Eastern sidewalk, Skyline Park trails	Existing raised crosswalk	T100, T101, M925, M260
X1982	1	Eastern Dr	Western Dr	Collector	Collector	Existing	NESW: M-P + EF + Green, E+W: SL	\$47,600	Western MUP, Western Cycle Track, Western sidewalk, Eastern MUP, Eastern sidewalk		W650, C559, M265, M558, M260
X3067	1	Eastern Dr	Humber Cres	Collector	Local	Existing	N: Raised crosswalk, M-Z+EF Green; W:M-P, SL	\$33,600	Eastern sidewalk, Eastern MUP	Consider removal of raised crossing at Langan with the installation of this raised crossing and Eastern MUP connection	M554
X3071	1	Eastern Dr	Lamprey Dr	Collector	Local	New	N: RRFB (NW), M-Z+1/2 EFGreen, SL, S: RRFB (SE), M-Z+1/2 EFGreen, W: M-P, SL; Pushbuttons: Bike (2), Ped (2)	\$95,200	Lamprey sidewalk, Lamprey Slow Street, Eastern sidewalk, Eastern MUP	Half of project is existing pedestrian improvements.	M555, S901

X2977	1	Eastern Dr	Belle Place/Pooley Ave	Collector	Collector	Existing	N: M-Z+1/2 EFGreen; E: M-P+EFGreen, SL; S: M-Z+1/2EFGreen, SL; W: SL	\$74,200	Pooley MUP, Belle Slow Street, Eastern MUP, Eastern sidewalk	Some reconstruction of raised crosswalk/SE corner likely required.	M513, S592, W005
X2781	1	Eastern Dr	Vivian Pl	Collector	Local	New	S: M-P+EFGreen, SL	\$22,400	Eastern MUP, Vivian Slow Street, Vivian sidewalk		M556, M558, S582, W003
X3434	1	Flint St	Fraser Ave	Collector	Local	Existing	N: M-P+1/2EFGreen, SL; E: M-P, SL; S: M-P+1/2EFGreen; M-P+EFGreen, SL	\$68,600	Flint MUP, Flint sidewalk, Fraser Slow Street, Fraser sidewalk	Add EFGreen on N and S legs with Fraser Slow Street (P2)	M921, S202
X3139	1	Flint Street	Lougheed Hwy	Collector	Local	Existing	N: M-P + 1/2 EFGreen	\$1,400	Flint MUP, Flint sidewalk, Lougheed Cycle Track, Lougheed sidewalk		M921, R01
X3138	1	Flint St	Coquitlam Ave	Collector	Local	Existing	N: Add EFGreen, E: M-P, W: Add EFGreen, SL; B/O x4	\$163,800	Flint MUP, Flint sidewalk, Coquitlam MUP, Coquitlam sidewalk		M195, M194, M921
X3432	1	Flint St	Grant Ave	Collector	Local	Existing	N: RRFB, E: M-P, SL; W: M-P+EFGreen, SL	\$100,800	Flint MUP, Flint sidewalk		M921
X4607	1	Greenmount Ave	Wellington St	Collector	Collector	Existing	N: Add EFGreen, SL; E: Add EFGreen; S; Add EFGreen, SL; W: Add EFGreen, SL	\$68,600	Greenmount MUP, Greenmount sidewalk, Wellington MUP, Wellington sidewalk		M089, M214
X5107	1	Greenmount Ave	Sefton St	Collector	Local	New	N: Add EFGreen, SL; E: RRFB, M-Z+1/2EFGreen, SL; S: M-P, SL; W: RRFB, M-Z+1/2EFGreen, SL; 4 ped pushbuttons, 2 bike pushbuttons (SE/NW)	\$110,600	Greenmount MUP, Greenmount sidewalk, Wellington MUP, Wellington sidewalk	Reorient existing light for N Leg.	M089, S100
X2019	1	Hastings St	Patricia Ave	Collector	Collector	Existing	N: 1/2EF+Green, SL: S: EFGreen	\$23,800	Hastings MUP, Hastings sidewalk, Patricia MUP, Patricia Slow Street, Patricia sidewalk		C253, S250
X2024	1	Hastings St	Kitchener Ave	Collector	Local	Existing	N: M-P; E: Add EFGreen, SL; S: Add EFGreen, SL; W: M-P. Convert to 4-Way Stop	\$48,300	Hastings MUP, Hastings sidewalk, Kitchener sidewalk		M254, W527, W080, W081
X2026	1	Hastings St	Glenwood Ave	Collector	Local	Existing	E: M-P, S: RRFB- SL	\$78,400	Hastings MUP, Westwood Elem, Maple Creek Middle (CQ), Traboulay Trail	Driving factor is pedestrian safety on existing crosswalks.	M254, Existing S/Ws
X2037	1	Hastings St	Davies Ave	Collector	Collector	Existing	N: M-P; E: M-Z+EFGreen, SL; W: M-Z+EFGreen, SL	\$23,800	Hastings MUP, Hastings sidewalk, Davies MUP, Davies sidewalk		M119, M257

X7658	1	Hawkins St	Seaborne Ave	Collector	Local	New	N: RRFB (NW), M-Z; E: Add EFGreen; S: RRFB (SE), M-Z	\$60,200	Hawkins Cycle Track, Hawkins sidewalk, Seaborne sidewalk	E: Incl. Bike Box Crossing with C176	C176
X7661	1	Hawkins St	Walmart Entrance	Collector	Driveway	Existing	N: Remove Crosswalk; S: RRFB w/pushbuttons for peds and bikes, add EFGreen; SW: SL	\$78,400	Hawkins Cycle Track, Hawkins sidewalk		C176
X5375	1	Industrial Ave	Coast Meridian Rd	Collector	Collector	New	S: RRFB, M-Z	\$57,400	Industrial Area	N/W: P2	W652, M519, M570, M569
X4984	1	Kebet Way	Broadway St	Collector	Arterial	Existing	N: SL, E: Add EFGreen	\$22,400	Broadway MUP, Broadway sidewalk, Kebet MUP, Kebet sidewalk		M097, M922
X5382	1	Kebet Way	Spitfire Pl	Collector	Local	New	N: M-P, E: RRFB, M-Z	\$58,800	Kebet sidewalk, Kebet MUP, bus stop		M922, W616
X5381	1	Kebet Way	Coast Meridian Rd	Collector	Collector	Existing	S: Add EFGreen, SL, W: SL, E: SL	\$64,400	Kebet MUP, Traboulay Trail, Peace Park, Coast Meridian sidewalk		M922, M923
X6378	1	Kebet Way	Mustang Pl	Collector	Local	New	N: M-P; E: RRFB, M-Z, SL	\$79,800	Kebet S/W, Traboulay Trail, Bus Stop	Consider bus stop improvements for stop in conjunction with this project.	W619, W621
X6576	1	Kebet Way	Bus Stop Opposite 1317 Kebet	Collector	-	New	E: RRFB, M-Z	\$57,400	Kebet Sidewalk, Traboulay Trail, Bus Stop	Locate on E Side of Driveway. Relocate bus stop further east out of driveway conflict zone.	W621
X3768	1	Langan Ave	Taylor St	Collector	Collector	Existing	N+W: M-Z+EFGreen, E+S: M-Z, S: SL	\$26,600	Langan MUP, Taylor MUP, Taylor S/W, Langan S/W, Mary Hill Elem, Kilmer Elem, Pitt River Middle, Thompson Park, Cameron Park		M266, M268, M300, W609, W610
X4068	1	Langan Ave	Brown St	Collector	Local	Existing	N: M-Z+EFGreen, E: SL, S: M-Z	\$23,800	Langan MUP, Taylor MUP, Langan sidewalk		M266, W610
X6011	1	Lincoln Dr	Chelsea Ave	Collector	Local	Existing	E: M-Z+EFGreen, Raised Crosswalk, SL, S: M-P, SL	\$54,600	Hastings MUP, Hastings sidewalk, Kitchener sidewalk		T003, W048, M256, S089
X1945	1	Maple St	McAllister Ave	Collector	Local	New	S: Add EFGreen	\$1,400	McAllister Cycle Track, Traboulay Trail	Maple = N/S Street	C717
X2646	1	Mary Hill Rd	Elgin Ave	Collector	Local	Existing	E: 2 D/W Letdowns, S: M-Z, RRFB, W: M-P, SL, SW: B/O	\$128,800	Mary Hill sidewalk, Elgin sidewalk	Adjust SE radius to improve alignment	

X2553	1	Mary Hill Rd	Kelly Ave	Collector	Local	Existing	RRFB relocate NE to SE corner. N: Add 1/2EFGreen; S: M-Z+1/2EFGreen; W: Add EFGreen, SL; NE/SW: Bike Pushbuttons x2	\$51,800	Mary Hill MUP, Mary Hill sidewalk, Kelly sidewalk, Kelly Slow Street	RRFB and Lighting Installed in 2020/2021.	M012, S706
X2558	1	Mary Hill Rd	Hawthorne Ave	Collector	Local	Existing	N: RRFB, E: M-P, SL, W:M-P+EFGreen, SL	\$100,800	Mary Hill MUP, Hawthorne sidewalk		M012, W156
X2561	1	Mary Hill Rd	Rindall Ave	Collector	Local	Existing	E: M-P, SL, S: RRFB, B/O x2	\$148,400	Mary Hill MUP, Mary Hill sidewalk, Rindall sidewalk		M012
X2465	1	Mary Hill Rd	Lobb Ave	Collector	Local	Existing	W: M-P+EFGreen, SL	\$22,400	Lobb Slow Street, Lobb sidewalk, Mary Hill sidewalk, Mary Hill MUP	Consider removal of zebra crossing at Lobb Avenue when crossing at Western Drive installed (X2466)	M593, S602
X2466	1	Mary Hill Rd	Western Dr	Collector	Collector	New	S: RRFB, M-Z+EFGreen; E: M-P, SL,	\$79,800	Mary Hill MUP, Western MUP	Consider removal of zebra crossing at Lobb Avenue when installed.	M593, M263
X2469	1	Nicola Avenue	Costco/Nicola Stn Driveways	Collector	Local	New	E: M-P+EFGreen	\$1,400	Nicola MUP, Nicola sidewalk		M594
X2468	1	Nicola Ave	Costco/Home Depot Intersection	Collector	Local	Existing	N: Add EFGreen; E: Add EFGreen, SL; W: Add EFGreen, SL	\$46,200	Nicola MUP, Nicola Cycle Track, Nicola sidewalk	4-way stop with crosswalk on N, E and W leg to be installed by developer	M594, C916
X2467	1	Nicola Ave	Hawkins St	Collector	Collector	Existing	N: Add EFGreen; E: Add EFGreen; Bike pushbuttons	\$2,800	Hawkins Cycle Track, Hawkins sidewalk, Nicola Cycle Track, Nicola sidewalk		C176
X1119	1	Patricia Ave	Woodland St	Collector	Local/Collector	Existing	Convert to All-Way Stop. N: M-P, SL; E: M-P, SL; S: M-P, SL	\$68,250	Woodland Slow Street, Woodland sidewalk, Patricia Slow Street, Patricia sidewalk		S250, S219
X1220	1	Patricia Ave	Anson Ave	Collector	Collector	New	Mini roundabout	\$0	Anson MUP, Anson sidewalk, Woodland Slow Street, Woodland sidewalk	By development	S219
X1219	1	Patricia Ave	Murchie Pl	Collector	Local	Existing	E: RRFB, M-Z. Remove traffic circle and widened sidewalk on N side for on-street bikes.	\$85,400	Patricia sidewalk, Patricia slow street	Review Pavement Markings and Make Consistent with Roundabouts as Part of Capital Project	S250
X3476	1	Pooley Ave	Knappen St	Collector	Local	Existing	N: M-P+EFGreen, E: Convert to M-P, SL, S: Convert to M-P, W: Convert to M-P, SL	\$47,600	Pooley MUP, Pooley sidewalk, Knappen sidewalk		M514

X3776	1	Pooley Ave	Taylor St	Collector	Collector	Existing	NE: Convert to M-P, S: Convert to Driveway, W: M-P+EFGreen	\$11,200	Pooley MUP, Taylor MUP, Brown Creek Trail	All SL to be done in 2023.	M514, M300, T152
X1353	1	Reeve St	Kelly Ave	Collector	Local	Existing	N: 1/2EFGreen, E: M-P, S: M-Z+1/2EFGreen	\$59,000	Reeve Cycle Track, Reeve sidewalk, Kelly Slow Street, Kelly sidewalk	Existing raised crosswalk	C100, S706
X1357	1	Reeve St	Hawthorne Ave	Collector	Local	Existing	N: 1/2EFGreen, SL, E: M-P, S: M-Z+1/2EFGreen, SL	\$60,200	Reeve MUP, Reeve sidewalk, Hawthorne sidewalk, Hawthorne Slow Street	Existing raised crosswalk	M016, S701
X6349	1	Riverside Dr	Yangtze Gate	Collector	Local	Existing	E: Add EFGreen, S: M-P+EFGreen, SL	\$23,800	Riverside MUP, Riverside sidewalk, Terry Fox Pathway, Yangtze sidewalk		M017
X7147	1	Riverside Dr	Walkway at 1105 Riverside Dr	Collector	Walkway	Existing	Add EFGreen, SL	\$22,400	Riverside MUP, Riverside sidewalk, Walkway	Existing raised crosswalk	M017, T036, W557
X7145	1	Riverside Dr	Riverwood Gate	Collector	Collector	Existing	N: EFGreen, W:M-P	\$2,800	Riverwood MUP, Riverside MUP, Riverside sidewalk	Raised N and S crosswalks in 2024	M017, M018
X7338	1	Riverside Dr	Elbow Pl	Collector	Local	Existing	N: M-P, SL, E: Add EFGreen, S: M-P+EFGreen, SL, W: M-Z+EFGreen, SL, RRFB Retrofit (SE to SW), NW/SE: Bike Pushbuttons	\$75,600	Riverside MUP, Elbow Slow Street, Riverside sidewalk, Elbow Slow Street	RRFB in 2022	M017, S158, S157, W555
X8138	1	Riverside Dr	Fremont St	Collector	Collector	Existing	W: Add EFGreen, SL; SW: B/O	\$57,400	Riverside MUP, Fremont MUP, Blakeburn Lagoons/Park		M017, M153, M154, W555
X8139	1	Riverwood Gate	Amazon St	Collector	Local	Existing	W: Add EFGreen	\$1,400	Riverwood MUP, Amazon MUP		M001
X4610	1	Wellington St	Myrtle Way	Collector	Local	Existing	N: Add 1/2EFGreen, S: EFGreen, SL, W: M-P, SL	\$46,200	Wellington MUP, Wellington sidewalk, Myrtle Slow Street, Myrtle sidewalk	N: Raised crosswalk in 2023	M214, S087
X4612	1	Wellington St	Kent Ave	Collector	Local	New	N: Raised crosswalk, M-Z, SL; E: M-P+EFGreen, SL	\$54,600	Wellington MUP, Wellington sidewalk, Kent sidewalk		M214, W075
X4620	1	Wellington St	Patricia Ave	Collector	Local	Existing	N: RRFB modify (SW to NW), M-Z+EFGreen; E: M-P+EFGreen; S: Add EFGreen; W: M-P, SL; Bike pushbuttons (2)	\$40,600	Patricia Slow Street, Patricia sidewalk, Patricia MUP, Wellington MUP, Wellington sidewalk	S: RRFB in 2022	M013, M258, S270, W067

X4622	1	Wellington St	Jensen Ave	Collector	Local	Existing	N: Raised Crosswalk, W: SL	\$30,800	Wellington MUP, Wellington sidewalk		M258
X4624	1	Wellington St	Laurier Ave	Collector	Local	Existing	N: Raised Crosswalk, E:M-P+EFGreen	\$11,200	Wellington MUP, Wellington sidewalk		M258
X4626	1	Wellington St	Dorset Ave	Collector	Local	Existing	N: RRFB (NW), 1/2EFGreen; E: M-P+EFGreen, SL; S: RRFB (SE), M-Z+1/2EFGreen; W: M-P, SL; NE/SW: Bike Pushbuttons	\$117,600	Wellington MUP, Wellington sidewalk, Dorset Slow Street, Dorset sidewalk	RRFB Planned in 2024/25 (Cost Covered in Plan), but add Ped Buttons and S: M-Z, NE/SW: Bike Pushbuttons.	M258, S950, W204
X4638	1	Wellington St	Coquitlam Ave	Collector	Collector	Existing	N: M-P+EFGreen, SL; W: Add EFGreen	\$23,800	Wellington MUP, Wellington sidewalk, Coquitlam MUP, Coquitlam sidewalk, Walkway	Existing raised crosswalk on E leg	M197, M198, M259
X4636	1	Wellington St	Manning Ave	Collector	Local	Existing	N: raised crosswalk; E: M-P, SL, W: M-P+EFGreen, SL	\$54,600	Wellington MUP, Wellington sidewalk, Manning sidewalk		M259
X2371	1	Western Dr	Lamprey Dr	Collector	Local	New	N: M-Z+1/2EFGreen, E: M-P, SL, S: M-Z+1/2EFGreen	\$25,200	Western MUP, Western sidewalk, Lamprey Slow Street		M263, M265, S901
X1984	1	Western Dr	Western Pl	Collector	Local	Existing	S: raised crosswalk	\$9,800	Western sidewalk		C559
X2084	1	Western Dr	Hazel Trembath Entrance	Collector	Driveway	Existing	N: Add EFGreen, SL; E: M-P+EFGreen	\$16,800	Western Cycle Track, Western sidewalk, Trails	Existing raised crosswalk	C559, T101, T102
X4543	1	Westminster Ave	Maxwell Pl	Collector	Local	Existing	S: M-P + 1/4-3/4EFGreen, SL, W: EFGreen, SL	\$44,800	Westminster Slow Street, Maxwell Slow Street, James Park Elem MUP	Raised crosswalk in 2021. Coordinate with SD43 to tie into MUP on school property.	S193, S191
X5243	1	Westminster Ave	Lane W of Coast Meridian Rd	Collector	Lane	Existing	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, SL	\$65,100	Coast Meridian Slow Lane, Westminster sidewalk, Westminster Slow Street	M-P markings (not M-Z) as the crossing also serves vehicles.	S193, S103
X5343	1	Westminster Ave	Coast Meridian Rd	Collector	Arterial	Existing	W: Add 1/4-3/4 EFGreen, SL	\$22,400	Westminster Slow Street, Westminster sidewalk, Coast Meridian Slow Lane, Coast Meridian sidewalk		M005, S193
X5344	1	Wilson Ave	Mary Hill Rd	Collector	Collector	Existing	W: Add EFGreen	\$1,400	Mary Hill MUP		M723

Collector Crossings - Priority 1 Projects **\$3,944,350**

Collector Crossings - Priority 2											
Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X5511	2	Apel Dr	Ulster St	Collector	Local	Existing	E: Add EFGreen, SL, S: M-Z+EFGreen	\$23,800	Apel MUP	Apel = E/W. E: M-P Added 2022.	M911
X2180	2	Bury Ave	Wilson Ave	Collector	Collector	Existing	N: Add EFGreen	\$1,400	Wilson Cycle Track		C716
X3085	2	Citadel Dr	Nova Scotia Ave	Collector	Local	New	N: M-Z+EFGreen, Raised Crossing, S: EFGreen, SL	\$33,600	Citadel Cycle Track, Citadel sidewalk, Nova Scotia Slow Street, Nova Scotia sidewalk	Citadel = N/S	C914, S548
X2282	2	Eastern Dr	Delia Dr/Paula Pl	Collector	Local	Existing	N: M-P; SL, S:M-P+EFGreen, SL, B/O	\$86,800	Delia sidewalk, Delia Slow Street, Eastern MUP, Paula Place sidewalk, Paula Place Slow Street	Painted armadillo area in the parking lane in front of 1369/1371 Eastern w bike access ramp and stop sign for NB Bike Traffic	W358, M558, S591, S590
X2874	2	Eastern Dr	Oughton Dr	Collector	Local	New	N: RRFB (NE), M-Z+1/2 EFGreen; S: RRFB, M-Z+1/2 EFGreen, SL	\$86,800	Oughton Slow Street, Oughton sidewalk, Eastern MUP, Eastern sidewalk		S512, M555, W357
X2876	2	Eastern Dr	Pitt River Rd	Collector	Arterial	Existing	W: Add EFGreen	\$1,400	Eastern MUP, Pitt River MUP		M553, M554
X2879	2	Mary Hill Rd	Wilson Ave	Collector	Collector	Existing	N: Add EFGreen	\$1,400	Wilson Cycle Track, Mary Hill MUP		C716, M723
X6958	2	Nicola Ave	1097 Nicola Ave	Collector	Driveway	New	W: RRFB, M-Z; S:M-P; N: D/W	\$65,800	Nicola sidewalk, Nicola MUP		
X6549	2	Riverside Dr	Ottawa St	Collector	Collector	Existing	N: SL (NW); S: EFGreen	\$22,400	Riverside MUP, Ottawa MUP	Consider a roundabout or signal at this location.	M255, M017
X4634	2	Wellington St	Fraser Ave	Collector	Local	Existing	N: Add 1/2EFGreen, E:M-P; S: EFGreen	\$4,200	Wellington MUP, Wellington sidewalk, Fraser Slow Street, Fraser sidewalk		M259, S203
X2373	2	Western Dr	Thea Dr	Collector	Local/Lane	Existing	N: EFGreen (Full) - Lane to NW Corner, E: M-P, SL, S: SL, W: M-P+1/2EFGreen, SL	\$67,200	Thea Slow Street, York Slow Street, Western MUP	Raised x-walk in 2019	S509, S510
X2178	2	Western Dr	Celeste Cres	Collector	Local	New	N: RRFB (NW), M-Z+1/2EFGreen; E: M-P, SL; S: RRFB (SE), M-Z+1/2EFGreen, SL	\$102,200	Western MUP, Western sidewalk, Celeste Slow Street, Celeste sidewalk		S589, W359, M265
X2179	2	Wilson Ave	Reeve St	Collector	Collector	Existing	W: Add EFGreen	\$1,400	Wilson Cycle Track, Reeve Cycle Track		C716, C100

Collector Crossings - Priority 2 Projects **\$498,400**

Local Road Crossings - Priority 1											
Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X5299	1	Angelo Avenue	Coast Meridian Road	Local	Arterial	Existing	W: Add1/2EFGreen	\$1,400	Coast Meridian Cycle Track, Coast Meridian sidewalk, Angelo sidewalk		C104
X5308	1	Lynwood Avenue	Coast Meridian Road	Local	Arterial	Existing	E: 1/4-3/4EFGreen, SL	\$22,400	Coast Meridian MUP, Coast Meridian sidewalk, Lynwood Slow Street, Lynwood sidewalk		M003, S091, W252
X5311	1	Chelsea Avenue	Coast Meridian Road	Local	Arterial	Existing	W: Add 1/4-3/4EFGreen, SL	\$22,400	Chelsea Slow Street, Coast Meridian MUP, Coast Meridian sidewalk		S084, M911
X5312	1	Kent Avenue	Coast Meridian Road	Local	Arterial	Existing	W: SL	\$21,000	Coast Meridian sidewalk, Kent sidewalk		W075
X5332	1	Grant Avenue	Coast Meridian Road	Local	Arterial	Existing	E: M-P, SL, W: Add EFGreen, SL	\$44,800	Coast Meridian MUP, Coast Meridian sidewalk		M211
X5336	1	Manning Avenue	Coast Meridian Road	Local	Arterial	Existing	W: SL	\$21,000	Coast Meridian sidewalk		
X8859	1	Seaborne Avenue/Seaborne Place	Fremont Connector	Local	Arterial	Existing	E&W: Add 1/2EFGreen	\$2,800	Fremont Cycle Track, Fremont sidewalk, Seaborne sidewalk		C165
X2544	1	Lane at 2282 Kingsway	Kingsway Avenue	Lane	Arterial	Existing	S: M-P, stop bar, SL	\$22,400	Commercial, downtown, parking lot, Kingsway sidewalk	Alternatively consider driveway letdown instead of crosswalk.	W562
X3048	1	Courthouse Lane Driveway	Kingsway Avenue	Driveway	Arterial	Existing	W: D/W Letdown, SL	\$28,000	Downtown Parking, Kingsway S/W		W563
X3745		Fremont Drive	Mary Hill Bypass Exit Roundabout	Local	Arterial	New	N: M-Z+EFGreen	\$2,800	Holland Connector MUP		M919
X4065	1	Brown Street	McLean Avenue	Local	Arterial	Existing	S: M-P +EFGreen	\$1,400	McLean Cycle track, McLean sidewalk	Update existing crossing.	C533
X4019	1	Patricia Avenue (W Leg)	Oxford Street	Local	Arterial	New	S: Add EFGreen, W: M-P+ 1/4+3/4 EFGreen, SL	\$23,800	Patricia Slow Street, Oxford Cycle Track, Oxford Sidewalk	RRFB-SL planned for 2024.	S251, S270, W069, W070, SW902, C108
X4020	1	Patricia Avenue (E Leg)	Oxford Street	Local	Arterial	Existing	E: M-P+ 1/4-3/4EFGreen, SL	\$22,400	Patricia Slow Street, Oxford sidewalk, Patricia sidewalk	Move to EFGreen with C108.	S251, S270, W069
X4024	1	Laurier Avenue (E Leg)	Oxford Street	Local	Arterial	Existing	E: M-P+EFGreen, SL	\$22,400	Oxford sidewalk, Oxford Cycle Track	M-P and SL for existing sidewalk. Add EFGreen for P2 cycle track.	C108
X4025	1	Dorset Avenue (W Leg)	Oxford Street	Local	Arterial	Existing	W: 1/4-3/4 EFGreen, SL	\$22,400	Oxford sidewalk, Dorset Slow Street, Oxford Cycle Track		S199, W902, C108

X4036	1	Manning Avenue (W leg)	Oxford Street	Local	Arterial	Existing	E: M-P, SL	\$22,400	Oxford sidewalk		Ex S/W
X4040	1	Suffolk Avenue	Oxford Street	Local	Arterial	Existing	E: M-P, SL, W: M-P+EFGreen, SL	\$44,800	Oxford sidewalk, Oxford Cycle Track	RRFB installed in 2021 for S crosswalk.	C913
X4042	1	Westminster Avenue (W Leg)	Oxford Street	Local	Arterial	Existing	W:M-P+EFGreen	\$1,400	Oxford Cycle Track	SL in 2021	C913
X4044	1	2850 Oxford	Oxford Street	Driveway	Arterial	Existing	E: Driveway letdown and sidewalk extension, SL	\$39,900	Oxford sidewalk		C913
X1762	1	Rowland Street	Pitt River Road	Local	Arterial	New	N:M-P+EFGreen, SL	\$22,400	Pitt River MUP, Rowland Slow Street, Rowland sidewalk		M524, S710
X2262	1	Irvine Avenue	Pitt River Road	Local	Arterial	Existing	S: M-P, SL	\$22,400	Pitt River sidewalk	Assumes Local Street Classification, Not Lane	C526
X3466	1	Warwick Avenue	Pitt River Road	Local	Arterial	Existing	E: M-P, SL	\$22,400	Pitt River sidewalk		X3467
X3467	1	Warwick Crescent	Pitt River Road	Local	Arterial	Existing	W: M-P, SL	\$22,400	Pitt River sidewalk		X3466
X3470	1	Morgan Avenue	Pitt River Road	Local	Arterial	Existing	E: M-P, SL	\$22,400	Pitt River sidewalk, Morgan sidewalk		
X3277	1	Lane @ 1562 Pitt River Road	Pitt River Road	Lane	Arterial	Existing	W: D/W Letdown, SL	\$28,000	Pitt River sidewalk		M542
X3279	1	Columbia Avenue	Pitt River Road	Local	Arterial	Existing	E: M-P+EFGreen, W: M-P	\$2,800	Pitt River sidewalk, Pitt River MUP		M542, M544
X3281	1	McKenzie Place	Pitt River Road	Local	Arterial	New	E: M-P+EFGreen, SL	\$22,400	Pitt River MUP		M544
X3282	1	Routley Avenue	Pitt River Road	Local	Arterial	Existing	E: M-P+EFGreen	\$1,400	Pitt River MUP		M544
X3484	1	Yukon Avenue	Pitt River Road	Local	Arterial	Existing	E: Add EF Green, SL	\$22,400	Pitt River Cycle Track, Pitt River sidewalk		C603, C915, W900
X3586	1	Nova Scotia Avenue	Pitt River Road	Local	Arterial	Existing	W: M-P, SL	\$22,400	Pitt River sidewalk		C915
X3687	1	Carmel Avenue	Pitt River Road	Local	Arterial	Existing	W: M-P	\$1,400	Pitt River sidewalk		C915
X3791	1	Argue Street	Pitt River Road	Local	Arterial	Existing	N: Add EFGreen (Full), E: Add 1/4-3/4EFGreen, S: M-Z+1/2EFGreen, W: Pedestrian landing; NW corner B/O	\$84,000	Argue Slow Street, Argue sidewalk, Argue pedestrian path		S909, T159
X3318	1	Stirling Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL; W: narrow driveway	\$29,400	Shaughnessy MUP, Shaughnessy sidewalk		M111
X3221	1	Centennial Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	\$22,400	Shaughnessy sidewalk		
X3124	1	Laurier Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	\$22,400	Shaughnessy sidewalk		
X3027	1	Chester Place	Shaughnessy Street	Local	Arterial	Existing	E:M-P, SL	\$22,400	Shaughnessy sidewalk		
X3028	1	Salisbury Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	\$22,400	Shaughnessy sidewalk, Salisbury sidewalk		W064
X3029	1	2211 Prairie Avenue	Shaughnessy Street	Driveway	Arterial	Existing	W: D/W Letdown, SL	\$28,000	Shaughnessy MUP, Shaughnessy sidewalk		M112
X3031	1	Lane South of Prairie	Shaughnessy Street	Driveway	Arterial	Existing	W: D/W Letdown, SL	\$28,000	Shaughnessy sidewalk, Shaughnessy MUP (P2)		M113

X3032	1	Grant Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	\$22,400	Shaughnessy sidewalk		
X3033	1	Lane South of Grant	Shaughnessy Street	Driveway	Arterial	Existing	E: SL	\$21,000	Shaughnessy sidewalk		
X2936	1	Chester Street	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	\$22,400	Shaughnessy sidewalk		
X2940	1	Lions Way	Shaughnessy Street	Local	Arterial	Existing	W: Add EFGreen to M-P and zebra crossings, SL x 2	\$46,200	Shaughnessy MUP, Shaughnessy sidewalk, Lions sidewalk		M004
X2445	1	Elgin Avenue	Shaughnessy Street	Local	Arterial	Existing	E: Add EFGreen, SL, W: SL	\$43,400	Shaughnessy sidewalk, Shaughnessy Cycle Track, Shaughnessy MUP (Underpass), Elgin sidewalk	RRFB in 2021	C714, R06
X2346	1	McAllister Avenue	Shaughnessy Street	Local	Arterial	Existing	E: SL, S: Add EFGreen	\$22,400	McAllister MUP, McAllister Cycle Track, McAllister sidewalk, Shaughnessy Cycle Track, Shaughnessy sidewalk	Driving factor is existing pedestrian safety.	C714, C717
X2247	1	Whyte Avenue/Leigh Square Place	Shaughnessy Street	Local	Arterial	Existing	N: RRFB Retrofit (SW to NW Corner), M-Z, Add 2 Ped + 1 Bike Pushbuttons, E: Add EFGreen, SL; W: SL	\$71,400	Shaughnessy sidewalks, Shaughnessy Cycle Track, Whyte sidewalks	RRFB Added in 2021 on South Leg	C714
X2048	1	Marpole Avenue	Shaughnessy Street	Local	Arterial	Existing	W: SL	\$21,000	Shaughnessy sidewalk		C714
X2051	1	Atkins Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, W: M-P+EFGreen (Full)	\$2,800	Shaughnessy sidewalk, Shaughnessy Cycle Track, Atkins sidewalk	W: SL on E & W legs included in 2022 NR project scope	C700
X2052	1	Lane S of Atkins	Shaughnessy Street	Lane	Arterial	Existing	W: D/W Letdown, EF Green	\$8,400	Shaughnessy sidewalk, Shaughnessy Cycle Track	SL included in 2022 NR capital project scope	C700
X2053	1	Kelly Avenue	Shaughnessy Street	Local	Arterial	Existing	RRFB relocate NE to SE Corner, remove mast arm. N: Add 1/2EFGreen; E: M-P; S: M-Z+1/2EFGreen, add 2 Ped Pushbuttons, 1 Bike Pushbutton; W: M-P+EFGreen; NE/SW Corner: Bike Pushbuttons (x2)	\$46,200	Kelly sidewalk, Kelly Slow Street, Shaughnessy Cycle Track, Shaughnessy sidewalk	Overhead Flasher/SL installed N side in 2021. SL included in 2022 NR Capital.	C700, S706, W157
X2055	1	Welcher Avenue (W Leg)	Shaughnessy Street	Local	Arterial	Existing	W: M-P+EFGreen	\$1,400	Shaughnessy sidewalk, Shaughnessy Cycle Track, Welcher sidewalk		C700
X2056	1	Welcher Avenue (E Leg)	Shaughnessy Street	Local	Arterial	Existing	E: M-P	\$1,400	Shaughnessy sidewalk, Welcher sidewalk		C700
X2058	1	Hawthorne Avenue (E Leg)	Shaughnessy Street	Local	Arterial	Existing	E: M-P	\$1,400	Hawthorne sidewalk, Shaughnessy sidewalk		W156
X2059	1	Central Avenue (W Leg)	Shaughnessy Street	Local	Arterial	Existing	W: M-P+EFGreen	\$1,400	Shaughnessy sidewalk, Shaughnessy Cycle Track, Central sidewalk		C700
X2060	1	Central Avenue (E Leg)	Shaughnessy Street	Local	Arterial	Existing	N: EFGreen; E: M-P, SL; S: Add 1/2EFGreen; NE/SW: Bike Pushbutton	\$47,600	Shaughnessy sidewalk, Shaughnessy Cycle Track, Central sidewalk, Central Slow Street		C700, S703

X2061	1	Rindall Avenue	Shaughnessy Street	Local	Arterial	Existing	W: M-P+EFGreen (Full), SL	\$22,400	Shaughnessy Cycle Track, Shaughnessy sidewalk, Rindall sidewalk		C700
X2161	1	Lane N of Pitt River	Shaughnessy Street	Lane	Arterial	Existing	E: D/W Letdown	\$7,000	Shaughnessy sidewalk		C700
X2066	1	Lane N of Marshall	Shaughnessy Street	Lane	Arterial	Existing	W: D/W Letdown, EF Green	\$8,400	Shaughnessy Cycle Track, Shaughnessy sidewalk	SL included in 2022 NR capital project scope	C504
X2067	1	Marshall Avenue	Shaughnessy Street	Local	Arterial	Existing	W: Add EFGreen	\$1,400	Shaughnessy Cycle Track, Shaughnessy sidewalk	E&W: M-P and SL included in 2022 NR capital project scope	C504
X2068	1	Stafford Avenue	Shaughnessy Street	Arterial	Arterial	Existing	W: Add EFGreen	\$1,400	Shaughnessy Cycle Track, Shaughnessy sidewalk	RRFB, M-P and SL in 2022 NR capital project scope	C504
X2073	1	Nacht Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, W:M-P+EFGreen, SL	\$23,800	Shaughnessy Cycle Track, Shaughnessy sidewalk, Nacht Slow Street, Nacht sidewalk		C503, S506
X7365	1	2115 Sherling/879 Village Drive	Sherling Avenue	Driveway	Arterial	Existing	N: M-P, SL, S: Driveway Letdown, SL	\$50,400	Sherling sidewalk		
X5411	1	Lane W of Ulster Street	Apel Drive	Lane	Collector	Existing	E: D/W Letdown, SL	\$28,000	Apel sidewalk		M911
X5510	1	Victoria Place	Apel Drive	Local	Collector	Existing	W: SL	\$21,000	Apel sidewalk	W: M-P in 2022	
X5709	1	Toronto Street	Apel Drive	Local	Collector	Existing	E: Add 1/4-3/4EFGreen, SL	\$22,400	Apel MUP, Toronto Slow Street		M096, S093
X5807	1	Lynwood Avenue	Apel Drive	Local	Collector	Existing	E: Add 1/4-3/4EFGreen, SL	\$22,400	Apel MUP, Lynwood Slow Street		M096, S097
X7510	1	Chelsea Avenue	Cedar Drive	Local	Collector	Existing	E: M-P + 1/4-3/4EFGreen, SL	\$22,400	Cedar MUP, Chelsea Slow Street, Chelsea sidewalk		M137, S142, W201
X7512	1	Essex Avenue	Cedar Drive	Local	Collector	New	E: M-P+1/4-3/4EFGreen, SL	\$22,400	Cedar sidewalk, Cedar MUP, Essex sidewalk, Essex Slow Street		M138, S905, W202
X7420	1	Patricia Avenue	Cedar Drive	Local	Collector	Existing	E:M-P, SL	\$22,400	Cedar sidewalk		
X7429	1	Wright Avenue	Cedar Drive	Local	Collector	Existing	E:M-P, SL	\$22,400	Cedar sidewalk		
X0897	1	678 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	W: D/W letdown, SL	\$28,000	Citadel sidewalk		
X0997	1	688 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	W: D/W letdown, SL	\$28,000	Citadel sidewalk		
X1097	1	Capital Court (W Leg)	Citadel Drive	Local	Collector	Existing	S: M-P, SL	\$22,400	Citadel sidewalk		
X1197	1	Capital Court (E Leg)	Citadel Drive	Local	Collector	Existing	S: M-P, SL	\$22,400	Citadel sidewalk		
X1198	1	788 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	S: Driveway letdown, SL	\$28,000	Citadel sidewalk		
X1694	1	Fortress Drive	Citadel Drive	Local	Collector	New	W: M-P+1/4-3/4EFGreen	\$1,400	Fortress sidewalk, Fortress Slow Street, Citadel sidewalk, Citadel MUP		S565, M566
X1993	1	Lanes @ 898 & 909 Citadel Drive	Citadel Drive	Lane	Collector	Existing	Replace with D/W letdowns, 1/2EFGreen (Full), SL	\$37,800	Citadel Cycle Track, Citadel sidewalk		C914

X2193	1	Driveway @ 920 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	Replace with 6m D/W letdowns, 1/2EFGreen, SL	\$29,400	Citadel Cycle Track, Citadel sidewalk		C914
X2787	1	Kensington Crescent (N Leg)	Citadel Drive	Local	Collector	Existing	W: M-P+1/2EFGreen	\$1,400	Citadel Cycle Track, Citadel sidewalk	Existing raised crosswalk	C914
X2887	1	Nottingham Place	Citadel Drive	Local	Collector	Existing	W: M-P+1/2EFGreen	\$1,400	Citadel Cycle Track, Citadel sidewalk		C914
X2985	1	Slip Road @ 1250 Citadel Drive	Citadel Drive	Local	Collector	Existing	E: M-P+1/2EFGreen, SL	\$22,400	Citadel Cycle Track, Citadel sidewalk	Consider converting slip road to one-way	C914
X2984	1	Slip Road @ 1280 Citadel Drive	Citadel Drive	Local	Collector	Existing	E: M-P+1/2EFGreen, SL	\$22,400	Citadel Cycle Track, Citadel sidewalk	Consider converting slip road to one-way	C914
X3084	1	Nova Scotia Avenue	Citadel Drive	Local	Collector	Existing	E: M-P+1/2EFGreen, SL	\$22,400	Citadel Cycle Track, Citadel sidewalk, Nova Scotia Slow Street		C914
X3184	1	1355 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	W: D/W letdown 1/2EFGreen, SL	\$22,400	Citadel sidewalk, Citadel Cycle Track	Narrow driveway entrance	C914
X3038	1	Chester Street	Coquitlam Avenue	Local	Collector	Existing	N: M-P+EFGreen, SL, W: M-Z+EFGreen & Markings to Ramp	\$18,900	Coquitlam MUP, Chester sidewalk		M194, W521
X3338	1	Lane E of Flint Street	Coquitlam Avenue	Lane	Collector	Existing	N: Convert to Driveway, SL	\$28,000	Coquitlam MUP		M194
X4438	1	York Street	Coquitlam Avenue	Local	Collector	Existing	N: M-P+EFGreen, SL; E: Add EFGreen	\$16,800	Coquitlam MUP, Coquitlam sidewalk, York sidewalk	Existing raised crosswalk on E leg	M196, M197
X5038	1	Vincent Street	Coquitlam Avenue	Local	Collector	Existing	N: M-P+EFGreen	\$1,400	Coquitlam MUP		M194
X1135	1	Bailey Court	Confederation Drive	Local	Collector	Existing	E: M-P+EFGreen	\$1,400	Confederation MUP		M262, M575
X1136	1	Fox Street	Davies Avenue	Local	Collector	Existing	N: M-P+EFGreen, SL; NW/NE: B/O	\$92,400	Davies sidewalk		S899, M928
X1537	1	Raleigh Street	Davies Avenue	Local	Collector	New	N: M-P, SL, E: RRFB, M-Z+1/2EFGreen, SL; W: RRFB, M-Z+1/2EFGreen	\$116,200	Raleigh sidewalks, Raleigh Slow Street, Davies sidewalk, Davies MUP		S220, W086, M257, M928
X1737	1	Jervis Street	Davies Avenue	Local	Collector	Existing	N: M-P, SL	\$15,400	Davies sidewalk		M257
X1837	1	Huntington Place	Davies Avenue	Local	Collector	New	S: M-P+EFGreen, SL	\$22,400	Davies MUP		M257
X1937	1	Seymour Street	Davies Avenue	Local	Collector	Existing	N: M-P, SL	\$22,400	Davies sidewalk		M257
X1185	1	Fletcher Way	Eastern Drive	Local	Collector	Existing	S: M-P+1/4-3/4 EFGreen, SL	\$22,400	Eastern sidewalk, Eastern MUP, Fletcher Slow Street		S902, W200, M925
X1583	1	Elinor Crescent	Eastern Drive	Local	Collector	New	N: M-P+EFGreen, SL	\$22,400	Eastern MUP		M260
X1882	1	Helen Drive	Eastern Drive	Local	Collector	New	N: M-P+EFGreen, SL	\$22,400	Eastern MUP		M260
X2082	1	Denise Place	Eastern Drive	Local	Collector	Existing	N:M-P	\$1,400	Eastern sidewalk		M558
X2482	1	Claudia Place	Eastern Drive	Local	Collector	Existing	N: M-P, SL	\$22,400	Eastern sidewalk		M558
X2880	1	Carmen Place	Eastern Drive	Local	Collector	Existing	W: M-P, SL	\$22,400	Eastern sidewalk		M555
X2878	1	Bridget Drive	Eastern Drive	Local	Collector	Existing	W: M-P, SL	\$22,400	Eastern sidewalk		M555
X2976	1	Audrey Drive	Eastern Drive	Local	Collector	Existing	W:M-P, SL	\$22,400	Eastern sidewalk		M555
X2875	1	Anita Drive	Eastern Drive	Local	Collector	Existing	W:M-P, SL	\$22,400	Eastern sidewalk		M555
X2873	1	Oughton Drive	Eastern Drive	Local	Collector	Existing	W:M-P, SL	\$22,400	Eastern sidewalk, Oughton sidewalk		W357

X3166	1	Penny Place	Eastern Drive	Local	Collector	Existing	W:M-P, SL, W/C Letdowns x 2	\$36,400	Eastern sidewalk		M554
X3336	1	Manning Avenue	Flint Street	Local	Collector	Existing	E: M-P, SL	\$22,400	Flint MUP, Flint Sidewalk, Manning sidewalk		W062, M921
X4107	1	Dunphy Street	Greenmount Avenue	Local	Collector	New	N: M-P+EFGreen, SL	\$22,400	Greenmount MUP		M089
X4807	1	Liverpool Street	Greenmount Avenue	Local	Collector	New	N: M-P+EFGreen, SL	\$22,400	Greenmount MUP		M089
X2025	1	Friskie Avenue	Hastings Street	Local	Collector	Existing	E: M-P, W: M-P+EFGreen, SL	\$23,800	Hastings sidewalk, Hastings MUP	Driving factor is MUP.	M254
X2027	1	3397 Hastings	Hastings Street	Driveway	Collector	Existing	W: M-P+EFGreen, SL, Stop Sign and Stop Bar	\$22,750	Hastings MUP		M254
X2028	1	Chilcott Avenue	Hastings Street	Driveway	Collector	Existing	E: M-P, SL, W: M-P+EFGreen, SL, Stop Sign and Stop Bar	\$45,150	Hastings sidewalk, Hastings MUP	Driving factor is existing sidewalks.	M254
X2029	1	Battistoni Place	Hastings Street	Local	Collector	New	W: M-P+EFGreen, SL	\$22,400	Hastings MUP		M254
X2030	1	Shaftsbury Place	Hastings Street	Local	Collector	New	W: M-P+EFGreen, SL	\$22,400	Hastings MUP		M254
X2031	1	Osborne Street	Hastings Street	Local	Collector	Existing	E: M-P	\$1,400	Existing Sidewalks, Westwood Elem, Maple Creek Middle (CQ), Commercial		Ex S/Ws
X4875	1	1658 Industrial	Industrial Avenue	Driveway	Collector	Existing	S: D/W Letdown, SL	\$28,000	Industrial Ave sidewalk		W652
X4975	1	1648 Industrial	Industrial Avenue	Driveway	Collector	Existing	S: D/W Letdown, SL	\$28,000	Industrial Ave sidewalk		W652
X5075	1	1638 Industrial	Industrial Avenue	Driveway	Collector	Existing	S: D/W Letdown, SL	\$28,000	Industrial Ave sidewalk		W652
X5175	1	1628 Industrial	Industrial Avenue	Driveway	Collector	Existing	S: D/W Letdown, SL	\$28,000	Industrial Ave sidewalk		W652
X5275	1	1610 Industrial	Industrial Avenue	Driveway	Collector	New	S: D/W Letdown, SL	\$28,000	Industrial Ave sidewalk		W652
X2049	1	Shaughnessy Street	Wilson Avenue	Arterial	Collector	Existing	N: Add EFGreen; W: Add EFGreen, SL	\$23,800	Shaughnessy Cycle Track, Shaughnessy sidewalk, Wilson Cycle Track, Wilson sidewalk		C714, C700, C716
X5276	1	Columbia Avenue	Knappen Street	Local	Local	Existing	N: Add EFGreen; S: EFGreen, SL	\$22,400	Columbia Slow Street		S583
X5309	1	Braken Court	Lynwood Avenue	Local	Local	New	N: stop sign, stop bar, SL, EF Green	\$22,750	Lynwood Slow Street		S091
X6813	1	Aire Crescent	Lamprey Drive	Local	Local	Existing	N: M-P+EFGreen, SL	\$22,400	Lamprey Slow Street, Lamprey sidewalk, Aire sidewalk		S901, W006
X6814	1	Humber Crescent	Lamprey Drive	Local	Local	Existing	N: M-P+EFGreen, SL	\$22,400	Lamprey Slow Street, Lamprey sidewalk, Humber sidewalk		S901, W007
X6815	1	Kensington Place	Kensington Crescent	Local	Local	Existing	E: M-P+EFGreen	\$1,400	Kensington sidewalk, Kensington Slow Street		S574
X6816	1	Evergreen Street	Lincoln Avenue	Local	Local	Existing	S: M-P	\$1,400	Lincoln sidewalk		W043
X6817	1	Oakdale Street	Lincoln Avenue	Local	Local	Existing	N: M-P+EFGreen, SL, E: Add EFGreen	\$23,800	Lincoln MUP, Lincoln sidewalk, Oakdale Slow Street, Walkway	E: Existing Raised Crosswalk	M128, S144
X6818	1	Maywood Avenue	Vineway Street	Local	Local	New	E: Raised Crosswalk, EFGreen, SL	\$32,200	Maywood sidewalk, Maywood Slow Street, Vineway sidewalk, Vineway Slow Street		W041, W042, S145
X7017	1	Killarney Street	Lincoln Avenue	Local	Local	New	N: M-P+EFGreen, SL	\$22,400	Lincoln MUP		M128

X7217	1	Somerset Street	Lincoln Avenue	Local	Local	Existing	N: M-P+EFGreen, SL, S: M-P, SL	\$44,800	Lincoln MUP, Lincoln sidewalk		M128
X7417	1	Lincoln Avenue	Richmond Street	Local	Local	Existing	N: M-P+EFGreen, SL; E: EFGreen, SL; W: Raised Crosswalk, M-Z+1/2EFGreen, SL	\$77,000	Lincoln MUP, Lincoln sidewalk, Richmond Slow Street, Richmond sidewalk, Greg Moore Trail		S132, W254, T015
X7717	1	Inverness Street	Lincoln Avenue	Local	Local	Existing	N: M-P+EFGreen, SL, S: M-P, SL	\$44,800	Lincoln MUP, Lincoln sidewalk		M130
X7817	1	Skye Place	Lincoln Avenue	Local	Local	New	N: M-P+EFGreen, SL	\$22,400	Lincoln MUP		M130
X7917	1	Hamilton Street (S Leg)	Lincoln Avenue	Local	Local	Existing	S: M-P, SL	\$22,400	Lincoln sidewalk		M130
X8017	1	Hamilton Street (N Leg)	Lincoln Avenue	Local	Local	Existing	N: M-P+EFGreen, SL, E: Raised Crosswalk M-Z, SL	\$53,200	Lincoln MUP, Lincoln sidewalk		M130
X5617	1	Ulster Street	Lincoln Drive	Local	Collector	New	N: M-P+EFGreen, SL	\$22,400	Lincoln MUP		M270
X5618	1	Sutherland Street	Lincoln Drive	Local	Collector	New	N: M-P+EFGreen, SL	\$22,400	Lincoln MUP, Sutherland Slow Street, Sutherland sidewalk		W353, M270, M256, S092
X5916	1	Lincoln Drive	Bracewell Place	Collector	Local	New	S: M-P+EFGreen, SL; E: RRFB, M-Z+EFGreen, SL	\$100,800	Lincoln MUP, Bracewell Slow Street, Bracewell sidewalk	Driving factor is existing pedestrian visibility and safety.	M256, S918, W253
X2551	1	Atkins Avenue	Mary Hill Road	Local	Collector	Existing	W: M-P+EFGreen, SL	\$22,400	Mary Hill MUP, Atkins sidewalk		M012
X2556	1	Welcher Avenue	Mary Hill Road	Local	Collector	Existing	E: M-P, SL, W: M-P+EFGreen, SL	\$44,800	Mary Hill MUP, Mary Hill sidewalk, Welcher sidewalk		M012
X2560	1	Central Avenue	Mary Hill Road	Local	Collector	Existing	N: Add 1/2EFGreen; E: M-P; S: Convert to M-P+1/2EF Green; W: M-P+EFGreen	\$5,600	Mary Hill sidewalk, Mary Hill MUP, Central sidewalk, Central Slow Street		M012, S703
X6558	1	2385 Ottawa Street	Ottawa Street	Driveway	Collector	Existing	W: M-P, SL	\$21,000	Ottawa sidewalk	Consider half or full signal for safe crossing of Ottawa St (low ped movements, little demand)	X6559
X6559	1	2385 Ottawa Street	Ottawa Street	Driveway	Collector	Existing	W: M-P, SL	\$21,000	Ottawa sidewalk	Consider half or full signal for safe crossing of Ottawa St (low ped movements, little demand)	X6558
X6459	1	2325 Ottawa Street	Ottawa Street	Driveway	Collector	Existing	W: M-Z on Right In; M-P on Right-Out, SL	\$22,400	Ottawa sidewalk		X6460
X6460	1	2310 Ottawa Street	Ottawa Street	Driveway	Collector	Existing	E: M-Z on Right In; M-P on Right-Out, SL	\$22,400	Ottawa sidewalk		X6459
X1919	1	McRae Crescent	Patricia Avenue	Local	Collector	New	N: M-P, SL	\$22,400	Patricia sidewalk		S250
X3077	1	Rita Place	Pooley Avenue	Local	Collector	Existing	S:M-P, SL	\$22,400	Pooley sidewalk		M513
X3177	1	Stella Place	Pooley Avenue	Local	Collector	New	N: M-P+EFGreen, SL	\$22,400	Pooley MUP		M513

X1351	1	Atkins Avenue	Reeve Street	Local	Collector	Existing	E: M-P	\$1,400	Reeve sidewalk, Atkins sidewalk		C100
X6146	1	N Driveway @ TFSS	Riverside Drive	Driveway	Collector	Existing	E: D/W Letdown, SL	\$28,000	Riverside sidewalk		M017
X6147	1	S Driveway @ TFSS	Riverside Drive	Driveway	Collector	Existing	E: D/W Letdown, SL	\$28,000	Riverside sidewalk		M017
X6148	1	Po Avenue	Riverside Drive	Local	Collector	Existing	N: SL, W: M-P+EFGreen, SL	\$43,400	Riverside MUP	N: raised x-walk installed in 2021	M017
X6248	1	Lane E of 1272 Riverside	Riverside Drive	Lane	Collector	Existing	S: EFGreen, SL	\$22,400	Riverside MUP		M017
X6249	1	Driveway @ 1268 Riverside	Riverside Drive	Driveway	Collector	Existing	S: Add EFGreen, SL	\$22,400	Riverside MUP		M017
X6449	1	Lane E of Yangtze Gate	Riverside Drive	Lane	Collector	Existing	S: Add EFGreen, SL	\$22,400	Riverside MUP		M017
X6649	1	Lane E of Ottawa Street	Riverside Drive	Lane	Collector	Existing	S: Add 1/2EFGreen, SL	\$22,400	Riverside MUP		M017
X6749	1	Congo Crescent/Tigris Crescent	Riverside Drive	Local	Collector	Existing	N: M-P, S: M-P+EFGreen	\$2,800	Riverside MUP, Riverside sidewalk	W: RRFB, M-Z; S: M-P installed in 2022	M017, W557
X6949	1	Nile Gate	Riverside Drive	Local	Collector	Existing	S: M-P+EFGreen, SL	\$22,400	Riverside MUP		M017
X7148	1	Riverside Close	Riverside Drive	Local	Collector	Existing	E: M-P+EFGreen, SL	\$22,400	Riverside MUP		M017
X7146	1	Lane N of 1078 Riverside	Riverside Drive	Lane	Collector	Existing	E: Add EFGreen, SL	\$22,400	Riverside MUP		M017
X7144	1	S Driveway @ 1055 Riverwood	Riverside Drive	Driveway	Collector	Existing	W: SL	\$21,000	Riverside sidewalk		M017
X7244	1	Driveway @ 998 Riverside	Riverside Drive	Driveway	Collector	Existing	E: Add EFGreen, SL	\$22,400	Riverside MUP		M017
X7143	1	N Driveway @ 1055 Riverwood	Riverside Drive	Driveway	Collector	Existing	W: SL	\$21,000	Riverside sidewalk		M017
X7142	1	Lane S of 988 Riverside	Riverside Drive	Lane	Collector	Existing	E: Add EFGreen, SL	\$22,400	Riverside MUP		M017
X7638	1	Skeena Street	Riverside Drive	Local	Collector	Existing	N: M-P, SL, S: M-P+EFGreen, SL	\$44,800	Riverside MUP, Riverside sidewalk		M017, W555
X5547	1	Rhine Crescent/Thames Crescent	Riverwood Gate	Local	Collector	Existing	N:M-P+EFGreen, SL S: M-P, SL	\$44,800	Riverwood MUP, Riverwood sidewalk, Rhine sidewalk, Thames sidewalk		M018
X5946	1	Driveway @ 1370 Riverwood	Riverwood Gate	Driveway	Collector	Existing	S: D/W Letdown, SL	\$28,000	Riverwood sidewalk		M018
X6245	1	W Driveway @ TFSS	Riverwood Gate	Driveway	Collector	Existing	S: D/W Letdown, SL	\$28,000	Riverwood sidewalk		M018
X6345	1	E Driveway @ TFSS	Riverwood Gate	Driveway	Collector	Existing	S: D/W Letdown	\$7,000	Riverwood sidewalk		M018
X6645	1	Lane W of 1088 Riverwood	Riverwood Gate	Lane	Collector	Existing	S: SL	\$21,000	Riverwood sidewalk		M018
X6745	1	Lane @ 1081 Riverwood	Riverwood Gate	Lane	Collector	Existing	N: M-P+EFGreen, SL	\$22,400	Riverwood sidewalk		M018
X6845	1	Driveway @ 1055 Riverwood	Riverwood Gate	Driveway	Collector	Existing	N: M-P+EFGreen, SL	\$22,400	Riverwood sidewalk		M018
X7045	1	Lane E of 1008 Riverwood	Riverwood Gate	Lane	Collector	Existing	S: SL	\$21,000	Riverwood sidewalk		M018

X3766	1	Tyler Avenue	Taylor Street	Local	Collector	New	W: M-P+EFGreen, SL	\$22,400	Taylor MUP		M300
X3767	1	Warwick Avenue	Taylor Street	Local	Collector	Existing	E:M-P, SL	\$22,400	Taylor sidewalk		M300
X3770	1	Morgan Avenue	Taylor Street	Local	Collector	New	W: M-P+EFGreen, SL	\$22,400	Taylor MUP	Converted to 4-way stop with crosswalks and streetlights in 2023	M300
X3772	1	Cameron Avenue	Taylor Street	Local	Collector	New	W: M-P+EFGreen, SL	\$22,400	Taylor MUP, Cameron MUP, Thompson Park Trail	Raised crosswalk in 2023	M300, M587, T124
X3773	1	Connaught Avenue/Drive	Taylor Street	Local	Collector	Existing	E: Convert M-Z to M-P; W: M-P+EFGreen	\$2,800	Taylor MUP, Taylor sidewalk	E: SL in 2023	M300
X3774	1	Hutchinson Place	Taylor Street	Local	Collector	Existing	E: Convert M-Z to M-P	\$1,400	Taylor sidewalk	Convert with SL project in 2023	M300
X3775	1	Mercer Avenue/Mercer Place	Taylor Street	Local	Collector	Existing	E: Convert M-Z to M-P, W: M-P+EFGreen, SL	\$23,800	Taylor MUP, Taylor sidewalk	Convert with SL project in 2023	M300
X2374	1	Anita Drive	Western Drive	Local	Collector	Existing	E:M-P, SL	\$22,400	Western sidewalk		M265
X2375	1	Audrey Drive	Western Drive	Local	Collector	Existing	E:M-P, SL	\$22,400	Western sidewalk		M265
X2376	1	Elinor Crescent	Western Drive	Local	Collector	New	S: SL, W:M-P+EFGreen, SL	\$43,400	Western sidewalk, Western MUP, Routley Park trail	Existing raised crosswalk	M265, T137
X2277	1	Elspeth Place	Western Drive	Local	Collector	Existing	E: M-P, SL	\$22,400	Western sidewalk		M265
X2080	1	Gloria Drive	Western Drive	Local	Collector	New	W:M-P+EFGreen, SL	\$22,400	Western MUP		M265
X4343	1	Coventry Crescent	Westminster Avenue	Local	Collector	Existing	N: M-P, SL	\$22,400	Westminster sidewalk, Westminster Slow Street		S193
X4843	1	Cumberland Street	Westminster Avenue	Local	Collector	Existing	N: M-P, SL	\$22,400	Westminster sidewalk, Westminster Slow Street, Cumberland sidewalk		W057
X5043	1	Newcastle Place	Westminster Avenue	Local	Collector	Existing	N: M-P, SL	\$22,400	Westminster sidewalk		S193
X5143	1	Sefton Street	Westminster Avenue	Local	Collector	Existing	N: M-P, SL	\$22,400	Westminster sidewalk, Westminster Slow Street		
X4609	1	Renton Way/Renton Avenue	Wellington Street	Local	Collector	Existing	E: M-P+EFGreen, SL, W: M-P	\$23,800	Wellington MUP, Wellington sidewalk, Renton sidewalk, Renton Slow Street	S: Raised crosswalk in 2023	M214, S086
X4613	1	Heather Avenue	Wellington Street	Local	Collector	Existing	W: M-P, SL	\$22,400	Wellington sidewalk		M214
X4615	1	Windermere Avenue/Place	Wellington Street	Local	Collector	Existing	E: M-P+EFGreen, SL, W: M-P, SL	\$44,800	Wellington MUP, Wellington sidewalk		M214
X4625	1	Lane N of Dorset	Wellington Street	Lane	Collector	Existing	W: SL	\$21,000	Wellington sidewalk		M258
X4627	1	Lane S of Dorset	Wellington Street	Lane	Collector	Existing	W: SL	\$21,000	Wellington sidewalk		M258
X4628	1	Salisbury Avenue	Wellington Street	Local	Collector	Existing	E: M-P+EFGreen, SL, W: M-P, SL	\$44,800	Wellington sidewalk, Wellington MUP	N: RRFB in 2023 by dvpt	M258
X4632	1	Grant Avenue	Wellington Street	Local	Collector	Existing	E: M-P; W: M-P+EFGreen, SL; SL over crosswalk	\$44,800	Wellington sidewalk, Wellington MUP, McLean Park Trail	Raised x-walk in 2022.	M259, T056

X5145		Amazon Drive	Amazon Street	Local	Local	Existing	S: Stop sign, stop bar; W: Stop sign, stop bar, M-P+EFGreen, SL	\$23,100	Amazon MUP, Amazon sidewalk, Amazon Trail (TRL00224)		M001
X5144	1	Cambridge Street	Westminster Avenue	Local	Local	Existing	E: M-P	\$21,000	Cambridge sidewalk		W114
X5711	1	Chelsea Avenue	Toronto Street	Local	Local	Existing	E: Stop Sign & Stop Bar, M-P, S: M-Z	\$24,500	Chelsea sidewalk, Toronto sidewalk		S093, W352
X7711	1	Elbow Place	Tulameen Place	Local	Local	New	W: M-P, SL	\$22,400	Elbow sidewalk		S158
X7710	1	Inverness Street	Chelsea Avenue	Local	Local	New	N: EFGreen, SL; S: M-P+1/2EFGreen, SL	\$44,800	Chelsea Slow Street, Chelsea sidewalk		S142, W201
X7910	1	Hamilton Street	Chelsea Avenue	Local	Local	New	Convert to 4-way stop. N: Stop sign, stop bar, EFGreen; S: Stop sign, stop bar, M-P+1/2EFGreen, SL	\$24,500	Chelsea Slow Street, Chelsea sidewalk		S142, W201
X8110	1	St Thomas Street	Chelsea Avenue	Local	Local	New	N: Stop sign, stop bar, EFGreen, SL; S: Stop sign, stop bar, M-P+1/2EFGreen; E: M-P, SL	\$67,900	Chelsea Slow Street, Chelsea sidewalk	No existing stop control	S142, W201
X8111	1	St Thomas Street	Essex Avenue	Local	Local	New	N: Stop sign, stop bar, EFGreen, SL; S: Stop sign, stop bar, M-P+1/2EFGreen, SL	\$24,500	Essex Slow Street, Essex sidewalk	No existing stop control	S905, W202
X8113	1	Glasgow Street	Dorset Avenue	Local	Local	New	S: M-P, SL	\$22,400	Dorset sidewalk		W149
X8115	1	Edinburgh Street	Dorset Avenue	Local	Local	New	S: M-P, SL	\$22,400	Dorset sidewalk		W149
X8114	1	Lane E of Glasgow	Dorset Avenue	Lane	Local	New	S: letdown, SL	\$28,000	Dorset sidewalk		W149
X8116	1	Flint Street	Dorset Avenue	Local	Local	Existing	Convert to 4-way stop. N: stop sign, stop bar; E: stop sign, stop bar, SL; S: stop sign, stop bar, SL; W: stop sign, stop bar	\$43,400	Dorset sidewalk, Flint Slow Street		W149, S898
X8117	1	St Anne Street	Dorset Avenue	Local	Local	Existing	N: M-P+EFGreen, SL; E: EFGreen	\$23,800	Dorset Slow Street, St Anne Slow Street	Raised crosswalk on Dorset Avenue	S99, S252
X8119	1	Liverpool Street	Dorset Avenue	Local	Local	New	Convert to 4-way stop. N: M-P, SL, stop sign, stop bar; S: M-P, SL, stop sign, stop bar	\$45,500	Dorset sidewalk, Dorset Slow Street		W204, S950
X8120	1	Vincent Street	Dorset Avenue	Local	Local	New	N: EFGreen, SL; S: M-P+EFGreen, SL	\$44,800	Dorset sidewalk, Dorset Slow Street		W204, S950
X8118	1	Galer Way	Myrtle Way	Local	Local	New	N: M-P+EFGreen, SL	\$23,800	Myrtle sidewalk		W074
X6007	1	Lynwood Avenue	Plymouth Crescent	Local	Local	Existing	N: M-P, SL, W: Raised Crosswalk	\$32,200	Lynwood sidewalk, Chelsea Park Trail		S097
X7607	1	Lynwood Avenue	Ayling Street	Local	Local	New	N: M-P, SL	\$22,400	Lynwood sidewalk, Ayling sidewalk		W045, W046
X7608	1	Huber Drive	Walkway at 893 Huber Drive (TRL0160)	Local	Local	New	W: Raised Crosswalk, M-Z, SL	\$30,800	Huber sidewalk, Walkway		W047
X7609	1	Ayling Street	Huber Drive	Local	Local	New	S: M-P, SL	\$22,400	Huber sidewalk, Ayling sidewalk		W047, W046
X7610	1	Mars Street	Huber Drive	Local	Local	New	Convert to 4-way stop. S: M-P+EFGreen, SL; W: M-P+EFGreen	\$23,800	Mars sidewalk, Huber sidewalk, Mars/Huber Slow Street		W047, S166
X6608	1	Wedgewood Street	Lynwood Avenue	Local	Local	Existing	Convert to 3-way stop. N: M-P+EFGreen; E: EFGreen; W: EFGreen	\$4,900	Lynwood sidewalk, Lynwood Slow Street, Wedgewood sidewalk, Wedgewood Slow Street		S097, S098
X6723	1	Lombardy Drive (N)	Juniper Avenue	Local	Local	New	S: Raised Crosswalk, EFGreen, SL	\$30,800	Lombardy sidewalk, Lombardy Slow Street,		W040, S146, S147

									Juniper sidewalk, Juniper Slow Street		
X6922	1	Lombardy Drive (N)	Vineway Street	Local	Local	New	Convert to 3-way stop. N: M-P+EFGreen, SL; E: M-P+EFGreen, SL	\$44,800	Lombardy sidewalk, Lombardy Slow Street, Vineway sidewalk, Vineway Slow Street		W041, S145, S146
X7322	1	Lombardy Drive (N)	Greg Moore Trail	Local	Trail	Existing	W: Raised Crosswalk, M-Z+EFGreen, SL	\$32,200	Lombardy sidewalk, Lombardy Slow Street, Greg Moore Trail		S146, T014, T015
X7326	1	Lombardy Drive (S)	Greg Moore Trail	Local	Trail	Existing	Raised Crosswalk, M-Z+EFGreen, SL	\$32,200	Lombardy Slow Street, Lombardy sidewalk, Greg Moore Trail		S147, T014, T013
X7325	1	Lombardy Drive (S)	Cornwall Street	Local	Local	New	N: M-P+EFGreen, SL; E: Raised Crosswalk, M-Z, SL; S: EFGreen, SL	\$57,400	Lombardy sidewalk, Lombardy Slow Street, Cornwall sidewalk		W039, S147
X6026	1	Lombardy Drive (S)	Finley Street	Local	Local	New	Raised Crosswalk, M-Z, EFGreen, SL	\$22,400	Lombardy sidewalk, Lombardy Slow Street, Finley sidewalk, Finley Slow Street.		S147, S908, W354
X7413	1	Richmond Street	Cedar Creek Crossing (S of Essex Ave)	Local	Pathway	New	Raised Crosswalk (SW to NE Corner), M-Z, SL	\$32,200	Richmond sidewalk, Richmond Slow Street, Cedar Creek Crossing		W254, S132
X7411	1	Raymond Avenue	Richmond Street	Local	Local	New	W: M-P, SL	\$22,400	Richmond sidewalk		W254
X6432	1	Larch Way	Fraser Avenue	Local	Local	Existing	S: EFGreen, SL	\$22,400	Fraser sidewalk, Fraser Slow Street, Larch sidewalk, Larch Slow Street		S205, S209
X6433	1	Kilmer Street	Fraser Avenue	Local	Local	Existing	N: 1/2EFGreen; W: EFGreen, SL	\$23,800	Fraser sidewalk, Fraser Slow Street, Kilmer sidewalk, Kilmer Slow Street		S205, S910
X6434	1	Newberry Street	Fraser Avenue	Local	Local	Existing	N: 1/2EFGreen: S: EFGreen, SL	\$23,800	Fraser sidewalk, Fraser Slow Street		S205
X6435	1	Beech Street	Fraser Avenue	Local	Local	Existing	N: 1/2EFGreen	\$1,400	Fraser sidewalk, Fraser Slow Street		S205
X6436	1	Ellis Drive	Fraser Avenue	Local	Local	New	S: EFGreen, SL	\$22,400	Fraser Slow Street		S205
X6437	1	Newberry Street	Laburnum Avenue	Local	Local	New	N: M-P, SL	\$22,400	Laburnum sidewalk, Newberry sidewalk		W026
X6536	1	Laburnum Avenue	Birchland Park Walkway (TRL0197)	Local	Trail	New	Raised Crosswalk	\$9,800	Laburnum sidewalk, Walkway		W026
X6138	1	Larch Way	Tamarack Place	Local	Local	New	S: Raised Crosswalk, SL; E: EFGreen, SL	\$37,800	Larch sidewalk, Larch Slow Street, Tamarack sidewalk		W152, S209
X6139	1	Ellis Drive	Sandlewood Way	Local	Local	New	W: M-P, SL	\$22,400	Ellis sidewalk, Sandlewood sidewalk		W150, W151
X6140	1	Sandlewood Way	Tamarack Place	Local	Local	New	S: Raised crosswalk, M-Z, SL	\$30,800	Sandlewood sidewalk, Tamarack sidewalk		W151, W152
X6141	1	Rosewood Street	Birchland Avenue	Local	Local	New	M-P+1/2EFGreen, SL; S: EFGreen	\$23,800	Birchland MUP, Rosewood/Larkspur		

									sidewalk, Rosewood/Larkspur Slow Street		
X6142	1	Laburnum Avenue	Larch Way	Local	Local	Existing	W: M-P+EFGreen, SL	\$22,400	Larch sidewalk, Larch Slow Street, Larkspur sidewalk, Larkspur Slow Street		S209, S903
X6143	1	Barberry Drive	Larch Way	Local	Local	New	Convert to 3-Way Stop, N: SL, W: M-P	\$23,100	Larch sidewalk, Larch Slow Street, Barberry sidewalk, Barberry Slow Street		S209, S904, W155
X8222	1	Handley Crescent (N Leg)	Fremont Street	Local	Local	New	Raised Crosswalk M-Z, SL, Bike Stencils w/Arrows	\$32,200	Fremont sidewalk, Handley sidewalk, Fremont Trail, Fremont Slow Street, Handley Slow Street	Angled from Sidewalk to Trailhead (SW to NE)	S151, W255, S152, W035
X8223	1	Handley Crescent (N Leg)	Fremont Street	Local	Local	New	N: EFGreen, SL	\$22,400	Handley Slow Street, Walkway		S151, S907, T155
X8227	1	Handley Crescent (S Leg)	Fremont Street	Local	Local	New	W: M-P	\$1,400	Fremont sidewalk		
X7626	1	Pinemont Avenue	Hemlock Crescent	Local	Local	New	W: Raised Crosswalk, SL	\$30,800	Hemlock sidewalk, Pinemont sidewalk	Slow Street	W036, W038, S150
X7627	1	Hemlock Crescent	Pinemont Park Trail (TRL0273)	Local	Trail	New	Raised Crosswalk, SL	\$30,800	Hemlock sidewalk, Pinemont Park trail		W038
X7726	1	Inverness Street	Pinemont Avenue	Local	Local	New	N: M-P, SL	\$22,400	Pinemont sidewalk		W036
X7827	1	Fir Street	Pinemont Park Pathway (TRL0272)	Local	Trail	New	Raised Crosswalk, SL	\$30,800	Fir sidewalk, Pinemont Park Pathway		W036
X5112	1	Sefton Street	Kent Avenue	Local	Local	New	N: M-P, SL. Convert to 4-way stop with Sefton Slow Street	\$22,400	Kent Sidewalk, Sefton Slow Street		W075, S100
X5113	1	Sefton Street	Chelsea Avenue	Local	Local	New	N: Stop sign, M-P; S: Stop sign, SL	\$23,100	Sefton Slow Street, Chelsea Slow Street, Chelsea sidewalk	Convert to 4-way stop	W251, S100, S084
X5124	1	Sefton Street	Laurier Avenue	Local	Local	New	N: M-P, E: M-P, SL; Convert to 4-Way Stop	\$24,500	Sefton sidewalk, Sefton Slow Street, Laurier sidewalk, Laurier Slow Street		S101, S184, W154
X5125	1	Coast Meridian Lane	Laurier Avenue	Lane	Local	Existing	SW to NW diagonal crosswalk	\$22,400	Laurier sidewalk, Walkway at 3481 Coast Meridian (TRL0167)		
X5126	1	Sefton Street	Dorset Avenue	Local	Local	Existing	E: M-P+EFGreen; S: M-P+EFGreen; W: EFGreen, SL	\$25,200	Sefton sidewalk, Sefton Slow Street, Dorset sidewalk, Dorset Slow Street		W066, S101, W204
X5127	1	Sefton Street	Salisbury Avenue	Local	Local	Existing	N: M-P+EFGreen, SL	\$22,400	Salisbury sidewalk, Salisbury MUP, Sefton Slow Street, Sefton sidewalk		S101, M997
X3819	1	St Anne Street	Patricia Avenue	Local	Local	New	Convert to 4-Way Stop. S: M-P, SL Retrofit, W: M-P, SL	\$24,500	Patricia sidewalk, Patricia Slow Street, St Anne sidewalk, St Anne Slow Street		W071, W072, S251, S252

X3823	1	St Anne Street	Laurier Avenue	Local	Local	New	W: M-P, SL	\$22,400	St Anne sidewalk		W072
X4418	1	Kennedy Street	Patricia Avenue	Local	Local	New	N: EFGreen, SL, S: M-P+EFGreen, SL	\$44,800	Patricia sidewalk, Patricia Slow Street		W069, S270
X4419	1	Lane E of Kennedy Street	Patricia Avenue	Local	Local	New	S: M-P, SL	\$22,400	Patricia sidewalk, Patricia Slow Street	Consider 2-way stop	W069, S270
X4720	1	Pionniers School Driveway (W)	Patricia Avenue	Driveway	Local	Existing	S: D/W Letdown, M-Z+EFGreen, SL	\$29,400	Patricia MUP		M013
X5020	1	Pionniers School Driveway (E)	Patricia Avenue	Driveway	Local	Existing	S: D/W Letdown, M-Z+EFGreen, SL	\$29,400	Patricia MUP		M013
X5021	1	Sefton Street	Patricia Avenue	Local	Local	New	E: Raised crosswalk, EFGreen, SL; W: EFGreen, SL; S: convert to M-P	\$56,000	Sefton sidewalk, Sefton Slow Street		W154, S101
X5526	1	Laurier Avenue	Hyde Creek Rec Centre	Local	Local	Existing	E: Add EFGreen, SL	\$22,400	Laurier MUP, Trails		M185
X5527	1	Laurier Avenue	Ulster Street	Local	Local	New	Raised Crosswalk, M-P+EFGreen, SL; W: EFGreen	\$33,600	Ulster Slow Street, Ulster sidewalk, Laurier sidewalk, Laurier MUP		M185, S183
X5528	1	Ulster Street	Salisbury Avenue	Local	Local	Existing	Convert to 3-Way Stop, N: M-P, S: M-P, SL, W: M-P	\$25,900	Ulster Slow Street, Ulster sidewalk, Salisbury MUP, Salisbury sidewalk		M997, S183, W050
X1920	1	Holland Avenue	Perkins Street	Local	Local	New	W: Stop sign, stop bar; S: Stop sign, stop bar, M-P+EFGreen, SL	\$23,100	Mary Hill Bypass/Holland MUP, Holland Connector MUP		M010, M919
X3634	1	Cambridge Street	Fraser Avenue	Local	Local	Existing	E: M-Z, S: M-P, SL	\$23,800	Cambridge sidewalk, Fraser sidewalk, Fraser Slow Street	Add EFGreen on N and S legs with Fraser Slow Street (P2)	W113, S202
X3636	1	Cambridge Street	Manning Avenue	Local	Local	Existing	N: M-P, SL; E: M-P, SL; S: M-P, SL; W: M-P, reorient SL from SW to W	\$68,600	Cambridge sidewalk, Manning sidewalk		W113
X3640	1	Cambridge Street	Suffolk Avenue	Local	Local	Existing	E: M-P, SL, S: Raised Crosswalk	\$32,200	Cambridge sidewalk, Suffolk sidewalk		W113
X5234	1	Fraser Avenue	Lane W of Coast Meridian	Lane	Local	New	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, SL	\$65,100	Coast Meridian Slow Lane, Fraser Slow Street, Fraser sidewalk	M-P markings (not M-Z) as the crossing also serves vehicles.	S103, S203
X5235	1	Lurio Crescent	Walkway	Local	Lane	New	N: Raised crosswalk	\$9,800	Walkway		T036
X5236	1	Manning Avenue	Lane W of Coast Meridian	Local	Lane	New	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, SL	\$65,100	Coast Meridian Slow Lane	M-P markings (not M-Z) as the crossing also serves vehicles.	S103
X5245	1	St Albert Avenue	Lane W of Coast Meridian	Local	Lane	Existing	Raised Intersection (6m Wide); N: Stop Sign, continuous MJP; E: M-P+1/2EFGreen, SL; S: Stop Sign, continuous sidewalk; W: M-P+1/2EFGreen, SL; Remove Curb Returns	\$65,100	Coast Meridian Slow Lane	M-P markings (not M-Z) as the crossing also serves vehicles.	S103
X4646	1	St Michael Street	Imperial Avenue	Local	Local	New	N: Stop sign, stop bar, SL; S: Stop sign, stop bar, SL	\$45,500	Imperial Slow Street, Imperial sidewalk, St Michael Slow Street, St Michael sidewalk		S188, S189
X4647	1	St Michael Street	Robertson Avenue	Local	Local	New	N: Raised Crosswalk, SL	\$30,800	St Michael Slow Street, Imperial Park, James Park Elem, Terry Fox SS, Terry Fox Park		Planned S/Ws, S189, S190

X5247	1	Robertson Avenue	Lane W of Coast Meridian	Local	Lane	Existing	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, SL, Remove Curb Returns, Install Continuous Sidewalk (N)	\$65,100	CM Slow Lane, Robertson Slow Street, Roberson sidewalk, Riverwood MUP	M-P markings (not M-Z) as the crossing also serves vehicles.	S190, S103
X6747	1	Congo Crescent	Pathway to Congo Place	Local	Local	Existing	Raised Crosswalk, M-Z	\$9,800	Pathway, Congo MUP		M999
X1093	1	Fort Fraser Rise	Walkway @ 981 Fort Fraser Rise	Local	Local	Existing	SL	\$14,000	Fort Fraser Slow Street, Fort Fraser sidewalk		
X1194	1	Fortress Drive	Fort Fraser Rise	Local	Local	Existing	W: Raised Crosswalk, M-Z+1/2EFGreen, SL	\$30,800	Fortress Slow Street, Fortress sidewalk, Fort Fraser Slow Street, Fort Fraser sidewalk		S565, S566
X1396	1	Fortress Court	Fortress Drive	Local	Local	New	S: M-P+EFGreen, stop bar	\$1,400	Fortress sidewalk, Fortress Slow Street		W256, S906
X1191	1	Coutts Way	Homesteader Way	Local	Local	New	N: Stop sign, stop bar, EFGreen, SL; E: stop bar	\$22,400	Coutts Slow Street, Homesteader Slow Street	Convert to 2-way stop	S580, S581
X1192	1	Coutts Way	Fletcher Way	Local	Local	New	N: M-P+1/2EFGreen, SL; W: stop sign, stop bar; S: EFGreen, SL	\$45,150	Fletcher Slow Street, Coutts Slow Street, Castle Park Elem		S580, W001, S902, W200
X2183	1	Roselynn Way	Paula Place	Local	Local	Existing	E: Convert to M-P, SL	\$22,400	Paula Slow Street		S591
X2783	1	Vivian Place	Columbia Avenue	Local	Local	New	Convert to 3-Way Stop, S: M-P, SL	\$23,100	Columbia Slow Street, Vivian Slow Street, Hazel Trembath Elem, Citadel Middle,		W003, S582, S583
X2577	1	Celeste Crescent	Routley Park Trail (T136)/Belle Walkway (TRLO183)	Local	Trail	Existing	Raised Crosswalk, M-Z+EFGreen, SL	\$36,400	Celeste sidewalk, Celeste Slow Street, Routley Park Trail, Belle Place Walkway		S589, W359, T126, T136
X2886	1	Citadel Middle Parking Lot	Citadel Middle Driveway	Driveway	Driveway	Existing	N: M-P+ 1/4-3/4 EFGreen, Add Stop Sign and Stop Bar	\$2,100	Citadel Slow Parking Lot, Citadel School MUP		S999, M998
X2171	1	Mary Hill Road	Nacht Avenue	Local	Local	Existing	Convert to 3-Way Stop. S: M-P, SL	\$23,100	Nacht Slow Street, Nacht sidewalk Mary Hill Slow Street, Mary Hill sidewalk		S508, S507
X2173	1	Thea Drive	Mary Hill Road	Local	Local	Existing	E: M-P, SL	\$22,400	Mary Hill sidewalk, Mary Hill Slow Street, Thea sidewalk, Thea Slow Street		S508, S509
X1755	1	Rowland Street	Welcher Avenue	Local	Local	Existing	Convert to 4-way stop. N: M-P, SL; E: M-P+1/2EFGreen, SL; S: M-P; W: M-P+1/2EFGreen	\$48,300	Welcher sidewalk, Rowland sidewalk, Rowland Slow Street		S709
X1756	1	Kelly Avenue	Rowland Street	Local	Local	Existing	E: 1/2EFGreen, SL; S: 1/2EFGreen; W:1/2EFGreen	\$25,200	Kelly sidewalk, Kelly Slow Street, Rowland sidewalk, Rowland Slow Street		W157, S706, S709
X1757	1	Rowland Street	Hawthorne Avenue	Local	Local	Existing	Convert to 4-way stop. N: M-P+1/2EFGreen, E: Stop sign, stop bar, M-P+1/2EFGreen; S: M-P+1/2EFGreen; W: Stop sign, stop bar, M-P+1/2EFGreen, SL	\$27,300	Hawthorne Slow Street, Hawthorne sidewalk, Rowland Slow Street, Rowland sidewalk		S701, S709
X3059	1	Tyner Street	Kingsway Avenue	Local	Local	Existing	W: M-P+EFGreen	\$22,400	Tyner sidewalk, Tyner/Kingsway MUP		M924

X3060	1	Tyner Street	Central Avenue	Local	Local	Existing	N: M-Z+1/2EFGreen, SL, S: Add 1/2EFGreen, W: M-P	\$25,200	Tyner sidewalk, Tyner MUP, Central sidewalk, Central Slow Street		M019, M924, S703
X1345	1	Chine Avenue	Burleigh Avenue	Local	Local	Existing	N: M-P, E: M-Z+ 1/2EFGreen, W: Raised x-walk, 1/2EFGreen, SL	\$25,200	Chine sidewalk, Burleigh sidewalk, Westside Trail	Raised x-walk planned for construction after sanitary siphon construction	S726
X1424	1	Kitchener Avenue	Clayton Street	Local	Local	New	W: Raised Crosswalk	\$9,800	Kitchener sidewalk	Clayton St is collection point for area N of Kitchener; x-walk provides access to Kitchener s/w	
X1425	1	Stevenson Street	Kitchener Avenue	Local	Local	New	N: M-P, SL	\$22,400	Kitchener sidewalk		W080
X1426	1	Carlisle Street	Kitchener Avenue	Local	Local	New	N: M-P, SL	\$22,400	Kitchener sidewalk		W080
X1532	1	Lancaster Street	Gordon Avenue	Local	Local	New	S: M-P+1/2EFGreen, SL; N: M-P+1/2EFGreen, SL, Convert to 3-way stop	\$45,500	Gordon sidewalk, Gordon Slow Street, Fox Park trail		W087, S900
X1533	1	Raleigh Street	Gordon Avenue	Local	Local	New	E: M-P+1/2EFGreen, SL; S: M-P+1/2EFGreen, SL; W: EFGreen; N: EFGreen. Convert to 4-Way Stop	\$48,300	Raleigh Slow Street, Gordon Slow Street		S900, W087, S220, W086
X1534	1	Jervis Street	Gordon Avenue	Local	Local	Existing	N: EFGreen, SL; S: M-P+1/2EFGreen SL; E: SL	\$66,500	Gordon sidewalk, Gordon Slow Street		
X1535	1	Fox Street	Fox Park Pathway (TRL0351)	Local	Trail	Existing	N: Raised crosswalk, M-Z+EFGreen	\$9,800	Fox sidewalk, Fox Slow Street, Pathway		S899
X1536	1	Fox Street	Fox Park Playground Entrance	Local	Trail	Existing	N: Raised crosswalk, M-Z+EFGreen	\$9,800	Fox sidewalk, Fox Slow Street, Pathway		S899
X3589	1	Harbour Street	Guest Street	Local	Local	Existing	M-Z+EFGreen, SL	\$22,400	Guest sidewalk, Guest Slow Street, Harbour sidewalk, Harbour Slow Street		
X3590	1	Hyde Rec Centre Drive Aisle	Hickory Trail	Lane	Trail	New	Raised crosswalk, SL	\$30,800	Hyde Rec Centre Slow Lane, Hickory Trail		S165, T053

Local Road Crossings - Priority 1 **\$7,765,800**

Local Road Crossings - Priority 2											
Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X4023	2	Laurier Avenue (W Leg)	Oxford Street	Local	Arterial	New	W: M-P, SL	\$15,400	Oxford Sidewalk		W902
X4027	2	Wingrove Place	Oxford Street	Local	Arterial	New	W: M-P, SL	\$15,400	Oxford Sidewalk		W902
X4028	2	Salisbury Avenue	Oxford Street	Local	Arterial	Existing	E: M-P+EFGreen (Full), SL; W: M-P, SL	\$30,800	Oxford Sidewalk, Oxford Cycle Track	RRFB/SL installed in 2021. E: SL for existing.	C108, W902
X4032	2	Grant Avenue	Oxford Street	Local	Arterial	New	W: M-P+EFGreen, SL	\$15,400	Oxford Sidewalk, Oxford Cycle Track		C109, W902
X4037	2	Manning Avenue (W leg)	Oxford Street	Local	Arterial	New	W: M-P+EFGreen, SL	\$15,400	Oxford Cycle Track, Oxford Sidewalk		C109, W902
X6012	1	Windsor Avenue	Lincoln Drive	Local	Collector	New	W: M-P+EFGreen; E: M-P, SL	\$16,800	Lincoln MUP		M256
X6013	2	Halifax Avenue	Lincoln Drive	Local	Collector	New	W: M-P+EFGreen; E: M-P, SL	\$16,800	Lincoln MUP		M256
X5915	2	Sutherland Avenue	Lincoln Drive	Local	Collector	New	W: M-P, SL	\$15,400	Lincoln MUP		M256
X5806	2	Derby Court	Apel Drive	Local	Collector	New	W: M-P, SL	\$15,400	Apel sidewalk		W542
X0898	2	Fort Fraser Rise	Citadel Drive	Local	Collector	New	N: M-P+1/4-3/4 EFGreen	\$15,400	Citadel MUP, Fort Fraser Cycle Track		M927, S563
X0899	2	Scarborough Way (N)	Eastern Drive	Local	Collector	New	E: M-P+EFGreen, SL	\$15,400	Eastern MUP		M555
X0890	2	Scarborough Way (S)	Eastern Drive	Local	Collector	New	E: M-P+EFGreen, SL	\$15,400	Eastern MUP		M555
X2582	2	Tina Way	Eastern Drive	Local	Collector	New	S: M-P+EFGreen, SL	\$15,400	Eastern MUP		M558
X2681	2	Una Way	Eastern Drive	Local	Collector	New	S: M-P+EFGreen, SL	\$15,400	Eastern MUP		M558
X3068	2	Langan Avenue	Eastern Drive	Local	Collector	Existing	E: M-P+EFGreen, SL	\$15,400	Langan MUP, Langan sidewalk, Eastern MUP, Eastern sidewalk	Consider removal of this raised crossing when the raised crossing at Humber Cres and Eastern MUP connection are constructed	M554, M555, W608
X4034	2	York Street	Fraser Avenue	Local	Local	Existing	N: Add EFGreen; S: EFGreen, SL	\$16,800	Fraser sidewalk, Fraser Slow Street, York sidewalk		S202
X7242	2	Parana Drive	Riverside Drive	Local	Collector	New	W: M-P, SL	\$15,400	Riverside sidewalk, Parana sidewalk		W555
X7239	2	Nechako Crescent	Riverside Drive	Local	Collector	New	N: M-P, SL	\$15,400	Riverside sidewalk		W555
X1983	2	Western Place	Western Drive	Local	Collector	New	W M-P, SL	\$15,400	Western sidewalk		W650
X1985	2	Donald Street	Wilson Avenue	Local	Collector	Existing	N: Add EFGreen	\$1,400	Wilson Cycle Track, Donald MUP		C716
X1765	2	Lobb Avenue	Walkway @ 2380 Lobb	Local	Trail	Existing	Raised Crosswalk, SL	\$25,200	Existing Trail, Sitka Spruce Park, Nacht Park, Gates Park, Riverside SS		Ex Trail
X7606	2	Huber Drive	Ayling Street	Local	Local	New	W: Raised Crosswalk, SL	\$23,800	Huber sidewalk, Ayling sidewalk, Huber slow street		W046, W047, S134

X4842	2	Suffolk Avenue	Cumberland Street	Local	Local	New	W: Raised crosswalk, SL	\$23,800	Suffolk sidewalk, Cumberland sidewalk		W057
X7337	2	Elbow Place	In Lane N of Riverside Drive	Local	Lane	Existing	N: SLx2	\$28,000	Slow Lane N of Riverside, Greg Moore Trail, Cedar Drive Elem, Blakeburn Elem, Terry Fox SS, Blakeburn Park, Cedar Drive Park	One Cobra Head, One Pedestrian Light on Stairs	B157, Ex Stairs
X5034	2	Vincent Street	Fraser Avenue	Local	Local	New	N: Raised Crosswalk, 1/2EFGreen, SL; S: EFGreen	\$26,600	Fraser Slow Street, Fraser sidewalk		S203
X5035	2	Vincent Street	Grant Avenue	Local	Local	Existing	N: M-P, SL; E: M-P, SL; S: M-P; W: M-P, SL	\$47,600	Vincent sidewalk, Grant sidewalk		W104
X6035	2	Fraser Avenue	Birchwood Park Trail	Local	Trail	Existing	Raised Crosswalk, SL	\$23,800	Existing Trail, Birchwood Elem, Birchwood Park		Ex Trail
X2484	2	Sandra Way	Trail	Local	Trail	Existing	Raised Crosswalk, M-Z, SL Upgrade	\$16,800	Existing Trails, Connection to Skyline Park Trail System (Citadel Trek)	Replace Ped Path SL with Cobra Head SL	Ex Trail
X2784	2	Una Way	Trail	Local	Trail	Existing	Raised Crosswalk, M-Z, SL Upgrade	\$16,800	Existing Trails, Connection to Skyline Park Trail System (Citadel Trek)	Replace Ped Path SL with Cobra Head SL	Ex Trail
X2475	2	Audrey Drive	Walkway @ 2135 Audrey	Local	Trail	Existing	Raised Crosswalk, SL, Short MUP Segment	\$29,400	Existing Trails, Connection to Routley Park		Ex Trail
X2773	2	Oughton Drive	York Place	Local	Local	New	3-Way Stop. N: stop sign, stop bar; E: stop sign, stop bar; S: stop sign, stop bar	\$700	York Slow Street, Oughton Slow Street		S511, S512
X2478	2	Celeste Crescent	Delia Drive	Local	Local	New	3-Way Stop, S: M-P, SL	\$16,100	Celeste sidewalk, Celeste Slow Street, Delia sidewalk, Delia Slow Street		W358, W359, S589, S590
X3386	2	Nova Scotia Avenue	Yarmouth Street	Local	Local	New	3-Way Stop, E: M-P, SL	\$16,100	Yarmouth Slow Street, Nova Scotia Slow Street, Citadel Middle, Marian Kroeker Park, Skyline Park (Citadel Trek)		S549, S548
X3388	2	Saskatchewan Avenue	Yarmouth Street	Local	Local	New	N: M-P, SL; Convert to 4-Way Stop.	\$14,700	Yarmouth sidewalk, Yarmouth Slow Street, Saskatchewan sidewalk, Saskatchewan Slow Street		S549, S550
X3588	2	Guest Street	Saskatchewan Avenue	Local	Local	New	N: M-P, SL. Convert to 3-way stop.	\$16,100	Saskatchewan sidewalk, Saskatchewan Slow Street, Guest sidewalk, Guest Slow Street		W360, W361, S550, S551

Local Road Crossings - Priority 2 **\$639,100**

URBAN DESIGN STREET PROJECTS

Streetscape Projects										
Project Code	Priority	Location	Extents	Length	Total Cost	City Cost	Other Funding	Elements	Destinations/Connections	Related Projects
S01	1	Dominion Ave	Lougheed Hwy to Traboulay Trail	2000	5,000,000	\$250,000	DCC: \$4.5M, TransLink: \$250k	20m ROW. Paving (top lift). N: cycle track (1.8m), sidewalk (1.8m), boulevard (1.7m), streetlights with banners (0.3m) parking (2.2m). Paving with two travel lanes at 3.3m each. S side: streetlights with banners (0.3m), boulevard (1.7m), cycle track (1.8m) sidewalk (1.8m), kiosk wraps (10), transit shelters, benches, garbage/recycle cans, art.	Commercial, Employment area, Terry Fox SS, Archbishop Carney School, Blakeburn Elem, Blakeburn Lagoon, Dominion Park, Traboulay Trail, Fremont Connector MUP, Lougheed MUP, Ottawa MUP, Hawkins Cycle Track	
S02	1	Kingsway Ave	Westwood St to Ticehurst Lane	500	2,000,000	\$200,000	DCC: \$600K, TransLink: \$700k, Grant: \$500k	20m ROW. N: 1.8m sidewalk, streetlights with banners (0.3m). S: 0.3m streetlights with banners (0.3m), boulevard (1.4m), MUP (3m). Paving with 4 travel lanes at 3.3m each. Kiosk wraps, garbage/recycle cans, transit shelters.	Commercial, Employment area, Downtown, Bus Stops, Traboulay Trail, Burleigh Slow Street, Westwood MUP	
S03	1	Lincoln Ave	Shaughnessy St to Coast Meridian Rd	1250	4,600,000	\$400,000	DCC: \$1.8M, TransLink: \$1.4M, Grant: \$1M	20m ROW. N: Sidewalk (1.8m), boulevard (1.8m), streetlights with banners (0.3m), parking lane (2.2m). Paving with two travel lanes at 3.4m each. S: S: streetlights (0.3m), boulevard/trees (1.8m), cycle track (3m), cycle/ped separation (0.2m), sidewalk (1.8m). New crosswalks and crosswalk improvements, kiosk wraps, transit shelters, benches, garbage/recycle cans, art. Missing sidewalks on south side from Wellington to Coast M to be constructed in the interim to full streetscape project (W538, W539).	Irvine Elem, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnekhada Middle, Hyde Centre, McLean Park, Commercial, Shaughnessy MUP, St Anne Slow Street, Oxford Cycle Track, Wellington MUP, Sefton Slow St	R03, W538, W539

Streetscape Projects **\$850,000**

Corridor Projects - Street Banners & Utility Box Wraps										
Project ID	Priority	Location	Extents	Length		Cost		Elements		
S04	1	Broadway St	Kingsway Ave to Mary Hill Bypass	1350		\$65,000		Street Banners (50), Utility Box Wraps (5)		
S05	1	Coast Meridian Rd	Victoria Dr to Riverwood Gate	2550		\$75,000		Street Banners (60), Utility Box Wraps (5)		
S06	1	Fremont Connector	Dominion Ave to Lougheed Hwy	1250		\$75,000		Street Banners (36), Utility Box Wraps (13)		
S07	1	Hastings St	Patricia Ave to Davies Ave	1150		\$26,000		Street Banners (20), Utility Box Wraps (2)		
S08	1	Hawkins St	Dominion Ave to Sherling Ave	510		\$28,000		Street Banners (10), Utility Box Wraps (6)		
S09	1	Kelly Ave	Reeve St to Mary Hill Rd	670		\$31,000		Street Banners (20), Utility Box Wraps (7)		
S10	1	Kingsway Ave	Wilson Ave to Mary Hill Bypass	2850		\$83,000		Street Banners (65), Utility Box Wraps (6)		
S11	1	Nicola Ave	Ottawa St to Fremont Connector	1225		\$64,000		Street Banners (34), Utility Box Wraps (10)		

S12	1	Ottawa St	Dominion Ave to Lougheed Hwy	320		\$21,000		Street Banners (12), Utility Box Wraps (3)		
S13	1	Oxford St	Lincoln Ave to Lougheed Hwy	1600		\$16,000		Street Banners (10), Utility Box Wraps (2)		
S14	1	Pitt River Road/Mclean Avenue	Lougheed Hwy to Kingsway Avenue	2950		\$101,000		Street Banners (80), Utility Box Wraps (7)		
S15	1	Pitt River Rd	McLean Ave to Mary Hill Bypass	2200		\$39,000		Street Banners (30), Utility Box Wraps (3)		
S16	1	Prairie Ave	Shaughnessy St to Fremont Connector	3700		\$90,000		Street Banners (75), Utility Box Wraps (4)		
S17	1	Reeve St	Wilson Ave to Pitt River Rd	670		\$37,000		Street Banners (25), Utility Box Wraps (4)		
S18	1	Shaughnessy Str	Lincoln Ave to Lougheed Hwy	1200		\$39,000		Street Banners (30), Utility Box Wraps (3)		
S19	1	Shaughnessy St	Kelly Ave to Mary Hill Bypass	4000		\$130,000		Street Banners (100), Utility Box Wraps (10)		
S20	1	Terry Fox Hometown Square	Mary Hill Rd to Kingsway Ave	225		\$8,000		Street Banners (8)		

Total Corridor Projects	\$928,000
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ROADS

Roads Projects											
Project ID	Priority	Road Project	Extents	Length	Requirements	Total Cost	City Cost	Other Funding Sources	Destinations/Connections	Notes	Related Projects
R01	1	Fremont Connector	Victoria Dr to Dominion Ave	4700	2 travel lanes, MUP one side, streetlighting, roundabout at Prairie, signal at Fremont/Dominion, signal at Cedar/Victoria	\$30,000,000	75,000	Coquitlam (TBD) and DCC: \$29.9M	City of Coquitlam, Commercial area, Lougheed Highway, Mary Hill Bypass, Traboulay Trail, Sun Valley Park		
R02	1	Lincoln Connector & Coquitlam River Bridge	Kensal PI (CQ) to Shaughnessy St (PoCo)	750	Two travel lanes. S: 2-way cycle track (3m) and sidewalk (1.8m). N: sidewalk (1.8m). Street trees, banners, streetlighting, new crosswalks and crosswalk improvements.	14,000,000	60,000	Coquitlam: \$8M, DCC: \$5.94M	Skytrain, Douglas College, Commercial areas, NE Coquitlam, North Port Coquitlam, Westwood Elementary, Westwood Park, Hyde Creek Reserve, Ecole des Pionniers		SL004
R03	1	Lougheed Highway & Coquitlam River Bridge	Westwood St to Shaughnessy St	1200	4 travel lanes, 2 HOV lanes, 3m MUP both sides, street trees, street lighting, banners, utility box wraps	\$55,000,000	1,800,000	Federal: \$1.135M, Provincial: \$20M, TransLink: \$19.9, OMR Reserve: \$1.6M, DCC: \$13.25M	Downtown, Commercial areas, Traboulay Trail, Lions Park, Skate Park, Centennial Pool, Aggie Park, West Coast Express, PCCC, Bus Stops, Skytrain, Aggie Park, Centennial Pool, Lady Assumption school, McLean Park, Coquitlam, Pitt Meadows, Maple Ridge		
R04	1	Lougheed Highway	Shaughnessy St to Oxford St	760	4 travel lanes, 2 HOV lanes, 3m MUP both sides, street trees, street lighting, banners, utility box wraps	\$7,000,000	\$50,000	DCC: \$3.9M, TransLink: \$1.55M, Grant: \$1.5M	Downtown, Commercial areas, Traboulay Trail, Lions Park, Skate Park, Centennial Pool, Aggie Park, West Coast Express, PCCC, Bus Stops, Skytrain, Aggie Park, Centennial Pool, Lady Assumption school, McLean Park, Coquitlam, Pitt Meadows, Maple Ridge	Option to construct temporary asphalt cycle track on Oxford Connector at back of sidewalk if Oxford Cycle Track and Shaughnessy MUP are constructed prior to Lougheed Hwy improvements	X3139, X3643, X3744, X4045, R05
R05	1	Lougheed Highway	Oxford St to Sherling Ave	1990	4 travel lanes, 2 HOV or dedicated bus lanes, cycle track (N)	18,000,000	2,500,000	DCC: \$10M, TransLink: \$4M, Grant: \$1.5M	Downtown, Commercial areas, Traboulay Trail, Lions Park, Skate Park, Centennial Pool, Aggie Park, West Coast Express, PCCC, Bus Stops, Skytrain, Aggie Park, Centennial Pool, Lady Assumption school, McLean Park, Coquitlam, Pitt Meadows, Maple Ridge		R04
R06	1	Shaughnessy Underpass	Lions Way to Elgin Avenue	50	Box culvert on the east side for active transportation (3-4m wide, 3m high). Feasibility study in advance to determine constructability, CP coordination and costs and timing.	6,000,000	1,000,000	DCC: \$1.8M, Grants: \$3.2M	Downtown, Commercial area, Traboulay Trail, Centennial Pool, Aggie Park, West Coast Express, PCCC, Shaughnessy Slow Lane, Shaughnessy MUP, McAllister MUP, Donald MUP, Lougheed MUP, Lougheed Cycle Track	\$100k City cost for feasibility study	C714, M004, W562

Road Projects **\$5,485,000**

BUDGET

- Priority 1 Projects with MTP - 20 year term - \$3M per year - \$60M
- Priority 2 Projects by opportunity (development, grants, capital projects) or next MTP
- Street and Road projects supported by DCC, TransLink and grant funding

SIDEWALKS				
	Priority 1	Priority 2		
Arterial	\$669,900	\$1,299,200		
Collector	\$710,500	\$3,588,025		
Local	\$12,012,525	\$2,060,450		
Total	\$13,392,925	\$6,947,675		
CYCLING & MIXED USE				
	Priority 1	Priority 2		
Slow Street	\$2,339,750	\$429,800		
MUP	\$12,047,000	\$5,311,400		
Cycle Track	\$5,247,350	\$1,213,100		
Upgrades - Cycling & Mixed Use	\$746,910	\$-		
Total	\$20,381,010	\$ 6,954,300		
TRAILS				
	Priority 1	Priority 2		
Trails - New and Upgraded	\$4,128,800	\$244,950		
Total	\$4,128,800	\$244,950		
CROSSINGS				
	Priority 1	Priority 2		
Arterial	\$3,678,500	\$1,189,160		
Collector	\$3,944,350	\$498,400		
Local	\$7,765,800	\$639,100		
Total	\$15,388,650	\$2,326,660		
STREET DESIGN				
	Priority 1	Priority 2	External	Total
Streetscape Projects	\$850,000		\$10,750,000	11,600,000
Corridor Projects	\$928,000			
Total	\$1,778,000	\$0	\$10,750,000	\$12,528,000
ROADS				
	City Cost		External	Total
Fremont Connector	\$75,000		\$29,925,000	\$30,000,000
Lincoln Connector w/ Bridge	\$60,000		\$13,940,000	\$14,000,000
CQ River Bridge & Lougheed Hwy	\$1,800,000		\$53,200,000	\$55,000,000
Lougheed Highway - Shaughnessy to Sherling	\$2,550,000		\$22,450,000	\$25,000,000
Shaughnessy Underpass	\$500,000		\$6,500,000	\$7,000,000
Total	\$4,985,000		\$126,015,000	\$131,000,000
MTP TOTAL	\$60,054,385	\$14,783,585		

APPENDIX C - REFERENCES

List of References

BC Active Transportation Guide (Ministry of Transportation and Infrastructure, 2019)
Canada National Active Transportation Strategy
CleanBC Roadmap to 2030 (Government of British Columbia, 2021)
Institute of Transportation Engineers – Traffic Calming Guidelines
Lanarc Consultants
Metro Vancouver 2050 - Regional Growth Strategy (February, 2023)
Metro Vancouver Climate 2050 (Metro Vancouver, 2018)
National Association of City Transportation Officials (NACTO)
Port of Vancouver – Greater Vancouver Gateway 2030
Transportation Association of Canada Guidelines
Tri-City Zero Emissions Plan (WSP, 2023)
Transport 2050 – Regional Transportation Strategy (TransLink, 2022)
TransLink Design Guidelines

MTP APPROACH

Do you agree with the MTP approach to identify and prioritize improvement projects?

Support/More Needed
Good planning
The plan is quite comprehensive and well presented.
Excellent plan. Be brave enough to change it and wise enough to choose well.
I believe that this MTP is headed in the correct direction and gives me hope for being able to stay in my hometown. North-south travel across Port Coquitlam has long been a challenge and I've been waiting for improvements so that I can safely visit relatives on the other end of the city without my car while also not having to detour to the PoCo Trail to do so.
Great to see such thoughtful consideration of how daily transportation decisions and experience can influence the vibrancy of our city. Section 3.1 on Active Transportation was very well-laid out and maintaining a connection to that in each of the actions within the focus areas would be super valuable in future public engagements.
I am really happy to see how thoroughly researched and planned all this is. Every single person who has worked on this Master Transportation Plan should take pride in their work! Seeing all these infrastructure changes is going to be great - all the efficiency, quality-of-life and efficiency improvements are wonderful to see. And we certainly need them!
Thank-you for your diligent and careful work.
We look forward to the city officials positive support evaluation of the development of the MTP. Thanks.
This is important to improve the quality of life in the city
City of Port Coquitlam is progressive and I'm encouraged by this plan.
Poco is progressing so nicely. Good job
Thanks for the work already done to improve transportation in Port Coquitlam.
We are very happy with the direction the City of PoCo is going in with this administration
The improvements in Port Coquitlam in the last few years have been very good. I look forward to see what is next.
I'm really loving the changes I've seen so far improving the look and safety of our city.
For the most part, Poco is doing a good job of making improvements to it's transportation network. Keep up the good work!
looking forward to a new future in poco
You're all doing an awesome job, keep up the excellent work!
keep up the good work
I think the plan is good. It appears well thought out.
None, the plan sounds good.
The approach looks sound and solid.

Good approach
seems straight forward enough
I like the approach
Great progress project.
Good Approach.
This is a reasonable cost benefit approach
The approach makes sense
looks good
No, it all looks good to me.
I think this has a great overall benefit to the most possible residents.
Given expected budgetary constraints, the Plan correctly prioritizes actions with the highest overall return on investments for the highest number of citizens.
Key issues have been targeted in my opinion
On the whole, PoCo has done & is doing a fabulous job in moving forward. It has many amenities for people of all ages, is easy to move from place to place, has beautiful gardens & benches on which to rest& nature at our doorstep
forward thinking is a must in this growing community
Some places don't need improvements or changes so this makes sense
Yes, all factors need to be considered.
Yes, prioritize key destinations.
Put together a list of projects and prioritize those lists.
If the MTP plan follow quickly and consistently, the Port Coquitlam city will receive a lot of support from residents.
If you follow and execute The MTP plan well, you can expect good results.
JUST DO IT! lol...
Take action now, we don't need further studies, you will talk it to death wasting time and energy. Be accountable and make a decision!
Time is up, make a decision. If it doesn't quite work, then modify and move on; but, don't just study it to death.
Benefitting the MOST possible citizens is key. No special interest or niche projects.
The transportation plan includes all means of transportation, and I hope that the majority of Port Coquitlam residents will equally benefit from this support.
I firmly support Items 3 and 4.

The key destination points is a initiative I am interested in, since my boys use bus to commute to their universities, and the options are very limited in the area we live.
How much will be done actually speaking to people who live and work in the areas being considered for work.
Common sense should prevail
If a small fraction of home owners are preventing projects that would improve the lives of all citizens of Port Coquitlam I think the city should take into account the greater good rather than a small vocal minority.
I particularly endorse this point ensuring that goals are kept realistic and cost wise
I agree with the above notes. I gave it a "somewhat agree" because the proof will be in the follow through.
According to David Suzuki, we should all enjoy our own backyards and stay home to save the planet. I agree.
The plan needs to meet the needs of the people
This seems a very conservative approach and this tends to lead to "good enough" type of improvements rather than an overall cohesive plan. The small improvements are nice, but it seems a bit of a piecemeal approach.
I think the MTP is a good idea but also waste of our time for the plan is already been decided.
I'd like to see inclusion of safety considerations i.e. improved sidewalks and crosswalks, not just emphasis on short distances to travel
All the ideas are good but taking too long to see the results
Overall, an excellent city to navigate.
I conditionally agree in that someone HAS to listen and not just provide "corporate speak"
Any clarification on MTP should be beneficial for our community
More information or add in this on highways and streets
The steps in the MTP are good. There are other basic, nearly-zero cost opportunities that exist as well. Across the city, one frequently encounters greenery growing into sidewalks making them nearly impassable. I can identify 4-5 spots within 3 blocks of my home where one would not be able to pass with a wide stroller or wheelchair due to trees, bushes, and blackberry growing into the sidewalk. Simply insisting on maintenance of sidewalk space would be a great start.
Consider Seniors
Yes...consider Seniors
Consider Seniors
It would be good to avoid if possible actions such as expropriating land or reducing park area.
Keep in mind that the approach has to be safely connected all the way to the desired destination.
Safety of Pedestrians is paramount, roads without sidewalks and open ditches are dangerous especially now with increase in traffic
I think priority needs to be taken on projects that have the highest safety concerns.

Traffic is increasing and traffic management is important to the quality of our neighbourhoods - I appreciate this work.
Must keep in mind that improvements to be made serve the majority of people to get them to their prime destinations rather than improvements that only serve the few.
We need to focus on the streets that are most in need, not just the ones that are the most convenient.
again, prioritize safety
I continue to see my area with very little improvements, such as more sidewalks or issues with railroad crossing which continue to back up traffic and I can only think it is not a priority and the above is quoted to explain why there have been no improvements.
Active Transportation/GHG Reduction/Transit
Thanks for initiating our Master Transportation Plan in an open and transparent way. It is great to see emphasis on active transportation. By focusing on a variety of active transportation options, I believe the plan correctly prioritizes infrastructure improvements that will ultimately result in less automobile congestion and pollution as residents opt for other transportation options to get around our city.
More walkable paths, more bike paths and more accessible pathways
Put in more sidewalks
Want to have a walkable and bike friendly city
I wish the MTP included the goal of a walkable city
I think it is very important to consider giving priority to micro-mobility options over cars when necessary.
Approach seems to be good, however, as someone who walks and buses, I feel like even more could be done, especially with north/south connections, Fremont Village connections, street signage, and uneven sidewalks/roads.
There is so much work to do in all these areas to make it safer, more user friendly and possible for all walks of life and all kinds of shift workers.
Prioritize sustainable modes
Please prioritize sustainability and pedestrian and cyclist safety as we plan for the future.
I'd like the improvement to be focused on bike infrastructure, public transit, and car reduction.
More active transportation would be better with a bigger focus on walking and traffic calming
Please prioritize transit and active transportation.
Focus and majority of funding should be to support public and active transportation.

<p>Contrary to what some members of Council might think, we ABOSOLUTELY need to build a multi-modal network. I would LOVE to be able to commute by bike / e-bike with my children and live and work close enough that I could. But the infrastructure is not there to support it safely. We need to encourage people to get out of their cars. We need to stop Council members from derailing active transportation improvements because they sat in their car on a Saturday and didn't see enough people to think it was worthwhile (looking at you Patricia Bike Lane). Council needs a transportation plan that they can stand by and make good decisions for the benefit of all ages and abilities and the whole community, and not let a few NIMBYs get in the way of good community-building. ESPECIALLY if our neighbourhoods are about to significantly start to densify through upcoming housing changes.</p>
<p>Absolutely, especially because the city is changing and growing so quickly. With all the push to go green and the increased cost of living, a lot of people of looking for alternative ways to commute.</p>
<p>As a pedestrian and transit user I truly appreciate the system the city has created and I hope that it can keep building on its successes. Here's hoping for a Port Coquitlam with fewer cars and more bikes, transit and pedestrians!</p>
<p>In my opinion, people with strollers (children and pets) and seniors like to take shortcuts with the least number of cars passing by or with less traffic lights. Not many areas have shortcuts, but wider pedestrian walkway and more pedestrian crossings are always appreciated.</p>
<p>I do not believe the plan is aggressive enough to reduce miles driven by car substantially when accounting for population growth. The MTP does improve the active transportation network, and should improve the livability of Port Coquitlam.</p>
<p>I would have liked to have seen a greater emphasis on the hierarchy of active transportation, that is priority is for pedestrian/walking mode of travel over all other modes.</p>
<p>Instead of driving, aim to make active transportation & transit the preferred mode of transport within the city, as well as when connecting with the rest of the tri cities.</p>
<p>I drive, bike, walk and use public transportation regularly. Mostly it's a good system, but vehicular traffic is overwhelming the traffic arteries. Bike/Walking paths are good, bus service mostly good</p>
<p>Double down on the focus on bike routes and storage options to promote poco residents to bike to transit hubs. Safe, separated bike lanes and walking paths. Continue the great work you're doing! Thank you poco.</p>
<p>I am a person who has mobility issues and who no longer drives but relies on public transportation. I do find that there are some routes in the city that are challenging for pedestrians and even buses (for example - dangerous uneven cobblestone streets dwtn. That I have fallen on, injuring myself, the underpass on Shaughnessy walkway with people still refusing to dismount from bikes, fast scooters, nearly knocking people over, too narrow, many potholes on bus route on Kingsway & other areas making bus ride very difficult, buses not slowing down going over them)</p>
<p>Traveling west from PoCo to Coquitlam by active transportation is unpleasant. Improved connections via the Kingsway, through Alexatam Regional Park, and via the Mary Hill Bypass are all needed. Ultimately, safe and convenient connections to Braid Station and Coquitlam Central Station are needed.</p>

I think it's limiting to focus on how DO people get around. It might be useful to also consider how people could get around to f there were safer pedestrian routes and more connected bike lanes, more efficient transit, more walkable neighbourhoods - that sort of thing.
Suggest including consideration of modes of transportation to move people easily in a future state and not just today's Port Coquitlam residents. Noting there is more densification to come for our city and it will be critical to have safe, enjoyable, and functional ways to mobilize everyone.
Reduce the need for cars. increase small route transit. so many cars will come off the road.
Less money on car-centric improvements and more on everything else.
Steer your approach to cycling and walk oriented and to decrease car dependency even more.
Make it easier and quicker to walk or bike
Focus on making roads pedestrian friendly and safe for cyclists.
Thinking all part of the system not only some -loud - small group dominant. Everyone use different types- sometimes public transport, sometimes car, sometimes pedestrian...
"Preferred mode of transportation" cannot be properly evaluated. Biking and walking are often not preferred modes as they cannot be performed safely. This leads to over-representation of vehicles as being preferred mode.
If all else is equal, sure, choose the easier project. I think it would be false economy to avoid an important project just because there are difficulties. "Preferred mode of transportation" cannot be properly evaluated. Biking and walking are often not preferred modes as they cannot be performed safely. This leads to over-representation of vehicles as being preferred mode.
I don't agree with the blanket ban on any changes that may have difficulties in implementation. The preferred mode of transportation reflects the built environment. We should be considering other modes of transportation that have historically been underinvested and underfunded eg walking/biking
1. More MUPs like in Europe: if we build safe paths, people will shift away from cars, even during not the best weather (see Finland) 2. More frequency for WCE! 3. Please extend the skytrain.
I think we have a world-class trail system around our city that is working really well. It's the roads that in my opinion need most attention. The two main issues I can see, having lived in various cities in Canada and in Germany, is 1. Safe cycling/rolling paths and connections throughout the city; 2. Street lighting. Thanks for listening.
Lighting improvements on all dark streets, walkways and trails no matter the size needs to be implemented. And more sidewalks for accessibility of all peoples need to be addressed in residential areas, especially regions around schools. Also, vehicle traffic on primary routes is getting worse and worse. This issue needs to be addressed. Widen roads before its too late with our inevitable population growth.
I think cycling is cost effective, I wish the tri-cities would make it a little safer and easier each year.
We need to make roads and driving less attractive and walking and cycling easier.
Overall, great transportation options are available. I think my main ask would be more biking infrastructure.
More cycling routs North of Lougheed (even along Lougheed), and glass recycling pickup.

<p>Completing a north/ south and east/ west cycle track early in the 20 year program would be helpful to encourage and support e-modes of transportation. Currently, folks traveling greater distances across our community are at the greatest risk for accidents with motor vehicles as the paved trail network is disjointed and requires the commuter to move back and forth from trails/ MUPs to streets frequently - thus adding to their safety risk.</p>
<p>Please push harder to remove cars from the road. The city's infrastructure needs to not just be improved, but zoning changed to drastically improve walkability. Not just creating infrastructure for people to go on nice walk, but as a realistic transportation method.</p>
<p>The plan is too focused on moving people through Port Coquitlam that do not live here clogging streets with cars full of people rushing through PoCo to get somewhere else</p>
<p>So much of the report seems like a great idea - increased sidewalk and cycling routes and improved access to transit would be wonderful. But the goals of adding additional roads and prioritizing the convenience of single occupancy vehicles is still the major takeaway from the report.</p>
<p>Historically neighbourhood have been planned with the assumption that everyone has a car. Planning and zoning needs to work in conjunction with the MTP so that alternate forms of transport are feasible within a reasonable amount of travel time.</p>
<p>Was facilitating public transit transportation and other green commute/transportation (e.g. walking, cycling, e-scootering, carpooling) taken into consideration? Were new or improvements to pedestrian crossings for enhanced safety taken into account?</p>
<p>More of our streets should be designed like prairie ave. Cars will not slow down by simply adding speed signs. Cities need to slow down drivers which will encourage walking and biking by having better road design. Cities need to realize that you can't move drivers fast though our streets and have a safe environment for pedestrians and cyclists. For years have put drivers needs first and we are now paying the price, it's time to build streets for people again and not cars.</p>
<p>I do like that the city is planning on making these improvements with better biking and walking infrastructure, although based on the recent MTP, they still fall short on public transportation improvements, particularly with local bus routes.</p>
<p>Would really like to see sidewalks be implemented completely throughout the city, especially in neighborhoods surrounding the community center, and think a SkyTrain station to coincide with the west coast express station could be an easy win to improve traffic congestion leaving and entering the city.</p>
<p>More emphasis needs to be given to different modes of transportation. There is no cycling infrastructure within the community aside from the MUPs; however, these are used more for leisure than actual commuting. The city needs more commuter routes that allow people the convenience of leaving their cars at home and being able to connect efficiently to the larger regional transit network. TransLink is also working on a new Trip Diary survey that should provide some insight into the mobility patterns of PoCo residents. I have provided a link below to the last survey that was conducted in 2017. Until we have more cycling infrastructure in place, we will not see a shift in modes. This coupled with the new provincial legislation that will see local governments do away with parking requirements, creates a significant need for greater accessibility to transit options: https://public.tableau.com/app/profile/translink/viz/Trip_Diary_2017/TripDiary2017.</p>

<p>Personally, I would like for Poco to maintain the small town feeling and be safe for pedestrians, walking, cycling... That's my priority... CN Rail overpass bridge/underpass on Shaughnessy is a MAJOR eyesore and frankly dangerous to walk, bike, drive... source of traffic congestion... This should be an absolute priority number 1 for the city...Please fix it within next 3-5 years (not in 20)</p>
<p>Ensure transportation is low carbon and supports active transport.</p>
<p>E-bikes are becoming increasingly a favoured mode of transportation as the cost of having/buying an environmentally friendly car/mode of transportation and fueling vehicles becomes exorbitant. Every effort should be made to add/build infrastructure to accommodate more environmentally friendly modes of transportation such as e-bikes, bikes, e-buses, and mass transit that is environmentally friendly to reduce negative affects to our atmosphere and climate change. Many cities have adopted transportation priorities with pedestrian pedestrians at the top, cycling, then transit, with cars and trucks at the bottom rank for priority. This is of utmost importance to reduce our carbon footprints and reduce the impact of climate change!</p>
<p>Glad to see focus on activate transportation that allows low carbon alternatives. As more people live in apartments, need ev chargers mandated for new buildings. Need public chargers for those who live in older buildings.</p>
<p>Taking carbon impacts into account would be good too. While there is a general thought that more public transportation equals lower emissions, actual data would be good.</p>
<p>The city should include GHG emission reduction in its transportation plan.</p>
<p>Reduce emissions</p>
<p>More emphasis should be put on trying to maximize green and renewable transportation options like transit and biking, while also trying to minimize emissions through reduced reliance on personal vehicles.</p>
<p>Keep our City - 'Green and Clean'</p>
<p>Projects that support green modes of transportation should be prioritized (i e cycling, walking and transit infrastructure).</p>
<p>Try and do as much as you can with as little environmental damage as possible. Thanks!</p>
<p>Consider the environmental impacts of the approach during construction and in terms of life cycle use and end of life disposal.</p>
<p>Population is increasing so is the number of vehicles. Going towards zero emissions will only be possible encouraging more ppl use transit, electric micro mobility vehicles, and bikes.</p>
<p>I would add a component to ensure that the current character of Port Coquitlam is not drastically altered. Richmond has lost is "Garden City" character of several decades. It is no longer pedestrian friendly and has lost much of it green space. Port Coquitlam attracted me because of the green space and small community feel. I do not want to see that lost.</p>
<p>I would like to see sustainability and equity as explicit principles guiding the MTP. Sustainability in terms of prioritizing projects with the greatest potential to shift the mode share and reduce carbon emissions. Equity in terms of prioritizing the choices and convenience of those in Poco who are lower-income.</p>
<p>Change people's views on alternate modes of transportation, provide rewards.</p>
<p>I don't see an objective which prioritized sustainable transportation modes.</p>
<p>I would like to see sustainability and equity outcomes as another layer of priority guiding choices.</p>

Those are great points, but I think the plan should also consider the environmental impact of the projects and keep it to a minimum or if possible even improve.
Researching the appetite for all of the different modes of transport is important to know how to weight investments across the different modes. I'd like to know what appetite there is for walking, running, cycling, electric scooters, driving, etc... before committing to an infrastructure project.
Do not make any changes to current transportation networks that prioritise cars. Cycling, public transport, and walking should always take priority. (Car infrastructure is also rather expensive and not cost-effective in any way)
Public and active transportation is what we really need with our growing population. Traffic on Lougheed and Mary hill is already terrible but there is no more space. I would love to see poco be a leader in the region on building that type of infrastructure.
The most practical thing is efficient running small bus routes. Changing the roads will do very little
Transit is the most cost effective mode of transport from a city's perspective, so that should be prioritized.
Hub points for direct access pick up to skytrain in key areas. e.g. Citadel, North Poco, Costco direct to skytrain
The question needs an editor. I believe that if the city wants to reduce the number of car trips, infrastructure for micro-mobility and transit must be expanded and improved.
We need more bus options in north side poco. And let's make some more walkable areas for us too. Doing a good job with south and downtown poco but north side doesn't get any love
As a parent of a middle schooler, I am sure identifying key destinations is very important as I need my son use bus to commute to school and back home and unfortunately there are NOT enough buses and there are kids waiting for the bus and bus stops are crowded. I hope you consider schools as the most important destination in this plan
Work with Translink to also increase bus service to help promote less car use.
Specifically, to point 4, focusing on avoiding a loss of parking seems to run opposite of making transit more appealing.
Safe, brighter n ease of reach transits locations.
Not sure if this is already being done, but would like to see public transit considerations such as possible routes for transit included within neighbourhood development plans and new subdivisions.
Car Priority
Pushing people out of cars is not fair or practical.
Consider drivers as well
Roads and road infrastructure tends to be pushed down the list far too often in transportation goals in our current society and yet it is still the most vital form of transit for the vast majority of people. Moving vehicles more effectively helped reduce emissions, especially when the vast majority of people aren't getting rid of their cars. Look at any area with higher density and the LACK of parking for everyone's car.

<p>Please focus on most vulnerable road users rather than preferred mode of transportation. If I'm driving that is because I feel most safe driving.</p>
<p>We need infrastructure for cars including parking. Stop trying to make us waste valuable time and money on transit. Crack down on cyclists, e-scooter and e-bike riders that go too fast on sidewalks and are a danger to pedestrians.</p>
<p>To reduce infrastructure for vehicles in a growing city is a ridiculous thing to do. The majority of people I know require a vehicle for work and to take their family to activities. No one I know would elect to ride the bus over driving. There just isn't enough time in the day to plan a bus route with kids. Most folks I know outside of work will be taking their kids to soccer, dance, the pool, etc and while they are at their lessons, they will be trying to get some nearby errands done. We'd all love to stand and watch our kids at every activity but there are just not enough hours in the day. Cars and trucks are a part of time saving. Time is worth more than money... and more than making sure a cyclist has a path. There is also the safety issues of the MUPs and sidewalks on opposite sides of the street. I can't count how many times someone has jumped off the sidewalk in front of my car. Add another path on the other side and damage to humans will happen. I tried to do this survey earlier and accidentally closed the tab so if I am repeating myself, tough. It needs to be heard. During drop off and pickup at an elementary school is a ZOO. At this point, there is one path that the excited children go. If you add another path on the opposite side of the road at schools and their direct feeder routes (IE: Pooley Ave, Taylor Street, etc), kids will get hurt. If an MUP and sidewalk is installed and my kids get hurt, I will be very VERY upset with the city. I love this city and love the MOC. I feel safe and heard. I don't want to become another Glen Street/Pinetree (Coquitlam). Cars are a way of life and a means to do what needs to be done to enjoy this life. I want my kids to feel safe, too. Don't screw it up.</p>
<p>It's worded on the cheap. The Lower Mainland and Fraser Valley need a freeway network with traffic light free routes. This will require tree removals and land expropriations. It's a necessity and the fact it hasn't already happened shows the shortsightedness of multiple Governments. Statistics show that the number of cars on the road continually increases with population growth. Thinking everyone will live in a box on the 10th floor and take transit everywhere is delusional. Freeways and elevated Guideway LRT should be absolute priorities.</p>
<p>Methodology/Implementation</p>
<p>I think the Eng Department needs to use real data and analysis to drive the plan rather than simply putting MUPs, crosswalk beacons as the solution to move the people coming into the City. Bike lanes do not move the volumes of people we need to - we need better transit and more North-south road connections</p>
<p>Improvements should be made based on surveys of current use and reported or found problems. Be more functional rather than aesthetic.</p>
<p>This is a good initiative but needs a good strategy to implement it. Maybe starting defining short term goals like crosswalks improvements, increasing bus lines, sidewalks, and then long term goals, street revitalization, more modern commute system, etc</p>
<p>Timelines other than "next 2 years" would have been a very helpful piece to consider.</p>

<p>It's a long document, and I may have missed it, but a lot of the projects do not include much of a timeline or anything other than a Priority 1 or 2 assignment. Seeing as there are hundreds of proposed projects, a better breakdown of priority would be useful. I realize not all the projects will be completed, so it would be nice to know what the exact focus areas are. Perhaps that will be on the final document. Specifically, I was happy to see more mention of a Lincoln connector to Coquitlam, as well as improvements along Lincoln avenue sidewalks. The Sefton trail connector (including creek crossing) from Lincoln to Prairie is a great idea as well and will help connect the neighborhood.</p>
<p>The plan does a poor job of explaining specifically what actions will be taken a snob what timelines. Instead it focused on broad problems and general solutions that should be implement. Perhaps it is more comprehensible to a subject matter expert but it is not accessible to private citizens.</p>
<p>Overall, it's a good plan. The plan could better communicate this information through improved graphic design and improved maps. I would also have liked to have seen a bit of a stronger implementation plan. While different areas have shown different priority levels, what does that mean in terms of timeline. Does the Lincoln Streetscape project come before the Lougheed Highway bridge replacement? Are all Priority 1 projects within the first 10 years and all Priority 2 within the second 10 years? Oh no wait, it's a footnote on the last page that Priority 2 projects have no funding and might not even happen within this MTP. So if you're only focused on Priority 1 projects at \$3 million / year, how the HECK are you building any of this within a reasonable time frame? Especially once our residential neighbourhoods start putting in 4 to 6 units per lot.</p>
<p>Are current and projected demographics of an area identified for improvement taken into account?</p>
<p>Prioritize by need/demographical data</p>
<p>Engaging all players is key. Multiple points of view are needed with a plan of this magnitude. Solid gap analysis should be implemented as well.</p>
<p>What is the vision in 10, 20 and 30 years? Build w the future in mind.</p>
<p>Consult and coordinate with other cities and related stakeholders (e.g. Fortis high pressure pipeline that exist within Wilson Avenue). Maximize and standardize safety implementations for all users through parking management, speed restrictions and control; crosswalks and enforcement. Research and define any environmental and impact to First Nations</p>
<p>I would suggest consulting with civilians before completely abandoning projects with implementation challenges.</p>
<p>Should also consider whether people from key destination points are more likely to be driving / non-driving. e.g. downtown area will have more people taking transit / walking.</p>
<p>I believe improvement can be made by including 'lived' experience. Many things look better on paper than they do in reality. Some of the recent changes made in City, like turn lanes, roundabouts, probably looked like they would solve problems and create smoother traffic flow, however in reality, they have created more issues and frustration for residents.</p>
<p>It may be unavoidable to achieve #6 Avoid projects with implementation challenges.....A Master Transportation Plan is a plan for the near and far term future. Some of those projects may require overcoming implementation challenges to achieve #4 ...benefit the greatest amount of people.</p>
<p>I think some of these issues are addressed by the MTP but 4 feels more like an afterthought for the city or just a checkbox to satisfy the bare minimum requirement.</p>

The MTP does not help with understanding 1 year, 5 year, or 10 year priorities. There are some that have been on the MTP since 2001 and still are not given the go ahead.
Your improvement projects need more thorough thought.
The term "preferred mode of transportation" should be defined with discretion
Must be reviewed more often. The last MTP is TEN YEARS OLD
Develop short and long term goals. What can be incorporated into the OCP.
Better coordination between projects so that the same road and/or neighbourhood is not disturbed twice within a short time period even if it is not the most cost effective.
I'd prefer to see a deeper focus on building towards a long-term vision rather than trading off to immediate improvements. Even though it will be after my lifetime, I'd be happier of the city and region thought about the future 50-100 years out and built towards that in incremental steps.
I think a more data driven approach should be used to assess congestion and fix those routes rather than rely on public perception to guide decisions
Align w any known projects that will be completed in the next 5 yrs e.g. new schools, shopping hubs, high density living etc
key destination points are so many, hard to achieve
Implementation in a timely manner is the key
While the MTP attempts to identify, plan and prioritize projects on the basis of cost efficiency and highest utility, this is done in a manner that apparently favours near term objectives. The MTP appears to rely on a broad categorization of transportation priorities corresponding to each type of project. Given the anticipated 31% increase in population over the next 20 years (p.52), plans based on the priorities of the current population may not reflect the needs and requirements of future residents. The current approach used to develop the MTP may come at the expense of long-term strategy and vision needed to anticipate and accommodate future needs. Instead, the approach should at least take into consideration the temporal aspect of anticipated needs and of the proposed projects. For example, identifying short-term, medium-term, and long-term needs and requirements will facilitate prioritization and coordination of projects.
Scattering numerous small improvement projects throughout the city to ensure there are improvements "within a short distance from any household" may limit the scope of improvements that can be made to major routes used by the largest number of residents.
All parties should be involved, including business and corporate partners.
I feel the main improvement projects should be implemented based on commuter safety being first priority, pedestrians, cyclists and the disabled.
Some suggestions take to long to be implemented it took three years to get a bus shelter on Prairie Ave, it's now four years since a request for crosswalk by Costco to home depot side of road still nothing.

Regularly monitor the implemented changes to measure their impact and gather feedback. This allows for fine-tuning and adaptation as necessary. And Continuously evaluate the costs incurred against the benefits gained from the implemented improvements to ensure they remain aligned with the organization's goals.
As long as it fits in part of an overall plan, little improvements are good, but again there are big picture issues that need to be addressed to set up PoCo as a great city for the longer term.
Transparency is important share realistic timelines for projects
Hubs outside of strategically planned improvements (i.e. large housing developments) should be considered in the approach. Locations that are nearby do not have any safe paths and should be considered.
Don't look for problems. When they come to you, then deal with them.
Costs and Funding
The city is collecting the taxes but not delivering on developing proper roads, paved alleys, sidewalks and street lights. We, residents of poco, deserve a nice city similar to Coquitlam, Burnaby and maple ridge but our city is not efficient in developing the right capital projects. STOP whining on the budget and develop paved alleys, street lights and sidewalks especially in North poco
Raise taxes and spend the money we need for infrastructure improvements now (or very soon). Improvements will only become more costly over time.
Cost should be irrelevant. Do it right the first time. No half measures.
Generally, agree but if something needs to be done and is high cost, probably should do it.
It's fine to spend a lot on good infrastructure. It makes the city better to live in for everyone, and if property taxes increased for better ped crossings and bike paths I'd be for it.
Cut number 6. We shouldn't limit ourselves before even generating our list of options.
Cost effective is good but PoCo has generally been frugal and it's now starting to realize that it has a lot to offer and should consider higher budgets to improve quicker.
I know we are trying to keep property tax increases low. But I am happy to support funding investments that are exactly that - investments in our future (for sustainable modes of transportation, more trees for the street boulevards, and better walking environment, a well-connected network for each transportation mode. It would be worth it.
I appreciate the survey and the opportunity to provide feedback. Personally, I'm willing to pay more taxes to accelerate and grow the items in this plan. Transportation is one of the weak points for living in Port Coquitlam today, whether that's lack of transit options, the current design hostility to pedestrian and bike traffic, or the commuting bottlenecks and rail disruptions. Addressing this would dramatically improve the livability and desirability of PoCo, so it's a hot topic for me as a resident.
Spending on transportation should be increasing year over year. The Mayors pet projects need a lower priority.
I appreciate the work of the Mayor, Council, and civic workers to effectively manage Poco's budgets, however we have some severely aging infrastructure that needs to be replaced sooner than later. I would prioritize Coquitlam River bridge replacement before any of the proposed CP Rail crossing improvements.

Do not agree with avoiding projects that require a significant investment. Also, the changes to road infrastructure must be reviewed - bus rides over speed bumps that have been installed in the city are very uncomfortable and at times dangerous.
Sometimes the best plan will not be the most cost efficient. The plan should not only benefit the most people. The plan should cover all citizens of Port Coquitlam.
I don't agree on emphasizing on the cost efficiency approach pertaining Capital projects, if you allocate less funds to capital projects, you will get a low quality finishing to those projects similar to the new community center in downtown poco. Pay more funds to develop goods projects that will last for long period of time even if you have to buy private lands, cut down trees and removes poles. Dont cheapen out on projects, the city of poco is collecting property taxes similar to other surrounding cities but still we don't have proper street lighting, paved alleys, sidewalks and skytrain.
Too much of a focus on cost. The economic benefits will offset cost increases.
Start spending tax dollars on infrastructure that allows our community to expand and connect with other communities and opportunities at greater distances, rather than focusing resources on introversion and stunting outward growth.
I think large scale projects need to take on high costs and private land conflicts for the greater good of public transportation
Available funding is based on Council's choice. We should be focusing on improving all Roads in our community and implementing routes, connecting long distance travel into and from Port Coquitlam.
For any major project like these always consider the viability probably for next 20 years. You, me and every poco resident pays for it. Poco is unique and not another Airbnb city. We should only spend for what we need based on what people need and should not compete by looking at other cities who may have got 15 tower projects in next 5 years. So, think wisely and spend wisely
Suggest considering capital investments that may not be cost-effective right away, but will set our population up for success in future growth. Also, to link to rapid transit in a way that will make PoCo a destination community.
Point 6 makes sense for short term improvements, but changes that meet this requirement, are potentially candidates for a longer term vision. What is the budget limitations, which properties are areas of concern / challenge?
Your point #6 excuses the City from performing point#1.
To actually accomplish what you want to do, reducing the congestion of Shaughnessy should be the goal. But that would be expensive, and the survey already stated expensive was out of the question. So basically, it's do what you can, and make talk about making things attractive.
Overall like I said, the small improvements are good and have been noted, but I do feel a more all-encompassing plan needs to be looked at even if it means some short term spending overruns that may yield big improvements in the future. PoCo has such massive potential given its location, small town feel and proximity to nature. We can make PoCo a model small city for excellence in urban planning. Let's do it!!
Fiscally responsible is a good thing
Especially agree if this is done with CURRENT funding
Glad this is happening, please stay in budget.
The cost of implementing is the most important factor. How to effectively and efficiently carry out is target.

Time x cost is an old discussion, but it is hard when projects take forever to be implemented, I am new in the city, and I see lots of homes being built and people are coming, so we can't wait longer, we need solutions, even though simple ones, that wouldn't cost much, but needs to be done now.
Any time my tax dollars can be spent wisely is good for me
The cost of living is always in my thoughts. I have been proud to live in Poco for over 30 years. I have been known to share how much I appreciate our city making good cost effective plans that keep our taxes reasonable.
A project that may be cost effective may not be as needed as others.
yes, you can't do everything all at once
We pay tax and it has to be used in a clear practical and cost effective way
Be cost effective
as much as possible, cost and practicality should be the most important (efficiency and practicality...mainly as sometimes the least expensive solutions are not the best and in the long run add to the cost).. Look 20 years ahead first to see if any particular solutions are practical, sustainable in that context.
The definition is very vague - what is considered cost efficient, and what initiatives would help identify what is considered high cost?
Generally, that is written in a good way that is hard to disagree with, but what is the context around being cost effective - is the budget tiny? What if the highest impact was one big costly project instead of multiple cost effective projects?
Prioritization should be given to projects based on impact. Items 1-4 make sense. 5 and 6 are ambiguous and unclear how to measure. I would rather take the high cost of introducing a new sky train station in PoCo due to the improvements it would provide overall to the community.
Don't necessarily agree with 6 - "avoiding private lands" - end up with alignment like the north extension of the Fremont Connector - while it will work - it is not an ideal alignment for a NS arterial - and not so sure about the lane reductions from 4 to 2 (avoiding "high cost"?) - all while planning for the future
Avoiding high cost projects is something all taxpayers would agree with
raising taxes too much to finance this would make the city unaffordable, especially for vulnerable section of public who have called PoCo as home for decades.
Reduce cost should be added as another important variable
I think cost-effective is open to debate as projects always go above budget so then it seems counter intuitive.
So long as they do not require recurring maintenance in the future which would make the cost overtime far more than would have been initial. i.e. larger investment short term so we spend less in the long run
I feel the direction of the MTP is in the right direction. However, in our current financial environment, I imagine a lot of the identified projects will not be able to come to fruition - and still keep our taxes at a reasonable, balanced amount. I would love to be wrong

The city must always look at the most cost effective way of making improvements and where funds are required, find cuts to other programs BEFORE considering tax increases. Just as citizens must find a means within current funds to pay costs, the city must do the same. If this requires other service cuts, then cut services.
I do think you are doing a pretty good job. Remember, traffic will NEVER decrease with more and more population in the area. Plan for that!!!! Just do NOT overspend!!!!!!!!!!!!!! :) Thank-you.
Fiscally, speaking, cost-effective is obviously important, but we also have to keep safety as the number one reason for making improvements
I would suggest that a very long term view be taken on these, and the city should avoid spending when interest and construction competition are high, and prepare to capitalize if/when construction demand and interest rates wane. AKA, look for a deal because construction pricing is very sensitive to demand.
Cost estimates seem high for the work being conducted - particularly around sidewalk improvements.
I wish more practical and cost effective solutions would be considered instead of throwing all this money away on things that do nothing to improve life.
Will the provincial or federal government financially support improvements?
I agree that the city should show fiscal restraint, however there are a lot of provincial and federal funds available for improvements to active transportation.
I dunno. Partner with Translink and the province but I am assuming you are
Cost sharing with Coquitlam for those residents using PoCo to access exit routes from the North.
Less Supportive/Opposed
No bike lanes. No rainbow crosswalks. No 15 min cities
I don't believe significant numbers of people will ever be commuting to work via scooters and bikes. Our climate does not make that proposition viable. There is a choice between very well and not very well- it's called well but was unavailable.
I feel that this whole project is going to be a waste of time and effort. The city council wants to make a mark in history and the designers have no clear idea of the final results. the designers don't live here in any case and they will move on to some other pie in the sky project and leave us to sort out the mess.
Terrible city planning and often make no sense!
I don't believe in the " practical and cost-effective improvements" What is the practicality and cost effectiveness of bicycles lines?
Cram your woke globalist nonsense
There is no such thing as man-made global warming, climate change, and CO2 levels aren't high. The life cycle needs CO2. you should have learned that in elementary school. In fact, we could use more CO2 to help trees/vegetation grow more. Furthermore, NOBODY IS GOING TO BE cycling, walking, skateboarding etc. with the amount of cold rainy weather we have. Stop making it harder for people to get around in their personal motor vehicles. It is the most advanced, efficient, and comfortable method of transportation available for business and recreation

You've done this in the past and things are still a dog's breakfast
I think people are already able to get to their selected locations. People also find their direct (preferred route). If you have a number of complaints, investigate and then work on a plan. Otherwise, I say, "leave well enough alone".
Stop your "improvements". They're making it far, far more difficult to travel within Port Coquitlam.
some of the language of the approach is just vague enough to be grounds for not doing what is most appropriate. E.g., "avoid projects with implementation challenges such as [...] conflicts with other infrastructure."
What has been started specifically on Prairie did not follow these guidelines.
The improvements I see in the MTP are minor, small-scale. They won't make much difference to my life or the lives of other citizens.
Your plan sounds good on paper until you realize you're changing residential streets into main thoroughfares. Please remember why people live where they do. If they wanted to live next to a highway they would have bought next to a highway.
Item 6 - I don't agree. Why avoid one of the major pain points for any travel to the downtown area. The railway crossings have a major impact on travel in and out. The only way to access the DT area from the North unimpeded is through the Shaughnessy tunnel which should be widened. We are approving more and more development in the DT core which will add more commuters. Whether driving or taking transit, the railway crossing impact everyone. This week we had a closure of Kingsway, so everyone had to funnel onto Shaughnessy. My 10 minute commute took 30 minutes.
The people designing the upgrades don't live here and have to live with the downstream effects.
These guidelines are not being followed so far. Imaginary use rather than real, practical use.
Sounds like maybe or then maybe not.
Is your preferred mode of transportation to walk to downtown within an hour? If so, yay! Mission accomplished.
Yes and no. There are reasons to add a path of sorts for non-vehicular traffic on those roads that do not have any but not on both sides of the road. Taking away property to add an MUP for example when there is a sidewalk across the street isn't practical. It doesn't provide much, especially in times of precipitation, of which we get plenty.
Clarity Required
It's impossible to answer this as we have no cost information to know or assess if the projects are "cost effective".
Will streets used by students to go to elementary/middle/secondary schools be one of priorities?
what is considered a reasonable time?
I'm unclear about this. Too many words. I think it means that certain areas will be cut from the project if money runs out?
I agree with the first sentence you have written here. I have no idea what you are trying to convey with the second sentence. Do you mean 'there are' many? How do you know what my preferred mode of transportation is. When I can walk I do so. Sometimes a drive in a car is necessary.
What about the streets that won't see an improvement? None plan for those?

No mention of mode share shift to more efficient transportation modes? Only talks about "efficient travel times", not efficient travel mode...
If not all streets will be improved, how will decisions be made on which streets to get prioritized for improvements?
What is the criteria to get improvements in your neighborhood
Wish to have more information about what the identified key destinations are and what methods were used in data collection to show that those destinations are important. Most of the planning of all means of transportations are made to allow more conveniences for people from and to key destinations. So, it is important to align what we think are key destinations in the city.
A lot of assumptions are made on desired destination points. I know an earlier survey was done and some of those results are included in this draft plan; however, that survey was some time ago now.
A timeline of when improvements not in the plan would be scheduled so residents have an idea of the overall plan.
This is a confusing, almost meaningless statement.
Like everything in 2023, there are cost pressures. How is the priority list for improvements developed?
I would like to better understand selection criteria as to how projects are determined and priorities and most importantly the costs of this plan - I cannot really support something without knowing more information and financial impact on my taxes.

SIDEWALKS

How well does the MTP achieve the goal to ensure that people have safe, direct and comfortable routes to walk or wheel to key destination points in the city?

Supportive/More Needed

Walking improvements are my #1 wish

Do it!

So important

It is critical to get more walkable streets

More safe/comfortable routes to walk, cycle the better

More sidewalks is critical in areas where the cars line the streets. As walking in the middle of the road is the only option. And not safe when walking dogs or children

Improve sidewalks on residential areas. Pathways could be improved more especially in trails. It could be widen to improve sharing with cyclists.

I support a plan to encourage and make use of non-motorized transportation

Excellent to see sidewalk improvements/additions to address safety.

We need more walkable areas.

To date, improvements have benefitted residents greatly

MUPs are beneficial, and additional sidewalks in areas without them is a great improvement.

I fully support the sidewalk and curb improvements the city has been making through the city, and appreciate seeing this is a continued priority.

Wheelchairs and strollers make pedestrian more vulnerable. Pedestrian should be respected as well.

Focus sidewalk on areas around schools and parks, and connections from multi-family condos to downtown cores. Don't focus on sidewalks in rural areas away from services

All streets and roads must have sidewalks and open drain ditches covered

Because POCO is a suburban car orientated city, we badly need sidewalks than any other transportation improvements.

Every street should have sidewalks. Walking on the road is dangerous especially in winter and dark rainy weather.

Make our city a walkable city.

I haven't walked on all sidewalks or paths but upgrades will encourage people to use them more often.

Would love to see more pedestrian only streets!

Shopping centers have no designated walkways for pedestrians, not everyone uses a car.

Very walkable downtown

As someone who lives in an older part of the City that doesn't have a lot of sidewalk infrastructure currently, I think the plan addresses most of the areas I would have concerns about.

I live in the Citadel Hill neighbourhood where previous city leaders deemed it acceptable to build new subdivisions without sidewalks. This plan starts to address this shortcoming.

If not safe n reachable to arrive. Less usages of public transits.

I see a lot of people who use mobility scooters on the streets rather than the sidewalk - I fear their safety at times.

Well-lit pathways for the safety of its users

I think that all access points to the walkways at the rivers should have walkways to encourage more people to walk to those places. Also, more residential areas need more walkways or the speed limit needs to be lowered, so everyone feels safe to walk from their home to other places.

it's great to have more, even more than are in the plan would be great.

More sidewalks needed

There have been many new sidewalks added but more are needed

No sidewalks in our areas, my kids walk from school to the house without having access to side walks, that's unacceptable in 2023. It feels we live in the wilderness

Many roads do not have sidewalks.

There are some roads or bridges that have no sidewalk around residential areas

A lot of sidewalks have not been improved in Port Coquitlam.

At present a huge number of avenues in Port Coquitlam have no sidewalks, no lights, etc. and the residents don't deserve for these poor conditions

More sidewalks on streets that need sidewalks.

Sidewalks should be available where there is expected to be high traffic. Sufficient crossings/pedestrian overpasses should also be incorporated into high traffic areas as well.

Much of poco still does not have consistent connected sidewalks in our residential areas so this needs to be a continued focus and a requirement for future builds. That said, I see a real focus on this and many new sidewalks and pathways being constructed. Keep up the good work.

There are many areas in the city that do not have safe and easy access for wheelchairs and strollers. Many paths are riddled with tree roots that have caused broken asphalt or concrete. My wife is in a wheelchair and is forced to travel on the road rather than on some walkways.

Many streets in Port Coquitlam do not have sidewalks on both sides of the street, and those that do are often congested with idiots riding bicycles. I am tired of using a multi-use path to walk and enjoy nature, only to have to be constantly monitoring the bicycle riders that are speeding past me, ringing their bells or not and expecting me to move into the ditch for them. As a senior with hearing difficulties and mobility and balance issues - I have decided to no longer use multi-use paths, as I do not feel safe to walk on them.

There is a lot of work to be done here. Sidewalks are in a very poor state in poco.

Sidewalks (or lack of them) in Port Coquitlam are one of my pet peeves. Take for example the corner of Coquitlam Ave and Wellington St. The sidewalk on Wellington is on the east side. The crosswalk from the bike route and the school is on the west side - leading to no sidewalk. Also, the sidewalk on Coquitlam is on the south side. On the north side is a bus stop and ditches. Makes no sense! A diagonal crossing at that intersection seems to be a no-brainer.

Many areas only have sidewalks on one side and don't have stroller/wheelchair curbs for entering or exiting.

Still need for improvement to make Port Coquitlam a walking city. The Walmart area is not very walking friendly

Port Coquitlam was not planed with sidewalks on most of the older small streets. People wander up using the road to get to houses and on smaller streets.

I wish there was a "meh" button. Again, these are small, incremental changes that will not make Port Coquitlam a walkable town. And I don't see a commitment from the City to keep the paths and sidewalks snow and ice free in the winter. I'll end up walking on the roads as I have to after every snowstorm.

The City has done a really good job over the last 5 years or so of building sidewalks on key streets and multi-user pathways (the Prairie one is great). There is still a HUGE backlog of streets that have no sidewalk on either side of the street, especially in north PoCo. Accelerating this with higher investment in sidewalks and cost-sharing with TransLink and the Province is needed to keep making progress ever year. This is a huge benefit to the community and walkable of our neighbourhoods. For Priority 1 local sidewalks, I suggest that the sidewalk proposed for Ulster between Prairie and Minnehada Middle School be upgraded to priority 1 from priority 2. It connects a major school (+700 students) and a commercial area. Kingsway from Wilson to Coast Meridian could use a sidewalk. I see many people walking to work on the road early in the morning when it is dark out. Safety issues and it is a key employment area. For cost-efficiency and maximum benefit, a parallel program of planting street shade trees in the boulevard as most residential streets at least in north PoCo have NO trees in the street boulevard.

I answered 'Very well' to Question 5, although it is difficult to identify some of the small stretches of the arterial, collector and local streets that are highlighted on Figures 5.1 and 5.2.

A lot more sidewalks are now accessible for wheelchair and strollers.

There are still many streets that don't have sidewalks connecting to these walkways which cause people to have to walk on the road. Unfortunately, too many people speed down side streets which makes this very dangerous.

Many of the streets in my neighborhood have NO sidewalks

Need sidewalks in older neighbourhoods of Port Coquitlam.

Many streets don't have any sidewalks. This is dangerous, especially during times of poor visibility.

When replacing roads, should add sidewalks at that time in residential neighborhoods.

I continue to see issues in my area where I would prefer to see more sidewalks to improve safety and encourage a walkable city but don't see it as part of this plan.

I see very limited thought into last mile connectivity

Again, it seems a piecemeal approach. So many times, you walk a few blocks on nice sidewalks only to have them abruptly end which leaves you saying OK now what? The same goes for the bike lanes/trails.

I am impressed with the planning for around the City Hall, which makes walking downtown much better. Slowing the speed to 30 through the downtown helps to make walking much safer.

I appreciate the focus on easy improvements like raised sidewalks and curb cuts/letdowns. I would like to see more SPACE allocated for this mode by taking back some street/parking.

The sidewalk, bike route and roundabout on Prairie from Coast Meridian to Dominion has made a big difference in safety and comfortably moving around the community, especially encouraging bike use.

I recently moved to Port Coquitlam and like to walk. One of my regular walks is through Gates Park, then to the library. To get to know the community I vary my route, often finding there are no sidewalks, or sidewalks coming to an end well before the street ends.

Sidewalk needed along Lougheed near Hastings

A sidewalk or at least a safe boundary from the road lane is very needed on the part of the road on Lougheed (east direction) along the Shaftsbury 2615 townhouses complex. Many people (including kids) walk there every day and it is dangerous with cars driving so close, especially in the evening or when it's raining or foggy outside. Thank you!

Westwood and Lougheed. Ottawa between Riverside and Dominion

Did you talk to the people? I live on Lincoln and we have never had anyone approach us regarding improvements, changes or sidewalks.

Most of the multi-use paths and good sidewalks are around the downtown area but not in most of the rest of the city. For example, oxford street has a very old and crumbling sidewalk on only 1 side of the street, the east side.

Not enough sidewalks in residential areas and poor lighting on Burns Road in poco with no sidewalks. Boardwalk/bike path ends on Prairie does not follow through to dyke.

You have not given the choice of "Well". I realize that we all need to go out every once in a while, for groceries and maybe visit a restaurant so walking is best for the planet, I would like to see less grandiose planning and more "day in the life" scenarios analyzed with recommendations to improve quality of life at the neighborhood level

Would like to see opportunities to provide complete sidewalks/interim walking paths even if adjacent properties have not yet been redeveloped - to try avoid having isolated sections of sidewalk upgraded on a street as properties redevelop (ie 1752 Salisbury Ave) but not providing a safe contiguous walkway

I see busier routes without any sidewalks. How is it that Burns is a two lane street that bikers use all the time during summer, doesn't have a dedicate bike or walking lane? It is also another possible artery to get folks from the northern part of the city, to Lougheed Hwy instead of just relying on Shaughnessy or Coast Meridian.

Burns road is so dangerous for pedestrians and bikes. Not only because of the lack of sidewalk, but it is also a favourite for drag racers.

I see a bunch of streets without sidewalks in PoCo. E.g.: Salisbury avenue. I walk from Salisbury to downtown poco, on my way there, I also see other streets with no sidewalks that also need care.

Sidewalk on Cedar Drive ends as you head North towards Burke Mountain

I think there needs to be a sidewalk along Robertson street too. Kids have to walk in and out of all the parked cars on the road to and from school. Then you have all the cars heading out at the same time to work and or driving their kids to school. When you have all the cars parked on both sides and people walking on the road, it makes for dangerous situations. Living in the area I see it daily.

I live off Lincoln and I've noticed the bus stop at Lincoln and Cedar on the south bound lane people have to walk on the road to get to it, there's also no curb to help keep them off the road as they wait for the bus.

I have asked for a sidewalk on Mary Hill Lane in order to access Shaughnessy Street safely for over 10 years. This plan continues to deny me and my family a safe way to exit my street to access other sidewalks and transit options. Why is this Lane continually left out of sidewalk planning?

No sidewalk around the Cedar and Victoria entrance to the trails.

We live in the west side of PoCo near the Coquitlam limit (surrounded by Lougheed Highway, Westwood, Davies, Hastings) and I couldn't notice too many improvements in the MTP for this area.

Need sidewalks on parts of Welcher and corner of Shaughnessy and Welcher - Dangerous in the evening

I would say quite well; not very well. It is improbable to expect sidewalks on every street, and not every street needs a sidewalk. However, new sidewalks bring new issues of parking and as we all know, on street parking is a major concern, frustration, and problem.

After the Traboulay trail, everything has gone downhill with the sheer incompetence displayed by the overpaid clowns at city hall...

I think sidewalks are important on main and busy streets. The side streets and dead ends that have only local traffic, not as important. They are fairly safe to walk as is. Sometimes there is not room for sidewalks. This affects street parking; the street gets narrower. Plus, it is up to the residents to keep the sidewalks clear. Some people are not able to do this for good reason. e.g. elderly and handicapped. There should be another option to choose between "very well" and "not very well"

Going further, it would be good to consider the Dutch methodology to building sidewalks:

https://www.youtube.com/watch?v=_ByEBjf9ktY and <https://www.youtube.com/watch?v=9OfBpQgLXUc>

Sidewalks need to extend in from both Coast Meridian and Prairie on all side streets for a distance of the lesser of 100m or to the next intersection. Pretty much all side streets are less than 30m, there are only a few exceptions. This will greatly increase pedestrian safety as cars exit these streets at a higher rate of speed than is acceptable to have pedestrians on the road with.

Citadel Heights side streets have no sidewalks or sidewalks only on one side of the road and it is very problematic

Kelly Avenue sidewalks have large sections where they don't even have sidewalks, and there are parts being overtaken by blackberry bushes.

Yes! So important. Please check Kelly Ave, especially since it is an access route to the community centre and Shaughnessy.

I am very happy with the introduction of sidewalks on the north side of Kelly Avenue. I would like to see the same happen with the south side of Kelly Avenue as well. Currently there is just a loose gravel belt. Not only does it make noise when cars and pedestrians travel on them, but the rocks also end up on the road and generate a lot of dust in the air.

Lincoln Avenue needs sidewalks and a bus shelter (Coast Meridian to Shaughnessy)

Some streets south of Shaughnessy & Wilson Avenue still lack any sidewalk, such as Kelly Avenue. I think Kelly is shown in Figure 5.1 as a P1 project, so that is good to see.

Sidewalks on all routes to Cedar Drive. Birchland got them, cedar near Cedar park did not (Ellis, Laburnum)

While the city of POCO does have a lot of sidewalks, there is still a number of streets in the Northside of the city which inexplicably do not have sidewalks!!

I hope you are putting sidewalks on Lincoln Street from Oxford to Wellington Street for students walking to Irvine Elementary.

Fletcher really needs a sidewalk and everything listed, people speed way too often and many families with young children playing on driveways, I agree with the needs.

There are multiple areas on Shaughnessy, north of Lougheed where there is only a sidewalk on one side of the road. West side opposite Chester place to Trinity church & East side Lincoln to Riverside elementary. Often there is no safe place to cross to get to the sidewalk on the other side. This is the same on Lougheed eastbound between Westwood to Raleigh

A sidewalk should be added along Lougheed Highway. There should be a sidewalk on the Southside of the road from Westwood to Hastings and there should be a sidewalk on the North side of the highway from Oxford all the way to the Pitt river bridge. It is way too unsafe for people to be walking down that road

Birchland manor, specifically

I hope concrete sidewalks can be constructed on both sides of the streets, especially along Ulster Street which many elementary and middle school students use.

Comfortable includes routes with shade as walking in the summer during increasingly hotter weather is not pleasant without shade in the forms of street trees, bus shelters etc. I would like to see the sidewalk along Ulster currently designated as P2 increased to a P1 priority. Many students walk along this street on the East side to get to Minnekhada Middle School and also some people walking to the Hyde Creek Community Centre.

Maryhill has very few sidewalks, and very few light posts. In addition, there are cars parked on the streets...so when we walk, we walk on the street in between cars. Also, their needs to be a light at the corner of eastern and western...too many accidents there!

Proposed sidewalk down prairie from burns road to the dyke

There are many streets in the Mary Hill area that don't have any sidewalks at all. Eventually I would like to see sidewalks added.

Cedar needs a proper sidewalk, all the way down

No sidewalk on Cedar drive next to bus stops South 173 - near Cedar Lincoln, and other intersections- kids must walk daily on a very narrow space next to fast moving traffic- it's very dangerous. Please address this issue asap before someone gets hurt

Specifically, South Port Coquitlam below Wilson Ave has a dearth of sidewalks. Additionally, sidewalks along Pitt River Road are often inaccessible due to narrowing, and defects with curbs.

Better access to Citadel Middle School Parking Lot and Hazell Trembath. So many children walking through mud in the fall spring and winter.

Exit from PoCo Trail from Argue street to Shaughnessy (the side that turns to Citadel drive) has no side walk for about 5 meters. To reach the side walk after you cross the road, you have to either walk on the busy road or on the muddy slippery soil

Many sidewalks in Poco need a lot of help, particularly the walkway that goes between Maywood Avenue and Lincoln Avenue

I don't believe there are sidewalks along Lougheed Highway. If not, that would be helpful. I believe it might be planned to put these in.

Need sidewalk 2200 block Prairie. We have been asking for years.

We need more sidewalks on Cambridge Street between Coquitlam Ave and Lougheed Hwy There are new Condos but no sidewalks built

I would encourage more development of car-free green walkways to denser areas like the Donald Walkway and creating wider and safer cross-walks in the city. There are lots of opportunity to create sidewalks in residential areas that can promote safe transportation. There would also be great potential in creating walkways in and around the Freemont area. Freemont is a high traffic area for people to dine and shop, and therefore would benefit from designated walkways to and from each plaza, making it less look like a business "park"

There are many areas where the commuters are walking along main streets unprotected by vehicles, poor drainage on rainy and snowy days so pedestrians and cyclists get sprayed by water. Mary Hill Bypass is one of the most unsafe areas in Port Coquitlam to walk.

Need more sidewalks on East side of Pitt Ricer Road for many safety reasons. Need more sidewalks on Maryhill bypass. You have drunk people walking there at middle of night from pub.

Overall its good, although my old neighborhood (Manning Ave) had no sidewalks.

I agree that serving the mass is important, however, there are many areas that are hazardous that need a higher level of priority. Sidewalks need to extend in from both Coast Meridian and Prairie on all side streets for a distance of the lesser of 100m or to the next intersection. Pretty much all side streets are less than 30m, there are only a few exceptions. This will greatly increase pedestrian safety as cars exit these streets at a higher rate of speed than is acceptable to have pedestrians on the road with.

There are SO many places in the city where navigating with a stroller or wheelchair are challenging, ESPECIALLY where there is snow (which does not appear to be addressed). An example is Flint St next to the baseball field. On the grassy side, there are areas where there are 2 to 3 inches of drop from the sidewalk to the grass, and the other side people constantly park up onto the sidewalk, because it's angled parking and nothing there to stop them. Additionally, putting in better sidewalks, but not addressing lighting means that they still aren't useful during half of the day. Or how at Westminster and Cambridge, there are wheelchair curbs at the corners, but about an inch or two from the road to the curb. Or on Prairie and Ulster, there is literally a hole in the crosswalk, which if you are pushing a stroller, you can't necessarily see.

I have seen many improvements! Thank you! There are some areas without any walkways, and cars are still able to go way to fast in those areas (e.g. some parts of Lougheed Highway, end of Prairie Avenue, ...)

Traffic at Terry Fox HS during rush hour is almost unbearable. There are so many safety hazards in that area that I don't even know where to begin. The city needs to think about traffic flow for that area. Kway on Prairie and Flint also has so many safety issues. Even parent that live on the new Atira building just cross without a care of traffic and kids just follow them. All because there isn't a proper sidewalk on the east side of Flint and are usually filled with cars parked what should be a sidewalk.

I am not aware of any places that do not have adequate wheelchair accessibility except perhaps around Sun Valley Park.

These guidelines are not being followed so far. Imaginary use rather than real, practical use.

It's helpful and attractive to have sidewalks wherever possible, but not at the expense of the city going into debt.

Less Supportive or Opposed

The goal can't be reached with sidewalks alone, so it is a hard question to answer.

I read the whole MTP but I'm still not sure about the improvement to actual walking infrastructure as opposed to roads, buses, e-bikes etc

The report does not specify where the key destination points in the city exactly are and whether the planning is suiting to the key destination points cannot be concluded.

Sidewalks should only be constructed/improved at avenues/vicinities to key destinations where there is a lot of existing pedestrian use or it would be a waste of capital.

I drive so I don't know. BUT from what I see and hear, it's not that bad in PoCo. So I'd say yall are doing good

I think it's already achieved but I don't do a lot of walking around Port Coquitlam to really know

Some roads are better without sidewalks

Our aging population (me including) however willing may not be able to walk and cars will be a necessity. Drop off areas are the minimum.

We have sufficient walkways and paths in Port Coquitlam. We need to focus on Roadways for cars.

I support sidewalks on busy roads and commercial areas and schools but some of the proposed projects do not make sense. I think whoever proposed these projects should walk them first to see if there is a need and if the project can be built without impacting front yards

This is a loaded and rhetorical question. While it improves it, it does not discuss cost-benefit nor tax impact nor reasonableness. For example, sidewalks on cul-de-sacs are not required but many shown in plan or cycle tracks proposed everywhere but nobody will use them. Focus on value for money in terms of moving people

I believe we are going too far on sidewalks with prioritizing sidewalks in cul-de-sacs where the risk is extremely low. That money could be better spent in other higher risk areas.

People who like to walk, or ride a bike/scooter will do so. You don't need to spend a lot of money on a red carpet.

Cars are and will continue to be a necessity for many people. Doing anything that removes current parking just makes things worse.

We don't need extra sidewalks in 80 % of the city Port Coquitlam is largely not a city with high density. Except the downtown area, and close to school and parks, nobody is walking.

All is well in our Neighborhood, in my Experience. I can't see speak for the experience of other Neighborhoods.

I don't know what the plan is. I'm not aware of areas in PoCo where a lack of sidewalk is causing a problem.

So, Port Coquitlam government is now favoring one group of people over another?

In theory yes but execution no.

Poorly thought out and dangerous...not safe at all.

Poorly connected projects, and a lot of very short sections highlighted.

My comment is only it appears to be slow implementation

Sidewalks and shared paths have definitely improved, although at the cost of parking. At least we don't have North America's Worst Bus Stop!

Port Coquitlam is difficult to achieve this with the tracks splitting the north and south sides.

Design/Accessibility

Would recommend to have broader sidewalks where there is demand and need. If a zone or area doesn't need because 95% of population are driving most of times then having bare minimum would be budget friendly feasible

Most sidewalks are wide enough for 2 standing adults. With more seniors using mobility scooters, or e-scooters, and more and more bicycles riding on sidewalks, the sidewalks would benefit to have them widened or dedicated bicycle lanes to accomodate everyone as we often have step on the grass or on the road to let them pass.

Possible widen trails or sidewalks than 5ft so more people can use it and enough space for both people walking and mobility devices walking past each other with ease

I found most of sidewalks very narrow.

Sidewalks are too narrow and multi-use paths are not properly segregated for different modes (walking vs. cycling), leading to conflicts.

On the positive side, most of PoCo is relatively flat, which encourages walking, cycling, etc.. On the negative side, if the method of transport is anything wide, like any type of stroller or wheelchair, there are some REALLY narrow places. Also some areas where the surface so uneven it is difficult to maneuver, indeed it is a trip hazard even walkers. Hence, rarely used.

Unsafe sidewalks for pedestrians.

extra wide sidewalk

There are a lot of streets without sidewalks and some are very narrow in places. The bikes and scooters (some but not all electric) that speed along them are not conducive to safety especially for anyone pushing a stroller or getting around with a walker or any kind of mobility aid.

The sidewalk is the chosen route for most people using electric scooters and there is not enough room to share the walkways in a lot of places within the city outside of the downtown core

Pedestrian lights downtown help and wide sidewalks.

Transit service is excellent. Again, sidewalks and trails are unsafe for pedestrians.

Don't install turf between sidewalk and street. Make that space part of the sidewalk. Extra wide sidewalks have been proven to make people happier and turn hides garbage like broken glass or other sharp objects. If there is a change of use of a sidewalk, ie allowing bicycles, which are normally on the street, more education and even enforcement need to happen.

Remove grass patches along sidewalks. Make sidewalks wider. Too many overgrown bushes along sidewalks

It'll be great to make sure all sidewalks are fully accessible in size and ease of getting and off the curb. There are several streets like Atkins that have long strips with no sidewalk and it's a street near a park and school.

Fully support making sidewalks accessible for all including those with mobility aids

I shared my concerns in the previous comments I also see a general lack of tactile Paving for the seeing impaired.

Need better accessibility for wheels during snowy weather, especially on main routes. Very isolating for wheelchair users to not be able to get around independently.

Accessible for all

I don't have personal experience with requiring a mobility aid, but I recommend that the city consult directly both with experts in this design field and with people who do require mobility aids so that they can provide concrete advice for design so that it meets their needs. For example, raised crosswalks so that someone in a wheelchair doesn't have to go up and down when getting on/off the crosswalk. Regular maintenance of pathways so that they stay in good shape for people who need a smoother pathway is also important.

Even, less sloped repaired sidewalks for wheelchair com

No brick sidewalks as they are hell on wheelchair drivers

I feel that "sidewalks" are only required on ONE side of most roadways. This would allow more space for a designated two-way cycle lane on the other side.

Sidewalks are not necessary on BOTH sides of streets. Use the other side for improved cycleways

MUPs and sidewalks on opposite side of the street is a major safety concern for vehicular traffic. A driver cannot see on both sides of the street well enough to be able to react if a child or a cyclist or scooter rider decides to jump out onto the street as they tend to do.

Pick one. One side. You are asking for issues when there are both.

Specifically, the map and identifiers are extremely difficult to navigate, for me. There is one project, if I'm reading it correctly on Kitchener from Carlsisle to Greer (id says Green, I'm certain you mean Greer). I believe a more cost efficient and overall better plan would be to have the new sidewalk on the south side, rather than the north side, for several reasons: 1. A new crosswalk was moved to the s. side of Hastings at Kitchener to 2. accommodate a new partial sidewalk recently paved on the S side. 3. Telephone poles are along Kitchener on the N side. 4. Large trees are on the north side. 5. There is a huge brick retaining wall along the N side of Kitchener at Hastings, which has telephone poles and a water main in the middle. The neighbours on the south side have prepared and planned for the extension of the sidewalk in their side. Also, the footpath going up to Raleigh from the Kitchener/Greer cul-de-sac now has had a steeper grade (by Richie Construction -working on the Raleigh project) - making strollers and walking up and down it extremely difficult - as experienced by myself, and a daycare worker who walks her children down that path daily with a stroller and children in tow.

Lit street signs like those in Coquitlam would make walking and driving easier

Overall, I think that the MTP is well thought out and has lots of the benefits to the community. One project I am concerned with is W081. The plan to put the sidewalk on the north side of Kitchener seems like not the best use of money as not long ago a sidewalk was built on the south side, alongside 3497 Hastings street and the crosswalk was moved from the north side to the south side. The house behind 3497, 2548 Kitchener Ave, has also just built a fence with room for a sidewalk to be put in. Adding a sidewalk to the north side would impact 3 houses, two of which have retaining walls, and it would mean having to move the crosswalk back to the north side where is already was. Thank you.

Operation/Maintenance

The constant problem of tree leaves falling on sidewalks and not cleaned off, actually making the sidewalk narrow and difficult to walk, wheelchair or strollers.

Walking or pushing a bike on the sidewalk bridge that goes over the river on Kingsway Street, it would be helpful to have a type of railing between that sidewalk and the road. I walk that way and have grandchildren walking their bikes and there is a lot of traffic on that road.

While sidewalks are great, it's safe sidewalks that support walking. The city still prioritizes moving drivers as quickly as possible from one point to another ahead of pedestrians. Walking with a kid on a sidewalk while trucks speed by or quickly turn at a red light without stopping does not make it a pleasant experience for pedestrians and encourages them to get in their car even for walkable trips. The city needs to slow down drivers through creative measures so pedestrians feel safe.

There are a few areas along Shaughnessy street that the sidewalk narrows or is partially blocked by trees/bushes and the sidewalk itself is a tripping hazard

There are streets in the city where trees/bushes are overgrown and they infringe on the walkways which makes it difficult to walk along the sidewalk.

The sidewalks near my home have degraded significantly over the time. There are significant puddles that form on the sidewalks and near the curb. A significant puddle tends to form on the south side of Coquitlam Ave/Shaugnessy/Lougheed Hwy, just at the bottom of the pedestrian overpass. And the overpass has steep ramps up and down, deterring pedestrians from using it.

Maintenance of existing very tired infrastructure must be emphasized

Ensure businesses and residents are keeping pathways areas clear of debris (leaves, bushes, garden growth and snow) for all access. City purchases more sidewalk plows (ATV or cart) to clear more of our sidewalks faster in snow.

Better snow removal on sidewalks is required, many home owners do not have the ability to clear their sidewalk area or may be out of town. City should monitor/ assist.

Ongoing maintenance is important as well.

There are many sidewalks that are not even or smooth, with huge cracks in them or that drop off or are partly broken, and some places where there is no sidewalk at all and pedestrians must walk on the road unsafely, some walkways like under train overpass on Shaughnessy are too narrow and myself and some seniors I know have nearly been knocked over by speeding scooters that you stand up on, and bikes, in winter many of these sidewalks are unwalkable as there is no snow removal, or they are icy, or snow ploughs leave huge piles on them making it unable to walk

The sidewalks need to be inspected regularly or at least seasonally for tripping hazards. The cement can shift and needs to be reset.

Tree Roots Pavers and concrete uneven at best of times, garbage everywhere from Mental Health building sidewalks in older neighborhoods (Lincoln park) need updating. Large sidewalk cracks and raised/sunken parts

We will have to see or actually have a straightforward section to elaborate on this. Firstly, stop blocking off entire pavements with construction work for condos.

Unsafe sidewalks and trails for pedestrians.

Police illegal use of sidewalks by bicyclists, etc

CYCLING/WHEELING (MUP's, Slow Streets, Cycle Tracks)

How well does the MTP achieve the goal to ensure that people have safe, direct and comfortable routes to walk or wheel to key destination points in the city?

Supportive/More Needed

Love the work being done in this space. I can't wait for Prairie multi use pathway to be complete.

I'm happy this is included.

This is very much needed.

Need more bike lanes

More bike lanes.

More bike lanes and new routes.

Off-road cycling infrastructure is seriously lacking in the plan.

I am strongly in favour of the MUPs and slow streets.

This would be nice to have.

it will facilitate better physical health and mental wellbeing

We hope to see good results as updates are made through public hearings and ongoing surveys.

All forms of cycling/rolling transportation should be encouraged as they are carbon neutral and don't pollute the atmosphere.

As long as pedestrians are being equally accommodated

If these lanes are not going to reduce the available road space for motor vehicles, it's very much needed and appreciated

Need to be prioritized over passenger car use

Commuting by an alternative means of transportation is still challenging in Port Coquitlam.

I would love my son to commute to school by bicycle and we have safe bike paths that would be great.

In an ideal world, people could safely bike to ANY destination in the city and beyond and at any time (multi-use path and trail lighting). As someone who tries to bike to most places, my routes get pretty limited in the dark.

As a cyclist, we are lacking continuous arterial roads, especially through our city east/west direction. Northside poco is a very busy cycling route for many in Metro Vancouver coming from Coquitlam's robust cycling network to Pitt Meadows farm roads. Currently Poco's bike routes are a hodgepodge of streets, that even residents struggle to navigate, let alone those coming through our city.

Would like to see more simplified and direct cycling routes through our city. Thank you!

The cycling infrastructure in PoCo is sadly lacking. Aside from the PoCo trail and Prairie Ave cycleway there is insufficient infrastructure for cycling.

Making cycling infrastructure safe can make a significant difference in offering people an alternative to driving their personal vehicles.

I don't find cycling very safe in poco due to speeding cars

Please make existing bike lanes safer. Most bike lanes are currently unprotected and disjointed. Also, it's difficult to get to population centres like downtown poco and Coquitlam centre

Many bike lanes suddenly end or become narrow on main commuting routes. It causes issues not only for bikes but for car users as well. With an increase in accessibility with electric bikes for more people to use it as an option bike routes need to be finished, built out, or thought about differently than just painting a line on road that continues to expose all road users to greater risk

Again, safe bike lanes along the Maryhill Bypass.

Unfortunately, a lot of the cycling paths I have seen on the busy roads are not safe for bike riders. Crossings are not marked well, so that car drivers are made aware that a cyclist could cross. Paths are not cleaned. Cars standing on the cycling paths etc.

This is long overdue. The plan identifies key connections, routes on what are - today - dangerous for cyclists.

I do like cycling routes and related improvements are part of this plan.

in my opinion the paths, streets, cycle paths are great for all using them, however the traffic is the issue. More motorists are using stop signs thru Poco as suggestions and a yellow at Pitt and Reeve is a sign to speed thru the intersection. I drive and am a pedestrian. The rules of the road are very important and I don't believe there is enough going on to monitor the busier locations thru

town. I'm also not sure why dump trucks with pups can drive so fast along Pitt by more than two schools. They are too large to travel thru our community

Very well in the sense that improvements have been done on this. A few years ago, there were no bike lanes. An education campaign has to happen for vehicle drivers, cyclists, and users of electric assisted devices (I regularly see some of them using the sidewalks).

Prioritize separate bike lines, offer webinars for biking and educate for driving with bikes, participate in Go By Bike Week and Shop By Bike Week, engage HUB Cycling

Need a lot more focus on this. While not all roads can have it, it would be great to build this into the plan. No point in taking an e scooter or bike and finding that it takes you longer to get to the major bus stops etc

I see some improvements to sidewalk widths and implementation of some routes in my neighborhood but I do believe some additional bike specific routes would be beneficial. E-bikes and e-scooters have also been increasingly problematic in the city.

I have seen very few of these areas in Port Coquitlam. In fact, in our neighborhood, which is very popular for walking, riding, children playing and a wildlife corridor, we were told to get traffic calming methods we, the citizens, would have to pay \$5000.00 per speed bump. We don't even have sidewalks all the way through our neighborhood. So, most people ride and walk down the middle of the road.

While cycling and other plans are going to help, we really need to consider last mile connectivity as a missing piece in the MTP Where is the vision? We need to be thinking 10, 20, 50 years ahead to a possibly car free or nearly car free future. Nothing about the current MTP is going to get drivers out of their cars.

Still need improvements besides assigning a bicycle line on the roads

I missed this earlier but I would support some form of bike lockers or bike storage. I'd like to bike downtown and feel safe leaving my bike locked up for an hour while getting a haircut, buying something, getting a coffee, etc..

May streets lack safe route for cyclists. Also, multi-purpose routes are scary for pedestrians with kids

Dedicated bike Lanes should be a primary consideration when working towards the future of port coquitlam's transit plan.

I believe we need more protected bike lanes

One wheels/electric scooter paths

More bicycle paths separated from the main roads so it's safer for the bikers

More cycle tracks are needed to link to rest of Metro Vancouver.

The ONLY such "Cycle track" I can think of in Port Coquitlam is on Prairie Ave.

Use barricades to separate bike lanes from traffic on busy roads

Protected bike lanes on busier streets with concrete barriers would make people feel much safer cycling. Also instead of speed bumps, using chicanes or raising the level of street to be level with the sidewalks would make drivers go slower automatically and make the street safer for cyclists and pedestrians.

More Dedicated Lanes for Bikes & E-Bikes Required along Key & Commuting Corridors!

Please make more designated bike routes like downtown Vancouver to encourage healthy sustainable living and transportation. Consider subsidizing tools for residents and making them realize that it's possible to bike year-round. Bike route desperately needed along Lougheed Highway.

Create electric scooter and one-wheels paths

MUPs alone do not create infrastructure for cyclists and micro-mobility forms of transportation. A connected system of protected cycling paths is critical to get people out of cars

There is too much emphasis on MUPs. MUPs are not really good for anyone since even a reactionary cyclist goes significantly faster than a pedestrian. The report states that MUPs should be clear of obstacles, yet MUPs like the one on Prairie are full of objects to dodge and areas where hydro poles and other obstacles narrow the path significantly. They also do nothing to minimize the risk of being hit by a car in crosswalks as most cars I see stop significantly after the stop sign and, in the crosswalk, as they assume those who are on the sidewalk are going at slower speeds and they will be seen. Also, MUPs end abruptly and once the one on Prairie ends, you're just at a major intersection (Prairie and Coast Meridian) with nowhere to go safely. Proper bike lanes, that end in a merge point and less of a priority of cars moving as quickly as they can would make more sense for helping people see biking as a commuting option.

There should be dedicated cycling improvements.

Cycling has some decently safe and separated options for getting around poco, but too many of the routes go through industrial parks and areas with heavy equipment and large trucks. With poor visibility, narrow roads and bike paths generally filled with debris and gravel they are not safe options anymore. And for commuting cycling in to Vancouver has limited options other than Lougheed highway and getting there has less than direct routes for safer options and more direct routes are not safe at all. Get too narrow, bike lanes end, lanes full of debris. Need more fully separated options that run parallel to major commuter routes so then can be time affective

Multi used paths, for example on Prairie between Coast and Burns, are not suitable for road cyclists. I would recommend more cycle tracks and/or slow streets to support the road cycling community and commuters. Cycling routes thru the city, especially in the East/West Directions need to be simplified. Some really odd routes thru alley ways, residential streets, school paths, and multiple turns make it very hard to navigate for users.

As a cyclist, I highly support protected cycle tracks. I would also recommend more protected sidewalks and paths for pedestrians (like bollards separating the sidewalk from the street--a car can take the impact to a bollard while a pedestrian cannot take the impact from a car).

Cycle tracks will be a critical component of the MTP going forward as the technology allows for more use of micro-mobility devices and the cost of these devices comes down. As a frequent user of bicycles and e-bikes I have seen the issues that arise when these micro-mobility devices are used in close proximity to pedestrians. Cycle tracks will allow for the safe growth and continued expansion of these critical transportation devices.

Cycle tracks and micro-mobility devices should separate from vehicles to ensure smooth traffic, avoiding blocking traffics.

Need definition of separation from vehicles... is this a painted line separation or a full physical barrier? Cycle tracks should also be re-defined... long-distance trips are nice, but cycle tracks should also promote for local shopping and stops... can't think of cycle

tracks like cars and just create long distances of nothing. Local cycle tracks that facilitate both long-distance as well as local stops should be prioritized.

Cycling is ideal when it is suitable for all types of journeys. As it stands, it is difficult to travel around PoCo on a bike for non-recreation uses. Google Maps actually has a 'cycling' filter that bluntly shows the lack of east-west cycling infrastructure here. I would love to be able to bike from my house around Downtown Poco to Westwood Street (which is still in PoCo), but I do not feel safe. Putting more bike lanes on Lougheed is a bad idea, though, because I do not want to breathe car emissions as I ride. Maybe it would be possible to put a grade-separated path along the CP Rail tracks from around the Coquitlam River to Coquitlam Centre. If this plan does not work, then building another grade-separated cycling path to key commercial and transportation hubs is still the goal to work towards.

Continue bike paths down prairie Ave. MAKE A PROTECTED BIKE LANE ON COAST MERIDIAN! Pls. And just continue to improve cycling infrastructure.

Very excited to see a Priority 1 Cycle Track project planned for Shaughnessy from the by-pass to downtown. We have great cycle paths that circle our community. We now need safe ways to cycle into the downtown area to help facilitate shopping/dining trips as well as visits to our new Community Centre. Focus on slow streets is also much appreciated.

I'm a fan of improving the cycling track down Shaughnessy off of the Mary Hill Bypass to get into downtown PoCo (C500, C503, C715). I bike through here and it feels very unsafe and could be such a great direct route through PoCo.

A safe east-west bike trail along Mary hill bypass is needed

C500 Cycle Track On the south end of Shaughnessy along Colony Farms, there is ample space on the west side for a cycle track without having to narrow the roadway, and would give better access into the Colony Farm trail system and align better with the Traboulay Trail across the Mary Hill Bypass.

Good to see protected bike lanes on coast meridian overpass and connecting directly South. Direct and intuitive routes are key. Good to see MUP on Kingsway. That is another direct route and bonus of few interactions and connects with the river trail system to the new community centre, library, shops, etc. Please make the cycling connection safe along Lougheed all the way.

Bike lane on Kingsway or wider sidewalk for cyclist and pedestrians

bike lane along Kingsway

WHEN is a cycleway going to be added to Kingsway Ave. This is a MAJOR transportation corridor with NO cycleway. There is more than enough space between Mary Hill bypass and Tyner.

I wish there was consideration of Kingsway Ave. specifically from the coast meridian overpass towards poco community centre/downtown poco. No sidewalk on either side for the majority of it, difficult to share the road as a bicyclist with the lack of safe road conditions, blind driveways from all the new industrial facilities and the cars parked that block the views, and the speed in which cars travel (yes, it's legally 50 but no one goes it on that long stretch). That stretch connects north to south side and for those that want to avoid laughed, or can't use the direct path (again no sidewalks) it's the fastest.

Bicycle access on Kingsway (especially west from the recreation centre) can be improved. The Shaughnessy overpass is quite tight for cyclists, and the new roundabout to the southeast of the recreation centre forces cyclists and cars into close proximity.

Prioritize Kingsway from Maple to Westwood for MUP or cycle track. Connectivity to Coquitlam is very poor especially with the Trans Mountain pipeline corridor interrupting the path from Macquabeak into colony farm (will this ever get finished???). Active commuting options need connections to Coquitlam.

There is a LONG neglected potential Cycle Way or MUP space on the North side of Kingsway Ave. from Mary Hill Bypass to Tyner St. There is an incredible amount of space along there. Because this is a major commercial/industrial traffic area the road needs to be widened to two lanes in each direction and a MUP installed under the hydro line. Proper signage for vehicles entering & leaving the industrial facilities on the North side would need to be included in order to make it safe for MUP users. Finally, PLEASE get rid of the stupid traffic circle at Kingsway and Kelly. It should have been placed at Kingsway and Tyner.

Like to see a bike route on Kingsway to Maryhill Bypass on the north side with a lot of room to put a path for bikes and walkers as there are no sidewalks to go down that street. Plus, completion of bike & walking path on Mary Hill Bypass and Shaughnessy to the Port Mann and United Blvd on the south side (river side). The Bypass is far too busy with traffic to feel comfortable riding with the traffic.

Would like to see the [Kingsway] bike route from the rec center to the overpass and eventually to the Mary Hill bypass.

Despite signs going up in 2022, and subsequently being taken down this year, Kingsway Avenue still lacks an MUP and this MTP does not indicate any intent to build it. The city has not provided any communication on when this project will actually start.

Particularly on weekdays, biking on the road is unsafe due to fast car traffic, parked cars, and narrow sections. MTP does not improve the ridiculous situation on Kelly Avenue where there are wide sidewalks which align with crosswalks with green paint and elephant feet on Mary Hill Road and Kingsway Ave, but there is no legal manner in which a cyclist could reach these crosswalks while riding. MUPs while a pragmatic solution on both cost and space, also do not provide efficient or safe cycling/rolling facilities where pedestrian traffic is high.

Need one along Kingsway. There's barely a safe sidewalk for a large portion of it
Kingsway Ave badly needs walking and wheeling improvements.

More bicycle lanes. Especially along Kingsway between the PCCC and Mary Hill

Lighting down Kingsway needs improved

Bike lane on the north bound side would help since there's one on the south side.

It would be great to see more separate bike lanes that are part of the road or more signage on bike paths. As a avid cyclist I have had many people honk or pass me very closely on bike routes. One great place would be by the WCE or down the Fraser bike route.

Definite need for physical separation of cyclists from drivers on roadways, and of walkers and wheelchair users from e-scooters/e-bikes/skateboards/inline skates on pathways and sidewalks.

I do agree with the regular bike lanes where appropriate and there is room. I do NOT agree with any Separated bike/e-bike/e=scooter lanes...like Stanley Park did. Slowing down/clogging up vehicle traffic = more pollution.

There are many spots in the city for improvement. The scope maybe beyond the budget of the city

I see this as a work in progress. We're not there yet but working towards it.

I am a senior who rides an e-bike. I currently don't feel safe riding on the street where there is traffic. Improvements in this area would be appreciated.

I don't bike, but I was planning to buy a scooter. I am aware that the city has options for bikes and scooters, but to be honest, I still don't feel safe riding it on large avenues that are not accessible to this kind of transportation.

Electric bikes and scooters are becoming more popular every day. Future of sidewalks and bike lanes needs to be designed accordingly to encourage user to use designated lanes actually instead of still using regular roads

Good start to improving the cycling infrastructure. Focus appears to be more on leisure cycling rather than commuter cycling.

I LOVE the traffic calming and road crossing features. The MUPS are brilliant, and I think have a tie into the Trails (i.e. Traboulay) - awesome thinking.

More tailored bike lanes and bike racks to encourage people to cycle.

Need many more protect bike lanes. Painted lanes aren't enough. Bike lanes need physical barriers

When streets are widened or repaired, cycle paths should be added.

Safer routes will be of benefit to everyone.

Marked and protected

City staff far too often take a residential street, paint a bicycle on the street every couple of blocks, and call it AAA cycling infrastructure. This is done without raised crosswalks, speedhumps, and traffic calming. This is not a good approach. The city needs to add more separated and protected cycling tracks.

As long as you don't go overboard with the cycle green lanes like Vancouver did

There is little to no cycle tracks currently within the city that provide any type of dedicated lane or protection from vehicles.

Do we have cycle tracks? Definitely need many more slow streets on the North Side. (Lincoln Ave, West of Cedar Dr) with better signage and busy street adjacent alternatives (try to keep cyclists off Burns Rd & Cedar Dr) until appropriate lanes or tracks can be built. Offer an alternate route.

Where feasible, the city should prefer sidewalks & protected cycle tracks over multi use paths.

Looking forward to the MUPs!

I agree with the multi-use paths, and the cycle tracks for faster bikes and e-bikes. Not all e-bike riders are respectful to others using the trail. They go too fast and don't slow down. This is especially dangerous for those with small children and pets.

Working as a city employee in Vancouver, I believe that multi-use paths are beneficial as it caters to a larger group of people. Slow streets would not be as beneficial in PoCo since we are not as dense as Vancouver that would justify the investment. I don't think PoCo should prioritize cycle tracks; again, we are not as dense as Vancouver. Although it would benefit a certain group, PoCo residents do not cycle to get around like they do in Vancouver. I understand that we want to increase accessibility but I'm worried that too much investment in bicycle routes would increase vehicular traffic disruption without significant community benefit.

I support MUPs as they have dual purposes and cycle tracks do not achieve same result. There is very little need for commuter cycling and more need for recreational cycling on greenways.

Build and make more use of multi-use paths which can accommodate walking bicycle scooter etc.

Multi-use pathways are better suited for all these modes.

I like the design of MUPs (like Donaldson path), but think we need more of them than the MTP plans for. Like a my previous comment, additional emphasis should be put on connecting Coquitlam to PoCo with MUPs.

It works with wide paths that loop around Poco for walkers and bikes together on the same path.

I like that attention is paid to multi use paths that there is lots of space for those walking and cycling versus electric transportation.

In low density areas, multi-use/cycling paths should be incorporated with sidewalks where possible. Safety considerations - slope and grade of multi-use/cycling paths, lighting, possible impacts to car/driveways. Take into consideration real life utilization before installing a route. For example, if a cycling/multi use path is on a hill, utilization will be low for users wanting to go up, and for those going downhill it must not be a safety hazard for users in all seasons of the year, and may be a possible liability for the city due to speed and unsafe usage.

Need more 30km/hr areas and more enforcement. For slow streets, on-street parking should be limited to one side of the street, so there is room for both vehicles and rolling modes at the same time.

I like the addition of slow streets.

Traffic calming through neighborhoods like Riverwood.

In regards to one street in particular, Lincoln Ave (West of Cedar) needs some focus on becoming a SLOW street. Another 3 or 4 speed bumps (maybe even a roundabout) to slow traffic down (and large cross hatch style crosswalk across Lincoln and Cedar (from Spani Lane) And maybe even a car triggered traffic light for cars trying to turn out onto Cedar (for the 6 rush hours we have daily)

Speed humps where cars speed through neighbourhoods, like Robertson Ave.

Low roadway speed limits may not be the (only) way to make cycling/rolling transportation modes safer. Moving the traffic lights (for motor vehicles) back to the near side of the intersection, adding bumps before intersections, etc. could be considered. We should also consider that bicycles (even human-powered, non-electric) and electric scooters can (and should be allowed to) achieve reasonably good speeds, and that pathway and intersection design needs to take speed into account for safety while support reasonably fast movement.

The trails in Port Coquitlam are fabulous, but there are not many slow streets in my area to accommodate those not comfortable with faster speeds.

Vehicles, buses, motors and auto-truck are driven way too fast at 2071 Kingsway Ave. This doesn't only increase the possibility of fatal accidents and it also creates high volume of noise which leads the residents living at 2180 Kelly Ave (building 1000) suffered in mid night. Please install the speed bumps and limit the speed down to 30km/hr within this residential area

Where? We live on a huge throughway for cyclists and walkers and we see no measures that are controlling congestion's and speed of traffic. No measures to protect greenway passage for animals to get to the creek. See development of townhouse complex on Lynwood.

Many electric bikes are very heavy and fast, there is a need to separate them from slow walking seniors, mother with strollers and children. Some cities around the world had limited or even banned scooter due to high number of accidents. Regular bicycle can and do cause serious injuries to pedestrians. Where is the balance point is to be determined but does require consideration.

There needs to be more safety put into bike lanes when mixed with automotive traffic. You can't just paint a green line on the shoulder and call it done. I would like to see dividers in place in the high traffic areas so people on bikes are fearing for their life every time they try and ride there.

I feel unsafe letting my teens cycle on busier streets i.e. Pitt river and Shaughnessy. There's no bike lane, and they aren't really supposed to be on the sidewalk but I tell them to anyways because the road is dangerous. I think more people would cycle if it was safer.

I'm glad to see this coming, particularly improvements in connecting to Coquitlam. Currently no safe direct biking route exists between downtown PoCo and Coquitlam Centre, despite it being a distance of only 2km. Overall the MTP should build on a regional transportation strategy that recognizes that most residents do not confine their lives to municipal boundaries and the MTP should facilitate this cross-municipal transport flow.

While the city is making efforts which should be applauded, I feel they are not common. Prairie Ave is a good example of good work the city is doing. The city did a good great with that redesign which I'm sure will encourage walking and cycling and wish more streets were built like that, however most are not.

It is a slow process, but things are getting done.

Cycle routes in Poco are a mess. Why is there no safe way to cross east to west? There needs to be a cycle lane down Kingsway. Most cycle routes don't connect to each other. Cyclists shouldn't have to search for routes and go out of their way to ride to their destinations. Most roads should be cyclist friendly.

Needs to take into account planning and future builds e.g. Fremont Connector.

Make sure upgrade locations are prioritized around schools and were children are traveling

More safe bike routes needed. Mary Hill to Highway 7B on Kingsway. Kingsway Reeve Street to Lougheed Highway via Westwood, and to Lougheed Highway via Dewdney Trunk. Also, Lougheed Highway Pitt River Bridge.

The proposals are good but there lack a sense of global thinking I believe. Rather than bits of protected infrastructure here and there, there should be a focus on a couple of itineraries (north south, east west) that are safe to ride and world class. On top of that, there should be a concerted effort with Coquitlam to establish a safe cycle route to the Coquitlam centre skytrain station. West coast express service is not all day and this would be a game changer

More MUPs are needed - they are a huge benefit. The map of proposed locations is generally good. An additional priority location would be the east side of Coast Meridian Road between Prairie and the Coast Meridian Overpass which has an active transportation connection. This is on the MRN and there is inadequate space for cyclists and NO space on the roadway. There is a fairly wide easement on the east side that could accommodate a MUP (which in turn connects to the MUP on Prairie). This would connect both the commercial area at Coast Meridian/Prairie with one of the few connecting routes to south PoCo. Also, isn't the Prairie MUP supposed to extend to between Shaughnessy and Coast Meridian? It isn't shown on the map. Lastly, if the Lincoln connector proceeds, a MUP should probably be located along one side of it from Coast Meridian to the Coquitlam border as part of the project development.

We need safer bike routes along the Maryhill Bypass.

New cycling path on Prairie avenue and Devon is fantastic! Maybe sidewalks all the way down prairie to the dyke would be beneficial Why build a trail path along prairie and not have it go all the all the way to the dike?

More bike infrastructure!!! ESP on burns road

Reeve Street has achieved this goal. Some cars are still able to speed on this street, but the speed bumps slow them down always. Fletcher Way I believe has this planned, it is high priority and the road is in pretty bad condition too.

There is only the Coquitlam trail and Donald pathway in my area so persons on scooters and bikes still use the narrow sidewalks to access these areas

I wish I knew the name of the street where I come out and cross Oxford that takes me to Shaughnessy so I can access the foot bridge across the Coquitlam River would benefit from having that street cleaned up & made safer .. I think this is supposed to be part of the pathway or something, but again, the rocks make it dangerous. On Riverwood and Coast Meridian, where is a bike supposed travel along this part of the roadway (heading towards Prairie)? There is a portion of the Greg Moore Trail that bumps out there, but there is no access from the street level to the sidewalk. Do I ride on the sidewalk then? (For safety reasons I do actually ride on the sidewalk). Trying to get through the gates in a wheelchair would be impossible.

(Existing) Bike routes are unsafe, a lot of it is covered in dust from industrial areas and not maintained. No viable bike routes available from Pitt Meadows to Coquitlam Centre.

I live on Commonwealth Street and near the James Park Elementary School. I would like to see speed humps on Commonwealth Street as we saw cars accelerate fast, turning from Westminster Ave.

We live in the west side of PoCo near the Coquitlam limit (surrounded by Lougheed Highway, Westwood, Davies, Hastings) and I couldn't notice too many improvements in the MTP for this area.

A foot/cycling path needs to be put in along Burns road. It's super dangerous for pedestrians and cyclists.

Where are bike riders heading from the Dominion supposed to ride... with traffic (risking their life) or on the pathway (still risking their life, trust me, I've done it). Once you come to Burns & Prairie how are you accessing the other side?`

Coast Meridian is not a bicycle-friendly route, especially on the rail yard overpass. There is a lot of heavy truck traffic. Although there is an alternate bicycle route north of Lougheed Highway, the overpass is not safe for bicycles.

Victoria Drive. Many bicycle riders - families and large groups all use this route. Minnekhada is an extremely popular destination, along with the dikes.

Victoria drive has 30km/h zones and a playground on Coquitlam side, yet no traffic calming is in effect and speeding is common. This needs to change.

I believe Eastern Drive between Western Drive and Pitt River Road requires some infrastructure upgrade in this regard. It catches as much if not more households than Western Drive, which has a planned MUP, and currently the configuration is somewhat dangerous with the sidewalk on the west side of the street while parked cars are on the east side of the street. Cyclists travelling northbound on the east side of the street are also descending the hill, raising their average speed while exposing them to dooring hazards from the parked cars. Unlike Western Drive, there is no option to travel on a sidewalk on the east side of the street. Therefore, I'd like upgrades for this stretch of road to be raised in priority. It may be out of the scope of the MTP, but there remains no safe crossing of the Coquitlam River at the southernmost part of the city. I hope the city can make arrangements with the province to improve this area.

Bike path along entire length of Eastern Drive

Bike path along eastern drive. No parking along Columbia or make it a one way street. Too much traffic for a street that is basically one lane.

Kelly Avenue is an access point between the community center and Gates Park. Despite this it has large potholes from construction over the past few years, and has sections where there is no safe/comfortable fully walkable pathways along it.

Please consider some small updates to the Kelly Ave bike route, like making the pedestrian crossing signals activated from the roadway

Kennedy St needs a MUP. Traffic calmed streets are not a good alternative to MUPs in certain situations.

Please add a MUP along Kennedy St. It is needed for the safety of trail users.

The lack of implementation of MUPs along key sections of the poco trail is disappointing (Kennedy St).

The lack of a MUP along Kennedy St is very disappointing. This is a major section of the PoCo trail and puts trail users at risk having to share the road with traffic and parked cars. It's unfortunate that a few home owners along the street have prevented this from happening as it would improve the life of all citizens of port Coquitlam that use the trail. Every summer it is such a shame to see young children having to ride their bikes in such an unsafe situation. This is literally the only section of the poco trail that is unsafe.

Patricia between Oxford & Shaughnessy is an official cycle route & it has no specific cycle route. Bikes just cross in moving traffic using the junction of Patricia & Shaughnessy as the crossing into the park opposite rather than the marked crossings. They need a cycle lane.

I'd love to see more cycling infrastructure North of Lougheed (close to/along Lougheed. There seems to be a large focus on the downtown area south of Lougheed, but the northern residents are "forgotten".

These need to be evenly distributed to north Port Coquitlam. Ulster street which has lots of middle school kids crossing after school times, has a fake speed bump so lots of drivers are going at a rather fast speed on this narrow street of around 50kmh.

At first, I was shocked that there are no cycling facilities north of Prairie, but I see that you've separated Lincoln Avenue out separately. For the most part the cycling looks good, though it doesn't look like it connects super well to the northern end of Coquitlam and City Centre area. I'd like to see this expedited and possibly more infrastructure in the northern part of the City.

I answered 'Not very well' to Question 7, because according to Figure 6.3a: Priority 1 (P1) Cycle Track Projects, the majority of the cycle tracks are located in South Port Coquitlam. What about Coast Meridian, Prairie Avenue, Lincoln Avenue and Shaughnessy St in North Port Coquitlam?

Focusing on bike paths for me. Improvements have been made, but again, they seem very piecemeal. Lanes abruptly end and leave cyclists having to make dangerous choices. One location where this is very evident is on Prairie to Burns Road. The Traboulay PoCo Trail is a true gem and does draw people to the city, but there are a couple of parts that are confusing and need to be improved. The biggest one is in the area near the MH rail underpass. If the connections can't be improved then at least more signage is needed. We need a bike route parallel to and along the South end of Shaughnessy Street, Maryhill Bypass to United Blvd. I understand that this connects both Port Coquitlam and Coquitlam and would need both cities to develop this. There is not a safe bike route either along the Lougheed or the Bypass within our community. The route through Colony Farm ends with having to cross either highway. Also, Beedie is developing housing on United Blvd. We need to make it easy for the residents to come to and from our city for work, business and pleasure.

I think there is a MUP missing as a priority that is both a missing connection and a safe route to school. This MUP would connect the North end of Regina Street with Minnekhada Middle School and the Hyde Creek Recreation Centre and paths for walking, cycling and dog walking in the Hyde Creek Nature Reserve. This is currently a gravel pathway with inadequate draining that floods in the wet weather. It is also not accessible easily by those in a wheelchair and lacks lighting for safe walking when dark. There are many students and citizens of North POCO who would walk, bike, roll, scoot etc. along this section if it were a MUP.

Chelsea Avenue and Inverness / needs a stop sign and a speed bump on Chelsea Avenue...

Chelsea Avenue and Inverness, needs a stop sign and a speed bump on Chelsea Avenue.

Need some slower traffic on Elgin St Raceway at night, need something to slow drivers down.

Speed bumps on Evergreen or resident only roads as the BCCA traffic speeds through the neighbourhood ignoring the stop signs and speed limits.

Chelsea Avenue and Inverness needs a stop sign on Chelsea Avenue and a speed bump.

There are areas such as my street 1600 Chadwick Ave that many dog walkers and cyclists use but because it is a long block many motorists use it as a short cut to Coast Meridian and speed through. There should be speed bumps to discourage motorists from speeding through.

An east/west bike line from Fremont to Coquitlam centre

Please install the speed bumps and limit the speed down to 30km/hr within the residential area at 2071 Kingsway Ave.

I am speaking only for my Experience of the Riverwood Area, along Fremont Street & Prairie Avenue, to the Pitt River Dyke.

You noted that not all routes will get improvements - assumably in part due to already determined road allowances/widths and inability to 'acquire'/impose rights over adjacent fee simple title to widen. I am very concerned about multi-modal pathing on major N-S corridors in our community (Shaughnessy and/or Coast Meridian) - although used - these sidewalk cross sections are still inhospitable to those needing to use alternate modes for navigation.

Widen the blue bridge on Coquitlam river so bikes and people can pass each other

Lots of different areas where have safety concerns. Including a better crossing of the Coquitlam river for cyclists and pedestrians.

The walk bridge off of Patricia is too narrow for cyclists and pedestrians

Seems like there is poor connectivity planned, with some big gaps in the infrastructure.

Bike routes frequently terminate and dump cyclists onto a major street with cars, such as heading North over the Coast Meridian bridge and up Coast Meridian Road. More effort needs to be made to ensure that bike routes are "joined up" and well signposted.

The plan does not adequately address this and contains many disconnected routes which only run for a few hundred meters before terminating.

Lack of connection in the first phase for Project M258 to existing Prairie ave MUP (East of coast meridian) is an incredible oversight when considering the overarching goals of the transportation network for Focus Area #2. Wellington has few significant destinations and lower density population housing - it only connects to three schools - one of which is primarily served by bus service that transports children from across the lower mainland, when the Prairie MUP connects very closely to three schools, shopping, health centres, and the Hyde Creek Recreation centre, as well as several high density housing developments, and would promote more urban vibrancy.

On the North side there are wider streets designated as Bike Routes which are nice but I don't get where "protected " comes in. So called bike routes (cycle tracks?) on the south side generally don't go anywhere or end as soon as they reach a busy street.

I'm in agreement as long as none of this planning process is dictated by WEF, UN nor any other unelected globalist entity nor caters to an imbalanced attention to electric auto facilities.

Design/Safety/Shared Use

Lincoln had trees planted a few years ago and I see it is now going to be a walk / bike route. Will the trees be moved?

Smoother trails

Shared paths such as the Traboulay Trail are great for recreation (slow speeds) and my family uses it often. When cycling on the road though, cycle tracks do not provide the safety and functionality that they are touted as having. I will do recreational rides from PoCo to Vancouver and the stretch of track along Guildford is the worst part of the entire ride. The track makes it all but impossible to pass other users and forces people up onto the sidewalk at all the bus stops. Bikes and E-devices can easily be travelling over 30km/h, and being on a sidewalk at that speed is not safe for anyone. It's such a bad design that I don't use the track, I simply occupy the right lane. I've seen other people do it as well. The Tri-Cities Bike Club now avoids using Guildford for any of their rides. Also, two-way paths on one side of the road is only beneficial to very recreational users. The MUP on Prairie is downright dangerous on a bike because so many cars coming off of side roads and driveways are not looking for someone travelling at over 30km/h. Again, I will simply use the road. In addition, the fact that the path is on the south side for a stretch and then crosses to the north at Freemont is brutal. Bikes are a part of traffic, and it makes no sense for bikes to have some haphazard system of crossing back and forth over traffic. Have a look at 203 in Maple Ridge between Golden Ears Way and Dewdney Trunk. While cycling south, the bike lane simply appears on the wrong side of the road, so a person has to make a wild lane change to get across to it, it's only a kilometer long, and when you get to Dewdney, the lane simply ends, on the wrong side, and you're supposed to walk your bike across to get back to the right. It makes no sense, and would be much better if there was simply space on each side for cyclists to stay on the right side of the road. Please just provide space in the right lane of roads for bikes. A painted line is great, green through intersections is great, bike symbols painted on the road are great. If you're trying to make the city more commutable by bike, please stop thinking of a typical user as not part of traffic. Thanks

Improvements should be separated from roadways wherever possible. For example, the Donald Walkway

If you have ever tried to safely cycle through the city from one end to the other, is it dangerous, rocky and obstructed. Please look at how Japan incorporates cycling paths along scenic routes away from roads. This adds to safe cycling and walkways while keeping those safe away from roads and unnecessary traffic zones.

Cycle routes should be no parking on one side of the road to reduce conflict between bikes, cars and pedestrians

People who ride on the any type of street with any wheeled transport should have a form of insurance and take a course to know the rules of the road. In the same sense that a person on a scooter or moped does.

Better marked lines on pathways in narrow sections to ensure safe two way traffic. E-bikes fly through some sections with little to no warning.

Cycle paths should be separated from pedestrian walks by a divider.

Cyclist/pedestrian walks should have physical dividers.

Separate cyclists from pedestrians as much as possible with on ground markings, dividers. I am really concerned about e-bike and e-scooters going at higher speeds on multi-use pathways. These e-machines need to be separated from pedestrians. I think having them together actually creates real discomfort and decreases a sense of safety for pedestrians.

Multi-use paths should have either a clear delineation of where walking or biking should take place, or a line down the middle with the message that faster travellers can easily pass. This is a major problem on Port Coquitlam trails, especially the paved trails along the Coquitlam River. Many pedestrians in groups build a line for easier conversations or let their kids run lose on a trail (paved or gravel in Colony Farms) that is multi-use and where cyclists and anyone on wheels faster than a pedestrian should be able to pass by safely. I feel this message has a long way to go around PoCo. I am a pedestrian too and it is simple to stick to the right and be aware of your surroundings when you use a multi-use path.

Remember that there is a need for a designated painted lane for many cyclists either on the MUP and/or the roadway shoulder. The problem with road shoulder lanes is with roads that allow parking on the roadway. Cycling along parked cars needs to be avoided if at all possible. A compromise for cyclists may allow a separate designated lane next to the parked cars. With no designated shoulder lane, sidewalks should allow rolling with human or electric-powered devices such as bicycles, scooters, skateboards, and inline skates.

Again, this is a very subjective issue, and a polarizing one. I think there has to be better separation of uses such as removing scooters and any form of bicycle from pedestrian sidewalks.

Is there any way to incorporate a plan for division of walkers/those in wheelchairs and those using e-bikes/e-scooters? The two modes of transportation often travel at different speeds and this can impact safety of both groups.

On the MUPs, can there be some noted/delineated separation between pedestrian and/or slow moving modes (i.e. strollers), from faster moving (bikes, e-scooters).

Concerned about sharing multi use pathways without dividers or signs that would decrease cyclists and pedestrian interfaces. Am concerned that neither group feels as safe as they could be.

Perhaps the city could look into things like the "Idaho Stop" for bike traffic. https://en.m.wikipedia.org/wiki/Idaho_stop More direct routes (adjacent to/yet off busy streets) provide more room & quieter roads than trying to build a multi-use lane path further down Prairie.

3-4m width is sufficient for different users to be in the path at the same time.

Many streets/paths need much wider sidewalks/pathways to accommodate all of the users - I'm tired of almost being hit, or jumping out of the way, etc especially for electric scooters. Or when walking on the pathways in the forest and cyclists go racing past without regard for other users.

Paint speed limits, especially "30" right on the road in bold white letters/numbers.

Needs to be more speed humps around parks and schools.

The speed humps placed on the Mary Hill streets do very little to slow down excessive speeders. Drivers whose focus is speed, aren't deterred by the speed humps.

The speed bumps have slowed some people down but not all

More specifics regarding slow street plans would be appreciated.

Due to increasing density slow streets are often parked on both sides decreasing the room for cycling and generally creating a more hazard prone environment.

We need to designate 2 separate routes. One where we try to increase speed and lower traffic on coast meridian. Less left turns. Raise it to 60 or 70km/h. Then side streets like Oxford that have more houses we can slow down and add bike lanes and make more friendly for people not in a car

I honestly believe there should be speed limits and licensing for other modes of transport. There are many times cyclists are going too fast for the trails where pedestrians are just trying to relax. I think as the world speeds up having dedicated pedestrian trails in order to be able to enjoy a slower pace would actually be beneficial.

Recommend separate bike lanes on major routes (e.g., multi-path bike and pedestrian lanes). This would increase biker safety and decrease chance of collisions between cyclists and vehicles.

There are many streets that do not accommodate cyclists resulting in their use in the middle of narrow roads which slows down traffic and makes it more dangerous for the cyclist and the drivers. An example of this is Prairie Ave.

Please stop building structure that expect bicycles to be on the wrong side of the road. It's dangerous and unpredictable. Bikes should be on the right side of the road. Plenty of bike routes through Burnaby and Vancouver allow bikes to get where they're going without essentially biking on a sidewalk and dodging walkers. If increased cycling is a goal for commuting, and not just recreation, then cyclists need to be able to travel at high speed and in a lane where passing other cyclists is possible. Cycle tracks and 2-way on the same side (like Prairie) doesn't accomplish this.

Multiuse is pedestrian focused not wheel

Not when the cyclists of various types ignore the signage, guidelines etc

It is to my understanding that [a MUP on the north side of] Pooley Ave may be included in these multi use areas. I could not disagree more. The grade of the road, etc. is prohibitive to any meaningful cycling, roller blading or skateboarding. Are you proposing this location and costs are justified because of electric powered scooters, bicycles? How will the design impact our driveways when covered in snow and ice? They are already difficult to manage with the current grade to the roadway. Will we be responsible for snow removal and de-icing same as sidewalks? I think overall the city is well managed but not in this particular case. This is a "not in my back yard" moment. Cost vs utilization is money not well spent. In fact, it is wasted.

A bit nervous that this will cause congestion and a lack of parking options when down town

Cycling lanes should not take out parking for cars

but make sure you keep all lanes open for car

Designating the main arterial road in Citadel Heights as a cycling route is dangerous and poorly planned. Where are the cars supposed to park if you put in cycling infrastructure also what do you do with all the unnecessary speed bumps that were placed dangerously close to intersections

Not sure how the "cycle tracks" will affect vehicle traffic. I see the city is densifying, so will need better roadways and mass transit to avoid traffic slowdowns and jams. Again, we need SkyTrain

We should also be considering the traffic slowdowns with the popular bulb-out builds: waiting two or more lights to drive straight through an intersection is not a wise use of drivers' time

With increased density, ensure there are adequate roads to meet the needs vs limiting or restricting current roads to increase bike lanes. It is frustrating to sit in traffic due to reduced or narrower roads and look at empty bike lanes and thinking at the costs to implement underutilized space

I wouldn't be in favour of converting road space to bike lanes. There aren't very many lanes in Port Coquitlam for cars and that increases congestion. I do support ensuring the current cycling network is maintained

Too many foreigners not following walking path causes danger to cyclists

This plan could be made better through communication of what education/awareness outreach will entail. How will drivers and riders//pedestrians be made aware of infrastructure changes and aims?

1. Dedicated Infrastructure: Develop dedicated bike lanes or paths separated from vehicular traffic to enhance safety for cyclists and rollers. Protected bike lanes, cycle tracks, and multi-use paths encourage more people to use non-motorized modes of transportation. 2. Connectivity and Accessibility: Create a connected network of cycling/rolling routes that link residential areas, commercial districts, public transportation hubs, and recreational areas. Seamless connectivity encourages more people to adopt cycling or rolling as a viable means of transportation. 3. Maintenance and Upkeep: Regular maintenance of cycling/rolling infrastructure is crucial. Well-maintained paths, clear signage, and smooth surfaces minimize hazards and encourage continued use. 4. Education and Awareness: Educate both cyclists/rollers and motorists about road-sharing etiquette and safety practices. This helps in creating a culture of mutual respect and understanding between different road users. 5. Innovation and Technology: Explore innovations like bike-sharing programs, designated parking areas, and smart traffic signals that prioritize cyclists/rollers' safety and convenience. 6. Policy Support and Advocacy: Advocate for policies that prioritize cycling/rolling infrastructure in urban planning and transportation initiatives. This includes dedicated funding, design standards, and regulations supporting safe and accessible cycling/rolling routes.

MUPs and sidewalks on opposite side of the street is a major safety concern for vehicular traffic. A driver cannot see on both sides of the street well enough to be able to react if a child or a cyclist or scooter rider decides to jump out onto the street as they tend to do.

MUPs are great. Sidewalks are great. Cycle tracks are... well, I have my opinion and it's subjective. But to cram them all onto a single street is asking for troubles. What is taken away here is the ability of a driver to, for example, be able to see a cyclist who decides to change lanes from an MUP on the right side of the street to turn left. God help us if a kindergarten kid walking home from school decides to let go of mommy's hand (happens all the time in school areas) and run off, possibly in front of the cars. Have you been to areas that lead into elementary schools at drop off and pickup times? It's INSANE with all sorts of wildness. More pathways are more areas that kids walking, cycling, scootering, etc will be at the same time as a driver is trying to get to work in a organized but prompt time. Keep that in mind as the scenario won't change. Adding pathways on both sides of the street to those feeders and through the school area is unsafe. I was looking at Taylor Street, for example. An MUP on the opposite side of the street where a sidewalk already exists isn't safe. These are young children who don't all have the sense of an adult when it comes to vehicular traffic safety precautions.

No mention of shared pathways

On multi-use paths care must be taken to ensure the safety of pedestrians. Currently, some cyclists and e-cyclists speed past elderly and very young pedestrians with little regard to safety. Separate bike lanes would provide a measure of security for vulnerable pedestrians. Where that is not possible, a strictly enforced speed limit (especially for e-bikes) should be imposed.

It's better not to develop multi-use and cycling facilities as they're not safe for pedestrians and many cyclists only care about their own right of way and are rude to pedestrians or hikers.

Multi use paths are not safe. Pedestrians and powered vehicles are a terrible mix. Example. Cates Park perimeter path. Walking families, strollers, dogs on leash, elderly being mixed with very fast bikes, electric bikes, etc. Two very different mindsets. Slow and leisurely mixed with aggressive speeding.

Multi-use paths do not accommodate all travel modes. Conflicts can and will occur with different users, specifically cyclists and pedestrians, and will worsen given adoption of e-bikes and e-scooters.

Multi-use paths do not accommodate all travel modes. Conflicts can and will occur with different users, specifically cyclists and pedestrians, and will worsen given adoption of e-bikes and e-scooters.

Multiuse paths never work and are too dangerous. More emphasis on a walkable city versus rolling should be a budget priority,

Multi-use paths are a terrible idea on major roads like prairie ave. Case in point. Prairie was narrowed to allow for a multi-use path. Now, it is too dangerous to ride on the side like a cyclist. At the same time, riding 30km/hr on a multiuse path is dangerous as all the motor vehicles stop in the middle of the cross area. It's a no win situation. If Port Coquitlam wants to promote green, sustainable lifestyles, bike lanes should be a priority of the "jack of all trades" mentality which, as we all know it means "a master of none"

Multi-use paths do not work well or safely. Bicycles often ride at street speed through crowds of walkers and other slower rolling users. Further they usually do not seem to know what the bells are for on their bikes. I suggest the City minimize, where possible, multi-use paths.

Multi-use paths are for walking, not for biking.

Foot traffic is still a viable mode. Speed and traffic growth challenges with e-bikes / scooters etc.

Electric bikes on the trails are a huge hazard for everyone. A dog on leash is not only at risk, but the rider as well when they fly by on the trails (dykes in particular).

I have noticed a lot of electric bikes who drive at top speed along the dyke and on Poco trail. Possible signage for these types of transportation might make them aware of certain speeds in these areas.

I don't have an answer for the following, but this topic needs addressing. Electric bikes! 3 times in the past year I have almost been hit by an electric bike. In each case the rider was an over 50 person and the closest call came with an older man about 70. Each time the rider was going too fast for their capability. There was no warning of the e-bike coming from behind me. I am a 61 year old male who is extremely fit. When i ride my non-e-bike, i slow right down or get off my bike when passing someone. It is courtesy and common sense. I live on Argue St along the river and see e-bikes every day. E-bikes have provided a means of getting outside particularly for people who would not ride a regular bike. These people are not generally athletic, have poor reflexes or judgement, due to a sedentary lifestyle before e-bikes. I'm sure you have heard my comments before. Someone(s) will get hurt if they have not already. Maybe a course is needed for all e-bike owners like the watercraft course. Regards.

I do have concerns with e bike and scooter traffic speeds on these pathways

Please make sure people walking feels safe when sharing spaces with faster electric powered devices.

Cycling and walking on the same path can be hazardous!

People and bikes must somehow share.

Good to keep cyclists and micro mobility devices away from pedestrians.

Keep them away from pedestrians

Please make sure people walking feel safe when sharing with other much faster modes of transport such as e-bikes and e-scooters.

Electric scooters and such that can achieve a certain speed should not mix where people are walking.

We need people on bikes to slow down and not be path bullies

I'm concerned about some use of e-bikes and also speed cyclists vs cycling for transportation or general recreation. There are many times including dangerous proximity to regular cyclists and pedestrians, abusive attitudes and language by e-bikes and speed cyclists on paths. I've also seen thoughtlessly dangerous behaviour by speed cyclists with cars. I'm not sure how this can be managed for peaceful coexistence since it seems to be a matter of entitled attitude on the part of a few bikers and many speed cyclists i.e. what they are doing is more important than the general public so they have the right of way and right to speed regardless of signage or safety.

Speed of bikes, especially electric bikes is not all controlled. Speeding bikes don't care to slow down. They act as though the pathways are only theirs. Notification systems such as bells, horns or voice is often not used. Bikers think we can hear them approaching. We often can't. I am a biker. So, I get extremely annoyed at the rude speeding bikes that are putting others at risk. Install pass through gates that will cause bikers to have to get off bikes and/or slow them down. (The f course that all wheelchairs and scooters can easily pass through as well)

More priority to people and less to bikes and get e-bikes out of walking paths. They are too fast and no warning. Get every bike in poco to at least have a bell.

I would love to find a walkway that is safe for walking. Most in Port Coquitlam have bicycles and other electric users who show no regard for anyone slower than them. I am a photographer and take many photos of nature, and am getting frustrated at the lack of safety on these off-road links.

I have concerns with regards to the new electric scooters and bicycles. They dart in and out of track and in between pedestrians. New rules are needed for these types of transportation.

E-Traffic is going to grow. Speed management, signage and mode of transport separation and delineation will be important. Roads have defined frameworks, trails and walkways presently do not. A busy sunny day on a local trail gives some indication of this busy future state.

Address e-bike vs pedal

Cycling, skate boards, scooters etc. have no business being on sidewalks, especially where there is senior's involved, there is a wonton disregard for people on sidewalks, especially when they are approached from behind, the worst are e- bikes, which are basically the younger crowd, and the speed they are traveling at.

While I am glad that Poco is bike friendly, I see too many cyclists that behave dangerously on shared roads. Perhaps the city can implement a very basic registration program (like license plates) for a nominal fee so that these cyclists know that they can be held accountable for their actions.

The introduction and use of e-everything on wheels is causing problems and creating unsafe situations. Electric bicycles, skateboards, mono-wheels and stand-up scooters do not have a defined use space and are all over sidewalks and roads and the Poco Trail. Also, a majority of riders are helmetless and of very young age. A mono-wheel passed a bus I was riding on going down Shaughnessy street. I am tired of having electrics zoom in and out of the pedestrian traffic on the paved portion of the trail. There are women and baby carriages and dog walkers having to safeguard their moves by the speed some wheelers use going in and out of other users. And the "tour de France" cycle racers are even worse dingling their bells to try and state their perceived priority status on the trail. In my opinion, only medical mobility scooters should be allowed on the paved trail portion and sidewalks...especially no stand up scooters.

Sidewalks and PoCo Trail are not safe. I have personally had two near misses (one by a speeding cyclist and the other by a youngster on an e-scooter). Sidewalks were originally built for walkers (just as the name implies); not riders. When did the law change to allow cyclists, etc. on sidewalks? Please make our sidewalks and trails safe for pedestrians.

Unsafe sidewalks and trails for pedestrians due to cyclists and e-scooters.

Please make the sidewalks and trails safe for pedestrians before (not after) serious pedestrian injuries or fatalities occur. Sharing narrow sidewalks and trails with cyclists and e-scooters is unsafe.

Get bicycles and e-bikes/scooters off the sidewalks and enforce MV Act on bicycles.

Keep motorized recreational vehicles off the walking paths.

The e-scooters and e-bikes are too dangerous for pedestrians on sidewalks. The underpass is especially frightening for pedestrians. We are expected to jump out of their way so we don't get hit. The riders, especially teens and young adults are very rude.

There is a lot of issues with e-scooters, bicycles and other such devices of terrible usage on sidewalks, trails, etc.

Love the poco trail for cycling, but people are oblivious and do not always move aside for cyclists even when we ring our bike bells.

All streets that do not have a painted center line need to be speed restricted to 30km/h. Most residential side streets have no center line (because the street is 3 cars wide and cars park on both sides), these streets should be 'slow streets' and restricted to 30 km/h. Most drivers already respect this rule, however with the increased amount of rapid delivery drivers trying to make a fast delivery, there is an increasing concern for safety.

Unsafe sidewalks and trails.

More signs regarding dismount bikes on narrow sidewalks.

Enforce existing laws on cyclists

The increasing popularity of e-bikes and e-scooters have resulted in many pedestrian and powered vehicle issues. There needs to be more limitations as to where these motorized vehicles can be used and enforcement of speed on slow streets. Speed enforcement in general is problematic especially when the average speed in some corridors are approaching 30-40% above the posted speed limits. Posted speed limits are useless if not enforced.

E-wheelers and cyclists are exceeding 20-30 KMH on the Poco Trail. Another problem is with the rat racers bypassing Shaughnessy street traffic. The street humps work to a point but it produced a "blow the stop signs" at 3 major crosswalk intersection. The intersections of Reeve/Wilson...Wilson/Bury and Maple McAllister have become dangerous pedestrian crossways. I have witnessed over and over cars not even touching the brakes or brake lights coming on and even not slowing down through these intersections. 7/10 slow down...2/10 brake and 1/10 actually comes to a full stop. I have had people drive right at me while crossing Maple at McAllister after I checked both ways and started to cross. Everyone is in such a hurry and bad habits are abound. Speed bumps like Safeway should be placed at the stop signs in these areas to force people to slow down and stop.

Keep them off the roads or wear the responsibility for what happens to them

E-bike or scooter requires registration and insurance.

There should be penalty's to bad usage of such devices.

I see a serious lack of understanding about the rules of the road regarding human powered vehicles. With the rise of cycle routes and the promotion of such we are doing a disservice to everyone by not having some basic enforcement and training to ensure the safe operation of these vehicles... just because they are "human" powered does not make these "machines" any less responsible for following the rules that ALL vehicles must follow. ie sidewalks, the use of cross WALKS and riding with the traffic and not against it. Cyclists need to adhere to the rules of roads or shared pathways, take the Dike, as a pedestrian. I am forever jumping out of the way of bikes going too fast no concern for the pedestrians, no bell to let you know they are coming. Education is also needed.

Maple street is an example for e-bikes, or skating scooters are going in fast, which needs to be addressed.

Improved learning curve required for cyclists, e-bikes, e-scooters to use MUP. ie Prairie Ave - Coast - Freemont (some bike users refuse to use this MUP) Those that ride on Trail MUPs (not paved) need to require device to warn walkers when approaching.

How do you prevent cyclists from ignoring stop signs and driving through crosswalks.

do public campaigning advertising on approved and responsible uses of these spaces e.g. bicycle, scooter speeds pets on leash, etc Bikes etc must comply with rules of the road. Too many are bikes when it suits them, cars when it suits them.....

As a pedestrian, am frequently run off the multi-use pathways by e-bikes/scooters going high speeds. As a motorist, cyclists/micro-mobility users do not abide by any rules set by the road or sidewalk, often jump from one to the other with very little to zero notice of their quick transitions from being a road user to suddenly darting across cross-walks or onto sidewalk/multi-use pathways and back again.

Concerned about the largely unregulated e-scooter and e-bike traffic. There's a significant % not wearing helmets, there are adults and children who are not following rules of road, those who are going too fast for their capabilities, and are putting other users (walkers/cyclists/vehicles) at risk.

I would like our city to lobby for province and law enforcement to address this emerging e-scooter/bike market and the challenges it brings. Personally, wouldn't like to see a whole fleet of rental e-bikes and scooters along our trails/paths. Too busy, too dangerous. . How will the walkways be "safe"? How many cyclists were ticked for unsafe/illegal use in 2022, 2023? Cyclists should have to have their vehicles licensed and have insurance to cover potential damage they can cause to property, traffic and/or pedestrians, and themselves.

Less Supportive/Concerned/Opposed

The plan is too heavy on these types of projects - if someone does not support these scooters or bike lanes (like me) then I cannot answer this question because the choices are poorly worded

This plan is too heavy on these facilities and they will only be used by 1-4% of population but utilize 60-70% of budget. Invest on projects that improve the majority of people's everyday trips

The question is in 12 months in a given year how many months does cyclist and other electric carts users would be using it. Please do not do what city of Vancouver has done. Please Do not install strict barriers for cyclist as the usage of bike lanes is confined to specific spring/summer months and the rest of months the road users are still crammed in 2 lanes in majority of poco roads

I do not see any improvements need to be made in this area

20 km speed limits are not a good idea, and provision for cyclists is sometimes overdone

Currently is more than enough

Less bike lanes overall. We do not, and will not, ever have enough bikers to warrant them.

I think spending money on bicycle and scooter lane is a waste of money, and causes traffic congestion and complexity. For one reason, not many people use these facilities in Tri-cities. For another, many cyclists or scooter users don't follow the designed pathway anyhow.

Too much effort is applied to cycling, the majority of residence are physically unable to cycle. Did you ever try to grocery shop on a bicycle in the pouring rain? The end user should be paying for this infrastructure! Please note I can cycle.

Too much emphasis on bicycle lanes. Bicycle use weather dependent - maybe 25% of the POCO year. Bicycle use notoriously unsafe on sidewalks or streets, ignore pedestrians, stop signs, vehicle traffic, and speed limits. What percentage wear helmets? What enforcement is there? It is law after all. All the taxpayers have to foot the lifelong health care costs after careless cyclists get injured. With the proposals, will busses and trucks still be able to use the streets?

Our Council needs to focus on creating better Rodeway infrastructure leading from our major highways into our city and make it more accessible for cars. We have enough bike paths and sidewalks.

The slow streets part of the project has me worried.

Slow streets that cause traffic bottle necks are useless

Just put sidewalks on slow streets to make it safer for walkers. Speed humps are just going to slow down bike riders, not traffic. No one wants to share their space with anything that goes faster than I can walk. Too dangerous, and definitely not enjoyable, for me. Cycle tracks are a great idea, as long as they stay off the sidewalks, which many DO NOT!

Putting speed humps on side streets are going to add more congestion and speeding on nearby residential streets. Our street already has at least 3 times more traffic most of the day than the arterial road near us, thanks to a dead-end street that has 2 speed humps on it. We have become a rat-runners paradise of speeders, honkers, and traffic violators - all thanks to a sign on our little road that says "shortcut to the bypass". Our street leads into our residential subdivision, NOT the bypass.

Why would the city put signs on a dead-end road that says "thru road", then lead the traffic down our street? There are three other roads that branch off this dead end road and none of them have signs directing rat-runners through them. (and they ALL lead to the bypass, by the way!) We constantly get semi-trucks, dump trucks and buses down our street. The nearest bus stop is 4 blocks away! I also see that one of these side streets is slated for 3 speed humps and a slow to 30KMP on it - making it far more tempting for rat-runners to use our street, then speed down the arterial street to their destination. Our street, on the other hand is going to have a 3 way stop sign. Most rat-runners will ignore this stop sign, like they do at our intersection and just cruise on through like they always have. Cities like Vancouver, New Westminster and Burnaby (to name a few) have totally discouraged rat-runners through residential neighbourhoods, not encourage it. Keep traffic moving on the arterial streets where they belong.

Again, I will say, leave it alone until you hear of complaints or problems

I don't think expansion is needed

stop trying to reduce vehicular transportation to save the planet. it's ridiculous. The weather is too wet and cold to support the majority of transportation methods not using gas powered vehicles to get around to do daily business. Electric vehicles will not last. They're a drain on the power grid and not environmentally friendly. You need to keep roads up to speed so personal vehicles can efficiently get around town. Public transit is not an option. the most freedom of movement to get tasks done efficiently comes with personal vehicle ownership

Don't use anything with wheels other than a car.

I don't cycle and I haven't seen too many issues

Poorly thought out and dangerous...safety is not considered.

The group involved with the plan, obviously don't follow the plan: "Plan projects to benefit the greatest amount of people" the bicycle lines are used by 0.001 % of population, and we still build them from everybody taxes, in the detriment of car lines or parking. They are a danger for themselves and everybody in the traffic. They don't need to know even the basic rules about being on the road, they are not visible (or any rules for this) how is even possible to have scooters on the roads with the cars ???????

I don't believe in cycle tracks unless they start paying insurance and participate in more taxes such as vehicle drivers. I also don't find slow streets helpful. If people are driving 80 in a 30km zone is one thing, but I live near a school and the drivers doing illegal turns, cutting people off, and speeding are the parents dropping off their kids. Hypocrites.

Electric-powered devices such as bicycles, scooters, skateboards, and inline skates are a major SAFETY problem. I cannot understand how is that an objective. Just 0.001% of population use the cycle tracks. It is an abuse from the city to ask everybody to pay for it. At least force them to take a basic course about road safety. You should be responsible for any accident that will happen with those devices

Too much emphasis on bikes not enough on school zone safety

Cyclists don't use bike path anyways

I just know people on bike don't use the bike lanes or routes and back up main arteries by riding right on the street and can't keep up with the speed limit.

These guidelines are not being followed so far. Imaginary use rather than real, practical use. The bike lane put in resulting in a narrow more dangerous street is very seldom used. Cyclists use the road.

Cycle on the road want to be prefer front the cars but same cycle doesn't want to get prefer to the pedestrian, have to separate from the road and from the sidewalk. And speed humps always wrong construction, need much slower than speed limit, make slower traffic make longer time on the road and more air pollution.

Several "slow" streets do not meet these goals at all. Drivers frequently speed and ignore speed limit signs, and I have heard drivers honking at slower moving pedestrians in crosswalks and the like. Often multi-use paths are not properly used either, with cyclists needing to ride under the Shaughnessy underpass as the pedestrian walkway is barely wide enough for a cyclist and a pedestrian pass if the cyclist is riding (not walking his bicycle) and the PoCo trail (the closest alternate route) frequently is flooded in the winter. I don't believe that multi-use pathways are a good use of funds, rather improve /expand existing sidewalks;

TRAILS

How well does the MTP achieve the goal to provide a trails network that connects to key destination points and encourages people to get out in the community and enjoy nature.

Supportive/More Needed

Very happy with this part.

Overall good job done

Good ideas.

Yes!

agree

I absolutely love this idea.

Again, making sure trails are prioritized

Trail improvements should be a priority

This is one of the most important goals to me, and I would love to see an even greater focus on this.

I love our trails. Perhaps some sitting benches along some of the flatter trails for those who cannot walk for longer distances so they can rest and relax and then get back at it

Love the trail system. Extends to many different parts of the community.

We love them keep up the good work!

I love the trails in poco

I often use the trails and feel the trail network is a highlight of my community.

Walking trails are important

Great poco trail

Traboulay Trail is great!

The river path and Gates park path are well used and fitness friendly.

The PoCo Trail is awesome! Keep this and add more connectors where possible.

Great trails!

The trails here are amazing and are one of the best things about living here!

I think the trail network is very well made and maintained

Grateful to have access to so many well maintained trails.

Trail system is very good in Poco

We have great trails! This is the best part of poco

With an older population the trail and pathway improvements look like they are addressing potential issues.

Yes! Off-road does not take away from vehicles that require the road to get through this ever-growing city. Please do NOT take away any more road infrastructure. Off road trails and MUPs makes way more sense safety-wise.

I walk my dog an hour every day, and I love all the different loops I can walk to keep it very interesting for both of us, including residential, nature trails and parks.

We walk the trails daily and appreciate their upkeep

I use the trails extensively for getting around and for exercise. This is a beloved part of being in this city.

Port Coquitlam has wonderful natural areas

I particularly enjoy the Trail System at the Blakeburn Lagoons, connecting to Fremont Street, Prairie Avenue, and the Pitt River Dyke.

We have an excellent Riverwalk that leads via paths and sidewalks to all desirable destinations that are in a walkable distance in Port Coquitlam.

I think the more the trails and walkways the better--I love the Donald Pathway and I'm excited to see its further expansion, and would love more paths like that throughout the city.

The pathway between Central School and City Hall is amazing and feels like a safe way to travel by foot or scooter.

The walking paths to get downtown are very convenient well maintained and beautiful flowers trees and shrubs.

Very good, could use some better signage to identify locations of trails, but all in all, very good!

Will attract people to poco

We need more trails and walking paths. Too much walking on residential

I'd like to see more trails and walkways

More trails and walkways are needed.

More trail/walkways are needed.

Yes! More biking and walking trails. So good for mental health and the tree canopy helps so much when it's raining. My household is more likely to use trails than streets when biking/walking as they are safer and covered.

Better trails will encourage more people to get out and exercise.

Incentivizing people to get out can be based on them being able to get to the trails directly from their homes

This is also good for people visiting the city. One thing I really love in PoCo is the Coquitlam river sidewalks and trails I believe the city would benefit having more areas like that.

With a dog friendly city, there should be more off leash dog trails throughout the city

To my previous point - so many of us are dog owners yet I find the city (and B.C. in general) does not really acknowledge and accommodate how many of us actually are dog owners! More leash optional trails.

I would like to see a more pet friendly trail system too! (Leash optional paths).

More trails in park and wilderness settings is preferred and should be priorities over bike lanes and pathways beside streets

Let's not sell out greenspace to developers and expand our parks and trails.

Development and Trails & Walkways may be in relative conflict with each other, but I suggest a positive approach and resolution.

Yes to more greenways and no to cycle tracks on street

Could have more trails that are accessible by foot in neighbourhoods, rather than driving to a trailhead

we could do with more trails and walkways

More are welcome

Part of the PoCo appeal is the closeness to nature and orientation for families. Increasing trails and walkways help achieve this goal.

Although the PoCo Trail is a very well designed and maintained trail network I believe many residents would like to see this system expanded and/or additional trail networks established.

Good idea. Without spending many hours analyzing the plan I do not know and only few will and have the required know-how.

it's ok

Getting there.

Work in progress

Somewhat very well

can be improved also

The trails in my neighborhood have seen no improvement in the last 20 years

Trails haven't changed where I live.

Too slow to achieve the goal

If the goal is achieved that would be wonderful but I'm not holding my breath.

I support recreational greenways and walkways - this have value for weekend use and get people outside but don't be fooled that they'll change mobility habits mon-fri as they two are distinctly different

It has to be short cuts to major points

Unless the trails link to major destinations, trail improvements and are well used, they should not be high in priority.

The proposed new trail projects are quite minimal. I think having different trail networks that also connect with each other would encourage more people to take those paths.

walkways and bikeways are dead ended. people get stuck at the end of a project or they are forced to share with heavy traffic

The trail network is good but not well connected.

It's lovely but it's not exactly an efficient way to connect to key destinations.

The trail network is not always setup for good connections to key destinations but geography and existing build environment prevent that.

The trails are so well maintained. People still don't always dismount bikes going under the bridge on to way to Lions park. Great accessible town for walking and biking.

I very much like the trail system as I'm a frequent user, but it really needs to be more bike friendly in a lot of places, particularly on the Greg Moore trail.

This is done decently, but see my comments about cycling infrastructure. Maybe the grade separated paths I discuss there can also be used for walking.

Walkways are ok for pedestrians but need to be better built for cyclists. There also needs better design consideration for people who are transferring on and off a trail Trails are not great for connectivity to key destination points. Often they lack lighting and winter cleaning. As such, they are not reliable for people who use active transportation modes

I like to walk from the city centre to Pommès, and would love a choice of routes that did not require walking along the Lougheed.

They are good in areas near parks but not accessible in the industrial areas and business parks. These areas are busy with commuters due to the workforce needed to staff most of the businesses in these areas.

The existing trail network is quite good. additional protection for trail crossings is always appreciated.

Overall trail plan is quite good. One strong suggestion: Trail at TREL0384 where crosses Huber Dr. is quite dangerous and needs attention to widening and a pedestrian controlled crossing at the hairpin turn - quite dangerous to cross due to vehicle speed and poor visibility to use the full Traboulay trail

Sandra street trails need improvements school children walking in mud for half the year.

My experience is confined to the area of Sun Valley park and the adjacent dike system

The trail along the Coquitlam River is a gem. I am not sure if the trail to Crystal Falls along the Coquitlam River has been reopened, if not it should be made open to the public again.

There are some key areas of the Poco Trail that could use improvement - Maryhill Bypass underpass, the Shaughnessy and Bypass intersection

Great biking routes around city i.e. poco trail but terrible inside that perimeter

I think, there are good changes in the plan, but I am missing some walkways (e.g. at the end of Prairie Avenue and on Kingsway)

I would have loved to have been able to bike or walk to work through the Colony Farm section of the Traboulay Trail, but it has been closed for something like 5 years with no proper timeline on when it will re-open.

Po Co's trail used to connect to colony farm trail, but not anymore.

Cannot access colony farm Shaughnessy entrance in a shorter way.

Viable option to bike. Colony farm section of Traboulay. Bike connection of Mary Hill to Coquitlam

A loop within Áléxətəm Regional Park would be really nice.

I like trails into nature. Haven't looked into the MTP plan on this topic. I wish we could access the area around Crystal Falls. I think it's shut down because a key route was on indigenous land. Maybe you can negotiate access?

We live on Lincoln / Evergreen next to the trail. The neighbours were telling us that Lincoln was going through the trail and become a main road. I do not see this on the plan. Thank you for keeping the community informed and hopefully keeping the rumours to a minimum.

Less Supportive

This is a goal????

Again, question is "is there a demand?" and if yes how much is expected to be used given a 12 month period

No need for major expenditure. Trails, etc are good already.

How does this project aim to do this exactly? Especially within the defined limitations of what solutions to avoid?

FAIL, just like the current and former mayor

stop with your "car-free community" nonsense. Your trail & walkways only work when people don't have goods to transport. Nobody has time for a "walk in the park" when they're running errands and doing business. Personal vehicle ownership is the most efficient option.

There are more people driving than biking and walking, especially during cold weather.

The existing trail through Coquitlam River Park would be ruined by the proposed Lincoln Connector bridge.

The draft Master Plan does not easily differentiate what's existing and to be changed/improved.

When you're asking how well do you provide this? I'm not sure how to answer the question because I have no clue how you plan to provide it. You are only stating so much. This goes for all the questions.

findings about key destination points not specified in the MTP.

Design/O&M

Make sure trails are smooth for all ages and abilities.

Paved pathways so wheelchairs and strollers can use them safely

Many of these trails are not wheelchair accessible or safe. That also includes many seniors that use shooters.

The plan to pave some of the existing gravel trails is a good step towards increased accessibility.

Needs pavement on some trails like Cedar drive trail so the bikes, roller blades, and electric scooters can use it faster and safer....

There could be better accessibility to areas of the Coquitlam river for children and strollers

Ensure trails are hard packed and smooth for all ages and abilities

We live on evergreen street and the area is not easily walkable get to any store/grocery. We can cut through the trails but even then the trails are not accessible for strollers and I imagine not for those with disability

Trails are well-maintained in the city. Plans to widen and grade trails in key areas are good to see. I appreciate the recent grading on the Coquitlam River trail near Lafleur Street.

Trail improvements can over manicure your walk, impacting nature, (birds, coyotes) and taking away a challenge which will create boredom and less use. Sidewalk shortcuts, on the other hand, when people want to quickly walk from point A to point B could be beneficial.

MTP, Section 7, p. 28 - "Trail projects were scoped as upgrades to existing trails, or new trails. Trail upgrades typically include paving to make them more comfortable and usable for all modes of active transportation." Why would you pave some sections of the existing trails that are currently dirt or gravel trails? I understand that it would make them more "comfortable and usable for all modes of active transportation", but then they would no longer be nature trails. I think it makes sense to leave trails as is, especially the ones going through forested/green areas. These trails are now part of the ecosystems and are used by various living organisms. Again, it is difficult to identify some of the trails highlighted on Figures 7.1, 7.2 and 7.3.

Please make signage at Victoria and Cedar showing people that the Traboulay trail continues and how to get to the path on the west side of the ditch. Many people start biking down Cedar to get to the Hyde Creek portion, which is not a good choice for the skill level of many of these users.

All trails should have signage at the entrance/exit to a trailhead with the street name (at the least) and even better, a small map to help you navigate where you are, in case you have exited at the wrong location, or in our case, we once put out a small fire we came across, exited the woods, and had no idea where we were so couldn't call fire dept because we didn't know where we were.

Update map needed for colony farm. I almost went through the closed off area where there is the indigenous construction cause the map still said that was a route. More maps for the Coquitlam River.

Please review the trail network VERY carefully. it is so badly under kept. and often I need to take massive detours to get somewhere because the streets don't link and cut-de-sacs. which is fine. It's nice to have. but you need proper trails. The signage and maps of the trails is HORRENDOUS! I have lived here since 2008. and often I get new maps when they are put out in the spring and want to take my bike out. but I honestly either the map doesn't match the reality of where I am. signs are missing and I can never figure out how far things are or how long a route will take. there are off-shoot paths EVERYWHERE. it is extremely confusing and I am constantly nervous of getting lost. EVEN WITH MY GOOGLE MAPS! it really takes away from my experience and leaves me stressful. I would love to explore more trails, very slowly I am learning more on my own. but I need to do it safely so I don't get lost. and it's taking me years.... literally. it's 2023. The maps showing what trails to improve (pg. 30 - 32). It needs WWWWAAAAY more work than that.

Better signage for trails, especially for giving directions, connecting to other trails, etc. (For example, did the Traboulay trail for the first time and had to stop and ask for help navigating the end near the Pitt river bridge).

ATTRACTIVE NO SMOKING SIGNS IN PROMINENT LOCATIONS.

The occasional washroom or portable pottie would be welcome along the trails

Request more public washrooms facilities

Love all the trails in PoCo! It's one of the main reasons I moved here. An additional bathroom facility near the River overpass bridge on the Traboulay Trail would be a great idea.

have some areas for bathrooms so people don't have to go in the bush to use washrooms.

The underpasses on the poco trail downtown need to be widened for bicycles

I have ridden my bike through the Hyde Creek Trail (at Lincoln) and the trail there needs some serious improvements/building up. The trail has eroded so much so that there are numerous jagged rocks that one has to steer around. I am an amputee, and walking is challenging, using this path (say for folks that use a walker) this would be treacherous.

Huge strength of our city. I would recommend the narrow paved path on each side of the Coquitlam River Pedestrian Bridge (in line with Patricia) be replaced and widened. It's a bumpy path with roots lifting the pavement, and is too narrow for bikers, strollers, and other users to safely pass one another.

Privacy of existing residences near the trails should be respected and protected.

As long as the plan does not impede commercial and maintenance access.

I would like to commend the city on excellent trail maintenance. Trails are clean, in good shape, and any fallen trees are removed timely after a storm. Well done!

More community involvement keeping our paths clean of garbage.

Trails in my area are poorly maintained.

Better trail maintenance

Not well Maintained; overgrown, icy in winter, zero lighting for safety at night (motion activated lights would be good in these passages ways. This would be minimally invasive for people that live beside pathways.

We love the trail system in PoCo. One minor but important request is that there is a walkway from Hyde Creek Community Centre to Oriole Avenue at Regina St (next to the Middle School track). This is a well frequented route and is used by middle school students and the broader community to access both the Rec Centre and the trail network. It would help to have one or two solar lights as it is pitch black at night and makes walking at night undesirable. This is especially important as there is no road (with sidewalk and street lights) travelling from anywhere to the east of the Rec Centre so this is the short cut for people to the south and southeast of the Rec Centre. I find riding around Port Coquitlam actually quite annoying. Pathways begin and end. The Traboulay Trail is disconnected. Leaving the dyke at junction of the Pitt River Bridge is bizarre, trying to ride beneath the train trestle has its narrow challenges, then riding back up onto Kebet, you are faced with riding against traffic & then there is no access point to get up onto the dyke, well, you can but the grade is completely bizarre. You cannot re-connect until you meet up with the four way stop street. Leaving the dyke at Cedar & Victoria heading back towards Prairie is a SIGNIFICANT nightmare. I always ride AGAINST the traffic as that roadway is far too narrow, including that it doesn't even have a sidewalk. As a bike rider this is terrifying, as a wheelchair user it's an absolute no. The access point from Devon to the dyke is in need of some type of grade resurfacing, as we, my gawd, could we add some stability to the slope or a handrail? As well, can something be done to the dyke entrance at Prairie onto the dyke. I understand the level of the dyke, and the need for a gate, however; large exposed rocks on either side of the gates make accessing this for anyone in a wheelchair dangerous. Even using a four wheeled walker is quite horrific. I would love to see clear access points for people to safely make it through. I have watched an older man try and push a wheelchair up to the dyke. People with canes also have a tough time accessing this part of the dyke. The reason I point this out: abundant & accessible parking, as well as the view is stunning from this vantage point. Older folks with less abilities would benefit greatly from seeing this view if it was easier with accessibility.

Very good idea; but, it may mean expropriation or defining trail use over utility right of ways. Logistic issues?

1. Trail Maintenance: Regular upkeep of trails is crucial to ensure safety and preserve their natural beauty. This includes clearing debris, repairing erosion, and marking clear signage for directions and warnings. 2. Accessibility: Consider making trails more accessible to a wider range of users, including those with mobility challenges. Incorporating graded slopes, rest areas, and ADA-compliant facilities improves inclusivity. 3. Environmental Sustainability: Implement eco-friendly practices to minimize the impact on the surrounding environment. This involves erosion control measures, waste management, and using sustainable materials for construction or maintenance. 4 Variety and Diversity: Create diverse trail experiences catering to different skill levels and interests. This includes hiking trails, biking trails, nature trails, and interpretive trails that educate visitors about local flora, fauna, and history. 5. Partnerships and Community Engagement: Collaborate with local communities, conservation organizations, and volunteers for trail maintenance, programming, and awareness campaigns. Community involvement fosters a sense of ownership and stewardship towards the trails. 6. Safety Measures: Ensure adequate safety measures such as emergency contact points, first aid stations, and regular patrols, especially in remote or less-traveled areas. 7. Promotion and Information: Effectively market trails through websites, guidebooks, and visitor centers, providing comprehensive information on trail conditions, difficulty levels, and nearby amenities.

The poco trail has had some work but wish they would do more along the creek beds, removing trees that may be a hazard in storms

Safety/Shared Use

Need more lights and safety. Lots of homelessness on our trails.

More lighting would be good on the trails if possible.

Many of our walkways are not lit and become unsafe to travel at night. We need appropriate lighting that welcomes trail users.

Lighting a long some of the pathways would provide more safety and accessibility

Ensure adequate lights to provide safe trails

Love the winter lights. Most of the PoCo trail is unlit so it's useless for getting around at night.

I would like to see some lighting added on the walkways/paths (e.g. along the river on the other side past the McAllister bridge... the path could be improved/lights/paving?)

Key component is safety, especially on trails and walkways that are in dense forested areas. Not sure if lighting would be useful and may not be good for wildlife/plants living in the area. But perhaps patrols? Especially in evenings and at night.

illuminating some of them would be nice for night time exercise and dog walking etc

Additional considerations: lighting for use of paths at night.

Ensure safety/comfort by enforcing no overnight camping and providing lighting at night

Lights along the Traboulay trail between Pitt river road and Freemont village would make cycling at this time of year safer.

the Traboulay trail between Pitt river road and Freemont village could use some lighting so people who cycle to work can feel more comfortable. Currently I don't cycle to work at this time of year purely because I can't see well ahead of me even with a bike headlight. I would prefer to be able to see if there is a foraging bear or a walker ahead me.

More focus on trail safety, like adding lighting to the poco trail so it can be used after dusk.

Please make sure if trails are part of transportation route that they are paved, lit and maintained. Especially lit since it can be scary walking and biking through woods when it gets dark.

Trails are in a decent state already. I'd really like to see better lighting across the trail system. For a large portion of the years, the excellent facilities are under-utilized due to the lack of lighting - it doesn't feel safe to walk by the river at 4:30 in December when it's after dark already. Introducing lighting to some of the more heavily used portions of the trail would help maximize the value of this great community asset.

The trail behind Kilmer elementary is poorly lit and has unsafe conditions. This is a an area for excessive drug use and potential violence. It needs to be cleared for further visibility. People are living in those bushes at times

I notice that by day pedestrians are happily using our new paths. By night, the criminal element likes them, too. They can go from neighbourhood to neighbourhood where police cars cannot follow.

The trail on Chelsea Avenue, hidden by the bushes, on the other side of the creek needs pavement, and pole lights . Kids are molested on the trail, because is hidden and dark.

There are virtually no emergency trail markers on the west side of the Coquitlam river between north of Patricia on the poco/coq boundary to Lougheed at Metro Ford Motors. There's only one on the east side of the river, at Patricia and Shaughnessy, not on the trail, but nothing from there past the dog park to the Lougheed Highway in between where our dear Brianna was murdered so many years ago. I see many along the south side, please remember us here on the north side :)

Safer and more trails would encourage more walking as walking to school would become a possibility.

I don't think "New trails fill gaps in the network and provide connectivity to key destination points and other active transportation routes." is a very realistic goal. It is now winter and the trails get dark quite early. While I can regularly walk to Hyde Creek rec centre in the summer, in the winter it gets so dark in the forest so early that it's not realistic. In the summer, there are often bears on trail and that can limit how useful they are if you have to turn around and walk away to avoid confrontation with a bear. Trails are great for mental health, exercise, dog walking, a beautiful community, supporting nature and enjoyment but there are too many months of the year where they become too dark (or filled with bears) to use safely when most people are home from work. They should be an addition to our Active Transportation Network, not part of it.

I know with all the bears and coyotes in the area it's hard to get out and enjoy the nature. It's scary in our own yards with the amount of bears in the area.

Safety issues: such as crimes or bears, request more police patrol.

I walk the Greg Moore trail often and am comforted by some of the signage as points along the way and reminders of interface with wildlife - can this also be a feature on trails noting how close we are to wildlife and how climate adaptation (fires) seems to bring the big mammals into more frequent interactions with urban life.

I appreciated the presence of park workers at Minnekhada this season providing information on areas with bears and generally being informative and helpful. As previously mentioned the Colony Farms/Traboulay Trail needs to be re-opened or the public should be informed on the plans for its reopening. Since the Burke mountain development bear activity seems to have increased dramatically in other areas on this side of Poco, making it less safe during all hours.

Some of our beautiful river side trails are in areas where I as an older single woman, would not feel safe using slime. I don't think that's a problem but u don't use those areas unaccompanied

What's with your obsession with "safe"?

ensure that they are safe and do not actively pose safety concerns for those using the pathways - clear sight lines as need be

The poco trail is very accessible but the dike is not very safe to cross to from the poco trail

On busy days the poco trail can be somewhat sketchy for safety. Would be helpful to have some etiquette signs on the pathway - i.e. walk on the right side, pass on the left. Cyclists - use your bell, be mindful of pedestrians, etc.

There needs to be further investigation in to PoCo trail use between cyclists and pedestrians. There is still many conflict's happening between cyclists going too fast and frightening pedestrians (many with their headphones in) and in the summer even some dirt bikes accessing Hyde Creek trail. (Perhaps entrances are TOO accessible. Perhaps building sections that are pedestrian only and keeping bikes to paved roads in certain sections? removal of buffers may work for strollers and mobility scooters but opens the area up to unwanted vehicles like Motorbikes (have witnessed this first hand)

An assessment of trail users/types need to be re adjusted. Motorized bikes are using the trails as a highway, without slowing down for detours or pedestrians. Speed limits or user types need to be added to the requirements to use the paths. Benches should have similar rules to cemeteries, with personal items and flowers needing to be cleaned up by certain dates. While many families look after their memorial benches well, others keep adding more without cleaning up old/ plastic and environmentally unfriendly items that either break come winter or are knocked into the bush due to weather or animal.

Bells/horns for warning about approaching from behind need to be mandatory on the trails, as well as signage to educate.

eliminate e-bikes - too fast

My previous comment applies here too, bike riders are mostly responsible, but many are oblivious to anyone else but themselves

All good except the Traboulay Trail, which would be safer for pedestrians if the bicycle and walking were separated.

Trails might work better if we separate the bicycle and walking paths. Not all bike riders announce their presence.

Again, walkways should be separated from cycles by a physical divider.

There needs to be staggered barriers by the PoCo trail underpass at Kingsway/railroad tracks, to force bike riders to slow down!! Almost been hit there by speeding bikes more times than I can remember.

Signage is required to remind people no motorcycles and to keep to the right on Hyde Creek trail.

See comment in Question 8. The same safety concerns about speeding cyclists occur on city recreational trails.

Too many bikes still on walkways...people to the left, bikes to the right??

As a person who walks the trails in Port Coquitlam I have found they are becoming a race track for e-bikes and e-scooters as well as becoming unbreathable from the dust kicked up by passing e-bikes. There needs to be a different surface material used on the paths in the summer, I have many older friends that will not walk the trails because of the dust.

See my previous comment about speed and attitude of a few bikers and the majority of speed cyclists.

Trails and walkways should not be race courses.

Sidewalks/trails are unsafe walking areas for pedestrians.

Same observations as last question, bike's need to be respectful and responsible

My previous answer about Coquitlam River Trail being dangerous for walking due to many unsafe aggressive cyclists

Again, powered vehicles on trails do not mix well with foot traffic. A trail cannot be for all uses.

Cyclists, e-bikes, e-scooters, e-unicycles are forced to use rock trails, making it unsafe and kicking up dust for pedestrians.

The Coquitlam River trail walkway that extends from dwtm to the other side of Lougheed is extremely dangerous for walking, for walking dogs, or pushing a stroller with a baby, as all these times, I and others have nearly been knocked over by speeding cyclists who pass, who do not always follow courtesy or safety protocol.

No e-bikes on the trails

The e-scooters and e-bike riders are rude and go way too fast. Most riders are teens and young adults that don't care about anyone but themselves.

There needs to be clear signage as how to use the trail, move to the side for cyclists, do not ride double or triple and block the path for others and dogs must be leashed. I know the dog one is old but I live by the trail and people allow their dogs to run in my yard and up to me. I am afraid of dogs and this has caused me to go inside and also please clean up after your dogs. I hate seeing poop bags hanging in trees, seriously why bother, there are bins use them. Cedar is a problem area by the dyke. People need to learn to slow down before someone gets killed there. Use the cross walk and bright clothing, reflective ware or light clothing. Also people there is a trail along Cedar put up signage for it

Get the goddamn motorized bikes off the trails and dykes as they are largely INCONSIDERATE of walkers and the dogs of the walkers

Enforce leash laws on trails

CROSSWALKS

How well does the MTP achieve the goal to provide enhanced crosswalks on direct routes to key destination points (e.g. crosswalk paint, streetlights, flashing beacons, raised crosswalks, bulb outs)?

Supportive/More Needed

Excellent!

Flashing beacons are great.

Crosswalks intersections would benefit from delayed green light for cars as there are drivers who do not see pedestrian starting to cross and many preventable injuries and deaths.

We need more crosswalks in poco. Many areas that I see should have them but don't. It's nice to FINALLY see one at Fraser and Oxford after 27 years of living here. I would cross that street to go to outdoor pool as a young child and it was terrifying. Glad kids now don't have to do that. More pedestrian controlled crossings because frankly, drivers are too impatient to stop for pedestrians

We need better signage especially around schools. Specially Minnehada middle school with clearance and in ground pilons to keep cars away

I like the recent addition of the elevated crosswalks. This signals to the drivers that they're on the pedestrian territory. I noticed that in a lot of cases, even though the cross walks are elevated, they are still lowered at the edges of the road. Why is this necessary?

Crosswalk on Citadel drive at the middle school is dangerous. Recently built flashers on Shaughnessy are good

This is one of the few things in the MTP that is well done and the city has done well over past few years

Definitely needs to be some more pedestrian controlled crossings on the north side. Along very dangerous and high speed areas along Cedar and Prairie.

The flashing lights on many of the crosswalks should have at least a 5 second delay. Not all vehicles can stop instantly, especially during inclement weather. I do wonder though - why there is a certain flashing light intersection that has cul-de-sacs on either side. In the past 20 years, I have stopped for more wildlife at this particular intersection on a yearly basis, than people in 20 years. Guess it was put there for Casper the ghost.

Implementing a delay or longer red light at the larger crossings at busier intersections near schools to allow persons crossing a little more time to safely cross.

Our crosswalks are not great. Probably better than most cities in BC but not great. I don't feel safe crossing them with my kids and would never let my kids cross them alone. It feels safe to jaywalk at times. Car speed and road length is the main issue. Roads are wide so driver speed on them. Also, as pedestrians, you have to look out for traffic from both sides. I wish there was an island where you can stop and continue. This would allow pedestrians to only focus on one side of the traffic at a time.

City is doing a lot of work for safe crossing, but still more work needs to be done, not sure why raised crosswalk are not being implemented everywhere around schools! Riverside is still super dangerous, and it is with 2 schools around

Much more lighting or raised crosswalks need in school zones or close to schools of all levels

You could also make sure that the crosswalks are safe for e-scooters and e-bikes.

Crosswalk across prairie to Rae Street for safety

Would like to see a crosswalk across Riverside Dr at Parana. This is currently a very dangerous place to cross as it's on a curve and drivers regularly speed along this strip. Pedestrians, cyclists etc. naturally walk along the Greg Moore out onto Amazon, and then, if travelling east, continue along Amazon Dr to Parana Dr. There is no safe option to then continue east or north as there is no sidewalk on this side and no crosswalk. The options currently are to jay walk across Riverside Dr to the sidewalk across the street and then step up the curb (there's no little ramp between the sidewalk and road) OR to backtrack along Riverside Dr (travelling south) till you reach Riverwood Gate (approx. 250m).

I haven't seen anyone using a bulb-out to cross the road, they cross everywhere else. Having bus stops on a bulb-out blocks traffic behind the bus, making drivers angry and more likely to do stupid things. Speed humps need to be more dramatic, so drivers actually slow down.

Given that this city is a mix of old and new, some things work and some do not. Since I am a very regular user of the paved pathway at Prairie from Fremont to Burns, some kind of indication for drivers/bike riders at Prairie and Devon would be a benefit.

I already discussed this with the walking question, but all intersections should be crossable in all directions from all corners. Lougheed/Shaugnessy, Lougheed/Westwood, and Lougheed/Oxford all fail this. Even smaller places like the Downtown zebra crossings along Shaughnessy and even Mary Hill/Kelly do not achieve this. It is unfair to ask everyone to cross the street as many as three times when they should only have to cross once.

Add traffic light on crosswalk for person to active for safe crossing

we appreciate the many changes that have been taking place, but some of the problematic intersections are still very problematic.

Not in it the flashing lights across walks are great!

Remains to be seen - depends on enforcement

As stated earlier, the crossing at coast meridian and Robertson, is super dangerous for students crossing back and forth to Terry Fox. Cars turning Left onto coast Meridian heading towards Lougheed, cut in front of pedestrians crossing or carve behind them so close. Surprised no one has been hurt or worse. I see it all the time. They don't wait for the crosswalk to clear and be safe to turn. Hope something is done before the worst happens. Hate that it sometimes takes the accident to make change.

Over and underpasses i.e. non collision intersections would be best except for the high cost.

Probably have more traffic calming like raised crossings and extended curbs

there is only one crosswalk I can think of that terrifies me always. during the day and night. The intersection of Ponderosa and Lincoln avenue by Henderson mall. I don't know what it is exactly but it is too dangerous, maybe it's how fast the cars are coming off Lougheed or pine tree. or the visibility of the flashing crosswalk is really bad. I don't know. but almost always I get too close to causing an accident by hitting a pedestrian. I think it's my visibility that is compromised there. I always so stupidly slowly but still my heart races every time.

the lighting and sight lines on some crosswalks are still poor

I've often seen drivers speed through crosswalks, even with painted lines and flashing beacons Often some crossers don't even push the button for the beacons. If possible, further enforcing slowing down for those when there are pedestrians etc. would be beneficial (like a red light camera etc. or tickets for those who still drive through when someone is crossing)

More flashing sidewalks please

The Westwood St.-Davies Ave cross does not seem to be listed as one to be worked on. This is high car traffic during peak hours and dangerous to pedestrians and cars alike (seen many accidents in recent years)

I wish there was an option for - somewhat well. I've definitely seen improvements in the twelve years I've lived here, and appreciate that the city responds to requests for specific areas that have been dangerous - especially one in my neighbourhood that I advocated for years to have fixed and it finally was this year. I think there are more areas that could have improved crosswalks - especially the flashing beacons are helpful.

So many areas in the eastern side of the city where sidewalks are lacking. And where they are in place, the intersections are so dangerous due to lack of lights or stop signs that it makes passing sketchy.

Flashing beacons, speed limit signs in more busy areas, etc. All matters in regards of people's safety

I would prioritize crosswalk improvements over other initiatives in this plan such as slow streets, some sidewalks.

Hand out reflectors for clothing at night. Insist that bikes have some reflectors on them. People dress in black and are so hard to see in the dark rainy nights

The raised crosswalks designed to slow traffic are a good idea, but as constructed they are ineffective. On numerous occasions I have tried to cross Cedar Drive and many vehicles (especially trucks) don't slow down. Since many drivers don't give pedestrians the right of way, the raised crosswalks should be higher. The speed bumps on Lombardy (next to Evergreen Park) are effective, and their design should be used when traffic calming is needed. Given the extra traffic Coquitlam is channeling through Poco, crosswalks on those busy roads require additional attention.

The roundabout at Newberry is great at slowing traffic down and keeping the flow from the side streets. I have noticed though, when crossing as a pedestrian, the vehicles coming from Cedar side, don't see the pedestrians crossing the cross walk. Many times, the cars have gone through the cross walk while I am half way through it. Perhaps a crosswalk flashing light indicator would help make them aware someone is about to cross.

The pedestrian overpass at Lougheed and Shaughnessy actually blocks sight lines down Shaughnessy to pedestrians trying to get to the pedestrian triangle in preparation to cross either Shaughnessy (east to west) or Lougheed (south to north)

Appreciate Port Coquitlam's approach to crosswalks including areas that have curbs that bulb out to prevent cars from going around a stopped car e.g. Prairie and Toronto. Much safer for pedestrians! Also appreciate that PoCo doesn't hesitate to put in additional crosswalks, lights, flashing beacons etc e.g. Coast Meridian. Helps prevent the roadway becoming a speedway

There is virtually no tactile crossings for the seeing impaired. Attention or "blister" paving patterns — Raised, flat-top dome patterns that warn of an upcoming drop-off from a curb or platform. There are two types of attention patterns: grid and offset. These patterns are sometimes called "blisters" because the flat dome shape is similar to a blister. Grid paving has two rows of raised domes to assist visually impaired people cross a road. It also helps warn of any upcoming curbs. Offset paving is similar to the grid pattern, except that the raised domes are in a staggered assortment. Offset paving is normally used on the edges of train platforms. Guiding or "corduroy" paving patterns — Rounded, rod-shaped lines that run across or alongside pavement. These patterns are sometimes called corduroy patterns because they resemble the lines found in corduroy fabric. Rods that run across pavement alert visually impaired pedestrians of an upcoming trip hazard, such as the top or bottom of a ramp or staircase. Rods that run alongside pavement guide visually impaired pedestrians safely along a route. You may find this type of tactile paving along the side of a cycleway. Lozenge paving patterns — Lozenge-shaped tiles that warn of high-speed transportation ahead, such as trains.

Could add flashing lights at crosswalks

The flashing lights in downtown area are a great improvement.

OK but could be closer

Raised crosswalks with light indication are fantastic for drivers to see pedestrians

BC in general has gone about this in the wrong way. There is no standard crosswalk configuration. (any intersecting through roads are deemed crosswalks, marked or unmarked). All crosswalks should be physically demarked with signs, painted road strips and controlled flashing lights that are activated by the pedestrian. Further, pedestrians should be responsible too and indicate intention of crossing by activating a light or point arm into crosswalk with their intent to cross (this process is used in other Provinces...you don't need to reinvent the wheel here.)

The new flashing beacons on Shaughnessy St In the downtown area are not as visible at the traditional stop lights for busy car drivers to notice. Drivers do not stop as they would have with a red light.

Better crosswalks in the shopping areas - near Save on and Walmart - but honestly it is more the pedestrians not using the crosswalks that are there.

Just look at Pitt River road, who in their right mind walks across that death trap without getting run over...

if crosswalk are constructed, ensure that the pavement markings are clear and visible and that they are not left to fade (to ensure they remain visible) as many of the roadway lane markings are rarely repainted and are left to fade away

There should be speedbumps by every playground. The Sun Valley playground, for example, has no speed controls, and it definitely needs them.

I'm glad to see that the collector crossing at Cedar Drive and Cedar Pump station (3930 Cedar Drive) is a priority 1 with the installation of a overhead pedestrian flashing beacons. This crossing is in a blind spot, particularly for vehicles going north on Cedar Drive. What about the crossing at Cedar Drive and Victoria Drive (near Traboulay-PoCo Trail and public washrooms)? I haven't found it in Appendix B. This is another dangerous crossing, as vehicles approach from both directions (downhill on Victoria Dr.) and don't always see people wanting to cross from the Huber Dr. side.

Few mentions of safety measures in the plan. Certain crosswalks described in appendix B addressed select description of lighting and safety improvements, but overall description of streetlight plan outside of crosswalks is underdeveloped. Would like to see significant change to use of existing streetlight lighting - transition to LED has been effective at increasing pedestrian visibility and safety and decreasing municipal costs in other jurisdictions.

There have been some improvements on the north side, but more needs to be done

Needs to have speed humps and flashing beacons at all schools (i.e. Ecole Irvine Elementary) and parks/playgrounds.

Noticeably harder to see smaller humans crossing, especially in harsh conditions, such as heavy rain or fog, flashing beacons would be an asset. Also, smaller humans are more unpredictable and may jet out in to the street suddenly and lack of speed humps cause parent/neighborhood traffic to continue at full speed and not slow to the 30 km/h sign as posted.

These are good; however, the lights should be synced to the normal traffic lights so that it enables traffic to flow properly.

Pedestrians should not expect to press the button for the lights to change and immediately cross. They can wait for a light to change in their favour the same as for a normal traffic intersection that has traffic lights.

More flashing crosswalk alerts needed at most intersections

Flashing lights are fantastic

Love the new flashers for pedestrian safety

Crosswalks are not lit enough

We are not that convinced that pedestrian activated flashing beacon crosswalks are that safe or effective -for pedestrians or drivers v

Same issue with the PoCo trail exit from Argue street to Shaughnessy. It's incredibly dangerous for walkers with strollers because the crosswalk leads to a thin stripe of the soil along the creek where a part of the side walk is absent and you have to walk through the mud or on the busy road if you decide to leave the trail at this point.

More lighted crosswalks are needed

No coordination of crosswalks on streets like Victoria drive that border our city.

Citadel and Confederation ends a traffic light I have been almost hit walking by cars not stopping at 4 way stop at school

People are clueless to the roundabouts, though they are effective

It took the death of a young woman to get crosswalk lights at Lobb and Shaughnessy after repeated requests.

I think the timer for cross-walks for people (e.g., at intersections) should not be too long. They seem like the right length of time in Port Coquitlam - they seem longer (excessively so) in some other places.

CrossWALKS are by their very definition for walking pedestrians. I for one am sick and tired of speeding cyclists using sidewalks and cross walks travelling on the WRONG side of the road flying through intersections using a cross walk designed for the speed of a pedestrian. They do NOT automatically have the right of way. In many cases there is limited visibility of a cyclist traveling down a sidewalk at near motor vehicle speeds. these only serve to add yet another degree of hazard in an already chaotic at times environment. Bad enough we have transit buses operating under their own rules that vary from everyone else.

Riverside/Riverwood area continues to be quite dangerous when trying to cross the street; thanks for all the efforts thus far. Perhaps police can start patrolling the area;

Flashing lights at crosswalks are a great idea.

Except in our neighborhood, there's signage saying that the crosswalk in front of Minnekhada Middle is a raised crosswalk and it's definitely not raised at all.

Come crosswalks on Prairie are very difficult to see pedestrians waiting - additionally lots of jaywalking. In conjunction with street-parked cars, this can be really dangerous.

Excellent response time through the Sort and Report App with replacing a burnt out set of bulbs on pedestrian crosswalk blinker!

Make all major intersections LPI

See earlier comments about Prairie Ave. Not an improvement and do not make this error again.

I think a crossing light should be put in on McAllister near the Poco Heritage near bowling alley as when crossing, because of the angled parking for parked vehicles, it creates limited visibility for pedestrians trying to cross there, and you must walk almost half way across the crosswalk to assess if any cars are coming before crossing the crosswalk as the parked cars block your view to oncoming traffic and I have almost been hit few times by some vehicles driving way too fast and unable to stop in time

Just make it easier for cyclists to activate crossing lights, put a switch closer to the curb

As mentioned previously, crosswalks that could be improved are: near Pitt River Middle School at the Tyner and Pitt River Road intersection (very dangerous for pedestrians and vehicles going south bound!), and the crosswalk on Mary Hill Road between Kelly Ave and Wilson Ave (the cars parked along the road block visibility especially for vehicles exiting the underground parking lot at the Community Centre).

Painted lines on the roads for crosswalks are in good condition year round

Good flashing lights at crosswalks

Flashing beacons are awesome for crosswalks. Please install more.

Focus on schools and park areas where high volume roads crossings

Cars continue to speed through intersections and not stop at stop signs. Intersection of Riverwood Gate and Riverside Drive for example.

Need all crosswalks with some sort of mechanism to identify when in use

This is an area that has seen noted improvements all over the city. Keep up the good work!

Additional crosswalks or pedestrian overpasses in commercial or high density areas. Fremont village could use additional crosswalks to encourage people to park in one spot and walk to various shops in the area.

crosswalks should have more lights

In order to reduce the "conflicts" between motorist and those using crosswalks there need to be more education of ALL parties. Too often I see pedestrians, cyclists or others using mobility devices failing to look after their OWN safety by failing to make themselves visible.

On Riverwood Drive, there is a section of the street that only has sidewalk in one side of it, but there are no crosswalks to be able to safely cross the road to the other side and it becomes dangerous when I have to run across the road with my daughter, OR stay on the street as in walking.

unfortunately, even with the blinky yellow lights, there are many drivers that will plow through the crosswalks. Crosswalks near Terry Fox and Kwayquitlam are both still hazardous and should be assessed for full pedestrian controlled red lights. Police presence also needs to be in school zones more as a whole and really cracking the whip on the people that are excessively speeding through school zones.

Doing a good job especially with the very busy cross-walks in busy traffic areas. Also, PoCo should make a very 'smart' program/ad about the Be Safe, Be Seen! as pedestrians/bicyclists. E-scooters dressed in black makes you VERY difficult to be seen by drivers. Seriously, it would be easy and other cities would probably use the same 'idea'. Maybe ICBC could do something. Reflective patches on umbrellas, backpacks, armband, etc. We are ALL part of the problem. ;)

Need more of these, for example along Cedar Drive to get to the Poco trail.

Very important to choose top locations

Flashing beacons are great. It gives me, a driver, a chance to see there is a pedestrian crossing the street.

I absolutely love the crosswalk beacons!! I would like to see many of them!

The pedestrian crossings on Shaughnessy in the town centre are fantastic for pedestrians..... however there needs to be an improvement. At peak times these crossing affect traffic turning south from Lougheed onto Shaughnessy. Maybe the crossings could all be linked so the traffic could flow in pulses at peak weekend times. Maybe the crossings could have a small delay in them rather than reacting instantly giving traffic a few minutes to flow.

Flashing lights for Shaughnessy and Patricia

I would say crosswalks without the blinking lights are not effective. Also, if you are making a crosswalk on a bike route could you please include a bike button as well on the edge of the sidewalk. Thanks.

Making sure crosswalks sound to help hearing impaired people.

We should have flashing beacons at all crosswalks

There are several crossings in the Fremont area that feel unsafe and dangerous to cross.

Additional flashing beacons required at major crosswalks (Night and rain driving)

do your best to reduce car speed to keep pedestrians safe
make pedestrian commuting safer

Well-marked crosswalks

I find a lot of the new flashers for the sidewalks are hard to see in the daylight

Many of the crosswalk cutaways are not flush with the road surface and create a unsafe bump to wheelchairs, skateboards
cyclists and scooters

Drivers will be more likely to notice stoplights, flashing beacons, etc. and stop as required.

It's getting better. The flashing beacons are great especially when vehicles notice them. But there are long stretches of major
roads with no designated safe crossing place, which is hard on anyone with mobility issues - so people end up crossing in
undesignated places.

As a driver, I very much appreciate the many flashing beacons that have been installed throughout the city, making the
crosswalks & pedestrians more visible, especially in dark & inclement weather!

Very supportive of these flashing crosswalks for safety. I wonder if at busier 4 way stop intersections that these flashers be
there too.... For example, it is still dangerous to cross Fremont and Prairie.

The flashing beacons has certainly provided a higher degree of safety and certainty for pedestrians.

To give more information to pedestrians and those with mobile units on what their roll is at crosswalks

Victoria drive has not kept up with development. Needs way more pedestrian controlled crosswalks with lights - especially for
at night. Cars speed down Victoria all the time. Comer by the Dyke- Victoria to Cedar - someone is going to get killed here.
The way people race down Victoria to cedar. The hedges on the private property blocking the view up Victoria and from
Victoria to the crosswalk in on cedar. The crosswalk is not large enough here and people risk their lives walking along the
cement wall on the east side of Cedar to get to the Coquitlam side of the Dyke. Crosswalk on cedar by G&M market. There is
going to be a accident/rear-ender there someday. People speed down this road after the speed bumps and then have to slam
on their brakes to finally spot the person that is on the crosswalk because the cross walk is on a corner - needs a pedestrian
activated light to cross to be safe.

The city should take more feedback from Vision Zero.

Love all the ideas for making these safer! Would love to see more bollards to protect pedestrians from turning cars. Plus,
daylight intersections using barriers so cars can't park too close to crosswalks

Aim high and don't compromise.

Making sure the paint used is reflective even in rainy weather.

The development includes all measures, so there should be no inconvenience to residents.

Key intersections are missing cross walk enhancements

Still need more enhanced crosswalks and street lights. At night , some areas in north poco are dark , no lights at night

Similar issue to other things, downtown Port Coquitlam has the majority of the safe cross walks while the rest of the city has cross walks that don't have advanced walk signals and sometimes not even a marking. The most dangerous crosswalk by far is the one crossing Coast Meridian Road and Greenmount Avenue where there is no pedestrian light and you have to pray that the drivers going 60-65 km/hr (because nobody follows the speed limit) slow down and don't kill you while crossing. Hence why I've never seen anybody use that crosswalk, it's a literal death sentence.

More enforcement of drivers.

Dark in some area hard to see crosswalk when drive at night People should wear brighter clothing

Pitt river road recently had flashing lights installed at more pedestrian crossings and I think it's fantastic.

I have no complaints in this area, after living in Mission, and Surrey, Poco is the best for transportation.

More crosswalks with lighting needed and reduce speed around city core areas and neighborliness streets

Very important

More flashing beacons

Never been an issue in my opinion

The city seems to have done well already

The crosswalk at Toronto and Prairie is a bit dicey currently and MANY middle school students and people walking to the shops cross here. Cars turning from the south side of Toronto left onto Prairie going westbound are often in a rush to cross, making it a bit scary for pedestrians. My son walks to Terry Fox across this crossing and I walk there frequently and both of us has had to put out our hands to get the cars turning left to slow down and/or recognize that we are walking across. I've also seen other people impacted by this.

I'm also happy to finally see more signaled crosswalks. Crosswalks at some locations such as Kelly Avenue and Mary Hill Road can become completely washed out by sunlight and drivers cannot see if they are flashing. Perhaps adding a shade to the existing lights can increase visibility.

Control the bikes better.

I like the idea of flashing beacons and raised crosswalks. Twice I have nearly been hit in crosswalks and both times it was from distracted drivers making a turn and not watching what was happening in the crosswalk. Incidentally, both times I was also on a walk signal and wearing a reflective vest. Not sure what more can be done to improve safety at crosswalks. More public outreach, advertising campaigns aimed at drivers and pedestrians, perhaps, as both have a role in safety.

This is central to safety since our city is in darkness so often. I am wearing lights when I walk in the dark and some drivers still don't see me at an intersection when I am crossing (I've had some scary moments crossing legitimately when cars that turn do a last minute full stop when they finally do see you; Coast Meridian/Salisbury for example). Should the lighting be even better? Should there be more lighting that is movement-triggered on side streets?

Maybe add more crosswalk

Missing a lot of areas away from the major streets

Lights

I would like to see speed bumps before all school cross walks. Far enough from them to ensure vehicle is low enough to stop. Would also help distracted drivers are aware they are in a school zone.

not sure

There are areas in poco, mainly near terry fox heading towards Costco that is used as a throughway for people, constant running of stop signs, near misses of cars and pedestrians and vehicles speed through school zones blow stop signs.

Raised cross walks should be implemented more, they're rarely an issue and help traffic truly slow down. Not a problem also for emergency services access, tons of places do it and they have ambulances too.

again, it's the commuters cutting thru Poco running lights and slowing their roll at the stop signs

Well in areas other than sidewalk and trail safety for pedestrians.

crosswalks need work

Reinstate crosswalks previously removed.

Enforce laws on bicycles using crosswalks

See my previous point about Fremont Village/Walmart area. Major shopping area connected to housing with no safe crossings? Really needs to be addressed! Having said that have seen big improvements in other areas with speed humps, crossing lights, etc.

Flashing beacons are great.

The flashing lights good choice at crosswalks but could use more of them in the busy downtown core

Love the recent installation of raised crosswalks, keep them coming.

Intersection at Vincent and Prairie is not very safe as vehicles travel fast on Prairie. It's also unsafe for vehicles to turn into Prairie from Vincent if turning left

Not enough light or visibility on intersections of Langan (parking needs to be scaled back) and Cameron. As cars screech to a halt after noticing pedestrians last minute.

I like the new flashing beacons and hope more are added to the community.

The Crosswalks at Riverwood Gate & Riverside Drive NEED PROPER CROSSWALK LIGHT CONTROLS & ENFORCEMENT!!! THIS AREA IS A DISASTER ZONE at Terry Fox Secondary OPENING & CLOSING TIMES, with Students Completely Ignoring Traffic Flow, Talking In Groups, and Staring Down at their Phones, Paying Little, or No Attention to the Traffic Jams, that they are Creating. Whatever Happened to: STOP, LOOK, & LISTEN??? Students Need Proper Community Instruction & Enforcement on USE of the Neighborhood Crosswalks!!!

New flashing light crosswalk at Wellington and Patricia is a great addition.

I noticed that some intersections like Shaughnessy and Wilson allow the pedestrian traffic light to turn on multiple times. It may seem friendly to pedestrians. But it's actually dangerous for the pedestrians as the traffic nowadays is much busier than maybe two years ago. Vehicles that try to make left turn usually focus on the traffic light and the incoming traffic and once they find an opportunity to turn left safely, sometimes suddenly pedestrians are crossing the intersections. It's a bad design.

The flashing lights are great we need many more. Drivers and pedestrians need to pay more attention at crosswalks etc. Certainly! Improving crosswalks is crucial for pedestrian safety and enhancing walkability in communities. Here are additional comments on proposed crosswalk improvements: 1. Visibility Enhancement: Improve crosswalk visibility through high-contrast markings, bright colors, and adequate lighting, especially in areas with low visibility or during nighttime. 2. Advanced Crossing Signals: Implement advanced crossing signals like pedestrian-activated beacons or countdown timers to alert both pedestrians and drivers, ensuring a safer crossing experience. 3. Raised Crosswalks or Speed Tables: Consider installing raised crosswalks or speed tables, which not only indicate pedestrian crossings but also encourage drivers to slow down, enhancing safety. 4. Accessibility: Ensure crosswalks are accessible to all individuals, including those with disabilities, by providing curb cuts, tactile paving, and appropriate signage compliant with ADA standards. 5. Education and Enforcement: Conduct educational campaigns to raise awareness about crosswalk safety for both pedestrians and drivers. Coupled with strict enforcement of traffic laws, this can significantly reduce accidents. 6. Location Assessment: Assess crosswalk locations to determine if they are strategically placed based on pedestrian traffic, proximity to key destinations, and visibility. 7. Community Engagement: Involve local communities in decision-making processes regarding crosswalk improvements to address specific needs and concerns. By enhancing crosswalks, communities can create safer environments for pedestrians, encouraging walking as a mode of transportation, and promoting overall community well-being.

Please also consider a traffic light at Cedar drive and Lincoln Avenue

Crosswalk needed by colony farm entrance on Shaughnessy near eastern.

We need crosswalks around Kwayquitlam Middle School. With the new housing developments occurring this should be implemented during the permitting of the removal and building of a home. This is especially needed along Dorset Street and the others connected to the school.

Consider placement to ensure users won't take shortcuts by Jay walking elsewhere

I'm honestly a little concerned about the safety of the flashing beacon crosswalks--a lot of motorists still don't pay attention or slow down and I think particularly near schools where you have a lot of kids crossing frequently at different times of the day, actual pedestrian controlled stoplights would be a better choice. More raised crosswalks are definitely a good move since those force motorists to slow down.

The pedestrian crosswalk on Wilson could use a flashing pedestrian sign. The pedestrian light on Shaughnessy near Atkins could probably be upgraded to a pedestrian controlled stop light

I have suggested a raised crosswalk on Maple Street at Elgin Ave

Make the e-scooters and e-bike riders dismount and walk instead of being a hazard for pedestrians.

flashing beacons should be used at all school crosswalks. ALL.

In very busy intersections please consider diagonal crossing.

Love flashing beacons. Keep it going.

Please make Riverwood Gate from Terry Fox Secondary all the way to Blakeburn Elementary an entire school zone to be inclusive of daycare. Too many speeders

I chose I don't know because there are still many places that crossing beacons need to be put in. Too many times I witness someone almost being hit when driving around Port Coquitlam. Not in the downtown core.

It's tough to understand what the MTP will actually deliver for crosswalk safety. I also notice that the intersection of Pitt River and Lougheed isn't addressed. That intersection is a disaster of pedestrian safety. The sidewalk ends, becomes a rough shoulder, intersects with a right turn, and then becomes a poorly marked crosswalk across Lougheed. This intersection is due to be upgraded as part of the grade separation project, but depending on where that lands simply rehabilitating the existing design to improve pedestrian safety and implement a better right turn lane that separates earlier should be considered as an interim.

I think more crosswalk paint is needed in many areas to help ensure cars stop to let people cross.

Coloured crosswalks have done nothing to improve the safe crossing along Prairie Avenue. Many motorists fail to stop for pedestrians waiting to cross or even while in the crosswalk. 4-way stop signs are not abided by either to allow safe crossing of pedestrians.

Too many drivers not stopping at crosswalks with flashing lights. The crosswalk on Mary Hill from Kelly is particularly bad. Many people use it to get to the PCCC.

This area needs a lot of work and enforcement

The increase of lit crosswalks and pedestrian crosswalks are noted in the past couple of years, however it does not take into account driver behaviour. There have been multiple instances where my young family and I have been crossing at a red light at Pooley and Pitt River and had cars run the red light while we were crossing as recently as November 20th. Traffic has increased in this area and driver patience is at an all-time low. Drivers see no issue with putting children's safety at risk. Only crosswalks with known incidents and are reported as problematic should be improved. Capital should be used where it does the most effective good.

I can see that some of my concerns are taken care of in this plan. I only wish there would be flashing beacons for cars that turns left and need to look for pedestrians to make them aware.

The MTP continues the great work done by the city on improving pedestrian safety. I would like to see more focus in the future on continuous sidewalks/MUPS/cycle tracks as a key safety improvement for vulnerable road users. Good to see two mentions of continuous sidewalks in the MTP.

The crosswalk at Harbour and Pitt River road, right by the Shell gas station is long overdue. It is one of the unsafest crosswalks Port Coquitlam has, it has always scared me as a pedestrian crossing it and a driver. There are way too many parked cars blocking the crosswalk entrance and exit points, it is not lit up at all and very hard to see as many people speed off the bypass past it. Even worse, a child was just hit by a car there and it is only a matter of time before someone is killed there. I am not sure what else needs to happen to have this crosswalk updated. This needs to be a top priority.

We need a proper one by Shell off Maryhill bypass!

Surprised nothing for the cross walk at Pitt river Rd and Harbour street has not been address. it is very dangerous and needs to be updated with at least flashing lights before more people get hurt

Provide enhanced sidewalks to any sidewalk proven to be dangerous, specifically at Pitt River & Harbour where a child was hit by a car last week.

Slow work, many areas need to be addressed i.e. Pitt River both directions, and Maryhill intersections

Where did this idea that crosswalks are dangerous come from? I have lived in PoCo for 39 years and I have never heard of a problem with people getting hurt crossing a street. I think this is just the city looking for non-existent problems in order to rip up perfectly good streets just for something to do.

The city needs to design better guidelines on implementing good quality crosswalks. The crosswalk activation should be accessible by cyclists and pedestrians, and the timing should be easier for pedestrians.

Most effective when combined with Slow Street speed limits.

Been adding lots of crosswalks the last few years. This isn't an issue

Curb bulb-outs and raised crosswalks are great - but it sounds like the plan considers them expensive. I think that there is almost no point adding signage or paint as drivers will still ignore it. Even in the photo on page 33 of the report in the section on crosswalks show it is pointless. You have a picture of a vehicle that is stopped IN the crosswalk. The street light seen in the photo is yellow, implying that the flow of traffic is turning from green to red and it will soon be the grey SUV's turn. Yet it is still waiting past the stop line in the crosswalk where pedestrians would be. I see this all the time everywhere - no matter the signs or paint colour. Physical barriers, making it illegal to turn right on red, and traffic law enforcement would help make crosswalks safer.

Pedestrian activated cross walk are a great improvement

Could use improvements in some low visibility areas such as the corner on the dike where many speed and the sidewalk is very narrow and cars are blind to pedestrians

A cross walk that comes to mind is Patricia and oxford. It is a bike route and to cross this street is very dangerous and very awkward as the street does not continue in a straight path and there is a potential blind spot for cyclist and drivers when coming from the east. People tend to speed here. Make this a better crossing please. and less dangerous.

Please add some well seen in the dark/ rain signs and features for crosswalks to be more visible

I nearly get hit by a car at least once a day on zebra crossings especially. More lighting/flashing lights

Giving pedestrian a signal priority would also help as it would allow the pedestrian to start crossing before vehicles making them more visible.

Flashing beacons are really useful

Not direct enough to cross a street with a light while walking. Have to cross in an L shape to cross straight.

Too many already where I am. It impedes and frustrates drivers of all sorts. It reminds me of putting bus stops every block. It just makes everything take longer and makes drivers want to do possibly unsafe things to get past. Sidewalks where they are needed is 100%. More sidewalks so folks don't have to walk an extra block is not a good idea.

Safe pedestrian crossing is also fundamental. As an example, the 4 way stop on Dominion and Fremont Connector is extremely dangerous and traffic lights are needed there.

For the safety of our students, parents, grandparents, caregivers: flashing beacons should be used at all school crosswalks. We, at Irvine Elementary, have been trying to get these installed at the 2 main crosswalks at Wellington Ave/Myrtle Way and Wellington Ave/North of Kent Ave at the already existing crosswalk. There have been multiple close calls with drivers going at an excessive rate of speed and narrowly missing pedestrians already in the crosswalk. Flashing beacons could help alert drivers to pedestrians using the crosswalk, especially during school drop-off and dismissal.

There are many improvements that could be made here. One example is having zebra crossings combined with speed bumps, but actually build them so they are level for anyone crossing the street. For example, near the Coquitlam River Trail on Maple St, there are crossings where people must go down to street level but then abruptly rise back up again. Making this level will greatly increase accessibility to those with mobility issues. Beyond this, there are many areas of the city where walking infrastructure is not treated with respect. There should be a crosswalk on all sides of the Lougheed and Shaughnessy intersection, but it is impossible to cross north to south on the west side of the intersection. It is disrespectful to those walking if we have to cross the street three times to get to an area we should only have to cross once. Fixing this intersection and others will greatly improve the walkability of PoCo.

I live near Fraser Avenue and Cambridge. Children walking to school across Prairie, have to walk on the road. There is no cross-walk across Fraser from Cambridge. The sidewalks were added on Fraser which is awesome but Fraser is extremely busy and I have seen many near misses. Suggest either a 4 way stop sign at this intersection, speed bumps or a cross-walk.

Some intersections can be signed better for walkers, and maybe even look at implementing the cross intersection pedestrian walking signals like those found in Banff

Everyday people cross the road by the ford garage not on a crossing

I like the addition of caution lights that are controlled by pedestrians, to many crosswalks. They are very helpful for drivers in dark/wet winter conditions. Please consider adding these lights at more crossings - particularly at/near Gates Park.

Near to signals, even if pedestrian walk signal is ON and people are walking, cars taking left or right turns. Many times it was scary and parents with baby strollers are in much more facing troubles. Walking pathways should be flat, not to be slope. Only when it gets intersection it should be slope to slide down, but not on walking way. It is more difficult to walk when carrying a luggage, or moving a stroller, and during rainy and snowy days.

The crossing at Victoria east of Mitchell does not meet this requirement. Nor is it safe. Anyone using wheels cannot use that crossing to/from Coquitlam.

The pedestrian overpass at the corner of Shaughnessy and Lougheed highway, is never used. It should be removed if there is a cost to maintain it. There is no need for this since there are accessible crosswalks.

Crosswalk bulges and raised crossings are a welcome improvement in many places, including Maple Avenue and the Donald Pathway. I look forward to further improvements as listed in the MTP.

There are concerns around "safe" routes as some of our crosswalks that kids use are not safe.

Could have more intersections with pedestrian lights for extra safety

See previous comment re: traffic lights for safer crossing.

The City has been too aggressive in laying out speed humps, and there are too many signs and markings making for too much visual clutter. The bad intersections, like the ones near Coast Meridian and Prairie remain places where pedestrians take their souls into their hands when trying to cross the street.

More lighting to small streets

I find the intersection at Coast Meridian and Robertson dangerous for pedestrians. Kids cross to head back and forth to Terry Fox School. Cars turning left on to Coast Meridian heading towards Lougheed have no regard for the kids crossing. They try and speed in front of them or carve it just behind them. I am so surprised no one has been killed yet. Not sure what can be done to make it safer for them. Also bike lane on Robertson to Terry Fox would be great too.

Make sure high traffic areas are safe for pedestrians (ie. near schools, community centres, shopping centres) such as implement traffic lights at high traffic intersections, and make sure parked cars and shrubs do not block the view for people in vehicles. There are a few dangerous intersections and areas that could be fixed such as: Tyner and Pitt River cross walk; it's difficult for vehicles going uphill to see traffic running perpendicular, plus this is at the corner of a school where a child was hit and killed around 20 years ago, this intersection needs to be made safer for everyone and should have a traffic light. Another area is the cross walk near the new Port Coquitlam community centre, specifically on Mary Hill Road between Kelly Ave and Wilson Ave, cars tend to speed here and don't pay attention to pedestrians; also the visibility is very poor when exiting the underground parking lot from this community center and this is also right beside the crosswalk! The Kingsway Bridge (over the Coquitlam River) could have a railing as crossing this as a pedestrian feels very unsafe; cyclists going underneath this bridge tend to go very fast too as visibility isn't great so there could be a railing too (no one dismounts here). The roundabout at Tyner and Kingsway is a great improvement for that previously awkward area; the delayed traffic lights at Shaughnessy and McAllister is also great since vehicles often don't want to let pedestrians through. These two areas have been improved greatly in my opinion.

Pedestrian crossing nearby bus stops

Look at movement across PoCo borders as well. There ZERO safe places to cross Victoria Drive east of Soball.

Improvement projects should be focused first and foremost on the safety of our children crossing the street when going to/from school

Surprised nothing for the cross walk at Pitt river Rd and Harbour street has not been address. it is very dangerous and needs to be updated with at least flashing lights before more people get hurt

Safety needs to be at the forefront. Please address the intersection of the Maryhill bypass adjacent to the gas station. Last week a 12 year old was hit, 100% because of a lack of proper lighting and crosswalk safety measures. This needs to be addressed before there is a loss of life above all else.

Please fix areas known to be dangerous, whether on popular or destination routes or not. Specifically, the crosswalk where a child was hit by a car last week, at Pitt River and Harbour Ave. This sidewalk is poorly lit, and an ongoing concern for this neighbourhood. It needs pedestrian controlled lights, similar to ones installed further on Pitt River Road.

Pitt River both north and south and east and west have become such heavy traffic areas. There are a few school zones to pass through, many crosswalks not lit and when there is an accident on Lougheed or Maryhill, the traffic is increased putting more pedestrians at risk when crossing.

There should be more lighted crosswalks on busy roads

Focus should be on dangerous and difficult intersections of which there are so many.

the lack of detail regarding lighting and cross walk design in the MTP make it difficult to identify if the proposed sidewalk projects are going to provide sufficient safety for our local areas. in addition to overall poor sidewalk availability, where there are sidewalks/MUP/cycle tracks/etc, streetlights are woefully inadequate for anything but automobile based transportation

There are still many crosswalks that are extremely dangerous for pedestrians/school-aged children to use

Improved street lighting if possible.

We need more street lights in the Kingsway area in front of Saputo and the chicken facility. Lots of people work there and have to cross the street in pitch black weather, it's really unsafe for both drivers and pedestrians. Even large trucks from Saputo and other trucks in this area have a hard time turning as there are not enough lights for them. It's really dangerous.

One specific area that needs to be improved very soon is at Fremont Village. There are not enough safe crossing points from the retail area to the residential area. This was a BIG oversight for a location that is supposed to be all about live/work/play.

Some of the crossings don't feel safe to cross even with lights, because cars are able to turn left while pedestrians cross the road. There should be an extra light or sign for drivers to make them aware.

Green crossing from Patricia across Shaughnessy causes confusion for drivers and conflict for cyclists, should be a 3 way stop Kelly Ave is designated as a cycling route. Could we put bike accessible buttons in to activate the road crossing lights? Right now, you have to ride up onto the sidewalk to activate the pedestrian lights and it is inconvenient and hard during busy times.

Please add more pedestrian/wheelchair crossing bridges along the Lougheed Highway to make it more convenient/efficient for people to cross from one side to the other without waiting for traffic lights. Thanks so much!

crosswalk at the shell!

Surprised nothing for the cross walk at Pitt river Rd and Harbour street has not been addressed. it is very dangerous and needs to be updated with at least flashing lights before more people get hurt

Clarity Required

Why are some crosswalk areas painted green and others aren't?

Less Supportive/Opposed

Too much visual clutter.

I don't see improvement, just more visual clutter and distraction. Some downtown intersections could use "scramble" crossings where traffic is stopped all four ways at once to allow pedestrians to cross in any direction. Other intersections could benefit from staggered crossing signals that allow pedestrians to cross before the traffic green light. Let's face it, PoCo drivers aren't the best, and no matter what you do to dress up an intersection, a distracted, harried driver will still ignore pedestrians.

Roadways are designed for automotive transportation, paid for by tax dollars derived from fuel taxes, etc. Pedestrians walking on the sidewalk should pay attention to vehicular traffic instead of walking and texting at the same time. Skateboarding, inline skating, scooters, bikes, etc are dangerous by design because they offer no bodily protection and require balancing skills that can easily be disrupted. They should be nowhere near pedestrian traffic, motor vehicle traffic, nor infrastructure that supports these methods of transportation.

We already have a sufficient number of crosswalks and pedestrian, controlled lights in our city.

If you really want to improve safety take out from the roads bicycles, scooters, skateboards, inline skates. That will be solution

Many of the traffic calming devices added around the city are not needed. I realize we want to keep people safe, and we do. But we should really ask ourselves if each device is really needed.

STREET DESIGN

How well does the MTP achieve the goal to design select streets in the City's more urban, commercial areas as attractive 'people places' that support: local businesses; walking/wheeling/rolling; a healthy environment; places to gather, and; less congestion, speed and noise?

Support/More Needed

Excellent!!!

Great idea

Big priority!

Love it! This will build community, enrich outdoor spaces and put PoCo on the map.

Yes to streetscapes and urban design!

Wonderful goals. Now spend the money to make this happen.

I really like to see the ideas for improving sidewalks and beautification of the City with more trees and banners/artwork.

The city should prioritize greener modes of transport.

improves mental wellness

I like the idea of promoted health and wellness. Wondering if there is an opportunity to include street furniture and/or additional waste receptacles at strategic points along the way for both user respite and litter management, while taking into account ease of public works maintenance.

Getting ppl out and walking is very important for long term benefits. It's still surprising that ppl don't know their neighborhoods very well, what businesses available what restaurants open, what attractions and events going on. If ppl were to be out and around more often, they'd learn those better

Now with greater focus on reduction of car use all the routes beside good paths, sidewalks etc should consider the environment surrounding the route: 1. Green space, trees, shrubs, wild spaces 2. Noise and views, berms, hedge 3. Rest stops and destinations, cafes, viewpoints, mini meeting spots, sports areas. Long ago Vancouver had "Livable region" plan. It was a good idea. Do not force people into anything but encourage and provide incentives.

Complete Streets Approach: Embrace a "complete streets" approach that accommodates diverse users, including pedestrians, cyclists, public transportation, and vehicles. This approach aims to design streets that are safe, convenient, and accessible for everyone. 2.

Pedestrian-Friendly Features: Implement wider sidewalks, pedestrian crossings, refuge islands, and accessible ramps to prioritize pedestrian safety and encourage walking.

I'm loving the new planter additions! Poco has come a long way in the last few years

As a city we are definitely getting there. The improvements year on year are really good.

I do believe that more can be done to improve the outdoor space. Cities like Bentonville provide an excellent example for us to follow in implementing urban and greenspaces that are attractive.

Hard to find a place in poco that is not noisy. Lots of sound pollution from roads but that could just be me on Coast Meridian
Before I got my license, I took transit everywhere, Mr. West was not the mayor until I was an adult sadly. But taking transit was boring and our city was ugly. Mr. West has done an excellent job at reviving the culture and spirit of Port Coquitlam, making it truly feel like a *community* and a place to call home. Makes me once again proud to call my hometown Port Coquitlam

Down town PoCo is looking better

Downtown Port Coquitlam is a great example how improving Urban Street Design can benefit everyone. The MTP plans to bring better street design to other parts of Port Coquitlam which is good news. I hope the Kingsway improvements near Westwood bring it to closer alignment with the Urban design of downtown Port Coquitlam. I prefer the Figure 9.1g design over Figure 9.1f. The current number of lanes feels like a waste of space on Kingsway, but reducing the lanes would require dedicated right turns lanes at intersections.

I believe the work in the downtown core has been excellent, and I am excited to see further developments in that direction.

At first, I wasn't sure why the renovations to the grounds around City Hall were necessary. After the renovation was completed, it is clearly a more beautiful & useful space. Job well done!

I think the city is doing a good job of this and I appreciate the effort

Keep It Up & Involve Input from Local Residents, Users, and Businesses.

Again, I see this as a work in progress

Please expand further on these opportunities in the current and future plans wherever possible.

The "walkability" of the downtown core has proven this is a sound concept that should be expanded upon.

Better complete streets type of design within the downtown that increases safety, promotes a more active lifestyle, encourages a sense of community and supports local businesses.

There should be a greater focus on walkability of these select streets.

Need this to be more noticeable and recognizable

As long as it's classy and doesn't make an area too gaudy or "busy". More nature influenced to compliment the natural beauty of the city. Nothing that would impede safety as there is "too much" going on visually and distracting to drivers. Consultation with neighbourhoods on gathering spots should be considered, not everyone wants people congregating nearby.

The pop-up gathering place on Shaughnessy is a great area and meeting place. I did prefer the area now under construction near City Hall, though. It had lots of shade in the summertime, was quiet and a great spot to take photos.

I would like to see more places to gather and sit along intersections much like those along Maple Street and at Villaggio.

More car-free streets would be amazing

I like having pedestrian areas, free of traffic. PoCo has always enjoyed its 'small town' feel and this helps.

Look for opportunities to make existing retail streets or to incent future development so as to encourage pedestrian only zones. The space south of the new Community Centre where the farmer's market is held is a good example although the area could benefit with more greenery to help with shading and cooling during hot summer days.

Just turn downtown into a pedestrian precinct.

It's a start but would love to see more businesses that welcome dogs inside

Removing parking spaces would be a good start to making places more people-friendly. Even if that is not achievable, charging people for parking would encourage them to travel without the car, and even if they do still want to park, it is an easy revenue generation opportunity for the city.

And the need to use crime prevention through environmental design principals in creating walkable locations.

Again, good goals, same as my own comments. Let's see how well it works out. Best plans and intentions may require adjustment, plan for it.

I love the city wraps and banners - they are a cheap and easy way to make our city look even better. I appreciate that our city is small and the improvements are easily spread among the residents. I like the streetscape improvements along Prairie east of coast meridian, but I don't think enough room was left for cars - a better balance could have been found that didn't make the lanes and parking so narrow. More room could have been taken from the grass areas in the blvds. As much as we want to encourage people to walk, ride, and stay local we cannot forget that we are in a suburban environment that is and will continued to be dominated by cars - the density of the poco population, and their reasons for living here are not going to change, and we need to provide alternatives that don't improve active transportation at the expense of the utility of our car based infrastructure. I think we can have both - we just need to make sure the pendulum doesn't sway too far one way or another.

More work is needed in all these areas

Though I think improvements are needed in this area, I still think the congestion with railroad crossings and more sidewalks should be prioritized

I think this is important but safe streets with sidewalks and speed bumps are higher priority

Love the idea! Especially Rainwater Management, Public Art. Not sure what Street Trees are - is this like tree-lined streets? If so, I'm definitely in favour of. The more trees, the better.

I think PoCo is one of the best cities for this, but I would like to see more greenery/vegetation included in areas otherwise dominated by concrete

The MTP should prioritize improvements that align with greening. Pathways can include greenery that encourages biodiversity, low water plants during dry months, and native species. Start campaign to highlight green initiatives and encourage green choices for transportation.

There is no quality urban street design without the planting of substantial trees. Urban canopies are required to use those spaces in the heat of summer. More trees please.

Kudos to the team that does the plantings in flowerbeds around the city - always looks fantastic. The improvements to downtown poco have been good in some ways - more open, feels safer, looks attractive, but I do, like many residents, regret that so many trees have been cut down in the downtown area in the last few years. It was always so pretty in the Spring with cherry blossoms and mature trees. I wish more could have been done to keep more trees. The Donald pathway is a gem in the city and I look forward to seeing the new Leigh square.

If we could plant a billion more native trees and plants to help shade and beautify the streets that would be awesome.

Plant more trees, and refrain from chopping down trees that "may fail" if you are concerned about the amount of carbon in our atmosphere. Many trees in or around Chelsea park were needlessly removed recently. Expand/add lanes to existing major roads if possible.

I just miss some of the trees that were removed for the shade that provided from the hot sun on scorching hot summer days while walking, sitting or waiting for bus

You have cut down and removed trees on Mary hill which did not need to be cut, only to waste the taxpayer money putting in new ones I see improvements being made, but I also see many healthy mature trees being removed which are completely unnecessary-use your imagination to create winding paths and walkways to create an artistic blend with nature, instead of the straight line (when not mandatory) which take out rows of beautiful trees which could enhance any project. City Hall project is an example where it could have been beautifully enhanced without the loss of green space replaced with cement.

Been disappointed so far with all this planning. Trees was just mowed down to fill in the Atira location and just saved 3 mature trees. The vacant lot on Dominion beside Costco was also levelled and that was full of mature trees. The front of city hall had beautiful Cherry Blossom trees that are now all gone. Now we have this stupid metal Christmas tree on the corner.

There is a major lack of ANY street trees on most of the street boulevard of residential streets in North PoCo. This is a huge opportunity for the City to take leadership and plant deciduous shade streets on the street boulevard that it owns. I would recommend that the City work with the Cities of Coquitlam and Port Moody to jointly apply for the 2 billion trees program of the Government of Canada for grants. The minimum number of trees per year for a grand is 10,000 which is probably too much for PoCo, but the City could jointly apply and likely manage planting a few thousand trees per year on the street boulevards. This is good for active transportation, resiliency to the heat island effect and for wildlife habitat.

More greenery and functional green space needed along with commercial building code design requirements to help the city develop into an attractive urban attraction. Think Guadalajara, Mexico and Canmore, AB. Quant and designed with a vision in mind to keep our city beautiful

I absolutely appreciate how the city landscapes and maintains all the green spaces.

Please do not spend any more money on banners. They are not pretty, they are a waste of money. I would way rather see the city plant more trees, gardens with native plants & eco-friendly spaces like the pond over near Blakeburn. More public art. Especially in more residential areas and not just downtown. Utility wraps are great and deter graffiti. I don't think Reeve ave needs upgrades.

It was very hard to read some of the maps here. I would like to see more attention to the walking routes in and around the commercial area around Prairie and Meridian. Street trees are really key as they are not consistent which makes it very hot in the summer as the temperatures increase with climate change.

Be careful in the trees, etc planted - they grow disrupting sidewalks, infrastructure etc

Focus on principles of transportation first in this plan. Streetscape, trees and storm water are not part of the MTP focus (moving people). That said, I support using green boulevards to have trees and storm water solutions over bike lanes or cycle tracks. Sidewalks first priority then trees then MUPs then cycle tracks

A good area to explore would be downtown PoCo. I love the city atmosphere, but I think it is too small and there aren't too many options. We could have more attractive areas in downtown to gather people, like restaurants, pubs, playgrounds, etc... Not sure if street design would help on that, but it is my opinion.

Ensure the businesses on these selected streets are consulted and have the opportunity to participate.

I live on Prairie and am thrilled with the improvements made to our street.

I really love the MUP along Prairie and look forward to its extension further westward.

The bike route along Prairie is a model for other neighbourhoods - completely separated from car traffic. I'm impressed by this and use it often. More of this model please!

Beautify the main streets in our city like Prairie Avenue. Think beyond just 'downtown poco'.

McAlister changes have been great

I like the section of McAllister Ave that was redone and made into a one-way street with a multi-use path, between Shaughnessy and Mary Hill Rd. But why are there any bicycle racks, except for some that were installed in Veterans Park. Bicycle racks should be installed along that path so cyclists can lock their bikes near the business they want to go. I'm all for rainwater management and street trees. I think that more of this should have been done for the section of Prairie Ave that was redone between Coast Meridian and Fremont Street. There are not enough trees/shrubs/perennial flowers that were planted along Prairie Ave, and roadside rain gardens should have been created instead of simply putting grass over a thin layer of topsoil. It is a much more sustainable and drought resistant option, plus it significantly improves the curb appeal. We definitely need more patios and sidewalk cafes in downtown Port Coquitlam. This would embellish PoCo and make it more appealing for people to come and eat/drink.

The improvements to the entrance of Downtown just past the tunnel make for a safer and more predictable environment for all road-users. It would be great to see improvements around the Oxford Connector, particularly the curve by the Esso/Safeway seems like a potentially dangerous area that could be controlled more effectively.

McAllister street is a great transformation along with the City Hall courtyard and future rec area adjacent.

Kudos here to the Donald Walkway improvements. A real gem in our downtown! Still like to better understand the overall vision for PoCo downtown. Will more one way pedestrian friendly streets like McAllister be coming?

Will be great to have more public markets and festivals in the future.

Consider events such as a cultural crawl to encourage use and highlight design elements within the city

PoCo Public Art lags far behind GVRD municipalities. There are First Nations bands that have public art budgets that eclipse that of Poco the way a mountain will eclipse a candle. PoCo routinely gets chosen for film crews to stand in for American cities on the decline: zombie movies, crime movies, horror movies, etc. Think on why this is. Why does PoCo make a good stand-in for Detroit? Our Council is completely blind when it comes to Public Art, and has been for so long that it's impossible to make them care.

I like the initiatives to add art and attractive spaces in the community.

we need more public art/colors/murals... The plan is OK but we need even more emphasis on urban beauty

More indigenous art. Love murals

I am an artist who has created public artwork for various municipalities in the Lower Mainland and would love to see more public art in Po Co, I do feel Port Coquitlam falls behind other cities in the Lower Mainland when it comes to Public Art. For example, Vancouver and Richmond have a great program for public artwork on utility boxes, it's great for emerging artists and showcases vibrant and varied artwork around those cities. The artwork on the utility boxes in Port Coquitlam look like they were photographed by one amateur photographer (sorry if they are reading this), it would be great if these utility boxes could be used as a canvas for other artists too. I have also applied to a public art call for Lion's Park a few years ago and am disappointed to see that this project has not gone ahead yet with whoever the selected artist was. I know the artist (Sandeep Johal) who created the crosswalk artwork at McCallister which I think it's fantastic and would love to see more of this, though I do think Port Coquitlam should do this through open public art calls so people who have a connection to the area have an opportunity to enliven this growing city, rather than pre-select an artist. The artwork at the underpass on Shaughnessy underneath Kingsway is very dirty and either needs to be cleaned or replaced with fresh work. The pop-up park between Elgin and McCallister along Shaughnessy is great and could be used as an area to invite artists to create temporary artwork on a rotating basis. Surrey has a great street banner program that Port Coquitlam could also look at and adopt. Rotating, smaller scale public artwork would be a great beginning step for creating a public art program in Port Coquitlam, offering local (lower mainland) emerging artists opportunities to engage and enliven the community. The gardens around Port Coquitlam area really great and colourful.

This has improved but it would be great to see more murals and art.

More markets and support for local farmers

Spend more time on engineering designs to make sure vehicles can make the turns safely. I'm thinking specifically of McAllister where trucks couldn't get out of the lane behind the police station without hitting the stanchions or pulling off their mirrors. They were removed later but one wonders why they weren't tested in the first place before installation.

Your focus is heavily skewed to downtown poco.

Expand this urban design approach to beyond the downtown Shaughnessy corridor.

The street design is getting better in the downtown core but that needs to expand. Consider it everywhere.

Again, a plug for the MUP on Prairie from Shaughnessy to Coast Meridian to be moved up in priority (and/or replace Wellington MUP priority) to improve urban use along a major corridor and connect multiple routes more efficiently. Historical emphasis on car-traffic in north PoCo and recent large scale improvements to the downtown core have shown preference to areas with very specific business/urban goals. The upcoming largescale development and future plans based on the OCP suggest that it's time to place emphasis on the Riverwood area and areas along Coast Meridian/Prairie

Feels like there are even more opportunities for this when I look at the map.

The south side gets all of the attention so it is nice to see some effort allocated to the north side in the plan

The north side needs an urban street design

There is a North side of Port Coquitlam. There is no Urban Street Design here.

There is a divide between the north and the south side with more money spent on the south side and the downtown core than the north side.

I only see a couple of streetscape routes on the MTP map and they don't seem to be in areas of higher density, which is conducive to local businesses, places to gather, and more walking/wheeling/rolling

Downtown poco is great you guys are making strides forwards this. Please don't forget about us north side folk. Let's make Prairie and coast meridian more like this urban area

Would like to see downtown poco more walkable with shops, services and places to stay for food and drink

Concerns/Design Considerations

ensure that urban street design does not negatively impact transit and transit operations - ie corner bulbs that make the roadway impassible for a transit vehicle to use

Light

urban streets are packed with parked cars. you design a street system then pack it with parked cars and the result is a one lane maze.

I like the idea of this but the examples are still steeped in car-centric planning. Both the Lincoln and Dominion blurb include "more parking" as a point. Why? The Freemont area is one big parking spot to the south of Dominion. Why do residents need more parking? And if the issue is the townhouse complex not having enough spots, then it seems like the city isn't requiring developers to have enough spots/home and is now downloading the cost on to citizens. Is the city increasing their parking requirements for developers to make sure this doesn't happen again? Would it make more sense to rent some of the thousands of parking spaces in the unused commercial lots for the residents to use, rather than building more infrastructure around cars and parking? The houses and schools listed in the Lincoln write up should all have their own parking - why would we prioritize more public parking? How are people ever going to move away from having multiple vehicles per household if we are still designing our urban areas around parking as a priority? In the sidewalk section you were prioritizing walking and aren't local schools and parks supposed to be walkable? Why would we need additional parking here? Will the homeowners be paying the city to park their private vehicles on public land if they have more vehicles than can fit on their private driveways? Or is this another example of the city having too low of requirements for developers to have off-street parking?

The lack of street parking makes shopping, dropping kids off an ordeal. With money people can get around this problem. The problem is a large part of the city is on a grid and covered by transit.

The parking on the road block the view of pedestrians crossing the roads and causes huge risk to the pedestrians

Terrible street parking available to downtown poco and terrible street parking available to community rec centre. residential street parking in front of one's residence needs to have a shorter, limited parking time. Take a look at port moody rules for instance.

Poco should concentrate on figuring out how to add more parking spots in downtown Poco and quit building condos as the roads cannot handle the traffic.

Port Coquitlam, please keep parking downtown free! Understand for transit like West Coast express there needs to be a fee but keep the rest of the city free parking - it makes for a friendlier, easier to visit town center. I would rather shop in PoCo than Coquitlam because of the free parking. Thank you for all you do to keep our city fantastic.

Downtown PoCo is too crowded and there isn't enough parking

Problem is that people who don't live near the downtown core needs/wants to drive there and if there is too much congestion, it discourages us from going there. If we're already there, I agree that walking and cycling would be great, but I usually rely on my car to get to various places in the city where I would then walk and explore.

The streets in poco are congested and the major arteries are too limited.

Seems congested just prior to downtown. Downtown itself seems good.

This all sounds good in the planning stage. It remains to be seen how well this all works. Congestion is going to be a major challenge in the future. Lots of traffic cuts through PoCo rather than go around via MH bypass or Lougheed Hwy that would need to be addressed

Please don't sacrifice efficiency of the streets for beautification projects. This makes no sense.

design should incorporate separation between cyclists and others to increase comfort and safety. e bikes and e scooters need to be managed carefully due to high speed.

Should also think about noise levels especially in areas with single family homes.

Use colour etc when same cost. If more expensive, redirect funds elsewhere. We all have to tighten our belts, and this includes government. Council should think of costs as if this was coming out of their personal bank account, would they do it? If not, don't do it. Is it a nice to have, or a need to have?

The plan needs more street furniture, more places to lock a bike, more canopy for rain. Wider sidewalks when available.

Water fountains need to be considered. Washrooms or directions to washrooms should be considered.

You must look beyond streets to the zoning of properties throughout the city. Commercial zones should exist in every neighborhood.

More roundabouts, and clearing bushes by existing ones for better vision when approaching them.

I've heard some semi-truck drivers have had significant issues with a few of the traffic circles that have been implemented

Do not agree with some of the traffic circles design you installed. ex: the giant one by Rec Ctr. Also, that turn from Pitt River Rd up Eastern Dr. is way too tight for big/delivery trucks, plus when snowy all vehicles need a bit of extra room to make that turn. I think whoever designed that extension of sidewalk/ramp has never driven that way in their life at all especially in snow.

Get rid of the circle on Prairie and re widen the road -- causes backups too many drivers do not know how to use traffic circles.

Roundabouts are needed with pedestrian crossings away from roundabouts. Roundabouts are safe, eco-friendly and encourages the free flow of traffic with less possibility of accidents. Pedestrian crossings should be away from roundabouts as it would hamper traffic flow and is defeats the purpose of the added pedestrian safety that roundabouts bring

Prairie with the idiotic traffic circle ... it is NOT a true roundabout by any stretch. Go to the UK and see how a real roundabout is constructed and works. Prairie is SO narrow now, and to put bus stops where the pavement at the side veers into the road is utter stupidity. How does that help traffic flow?

I have never been a fan of the roundabouts but they seem to be working,

Roundabout (or any other solution) at Reeve and Wilson, since a U turn is not allowed.

I agree with some of it. Patios, meeting points, the pop up park is nice. Some of the banners and beautification doesn't seem very high impact to quality of life and enjoyment of the city. Port Moody has become a cool place to live with fun areas. Meanwhile, we have a lame downtown with an old bowling alley and the shutdown giggle dam. Why aren't we bringing interesting businesses into the downtown Shaughnessy area?

Need better restaurants to encourage people to want to come walk around. Options are pathetic.

Gentrify downtown. Do something with that useless space downtown with the rubber flooring. Should use that space for food trucks and picnic benches. More dog friendly places

Downtown poco should be bulldozed and rebuilt

Please overhaul downtown Port Coquitlam. It has so much potential to become an attractive quaint, and desirable destination for families to come to. Craft restaurants and breweries, etc with plazas where the community can enjoy the area late into the night. Think Latin towns with their plazas and a more interactive culturally rich vibrant place for all to enjoy

I went down to the dollar store on Shaughnessy last week. I looked around as to where I could go to look around at something else first. There was nothing of interest that even peaked my curiosity as to where I would like to go. Lots of little businesses, which had nothing to offer, only services. (Hair salon, printing, restaurants that were not open). I just stood and stared at the now expanded concreted veterans park. I had considered riding my bike over, and decided that riding along Prairie & then Shaughnessy was simply not a viable nor safe option for me.

encouraging more smaller local businesses throughout neighbourhoods would be nice. our area if between two large commercial sections but has no small coffee shops etc within a 10min walk.

I think Port Coquitlam has a lot of potential. It could turn into the Granville island of the Tri-Cities. We need a lot more independent shops, restaurants - art spaces. I think any new builds should include street level public service shops etc. And make the downtown core truly walkable and enjoyable. Also, don't keep building boring shaped rectangular buildings. Make things funkier to give Port Coquitlam a unique feel.

This is a vague area of the MTP and should be more clearly indicated where in the city you want to enhance public space.

The urban street design improvements do not include spaces to gather that I can see.

Examples?

I've had communication with the city over the lack of a second asphalt lift on Dominion Ave. The response I received was that there were plants, banners & kiosk wraps planned. In no way does any of these items make cycling safer on Dominion from Nile Gate to the east end of Dominion. There is a 1" to 2" lip on the right side of the marked cycling lane. VERY dangerous!

Less Supportive/Opposed

"Downtown" Port Coquitlam has been ruined by this concept.

But this is not necessary. it does not add to safety. safe trails increase safety. I do not support money, effort or resources on this. our city is already very beautiful. I would like to pocket this plan and activate it as a final phase. First more than anything our roads, transit and trails is serious updating. this plan is only good if I take someone on a visual tour and how them these couple nice things that got "pretty". but for actual living. with kids and dogs and working from home. Roads/transit/Trails need improving. majorly

do we really need this?

Is this really important?

It's fine, but I personally don't care. Function > Form.

Do you see people walking or cycling on the mess that you clowns have laid out...

How about we maintain what we have now and quit wasting tax dollars on this stuff.

I don't like planter boxes and wraps.

Not sure of the value to be gained from street banners...maintenance

It is evident that a lot of thought and care has been put into this MTP. I'm relieved to see that the "pain points" our family currently encounters have all been addressed. My only concern is regarding the street banners along Hastings St between Patricia and Davies Ave. I can understand banners being hung along streets with more commercial establishments or along larger roads but it seems out of place along a residential street that is generally not very busy. I don't see it as a necessary expense for the city. Thank you to all the folks who are working to make our city better. It is much appreciated!

Focus more on needs and not wants from a neighborhood prospective and if you could do one thing - get rid of the banners - worst visual clutter on the planet.

Not a fan of improving aesthetic features. Not really a transportation improvement.

Over achieving in design and expecting people to meet there is not very constructive. People already meet in their own neighborhoods and seem to like it that way.

By creating these nice "people places" are you also going to reroute vehicle traffic or prevent the efficient use of transportation? There are already issues with traffic in the urban parts of PoCo which will get worse with all the high density housing going in and now you want to reduce traffic in the busiest areas? I would ask that you have a plan for managing traffic better.

Less congestion, speed and noise?? These (except local businesses) all contribute to this! We have many parks and trails so not a priority. Getting traffic to flow smoothly will destress all drivers all promote calmness and safety on the streets. Personal transportation is not going away, so stop trying to block and hamper vehicles.

spend money on getting people by cars to their destination is the first priority in Port Coquitlam, Don't start spending a ton of money that our taxes go up too fast for other things in Port Coquitlam. We have a good community now and in the future look at improving things one step at a time.

Spending money on art and dazzling up the city center is less important than working on making it more accessible with cars. Most people do their shopping on their way home from work. They Want to drive to the grocery store straight from work, and then get home so that they can make dinner and put the kids to sleep and then get some work done. They do not have time to have a leisurely walk to get their groceries on a day-to-day basis.

"...encourages more people to walk, cycle, take transit..." More people means more cars whether you like it or not. My wife and I require a vehicle for work, taking our kids to soccer, dance, the pool, etc that is across the city. I'd say 95% of our activities within the city are not walkable and I could not think of one person who could drive would chose to take the bus. Also, we get a LOT of precipitation in the city. I don't see residents using those outdoor areas for transportation or any sort of enjoyment during the rain. It's one thing to beautify but don't take away road infrastructure to try to entice people to get out there.

The only businesses that benefit from this are ones that provide services or good small enough to carry while walking. I'm not doing major errands without my personal vehicle. I'll never use transit. Again, the weather is too wet and cold for this nonsense.

Seems all these improvements result in narrower streets and less parking. I avoid these places now.

I'm opposed to more gathering spots were turns into people late night gathering, drunk on drugs, etc.

No more places to gather needed. We have made enough!!! Maybe more benches on the trail by the river in Downtown PoCo.

Less parking = no downtown PoCo businesses in the future. Too far to walk from PoCo Rec Ctr. Just wait until the Elks Hall area starts to get being developed/built...good luck to local businesses!! Less congestion=keep the vehicle traffic moving!

This is more of an urban planning / land use exercise and not relevant to transportation / movement of people.

Some of the street art around town is kind of ugly or messy looking. and seems pointless waste of money. Like years ago, they put in those metal may pole children dancer's art in Leigh Square. its hideous (sorry) and what a waste of space and money

Local businesses less of a concern. Places to secure bikes in shopping area's important. More traffic will help businesses. This isn't the reason they are being put in place.

As long as Shaughnessy has the constant traffic flow it has, it's never going to feel like a healthy environment, or a place I would want to gather with friends and family.

Prairie roundabout is a white elephant.

Turning McAllister into a one way street has totally ruined Elgin street traffic flow, no parking best of times, Raceway at night. It is a Gong Show most of the afternoon, and a Stop sign at Shaughnessy. Great Plan.

The one way new construction street on McAllister and Shaughnessy is a total disaster, could potentially cause car accidents when backing out from the one way parking stalls. The street got much narrower and absolutely no need to have such a wide bike and pedestrian walkway.

The redesigned McAllister Ave is a disaster. One lane, one way and what's with all the metal poles in the ground? It's the only street in PoCo that has them.

See previous comments re: the disaster of the McAlister Av redesign

McAllister street angle parking terrible to back out of parking spots, thruway very narrow for larger vehicles.

We spent a lot of money on rearranging downtown poco near city hall when other areas need upgrades or money put towards it. The increase densification to downtown causes a lot of bottle necking on Shaughnessy.

Yes, I feel that some recent projects were not cost efficient, were very time consuming, huge inconvenience for local residents for long time, and for traffic, and were a bit unnecessary in my opinion, and some of them caused huge ongoing worsening rodent problem that has lasted nearly 3 years now, mainly in the downtown core impacting hundreds and hundreds of residents and local businesses in a negative way with no end in sight

All the “urban street design” just creates visual clutter and detracts from the natural environment. If you must have “urban street design” find someone with a natural visual lens as a designer. So far, the mess on McAllister and the City Hall redo is a fail.

The only one I can think of is downtown and it turned out to be terrible

McAlister Avenue redesign is a disaster. We've given up half the road to create a parking lot, leading to further congestion at Shaughnessy and additional time for traffic on the south side to get to Lougheed Hwy. We should instead broaden or create additional corridors from South to North and vice-versa, and limiting movement of traffic creates bottlenecks, pollution and waste of time of everyone overall

Time and expense (\$4 million plus?) to McAllister upgrade and referencing it as the start of other upgrades is concerning. Looks nice but the functionality of a one-way street was a step back in our opinion.

Do not plan any more one-way streets in downtown PoCo area. One way on McAllister was NOT a wise idea...or that whole idea of McAllister 'plan' -whoever thought of it and everyone who voted it in. One-Way streets could be problematic if there ever is a major problem on the main train tracks, certain streets, etc. Ex: it was very difficult to move through downtown PoCo when Wilson St. was closed due to fire, etc. Do not overspend!!!!!! Do not spend any tax-payers money on electric vehicle chargers unless you ensure they will 'pay for themselves'.

Not a fan of the road work done on Prairie Ave., very narrow/ less easy to maneuver and ppl don't know how to use roundabout

The increased widening to both sides of Prairie (unnecessary for the number of pedestrian and cycles that use them) has caused most of the traffic backup as vehicles wanting to turn hold up vehicles behind. Also, the ridiculous decision to have bus stops in the main traffic lane and not in a recessed section needs to be urgently attended to.

I do agree that we need walk ways/bike lanes, but on Prairie Ave the walk ways and bike lanes are as wide as car lanes that it's hard to drive a car on Prairie Ave without a fear of hitting the parked vehicle. Even people who drive bikes they ride bikes on the road so what's the point of these wide lanes when cyclists are not even using them. Widening the walkways on one side was still ok but it's done on both sides and now it's very very hard to drive on prairie. I am hoping you dont follow the same pattern in rest of Port Coquitlam as it will be very hard to drive.

The improvement project done on Prairie recently is not what many would call an improvement at all. The bike lane is okay. The curbs that curve in and out are a pain. It has cut down on parking availability. When the bus stops, all traffic has to stop until the bus goes again. The roundabout is nothing short of ridiculous. It is far too small to be useful. There is no time for drivers to signal so other drivers know which way they are turning. If anything, it will promote accidents.

The multiuse pathways on prairie drive crossing Skeena street is a nightmare for both the driver and the pedestrians. Making a left turn from Skeena onto prairie is concerning due to the parked cars facing East on Prairie—there is no line of sight and cars block the multiuse path. Something has to be done **THIS IS A SCHOOL ZONE**. Someone will get hurt. There are angry pedestrians and insolent drivers, entirely due to the road “improvements from 2022. **DO NOT DO THIS AGAIN IN POCO**.

Please learn from your mistakes in Prairie Avenue multiuse pathways, road safety and visibility. It has been an awful experience—especially for new drivers.

I am a middle aged woman that up until 8 years ago, I walked about with two legs. I make my way through the streets and now see with a different lens as to how inaccessible things really are. As I stated, I also ride my bike a fair amount, and equally look at how inaccessible things are if I were to be using my wheelchair. I would seriously take a good hard look at the building of the new pathway along Prairie and hope that the design build for the pathway/street bump will be scrutinized. It seems trivial, but trust me, it isn't. If we consider stroller users, chances are the kids weigh less, and probably will not complain as to the massive bump they have just been pushed over.

I have utilized the new Prairie pathway numerous times. In the direction heading east from Fremont to the dyke: At Devon and Prairie it's a bit risky rolling up, and the drivers do not stop, nor do bike riders. Heading west off of Devon onto the path at Prairie the stop sign is too tight to the path which makes accessing the pathway on Prairie dangerous, including the rocks that filter along the path. At Burns and Prairie (still speaking of the pathway) the building of that pathway was only invented for walkers/joggers. The skim around of the poles & posts make clearing the objects with a bike fairly scary, and let's not even think about a four wheeled scooter, or wheelchair. Not a very good design. Hoping that once the building starts for the new bike /shared pathway on Prairie there is a serious hard look building the connecting point from the path that connects to the road (I do not know what they are called), as a wheelchair user these bumps/ curbs are horrendous to power over, and if you were to ever sit in a wheelchair and be forced to maneuver over one, it is mighty scary & unnerving.

The project on the East end of Prairie fell short of these goals in my opinion.

Prairie Ave has turned into a mess. Ulster Ave is a mess as well.

I think overall PoCo is getting it right. As a lifelong resident I have seen the changes that have occurred over 50+ years and I feel the direction is a positive one. That being said there is always room for improvement and I hope the city continues to listen to its residents when it comes to issues such as this and will be open to suggestions from the people these decisions affect. Prairie Ave East was one project that I felt came up short and I hope the lessons learnt from that section will make the West end of the project take a somewhat different direction in design and implementation.

ROADS/AUTO

How well does the MTP achieve the goal to ensure roads, corridors and intersections are constructed and maintained to support traffic, new development and population growth so that people and goods can flow through the city?

Supportive/More Needed

If you follow and execute The MTP plan well, you can expect good results.

New infrastructure seems well thought out.

Movement of vehicles/transport of people and products must be paramount

I'd say well here

Continue current levels

For the most part I find traffic moves alright. Meridian connector has helped but at times getting downtown poco can be tricky.

Roads are not just for cars.

Work still needs to be done to make sure the commuter roads all have bike lanes

Unsafe sidewalks and trails for pedestrians.

Passenger car use must be deprioritized and de-incentivized

Less focus on moving private autos, more on moving PEOPLE.

I think we should structure the road system to prioritize pedestrians and cyclists over motorists to decrease car use to create a more sustainable city.

Walking, rolling and transit improvements should take priority to increase their use and move people away from using private vehicles as a form of commuting.

Defer road repaving and use that money to fund the connections for a basic safe cycling and walking network.

After decades of the automobile being prioritized in every transportation plan, the MTP allocates just over 8% of the total budget to direct road investments. Well done! Automobile congestion is not solved by building more and/or bigger roads. Giving people safe and accessible alternative transportation choices, like the MTP does, will do more to reduce congestion than any road additions.

Nice to see cycling and pedestrian infrastructure will be included in each of the proposed projects.

It is extremely difficult to navigate main roads in PoCo safely by bike at the moment. Please think about designated, safe bike lanes when building. Thanks for fixing the long wait times at the Coast Meridian/Salisbury intersection for pedestrians and cars approaching from Salisbury in the early morning. Makes a huge difference.

Roads are not well suited for other modes of travel throughout the city. They are very car centric

The roads in Port Coquitlam are not very good at being multi-use, most of the city is very much car dependent I still don't feel comfortable cycling or walking in PoCo as the main mode of transport.
Roads should be available to rolling and cycling. I should not be afraid of cycling on the road.
Where roads are shared by vehicles and cyclist/micro-mobility transport, they need to be designed to protect the most vulnerable users.
More education to all drivers and mobile users and pedestrians for everybody's safety
More focus on safety for people walking rolling and cycling please. I like the focus on reliability of transit times.
Not that many sidewalks
It looks like this area has been addressed to a good degree but can always be a focus with alternative transportation i.e. bikes, scooters etc.
Rolling and cycling should be separated from autos.
need to create corridors for truck and car traffic and keep it away from core areas, where pedestrian friendly streets can be created
Again, I would have selected somewhat well if that was an option. I think it's fine for cars for the most part. There's often congestion in downtown but I'd hate to see more lanes of traffic there, and it would just fill up with more vehicles if expanded. I think more dedicated space for bikes, improved transit routes would help to thin out vehicle traffic.
Both sides of Lougheed Hwy between Shaughnessy St and the Pitt River is extremely hostile to pedestrians.
Less roads, more buses
More frequent public transit is needed to keep environmental impact on vehicles down.
We should discourage people from driving and have more public transportation options and more walk ability within cities
Safety first, traffic speed and flow second
The projects identified are largely funded by others, so I would say that many of these are optimistic at best. I do agree that these projects should be borne by the city, but people that didn't get to the end of the plan may not fully appreciate that these projects are almost entirely dependent on external sources of funding that may or may not have the same transportation goals and timelines.
This is / should be the primary objective of the MTP but it is the lowest considered aspect as the plan focuses solely on moving people via cycle tracks / MUPs and no critical intersection improvements nor road widening. Get Back to Basics per the City's slogan and please share this specific feedback with mayor west and Council
I think one of the critical things that need to be done ASAP is the Freemont Connector. More and more building is being approved and done on Burke Mountain and the area and the north side of Port Coquitlam traffic is getting more and more challenging.
Build the Freemont Connector!

Build Fremont connector now.

The Fremont Connector needs to be done to get control of traffic on the North side of Port Coquitlam.

Please build the Fremont-Burns Road-Victoria Drive Connector. There were a number of public consultation meetings I believe in 2015 (eight years ago!) to avoid the congestion that has resulted on Cedar Drive from Coquitlam's development of Burke Mountain. I had hoped the new culvert on Burns Road at Dominion Avenue would at least have been designed/built to accommodate 4 lanes but I was disappointed. The Fremont Connector south of Dominion Ave is 4 lanes. Burns Road needs to have the ditches culverted so it too can be 4 lanes and then connected to Victoria Drive. Burke Mt is not yet fully built out so more people, cars, congestion will result on Cedar drive which was never intended to be the high density "freeway" that it has become. The four raised "speed bumps" / crosswalks have done nothing to slow traffic or discourage the use of Cedar Drive so the only solution is to provide the alternate route from Victoria Drive to Burns Road.

Expedite Fremont connector. Our neighbours are full of accidents off coast meridian due to traffic from Coquitlam.

Build the Fremont - Burns Road - Victoria Drive connector as a 4 lane road. This and the 4 lane Coast Meridian Road are/will become the major North/South routes through Poco.

why does the Fremont connector not go through the massive empty lot of fill?

Need more major arteries to get from poco to Coquitlam.

Better access to the top of Burke Mountain and Harper St is needed from Port Coquitlam.

traffic in the road that reach to Coquitlam is the most important thing

We need another road system between North (Burke mountain too) and South Poco. Coast meridian is ridiculously busy in rush hours with traffic off Burke mountain using Port Coquitlam's facilities. I also feel Coquitlam needs to add infrastructure for their residents on Burke mountain to alleviate some of the traffic issues.

I strongly support to complete '10.3 a project' as soon as possible. I believe that building a new road connecting Coquitlam and Poco as quickly as possible is the only way to solve traffic congestion on Coast Meridian Rd which is North Poco's main road. Many people in Poco will be able to use Coquitlam's SkyTrain closer, which means less car use, which is better for the environment in the result.

-we need an alternate route to Coast Meridian opened up; what happened to the Fremont connector?

Traffic on Cedar Drive needs to be looked at. Whatever happened to the Perimeter Road that was talked about 10 years ago and nothing has happened.

Burns road needs sidewalks and widening.

Coast Meridian has been very congested since the development of the Burke Mountain area in Coquitlam. Perhaps the City of Port Coquitlam can work with the City of Coquitlam to develop alternate routes?

We need improvements to intersection movements and road connections as only have 2 north-south connections.

A big problem is Coquitlam residents living above north Poco who only have two routes to get to the Lougheed hwy. Coast Meridian or David. I notice that construction is not slowing down so the problem is only going to get worse. Thankfully I live in South Poco and trying to get closer to the city center so I can leave the car parked more now that I am retired. Once the industrial area is completed Pitt River Road between Shaughnessy and the Lougheed will become very difficult especially with the trains using the track at various times during the day. A suggestion may be an overpass for traffic coming into PoCo and getting onto the Lougheed hwy.

We need to ensure the city of Port Coquitlam is not becoming a highway for citizens/traffic coming from Burke mountain / Coquitlam. This happened to New West and the citizens of the town. Let's not allow our city to become a highway for commuters of Burke mountain. Route that traffic elsewhere through Coquitlam.

Port Coquitlam's infrastructure cannot handle the constantly growing Coquitlam development on and around Burke Mountain. Having the residents Of Coquitlam in the Burke mountain community driving through Port Coquitlam puts a heavy burden on Port Coquitlam residents in these neighbourhoods. We don't need more roads going through Port Coquitlam to serve the residence of the continuously growing development of Burke Mountain. The roads already in place that serve Port Coquitlam and the Coquitlam residents of Burke Mountain need work. The quite slower moving neighbourhoods of Port Coquitlam now look like a fast paced highway.

Thanks for the voice. Lobby Coquitlam before they completely butcher Burke Mountain and ruin our community.

Traffic calming through neighborhoods. Coquitlam residents on Burke Mountain use our streets as shortcuts to get to Costco, etc. Another corridor (i.e. Freemont) needs to be fast tracked to service them and get them off our side streets.

What can be done with Burns Road as a safe fair access point for travellers on foot / bicycle? The single lane travel is incredibly unsafe. The alternative is Fremont Avenue, which has a fairly huge grassy area, but not enough space to travel with a bicycle safely. Is the intersection at Prairie & Fremont complete? The narrowing of Prairie has not done us any favours with reducing car's filtering through. People still do not understand that the outset of the stop sign at Fremont and Prairie is quite set back, and a visual hazard.

There are some definite choke points in the city that could use addressing. Kingsway being one of them. And Prairie/Fremont/Burns turning into heavy traffic/speed corridor trying to support all the Burkies that are tired of using Coast Highway and David Freeway.

Only concern is that we in Port Coquitlam residential areas on the north side are not overrun by Coquitlam's need for development up Burke mountain and subsequent use of Port Coquitlam neighborhoods as mere busy traffic corridors for travel to their destinations.

Unfortunately, with the amount of development up Coast Meridian and Burke, Coast Meridian has become a freeway. I'm fearful walking my children along this corridor.

Coast Meridian is getting very congested with new homes at Burke, I think something here should be focused on.

We need to ensure our city does not become a highway that caters to Burke mountain residents who pay no taxes in Poco. How does the city of Coquitlam plan to address traffic with the substantial development projects and residential developments on Burke? Where will these commuters travel? This is not clear and we shouldn't be sacrificing our roads for non Poco tax paying Burke commuters.

Poco is a gateway city that has become extremely congested due to other municipalities traveling through us to get home. An example is coast meridian to Burke mountain. It's a complete traffic nightmare on Northside now and its not even our citizens

We need to ensure our city does not become a highway for Burke mountain residents, they don't pay taxes in our city. Coquitlam is building more and more housing on the Burke Mountain which makes the roads like Coast Meridian Rd much busier and getting ever busier. City need to be mindful of that and coordinate with Coquitlam to figure out a solution. Same applies to the facility like rec center courses. Way more challenging to register kido to lessons at Hyde Creek with many registrants from Coquitlam.

Projects that need the support of Coquitlam to proceed I believe this is one of the stumbling blocks. If we didn't have three different municipalities perhaps these joint projects would proceed more smoothly.

The Lougheed highway stretch from Port Coquitlam to Coquitlam is often congest.

As Port Coquitlam grows, the volume on highway 7B is becoming excessive. Need to evaluate options to access highway 1 to head to Vancouver and options returning from Vancouver at the end of the day.

I am happy to know that future road links, such as the Lincoln bridge and Fremont Connector, will have accommodations for human-scale transport built in.

I support the Lincoln connector and the streetscaping with the sidewalks and cycle tracks planned for the area. Agree that it probably needs to acquire property for a 25m ROW. I support transit priority measures on Lougheed Highway and elsewhere in the City, including road space allocation where there is a high volume of buses. I support improvements to the Shaughnessy underpass to make it more pedestrian friendly.

The Lincoln Connector should be prioritized given its strategic location connecting Coquitlam Central and northern Port Coquitlam. This additional connector would alleviate significant congestion along the Lougheed Highway and also reduce the time/cost to travel/transport goods and people between the two cities at a critical junction.

Traffic volume on the Lougheed between Pitt River Bridge and Coquitlam River is very bad with no alternate routes available unless you divert to David, Pitt River Road or Mary Hill by-pass.

The development of Burke Mountain put traffic constraints/congestion into PoCo, hoping the Lincoln Ave project helps the problem, however, there are concerns with the nature trail access and development around Coquitlam River habitat.

Start limiting Burke mountain development as the residents are causing excessive congestion on Coast Meridian and Apel Dr.

Lincoln Connector and Lougheed improvement projects are excellent developments, hope to see them soon.

The ideas are good - I'm curious to know timeline on these projects - especially the Lougheed crossing and potential Lincoln crossing.

This answer assumes the widening of Lougheed highway bridge as well as the Lincoln connector bridge are deemed a high enough priority to actually happen.

I think it would help to reduce pinch points (Coquitlam river crossing) but am against further highways expansions. No need to induce additional demand for traffic.

Seems like we are past due on the Coquitlam River Bridge(s) replacement at Lougheed between Shaughnessy and Hastings. I understand it's a major project but is critical for the city and Regions transportation needs. Would like to see this be prioritized to take steps towards replacing these bridges.

Recommend increasing Lougheed Highway to 3 lanes each way to make it match Coquitlam. Recommend having a separate bike path/sidewalk. The highway is frequently very congested.

My hope is that you can preserve the heritage feel of the truss bridges by making the new bridges match the historic ones. Especially with the Kingsway bridges that used to be double truss bridges with the railroad bridge, it would be nice if the truss bridge could be brought back on the Kingsway traffic bridge, that being the historic neighbourhood. It would really add character and to our story.

Need to widen some key roads such as Lougheed highway to six lanes in Poco and widen the shaunnesey underpass
Widen the number of lanes on the Lougheed. People already go back routes, it's the major route that needs to be improved.

The need to make more lanes on the Lougheed from Pitt Bridge to Skytrain in Coquitlam. It takes so long to travel to Skytrain, or even get threw that section because traffic is constantly moving slowly and it's always a lot of traffic.

Lougheed highway between Oxford street and Westwood street is incredibly slow. Needs additional lane or better timed lights to move traffic better. (Addressed in MTP which is good)

Lougheed from Oxford to Westwood is brutal. Cedar road should be widened.

Lougheed is a Deathtrap waiting to happen. Improve traffic flow from Oxford to Westwood. And Improve safety especially for pedestrians along the whole stretch.

the corridor between Coquitlam and Port Coquitlam has too heavy traffic

I'm so tired of the congestion on Lougheed Hwy and Coast Meridian. Traffic and peak times has become horrendous to even want to be out but without any other options what is a person to do when you need to go to work and pick up/drop off kid at school. A vehicle is required but there are just not enough lanes or roads for the number of vehicles out there. How can this be improved?

How could the congestion on Lougheed highway heading west before and after Shaughnessy be made better

Lougheed highway needs a minimum 2 extra lanes to handle the flow of traffic. With population growth and infrastructure not keeping up with demand, this has seen constant heavy and slow traffic throughout all arteries that lead to and from Port Coquitlam. With this in mind, our city needs multiple ways to get around the railroads. Tunnels and bridges to bypass these points of access will help improve traffic flow. More roundabouts and less lights and 4 way stops. Free flow of traffic coupled with safety should be at the forefront of planning and city goals. Please keep cross walks a little way away from roundabouts, this defeats the purpose and function of free safe flowing traffic around them. Again, Choke Points & Bottle-Necks Need to Be Improved. Lougheed Highway Westbound continues to be Congested to Oxford Connector, Shaughnessy, & Westwood. It has been for the last 35 Years or More!

It's so congested all on the main routes, Maryhill and Lougheed

Lougheed Highway Westwood to Hastings and Oxford to the Pitt river bridge could use sidewalks, safety barriers, etc. The backup on westbound Lougheed from Shaughnessy to Westwood is also hell. Those lights or lanes should be improved

The most important thing is a heavy traffic that is now in the Lougheed Highway that connect Port Coquitlam to the nearest skytrain station in Coquitlam Station

Need the highways with extra lanes. This is a city you need a vehicle and we hate sitting in traffic. I'm very concerned the added population will only congest our roadways more

improve Lougheed highway corridor to be more walking, rolling friendly and less stressful. improve road drainage so walkers and cyclists are not splashed and misted with dirty road water

Mary Hill and Shaughnessy needs improvement.

I feel like at some place we need bridges so ease off traffic. One area is at the Shaughnessy / Maryhill bypass intersection.

The Fremont connector project looks great. It is unclear to me what is being done at the Broadway / Maryhill bypass intersection but it needs immediate attention - at least once a week I feel like I narrowly miss an accident or witness one. There are no flashing lights warning a change of light in that stretch either so cars run the yellow or red because they can't slow down in time and cars getting into the bypass cannot accelerate in time and it comes in at an angle so you have to turn almost 180° in order to see if cars are even coming

Two issues to mention here. 1. Shaughnessy merge to MH bypass. Absolutely hazardous approach angles, especially for people with stiff necks. I realize this is a shared issue with BC. 2. Fremont connectors to Burke Mountain. Improvements made but still pretty sad for what should be a significant arterial route.

More consideration should be given to Mary hill bypass traffic / pedestrian safety issues. Especially the Traboulay crossing at Shaughnessy/Maryhill bypass

Mary Hill bypass - cars race along this stretch. People are on the roadside to catch the bus which isn't safe. Hard to merge on to MHB from Broadway during rush hour. (Addressed in MTP which is good)

Traffic coordination through the bypass is not good especially around Shaughnessy. A red light speed camera is needed at Broadway and the bypass.

The intersection at Mary Hill Bypass and Shaughnessy warrants significant investment. It appears that this intersection is singularly responsible for rush hour congestion on the Mary Hill Bypass. The City should also take a more ambitious approach to adopting electric scooters since they are a sustainable and relatively affordable alternative for local transportation, which is inadequately provided for in the City by TransLink.

I don't know whether we are fixing the BC's deadliest intersection of Broadway & Mary Hill Bypass (as per ICBC crash stats) and the entire MHB stretch where you may know people are driving 100 kph and suddenly cramming breaks on an intersection with no warning signal light and opposite side vehicles are scared to take left turns or are we still going to wait for the feds to take up the bill?

Broadway and Mary Hill Bypass area urgently needs to be addressed and should be a priority area for improvements. The safety of the pedestrians commuting in this area should be the cities priority.

Lougheed highway and Maryhill bypass should be minimum 70km per hour if you truly want traffic to flow more quickly AND safely. Both are possible with sidewalks and flashing warning lights when lights are about to change. Need to double wide the left hand turn off Mary hill bypass onto Shaughnessy

Mostly good. The ability to get off of the Mary Hill Bypass and onto Shaughnessy when traveling eastbound towards Pitt Meadows is a challenge. It backs up and blocks a lane for people trying to travel further east. I didn't see any research into this.

There needs to be a merge lane off Shaughnessy unto Mary Hill Bypass which is a busy major thoroughfare. The visual angle makes it awkward to see on-coming traffic. This is the scene of a lot of rear-enders.

As always, a major problem is that PoCo has two provincial highways cutting through it and it can be difficult to get the Ministry of Highways on board - they are slow to act.

Traffic congestion on the rise in poco, more planning should be done

I think based on the existing road structure going into downtown Poco it is as good as it can be with the congestion.

Significant improvements are needed to handle high traffic and around railway crossings. Don't attract higher density in population without first thinking about if our roads can handle the higher number of vehicles on the road. More people = higher traffic

Road widenings serve to increase demand and should not be seen as "solutions"

I didn't see any increase in the number of lanes. Densifying the city will only lead to more congestion. Sure there would be people walking and cycling but a large number of people will still rely on cars.

Bottleneck. Not understanding the amount of traffic from new builds. And be rec centre

Fixing existing bottlenecks is crucial

Please Identify Current "Bottle-Necks" & "Choke Points" along with Efficient Emergency Evacuation Routes, Needing Upgrades & Improvement.

Flow through our city is compromised by overcapacity during peak periods. The Mary Hill Bypass (provincial highway), Lougheed Highway and many arterial routes (Coast Meridian Rd., Nicola Avenue, Prairie Avenue, Lougheed Connector) are over saturated each day in all directions.

Look at major traffic problems congestion

Traffic congestion is absolutely horrendous, and is getting worse, and needs to be addressed. (No thanks to our neighbouring city of Coquitlam and their greedy developments!) Start with the Mary Hill Bypass and Shaughnessy intersection please!! This needs an overpass badly.

We need more infrastructure within PoCo since we only have 2 main roads each (north to south and east to west) to move around and the congestion is getting worse every year as more units are becoming available for people to own or rent.

Avoiding road congestion will help to ease the frustration of drivers who have difficult employers who do not understand.

Widen roads where there is clear traffic congestion.

Generally, I think Metro Traffic has much to be proud of. The minor, or nearly so, issues are perhaps better blamed on speedy growth. They can be adjusted with attention and appropriate remediation.

Slow the development. We love our wonderful city the way it is, further development reduces desirability.

I think the biggest problem with Poco is that traffic congestion is not decreasing. In addition, exchanges with the neighboring city of Coquitlam should be promoted.

Coordination between land use and transportation should also be a key element of the approach. This is even more important now with the Province's legislation for allowing higher densities around the main PoCo bus exchange/West Coast Express and frequent transit routes.

If zoning allow higher density residential use, there should be a higher priority to build sufficient roads and walkways for that area.

If the goal is a livable community how about we stop piling people on top of each other. The drive for density is only going to bring in the same problems all big cities have. Maybe the mayor could stand up the provincial government and say no, we're not going to build four houses on a single family lot.

Drivers and their automobiles are taking over our streets. Due to population growth and very little other transportation options there are so many cars on our roads that the front of most homes has become mini highways. This is leading to noise pollution and dangerous environment for us to raise our kids.

Unfortunately, when single homes get demolished and a new 4-5 storey building is built, with 30+ units, that only means additional 30+ cars (at least) on the road, causing even more congestion, especially DT poco. Getting from Shaughnessy and Wilson to Shaughnessy and Lougheed can be an absolute nightmare, especially during rush hour! Not sure how that part of the road can be improved, but would love to see it coming as it is only going to get worse.

How does the City plan to improve the road network in conjunction with growth? There are many congested chokepoints in the city - e.g.: Coast Meridian Road, Prairie Avenue, Nicola Avenue from Ottawa Ave. east, the south end of the Coast Meridian Overpass west exit and merge to McLean, Shaughnessy St. entrance to the Mary Hill By-pass, left turn lane options from Broadway on to Shaughnessy St and Broadway east to Mary Hill By-pass.

The maintenance and improvements to roads are fine. With the plan in mind it is clear that Port Coquitlam cannot sustain further development of multi housing residences until major interchanges and rail under/overpasses and bridge widening happens. The plan merely identifies areas of priority and focus with no timeliness or actual projects to reference. The anticipated growth of the population by 30% cannot be supported until these issues are resolved. It can be appreciated these solutions are not fully in the City's control and as such the City needs to avoid the lure of development and focus on other manners of investment and ways to increase housing options for residents.

When doing such plans think of cities that were able to expand their lanes when suddenly 35 towers came in for 10 years and how they are doing today with double the population compared to last 10 years on the road

The city struggles in areas that apply to all Metro Vancouver municipalities. Higher density housing such as apartments being placed in areas designed for houses causes major issues when it comes to parking as well as existing in these areas as a pedestrian during any of the peak traffic hours. This is true in areas in Downtown POCO as well as areas on the North Side that have been redeveloped.

Kudos to the City Administration to present this plan, however confidence of these plans occurring is low due to population and housing changes. Suggest more region wide planning as POCO is not the dominate population in the area. Not related to this study, however it would be good to amalgamate the Tri-Cities - with POCO management and leadership of course.

There are way too many new high rises and town homes with still limited road access. The traffic is getting so much worse now.

Feeder routes to a freeway out. Rather than having to fight traffic and traffic lights all the way

Need to future proof any additional road projects to account for the massive increase in condo development and population increase

I think Port Coquitlam is going to see a major population boom soon with how much construction is going on in the downtown section. Shaughnessy already doesn't fare well with our current population density. Is there any plan to potentially improve infrastructure for a rising tide of new residents?

population growth should be curbed- through less immigration-so we do not need any more roads

There needs to be an improvement from Lougheed Hwy towards brunette. It's highly congested bumper to bumper everyday going westbound. With all the new immigrants and more cars on the road it's such a congested artery trying to get off to exit on brunette going towards McBride.

Population growth is huge nowadays but it seems to me that the city is still slow to update the busy intersections. Po Co is surrounded by railways so I guess there is not much the city can do to reduce traffic congestion. So, the city should not build condos in the small downtown area. I hope you can open your eyes and go out to see the traffic around rush hours.

A tax on single delivery of goods. Better postal delivery

Soooo much traffic!!

Traffic has increased school zones and parks zones have increased spending. Enforcement is needed

Good luck with this goal. You can see how this is a struggle with the highway to Vancouver during rush hour and bumper to bumper traffic crawling along.

There are not enough main roads to accommodate the fast growing population in the city. We also have a number of train crossings that stop traffic throughout the day. The traffic within the downtown corridor is getting more and more congested all the time.

It definitely needs to be looked at. The road situation needs to be expanded and widened as the amount of growth we have had with population outweighs the number of Verona the roads. Even consider sky train connections through Port Coquitlam this would allow other ways of transport for people.

As population density increased, the movement of cars, etc through the city has become more cumbersome. The infrastructure cannot keep up with the increase in traffic. As much of this is through traffic, public transportation will only alleviate this slightly.

We have a couple exits to access highway, but any improvement would be welcomed since the number of people moving to the city is growing

Lots of congestion around Lougheed and Shaughnessy heading downtown Port Coquitlam

Improve Coquitlam center traffic

Given that our area is bounded to coastal mountains some prior road choices are less than logical or efficient. These should be assessed for alterations for better design and efficiency.

Coast Meridian bypass was a great idea - however I have followed numerous vehicles on my way home that still use my street as a short cut to get to the bypass, instead of keeping on Coast Meridian and following through to the end where it meets up the bypass. Maybe the thought of traffic congestion is scaring them away. With the numerous development projects slated for downtown Port Coquitlam, I wonder how on earth the traffic congestion is going to be relieved. It just keeps on getting worse, instead of better. Perhaps an overpass over the train tracks could be an answer? Those flashing light operated pedestrian thingies have also slowed down traffic during rush hours - now starting at 2pm on most days. ALSO, I would like to know why there is only 3 left-hand turn lights at the major intersection of Shaughnessy and Pitt River Streets, instead of 4. There are 4 left-hand turn lanes - so please co-ordinate this, as the way the lights are now is STILL confusing drivers. We just had a major crash hear this past week and many more have been documented.

I'm very concerned with the amount of traffic on Kingsway west of Maple. It gets very backed up and with the addition of new housing in the area, will soon be very unsafe. The curve between Dixon and Maple needs to be seriously looked at. We live in the west side of PoCo near the Coquitlam limit (surrounded by Lougheed Highway, Westwood, Davies, Hastings) and I couldn't notice too many improvements in the MTP for this area. The Westwood St.-Davies Ave cross is mentioned only for improvement conditioned funding (to build an underpass), however this is not very realistic in the short term? This crossing is high car traffic during peak hours and dangerous to pedestrians and cars alike (seen many accidents in recent years), hopefully something can be done before the underpass is a reality (e.g., restrict dangerous turns during peak hours?)

The Shaughnessy underpass is highly used for vehicles and pedestrians. Wheelchair users struggle to pass other pedestrians

With higher density some areas need to see major improvements, such as the railway underpass on Shaughnessy in the downtown area.

Downtown

Bottle necks for the Shaughnessy Street underpass. These two intersections cause bottle necks when the traffic signals work against one another: Kingsway & Broadway and Kingsway and McLean

Bottle neck on Shaughnessy due to densification.

Going through Shaughnessy street towards Lougheed Hwy really gets bottlenecked at the underpass that goes underneath the railway. If there were a way to widen it even by one lane would make it more accessible

Shaughnessy is congested much of the day

The single-lane downtown poco bridge is very disruptive to the flow of traffic

Downtown Port Coquitlam (along Shaughnessy) is a bottle neck, especially underneath Kingsway. The roads around Costco (around Dominion) do not seem like they were designed to handle the amount of traffic that currently exists there.

Traffic in downtown does not flow well through the business area

Downtown core gets so congested at rush hour. Public transit would help with this

Shaughnessy street has become a clogged artery. Being the only road to go under the railway tracks it's heavily used.

Shaughnessy Underpass. Fix it!

The Shaughnessy underpass is a problem and expansion or alternate routes are required if Port Coquitlam is to expand.

The area to enter/exit Port Coquitlam under the bridge is not feasible at all for the amount of traffic being added every day. How can a large city such as Port Coquitlam only allow one vehicle at a time to enter downtown. This definitely needs a review with the amount of new buildings being built.

Wish the Shaughnessy underpass wasn't such a chokehold-I see there is a plan, but it doesn't solve the issue of traffic congestion even during light traffic.

This plan does not address the Shaughnessy underpass gridlock.

Again, Shaughnessy street clogged up

The biggest and most unique challenge to our transportation is the Shaughnessy Underpass Gridlock. The next biggest challenges are the City of Coquitlam and the rock quarry - both have added huge traffic numbers, including many tandem dump trucks (& the dump trucks will double once the provincial government green lights their expansion request). Have we even been collecting the fees for trucks?

Improve the Shaughnessy St. two lane underpass to 4 lanes. This will be a major project that needs implementation for future growth.

4 lanes needed on all of Shaughnessy, including underpass!

How about you enlarge the Shaughnessy passage under the train rail. That should be your nr.1 priority...not scooters on the road

The road that goes through downtown PoCo (Shaughnessy) has only 2 lanes: the traffic lights at Lions park road gives preference to 2 strip malls, which does not make any sense, and these lights are not synchronized with the lights at Shaughnessy and Lougheed. So, there is a long wait to go through the lights at Lions park road, and another long wait at the Shaughnessy and Lougheed lights; this has to change to have a faster exit from downtown PoCo. None of the many previous Mayors and councilors of PoCo had a vision nor the common sense to build a 4 lane road going under the railroad lines.

Need a traffic flow fix to exit Downtown core, all the Condo's being built just getting worse by the Day.

Shaughnessy Street can get very busy. It is often very difficult to drive onto Shaughnessy from the side streets. Implementation roundabouts would greatly alleviate this issue and also serve as a traffic calming measure.

One of the biggest problems is access to downtown PoCo from north PoCo for wheelchairs, cyclists, skateboards scooters and strollers. That underpass is too narrow.

Trying to do too much on streets, many of which are 125 yr + old. What plans are there to widen the Shaughnessy St underpass under the CPR tracks and Kingsway to 4 lanes Cars, trucks and busses are not magically going away.

I think that Kingsway gets too bottlenecked during peak traffic times and delays from the train, would like to see that area close to Kingsway and Westwood have an overpass to prevent long traffic delays from train, or widen it somehow or create an alternative alternate route

Fix the train crossing issue!! Either at Kingsway or Pitt River. An over pass is needed. Also! Dump those pedestrian crossing signals that are don't walk and then immediately change to walk when pressed. Wilson and Shaughnessy is a great example. I was turning east bound onto Wilson from southbound Shaughnessy when a pedestrian walked up and hit the button as I was halfway through a turn. The pedestrian kept on walking without looking. They almost became a hood ornament!!!

What is the use of these roads when they are blocked by CP Rail? The Lougheed Hwy has very narrow shoulder spaces, and a short lane to turn into the Pitt River Road: when CP Rail is blocking the road, sometimes the lineup of cars extend beyond the short turning lane, and onto a Lougheed Hwy lane: this is dangerous, because vehicles are traveling on the Hwy at 70-80 kms per hour, including big trucks.

I would prioritize grade separating the railway crossings on Westwood and Kingsway. I recall Mayor West stating that this was one of the city's future transportation goals, but I have not seen (to my knowledge) any concrete plans for how this will be completed. Maybe this could be a Point #7 to go along with the other six.

If you actually did it. Poco is surrounded by obstacles. There are three ways to get out of city going west. Trains further delay them. The street design and construction of apartments are a joke.

Trains stopping traffic is a pain, but not much can be done about it.

If possible, find ways to avoid getting stuck by trains. Overpasses work but are probably expensive. What about an app (added to Google maps) with up to date train schedules/movements?

By pass the railway system

We need overpasses over train tracks. We need transit to continue its train extension to downtown poco.

Not as well when they are restricted by other entities with jurisdiction (such as the Mary Hill Bypass or Translink/CP Rail)

If you do not get traffic moving, there will be more pollution as the cars idle trying to make their way through PoCo. Most people cannot afford electric vehicles, as well as sheer increase in population coming. Major examples: Shaughnessy Underpass!!, as well as the 2 railway crossings on Kingsway. Shaughnessy St.-THAT is something that will be worth fixing along with the Railway Companies? CP? /Burlington/Kansas...??? Burke Mountain population has really affected traffic flow through PoCo....as you know.

I'm disappointed that for Westwood and Kingsway, "an option was not identified that would offer a considerable advantage over the existing at-grade crossing condition". PoCo is cut off by trains in numerous directions, finding feasible long-term solutions to this will become increasingly necessary as train and vehicular traffic both pick up. Today train traffic is already an unpredictable grenade waiting to explode on your morning commute. I can't imagine what it might be like in 50 years. Solutions need to be considered, even if they are not implemented in the next 20 years. I was also disappointed that a solution was not identified for the horrendous bottleneck that is Shaughnessy St during rush hour. I feel the MTP is insufficiently addressing this major pain point in accessing the PoCo downtown core. "Providing additional lanes for vehicles at this crossing is undesirable as it would introduce more traffic into the already busy downtown corridor which is constricted to two lanes and restricted speeds of 30 km/hr. Widening the underpass to provide additional vehicle lanes would also be very costly and not achievable without a complete replacement of the underpass" - why is complete replacement of the underpass being entirely discounted and written off? An upgraded underpass would not necessarily lead more traffic down Shaughnessy as it could be redeveloped to intersect with Kingsway, potentially offering outlets onto Maple or Mary Hill as alternatives to progressing straight down Shaughnessy, better load-balancing traffic. Another alternative could be to offer an overpass coming straight through Mary Hill, connecting to the Oxford Connector. This would offer the opportunity to offload traffic from Shaughnessy onto Mary Hill, and Mary Hill has opportunities to be widened to a 3-4 lane road through removal of on-street parking. Overall, I was disappointed in the lack of thoroughness and creativity in addressing some major bottlenecks that will need to be reckoned with at some point in PoCo's future.

CP Rail, a private transnational co. has abused PoCo for many years. Enough, is enough!! Something has to be done to stop the abuse: very long trains that can block up to 3 exits of south PoCo (which is an inconvenience especially at rush hours, and safety concerns because it blocks emergency vehicles; sometimes it stops because someone forgot to call the rail yard to have a clear line to go through; pollution from the engines diesel; noise pollution at any time of day or night from rail cars banging, and use of loud horns (there is plenty of modern technology to replace the use of loud horns).

Yes, have a referendum for the PoCo residents to decide on giving or not giving the boot to CP Rail out of PoCo. Also, contact the federal minister of transportation to do something about the CP Rail abusive ways.

Trains. Traffic due to trains must be considered.

I think more can be done about the congestion with the railroad crossings.

Overpasses and underpasses to bypass rail crossings are desperately needing while driving and for other modes of transportation. Good to see them mentioned here, although the lack of business case for the Kingsway and Westwood crossing is disappointing.

Car access in/out of Port Coquitlam, in relation to CP railyard blockage of roadways, is the priority most discussed by our friends and neighbours yet does not appear to be in the city's plans to address while welcoming an increase of traffic in relation to increased housing density. I take it #6 is directly related to this primary issue. Shaughnessy single lane underpass Kingsway - Westwood is a daily unknown variable in commuting in and out of Poco

With regards to section 10.6 Canadian Pacific Railway Crossings, there is general support for the inclusion of work undertaken between Vancouver Fraser Port Authority (the port authority) and partners to explore at-grade road/rail crossing alternatives. While the aforementioned studies have concluded and any potential works depend on the availability of additional funding, the port authority continues to see value in these works progressing and assess applicable future funding opportunities with all partners.

Design/O&M

This should be the main objective of the MTP and cars seem to be an afterthought. Invest more in road repair and improvements: (1) at light or realign Costco/Home Depot driveway conflict (2) add left turn bays on coast meridian at Coquitlam or manning (3) widen Mary hill Road / Pitt River intersection to increase capacity as it's a bottleneck in all directions (4) fix signal timing at Pitt River / Shaughnessy (5) safety needed at Citadel Middle school crossing and enforcement (6) wider roads with curbs between Wal mart and prairie to create alternate route than coast meridian (7) Lincoln Ave crossing into Coquitlam and get federal funding for this (8) more investment in road repair (9) snow clearing is really good compared to other muni's (10) look at moving Reeve at crosswalk at Hawthorne to south side / closer to school and improve connections to school (11) riverside kids jaywalk across reeve just north of prairie . Should figure out how to force them to use crosswalk at light (visit the school between 8:30-9:00 to observe) (12) ask MoTI to build extended on-lane / taper for cars turning from Shaughnessy onto Mary hill Bypass heading west to highway 1 (13) work with Coquitlam to improve Pitt River / Lougheed intersection with right turn off Lougheed and better signal timing (14) don't build a cycle track on coast meridian overpass and use that money elsewhere (15) build Fremont connector or widen Burns road

Need more left turn lanes and/or lights, especially on Coast Meridian. Or don't allow left turns on busy routes. When there is a business entrance or street within a short distance of an intersection, vehicles turning create a disruption to the flow of traffic and many near accidents. e.g. Shaughnessy and Chester and Broadway and Mary Hill (A&W/Starbucks) Definitely needs improvement. The area by no frills, Starbucks and McDonald's - Oxford, Lougheed and the Oxford connector - no longer can support traffic and frankly, needs cement barriers and medians cause the drivers block lanes and people will get in an accident

Traffic light timing needed to be more effective, especially on busy road junctions

We need less lights. No left turns on coast meridian during rush hour times. One person wants to make a left on Coquitlam Ave heading north and they back up traffic to Mary hill. Let's increase some speeds here. We want cars in and out. Make coast meridian more like Lougheed highway and keep it moving. Fewer exits and drive through residential last 10%

Please fix the intersection and Fremont & Prairie. Living in this corner. It is so very bottle necked and over run by the traffic filtering up to Burke Mountain.

Synchronize traffic system!!!

Number one priority have to be the traffic light system synchronize, many streets have one intersection green light and hundred meters later get red because pedestrian or small traffic intersection, have to synchronize when close traffic system. Less time on the road and less pollution!

Intersection Prairie - Coast Meridian is very dangerous. Intersections in Fremont area (next to Starbucks) are crazy dangerous! Coast meridian in general is a very dangerous road to travel

Fremont and Prairie intersection is unsafe in its current form

Prairie and Fremont should be a round-a-bout. Cars blow through this intersection on the daily.

Need left turn signal on Maryhill and Pitt River Rd!!!

Pitt River Road at Shaughnessy Street is a terrible intersection that is a danger to drivers and pedestrians maybe no right turns on red lights or a controlled right turn signal for all directions as drivers rarely stop at the red light when turning right.

The traffic lights at Coast Meridian and Prairie seem to favour North/West traffic flow. This seems to be a response to additional traffic from Coquitlam residents using Poco as an access conduit. Is this a conscious decision? Are Port Coquitlam taxpayers providing commuter routes for Coquitlam residents? Does Coquitlam help pay for these road improvements?

intersections along Langan between Pitt River and Broadway are dangerous. No one abides by the roundabout principles, people drive in excess of 50km and often do not stop for the cross walks - they are in a hurry to get to wherever they are going. I have not been able to let my kids walk home from school as even I have been cut off in the cross walk by people. Those intersections need people to slow down such as speed bumps, stop signs. Give people a chance when they cross the street!

Traffic calming to discourage people from cutting through neighborhoods like Riverwood is greatly needed.

Have concerns on the speed of traffic, the amount of dump trucks etc speeding and going through red lights, mostly on coast meridian road!

The largest increase of traffic on Oxford was when both coast Meridian and Shaughnessy closed for construction at the same time. Speed of traffic though and after school zones increased with volume. Section between Kwayquitlam and Lincoln a speed way at times.

Stop the drag racing. Stop the dangerous intersections. Think about parking lot exits, before you allow developers to build. Think about parking. 90% of people do not care about bike lanes.

High crash rates, those areas clearly need to be addressed. Park zones near school/on the other side of the school, example; James park elementary school, Coquitlam avenue a portion is a park zone but majority of drivers do not adhere to the speed limits. Oxford and Lougheed, the left turn lanes both the one going onto Lougheed and the one into the strip mall where Starbucks in - people use the turn lane to the strip mall as the turning lane to get onto Lougheed, blocking the people's ability to access an open lane and driveway into a strip mall. What those drivers are doing is in fact illegal. The yellow painted medians no longer remain useful. Burke mountain traffic congestion- we have 0 control on what Coquitlam does on Burke but unfortunately, we are the ones that pay the price by sitting in traffic on Coast Meridian because that's the ONLY way to burke mountain. It now takes 30 minutes to get to prairie from Lougheed when it should take 10. Not to mention, the grocery stores are constantly packed with people and shelves are empty because poco doesn't just serve poco, it actually serves poco and Coquitlam's Burke mountain.

Too many vehicles are speeding in low speed areas

Vehicles, buses, motors and auto-truck are driven way too fast at 2071 Kingsway Ave. This doesn't only increase the possibility of fatal accidents and most importantly, it creates high volume of noise which leads the residents living at 2180 Kelly Ave (building 1000) suffered in mid night.

Evaluate ICBC and RCMP data from high accident areas and consider what changes might need to be factored in to current and future plans

City speed, driving conduct, and traffic enforcement

How about we teach people the rules of the road instead of trying to protect everyone from themselves.

provided everyone knows how to travel on same

MUPs are a good idea. Sidewalks are a good idea. Shared spaces introduces a safety concern but manageable... but as I've mentioned before, having an MUP and sidewalk on opposite sides of the road is a major safety concern. Drivers only have one side of eyes that can only see one emergent situation at a time. Don't take away road infrastructure in a growing city. If anything, there should be more vehicular only traffic where drivers wouldn't have to worry. Not very practical but that's the flip side.

Please extend distances of school zone speed limits such as entire block of Riverwood Gate from Terry Fox Secondary to Blakeburn Elementary

Shaughnessy Street is a high traffic area with people driving high speeds. More needs to be done to slow speeds. If additional residences are planned, the narrow section between Eastern and Mary Hill Lane need to be addressed. Traffic volume is increasing on Pitt Rover Road (Both east west and north south). Traffic calming needs to be ineffect from laughed to Pitt and Pitt and west to Pitt and Reeve St. This area is getting more and more congested with traffic and you have 4 schools and a Rec Center within the vicinity.

The drivers coming from the BC Christian Academy are a problem. Instead of turning left onto Lincoln they continue through Evergreen and drive through the streets. Trying to get to Prairie Avenue. The issue is that Lincoln is really backed up during peak times. I can't tell on the map but there needs to be a light put in at Lincoln and Prairie to alleviate some of the traffic issues. There also needs to be a deterrence to stop these parents from driving through the neighborhood. Once they drop their children off at the Christian Academy, they seem to forget that other people in the neighbourhood have children who we want to be safe, I have almost been hit numerous times by these vehicles while walking my dog and I have children that walk to nearby schools. It is not safe for them.

The roads around the BC Christian School (formerly Lincoln Elementary) were never intended to handle the kind of traffic they get now. When it was a neighbourhood school the majority of students walked. Now the majority are driven. The nearby streets are congested with parents' cars, dropping off and picking up children. Lincoln Avenue is often backed up at dismissal time, waiting to get on to Cedar Drive (which has more traffic from Coquitlam residents). Some have begun to drive through residential streets to avoid the congestion. If a high school is built on the property the problem will get much worse. Some attention needs to be directed to this situation.

Please study the traffic around Lincoln and Fernwood and plan for traffic if the planned high school gets built at BC Christian Academy.

I live on the Northside and work on the south side I travel to and from twice a day. BC Christian Academy is near my home and most children are driven to school. It is nearly impossible to get around safely when school is starting or over for the day. Difficult to get out onto Lincoln Avenue and huge waits at Cedar drive as most cars that drop off at the school then have to make a left onto Cedar. It's terrible. Can't wait to move next year!

I really think that the BC Christian Academy needs to be looked at and considered how to make that area more accessible to people. We can no longer walk our dogs through the field area at the back during off school hours as they have their staff members parking there. It is dangerous there shouldn't be nails and car debris in a field where children are going to play and dogs are walking. Something needs to be done with that area. The traffic created by the school is dangerous and uncaring.

Pitt River road around Pooley Ave has speed limit 30 which almost never respected by drivers. there is also poor visibility for drivers who try to turn to Pitt River from Pooley. Because of that, drivers from Pooley have to stand past stop line to see the road better and make the turn safely. It creates dangerous situation for pedestrians. This part of the road either need speed bumps on Pitt River or road sensors on Pooley road to turn the traffic lights red for Pitt River when there is some car on the Pooley Ave

I have reached out to a few of councilors to provide some on site context of the issues that we face here on Pitt River Road, none of these have been responded to. As much as the MTP puts some great ideas into action, I do believe that the plan lacks the insight of what happens in the region. There are many improvements to already decent sections of the city, but the busy corridors need substantial improvements. Raised crosswalks have created identifiable spaces for pedestrians to cross, but it doesn't take into account the increased number of drivers in SUV's that could not care less and still blast through at 60km/h. Enforcement is badly needed and the behaviour of drivers in the region or passing through the region are having less patience due to the increased traffic created by development. New housing is one aspect of growth, but the city needs to take proactive steps in focusing on safety instead of an over reliance on dated passive infrastructure. In the windy sections of Pitt River Road between McLean and Harbour, it may be beneficial to implement a 40km/h zone to slow traffic down further. In straight travel time, this would increase travel time by 1 minute, but in reality, it would make no difference. This would likely enable law enforcement officers more power to enforce the speeding in this area as the speed now is significantly higher than where it should be.

Maybe more speed signs in the 30 zones. Also, a lot of motorists don't stop when turning right on a red light. Example Pitt River East to Pitt River South. There is a crosswalk there too which makes dangerous for pedestrians.

I'd like to see more traffic calming measures. For example, I'd like to see speed bumps on Eastern Avenue between Shaughnessy and Fletcher. It would also be helpful to have a barrier of some kind separating the lanes, as so many drivers straddle the lanes to avoid slowing down.

Speed enforcement on Coast Meridian. Camera on Coast meridian and Lincoln for running the red light

I think putting highly visible speed bumps at the beginning & end of all school zones in addition to the school zone signs would be fantastic. It is easy to be driving on autopilot especially when doing a daily commute. Anything that can interrupt a driver & make them more aware of where they are is surely a good thing.

There needs to be a lot more traffic control and surveillance on Coast Meridian Road with the rude and crazy drivers that are not showing good skill. The gravel truck drivers and other commercial drivers also can be very rude and intimidating with their driving habits. Speeding and cutting you off is terrible. So is racing from point to point.

Would love to see some better transportation control along the Nicola corridor from Ottawa to Hawkins, Hawkins between Nicola and Sherling, and Ottawa between Riverside to Lougheed. There's a lot of improvement needed in the area to keep traffic safer and help keep it moving.

The plan needs to consider the dangerous traffic/ cycling situation on Pitt River road at the Kwikwetlem project. Currently the road with its curve is dangerous with all trucks entering. As the project develops, more trucks are expected in the vicinity and we need to ensure that they use Lougheed to access the site, via Shaughnessy. Shaughnessy must not be used as a shortcut for trucks to get to Mary Hill bypass

The terrible industrial waste dumping ground on river road is a shame, and the cone lane diversion is dangerous and poorly laid out, not to mention very poorly run when flaggers are out there. The businesses that benefit from this mess should have a better plan for road safety before they can keep operating there

With the proposed Lincoln connector, if it does go through, there needs to be thought given to the increased amount of traffic that will head down streets such as Oxford from David toward Lincoln and back. Oxford hill between Lincoln and Greenmount already sees a number of vehicles race through there at dangerous speeds. Apparently traffic calming speed bumps are not allowed due to it being an emergency route however there will need to be some measures take to keep residents, pedestrians safe. This hill is dangerous in winter and often sees people stuck or spinning out on icy roads. If Lincoln connector is still 20 years away, improvements will need to be done to Lincoln before then. It is in very bad condition, as well as Oxford Street.

Have you been to the Costco and tried to exit? It has been dangerous for years. Not sure why nothing has been done about it. Same with exiting Walmart on the East side. Why is there not a light there? We keep creating businesses without thinking of parking lot exits. Plan ahead, not after.

Consider the chokepoint areas in the city carefully, and work to initiate and implement improvements. What are immediate feasible solutions that are achievable in a short period of time? Infrastructure planning for Nicola Avenue east of Ottawa Ave. - what is it going to take to address the unsafe road conditions along this corridor? The City has proceeded with growth in this area of the City with little consideration of safe accessibility, and its growth has only increased its over congestion. What is the status of the Devon Connector project that was planned between Port Coquitlam and Coquitlam? Dusty report on a shelf?

Some of the older neighbourhoods could use additional attention--some streets need more lanes, some have a lot of traffic lights that make for stop-and-go traffic congestion.

Poor traffic flow areas of Shaughnessy/Lions Way also Coast Meridian Overpass/Mclean Ave also Pitt River Road/Mary Hill Rd and Mary Hill Bypass/Shaugnessy

There's a lot of closed roads even if it's a through road/street

Once again, Victoria Drive has been ignored.

Don't install speed bumps on streets that DO NOT need traffic calming, especially a quiet neighbourhood street. It's a waste of taxpayer money, time and energy. Use them only in areas where speeding vehicles are a problem. Not sure who or how that determination is made.

1. Get rid of the speed bumps around the city. Justin wasn't impressed with them. 2. Get rid of the sidewalk extensions for crosswalks. They make turning right far more dangerous.

The Lougheed/ Shaughnessy area. As with many junctions there are only pedestrian crossing points on 3 sides. Why is the bridge on the side where there is a crossing on the road. It's always struck me as odd, wouldn't the bridge have been better over the road where there is no footpath? Not sure it can be changed but it is odd having a footbridge when there is also a surface crossing.

There are still several areas with dirt roads. I would like to see the dirt road along Roland Street from Kelly Avenue to Atkins Avenue to finally be paved. Cars and trucks frequent this dirt road and kick up significant amounts of dust. During rainy days, deep muddy potholes develop and the same vehicles bring that mud and dirt onto the streets. Just eliminating these dirt roads would do wonders to the overall cleanliness and appearance of Port Coquitlam roads and neighbourhoods.

I appreciate the maintenance effort to fix pot holes, either as a city wide blitz, or when I have reported a couple via the sort it and report it app. I think the Burns and Dominion intersection is getting dangerous, maybe a traffic light or round about there.

Please eliminate all remaining dirt roads in the city. This will get rid of the muddy, sandy, rocky, dusty, and overall "brown" esthetic of the city during rainy days.

Pot holes...street pavement cracking

Quality of the routes should be considered as well. For example, several major roads in Port Coquitlam are degrading in quality, Shaughnessy Street has several very rough sections, which is surprising to me considering its a major traffic route.

I would like to see roads that need to be repaved, to fill in potholes is really a waste of tax dollars as they need to be fixed constantly

How much repair/replacement of the terrible street surfaces will there be? e.g. Pitt River Rd between Lougheed and Shaughnessy St, Shaughnessy St Eastern to Western

1. Road Maintenance: Regular maintenance, including pothole repairs, resurfacing, and proper signage, is crucial for road safety and longevity. Well-maintained roads reduce accidents and vehicle wear and tear. 2. Safety Enhancements: Implement safety measures such as guardrails, rumble strips, and reflective road markings to reduce accidents and improve visibility, especially in high-risk areas. 3. Smart Infrastructure: Integrate smart technologies into roads and traffic management systems to enable real-time traffic monitoring, adaptive traffic signals, and communication between vehicles and infrastructure for safer and more efficient traffic flow.

We don't have paved alleys and sidewalks on the north side of poco, it is like living in a village not a city. Look at Port Moody, Pitt Meadows and Maple Ridge, they have similar population, budget but have better roads and execute better on transportation developments.

Please invest more on the North East side of Poco. Cedar Drive needs pavements and new drain system. It's the only street in that corner left without new pavement and new drain system...

Many roads in Port Coquitlam need repaving, including Shaughnessy, Lougheed Highway, etc. More money should be spent on this, and less on the Mayors pet projects like a new amphitheater.

Would love to have had Western Drive repaved like we were promised by the city

Like I said before, when they put in the speed bumps on western drive, that would have been the time to repave the whole street missed opportunity

bad conditions

Cedar drive must be paved and needs more light. the trail beside needs pavement and lights.

Some of the main road's signs need to be upgraded to a lighted ones or repositioned. they are not seen when we drive, and this is quite unsafe and dangerous. IF the mayor or council members drive at night Coast Meridian, they will understand what I mean.

light

I like that we have reflectors on certain streets - they increase visibility, especially at night in the rain. (Reflectors along with dotted white lines.)

White line on road are hard to see in the dark * when raining. Why are white paint or black squally lines on highway. If you don't watch where are going you end up on wrong lane.

Can do a much better job of snow removal on the roads during winter.

In more rural areas for example a lack of sideways/roadways being cleared when it snows means disabled & elderly residents as well as those with strollers cannot access the main roads. (For example, near Minnekhada regional park & surrounding farm land etc) those roads are rarely cleared and there is little to no transit available. They are also subject to flooding.

Please ensure street sweepers work daily to keep areas clean and drains running smoothly. 😊

Roads are too narrow for current traffic. Street parking is a huge issue even in residential areas with Multi-family housing.

Due to too many street parking, it's dangerous as we can't see the moving cars in the crossings. City of POCO have to restrain the street parking.

My ranking is based on the PoCo Downtown core. There is no parking. One-way streets are too narrow to be safely practical. Some side roads leading onto Shaughnessy Street have bad sight lines at the STOP signs.

Need some Resident only parking, in the downtown, parking non existing during daytime.

Residential areas need some sort of restrictions on street parking. Commercial vehicles should not be allowed to park overnight on residential streets!

Currently in the downtown core, it is very hard to make a turn from any of the residential streets with apartments because of the number of cars parked on the main street such as Shaughnessy. Very hard to even see when you're making a left/right turn.

Parking in downtown Port Coquitlam is a major issue. There is not nearly enough parking. There is less than before and the trend will continue with the parking lot on Wilson being replaced with housing.

Where I live, sometimes, there are cars parked very close to a corner - not 6 meters from the corner of a crosswalk or sidewalk. This makes it very dangerous when I need to cross the street as I cannot see any oncoming cars and I have to step out onto the street to look past the parked car or cars to look for any oncoming traffic before I cross the street. I live on a residential street but it is still very busy as we are near Gates Park.

Roads are pretty good, although they are getting narrower. This makes getting around in bad weather difficult. On the plus side, construction normally doesn't take too long, not like in Vancouver, which is terrible.

The roads are too tight. There is a need to widen roads. Also, there many cars parking on side streets even on major roads. I think there should be a rule not to park on major streets when they are too narrow like Shaughnessy street.

There are too many cars parking on the streets. The government / police need to permit to buy vehicles only for the ones who own their parking space.

In congested traffic areas I see the need to not take away road way to support MUPs; however, along non major routes MUPs should be added (a MUP is needed on Kennedy St).

Vehicles are allowed to park way to close to corners making coming out of and turning onto side streets very dangerous. Roads in the downtown area have low sightline - close proximity of cars, trees and signs contribute to the low visibility along Shaughnessy and the smaller side streets when trying to turn out

We need a park at the old Minnekhada school site. And the visual clearance is blocked coming off ulster ave to Hyde creek. We need a no parking zone for sight lines.

The roadways do not take into account the new growth that this city has seen. Parking on roadways is not sufficient and the number of vehicles parked on Pitt River Road significantly narrow the roadway making it difficult for drivers to navigate the corners. Perhaps reduced speeds on these sections of roads along with enforcement would assist with the sheer number of accidents that have occurred.

Poco traffic is a nightmare. Adding population without parking garages doesn't solve anything

Someone went overboard in eliminating parking in the name of safety. The opposite is happening. There is no way to correct the problem. The only way it will change will be a death or serious injury. Bureaucrats seeing in black and white only.

These guidelines are slowing traffic, narrowing roads, useless roundabouts, making the roads more dangerous. the roundabouts installed are dangerous (and ugly). dangerous because they have been there a while now and I still see cars driving right over the roundabout! right through it! Something needs to be in the centre like greenery and trees. it would be prettier and stop crazy drivers driving through the centre. In this instance I am talking about pg. 45 ROADS pg. 52 - 67. I love it. This is so, so great. The only criticism that stopped me from selecting "extremely well" is I didn't see how this improves and/or relates to the Federal ERAP or Provincial Emergency Management Transportation network. Recently Coastal Response 2023 full scale exercise was completed that focused on testing the provincial transportation network capabilities. We should be double checking our roads improvement plan with a critical eye that it flows with Our and other local emergency management transportation plans. I only saw one small bullet point mentioning improving transportation for emergencies. this is not sufficient. how does this plan relate to the city of Port Coquitlam's current HRVA? I am excited to see all these improvements. but IT CANNOT HAPPEN WITHOUT THINKING ABOUT EMERGENCY SCENARIOS. Federal assistance will not be able to reach us if the roads don't function efficiently. Don't forget about Abbotsford flooding November 2021. easily avoidable is Emergency Management professionals were considered during city planning. Here is the after-action report follow Exercise Coastal Response --> https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/exercises/cr23-joint_executive_summary_2023.pdf

Maybe a roundabout at Prairie and Fremont to keep traffic moving

I know roundabouts are somewhat unpopular with lots of people, but in the areas where the plan was 'considering' implementing them I hope that they go through with it. In areas I've lived that put in new roundabouts, it did wonders for traffic and I would love to see even more than what was in the plan

Employ dedicated left turn lanes at main intersections and traffic circles/roundabouts instead of four way stops.

No more roundabouts.

No more roundabouts. Remove barrier on Prairie so Ulster street residents can turn left on Prairie or go straight to SaveOn. Coast Meridian too busy. Do Fremont Connector now so Coq people can go East.

I hate those road circles. They should have contrasting paint around the raised area so they can be seen. they seem to be an insane way to impede traffic flow and annoy everyone. If speeders are an issue ticket offender rather than punish law abiding drivers.

roundabouts don't work very well - vehicles speed up after exiting them

The new roundabout in downtown Poco is good. But PLEASE NO MORE TINY ROUNDABOUTS!!!!!! Also, the length of time it takes the light to turn on Poco trail at Coast Meridian and Patricia is too long.

Traffic circles need to be integrated enough to support them ie Newberry is too small for proper indicator use, plants in the middle are too big and obstruct view a major problem since the traffic circle/intersection is not big enough

Disappointingly poor planning by engineers

The majority of BC drivers don't understand or know how to use traffic circles. The two that have been installed poses traffic hazards and do not take into consideration the larger vehicles or emergency vehicles such as firetruck and ambulance, slowing the vehicles down.

I feel the traffic circles for traffic calming on smaller routes are not effective. People don't know how to use them properly. I find the speed bumps on some routes at times annoying but I do think they are effective at traffic calming. I do find traffic calming initiatives that reduce the amount of parking ineffective as the population is growing and we haven't improved other more environmental modes of transportation.

While I admire some of the efforts made to improve roads/traffic, I'm not sure that the traffic circles are an improvement - particularly the one by the Port Coquitlam Community Center. I suppose it's better than traffic lights. Also, it would be great if there could be more improvements made to Ottawa Street, to reduce the amount of congestion that always seems to be there. Adding the turn lanes near Costco has been a good step.

More thought needs to be taken in to design of roads around city facilities. The new community centre is hard to access if you happen to be going in the wrong direction. Some of the new roundabouts are just not designed for larger vehicles. Same with the entrance into underground parking at the new community centre. The turns at the entry are too sharp for a larger vehicle.

reroute large vehicles, tour buses, dump trucks not working in the immediate area

Congestion. Prairie roundabout is stupid

The roundabout on prairie needs attention. I love that it's there but there is nothing for pedestrians wanting to travel south on Newberry from Prairie. They are forced to walk on the road at a blind right turn for cars.

Get large trucks off of Pitt River road from Lougheed Hwy to MacLean. Far too many for that size of road, speed they are going and safety of the pedestrians (notably students). Restrict movement to certain hours another possibility.

Work with BC govt to make meaningful changes to Mary Hill bypass for added safety and assess crash/ accident stats to improve that corridor.

you located a heavy truck route past schools and designed a hazard like the Mclean/Kingsway debacle. surely this wasn't the best idea

The way that Pitt River road is designated for the trucks and cars to go into the land by colony farms is a monopoly and unfair to all local citizens who have to use Pitt River road to travel.

Remove all heavy truck traffic on Pitt River Road between Lougheed Highway and McLean. There are 4 schools within 1 block of that corridor (Mary Hill Elementary, Central Elementary, Pitt Middle and Riverside), and heavy trucks try to use it as a shortcut between Lougheed and Kingsway. Just a matter of time before we have an avoidable tragedy.

Again, no heavy trucks near schools!

With the increase in industrial parks and businesses, setting out designated truck routes for tracker trailers would be ideal. Too many heavy trucks move through residential areas to cut across town, and all the driving schools using roads during peak commute times add to the congestion in neighborhoods

Need clearer and bigger signage for large trucks turning onto north onto Cedar from Prairie. This is a smallish intersection with heavy traffic. We see during peak times large trucks and rigs turning into oncoming traffic due to the tight turn and almost crushing pedestrians because they can't see them too many times to count. This intersection is also a main intersection to an elementary school and so having these types of trucks turning to here to get to the new developments is very dangerous to our neighborhood.

Good idea... there is no "meat" to this statement. Ensure flow, yes... how?

The details of the plan were unclear on this goal.

This question and the previous two are difficult to answer because you asking our opinions on all of Port Coquitlam.

None of us travel, use, know all of Port Coquitlam in this manner. I'm sure employees of the city don't know either.

Maybe the next time, pls add " in the areas of your use and knowledge " do you support.... and so on. Then ask the general area of have a map with zones.

Less Supportive/Opposed

Priority should still be to vehicular road users. We are not a dense city like downtown Vancouver, nor do we want to be. Although road-sharing should of course be a target area, the priority should still be for cars since it remains the primary method of transportation.

More priority needs to be given to cars

The population is only growing. The primary roads are overly congested as is. Adding bikes and other modes of transportation will make this worse. The streets have to be widened before even considering the option of adding any other form of transport.

You need a balanced approach, who pays for this infrastructure, all users should pay.

Not all roads need bike lanes

Do not construct cycle only pathways on our main roads that are not wide enough and will eliminate car parking for condo residents and businesses. DO NOT TURN POCO INTO VANCOUVER!!!

"Shared spaces?" Roads should NOT be designed to support multiple modes of travel such as walking, rolling, cycling. Sidewalks are for walking - NOT roads. Rolling and cycling provide no bodily protection with the ability to travel faster and should be nowhere near roads, which are designed for motor vehicle traffic. Is it any wonder why these people get hurt in accidents with vehicles?

Who decided that roads, originally designed and built for automobiles and trucks, should now be "shared spaces"? Why should people who walk, roll, and cycle be competing with 3,000 lb - 15,000 lb machines moving at 40 - 50 km? Any idea how *dangerous* that is?

Instead of pushing people out of cars, make the roads for cars. This share the road thing is all about cycling etc and not cars.

The main theme should be ensuring roads and intersections are constructed to help traffic move faster in Port Coquitlam.

There seems to be more focused on walking, Transit, and scooters, then a focus on building infrastructure for a rapidly growing city, where people are commuting from city to city via highways and parkways.

I am not confident of the MTP's ability to bring this about

I don't drive so I am not sure!

I am very concerned about the proposed Lincoln Connector bridge going through Coquitlam River Park. This route would go through a very sensible salmon spawning area, with streams and ponds that would be greatly affected. Having only two lanes would NOT mitigate this impact. The Chum and Coho that spawn here are already very stressed. A road going through this area could wipe them out.

I'm deeply concerned about the proposed road development between Fremont and Devon. There is a massive ecosystem in there, with many species of birds and frogs that will be heavily impacted by this. I sincerely hope an alternative can be found.

I strongly disagree with the Lincoln connector project - it is unnecessary and the risk to the environment is too great. We take this route all the time. It's not that much extra time to go around.

The urban forest needs more protection, for salmon and other species. The Lincoln bridge would destroy this at the expense of moving humans faster.

I am completely opposed to the Lincoln Connector crossing of the Coquitlam River, identified as a joint road project between the two cities in Section 10 of the MTP, even if the Lincoln Connector was also identified in previous transportation plans for both cities as a new arterial route parallel to the Lougheed Highway, and the new connection provides required additional capacity to address traffic growth and congestion, in addition to that being provided with the planned highway expansion to six lanes. The housing development along Coquitlam River and north of Victoria Drive has put a lot of stress on the salmon bearing Coquitlam River (including the salmon at various stages of life and the salmon eggs), including pollution (from littering, dust) and impacted flow levels as less water is filtered through root system and finds its way into the river, due to increasing asphalt and concrete surfaces. By adding another bridge and approaches, this will yet again fragment ecosystems that are already vulnerable and fragile due to human activities. I like the proposed Pitt River Rd Interchange so the railway would pass underneath the road. It would reduce congestion on Pitt River Road by eliminating the long waiting time due to the slow going trains.

Yes, definitely. Specifically, the logic of a Lincoln bridge crossing. 60 seconds away is Lougheed Hwy a major artery designed for a large traffic flow. Cost of a new bridge and disruption to a residential community and green space. David to Pipeline is a km away, let Coquitlam upgrade David to Pinetree another km away. New planned Oxford road is already in place for Coquitlam. I see no upside to Port Coquitlam for this diversion. No business will be helped by that bridge. Only millions spent and the degrading of Poco. Spend your money on another access on the other side which has been planned for years and no work done.

Please DO NOT go ahead with the Lincoln connector bridge through Coquitlam River park. It would destroy valuable salmon habitat, as well as the much-used trail system through this area. We have to protect salmon spawning streams and ponds. Such a bridge would be very short-sighted and destructive. We cannot out ease of moving cars and humans above the survival of other super important species.

Coquitlam River park needs maximum protection.

The part of the proposal makes the most sense. It prioritizes cars and adds a bunch of new roads with foresight to the future. I am opposed to the whole section, but it does what it says. When I am walking on the Patricia bridge and looking north up the trail at the beautiful trees and rushing water I never think, "you know what this could use? Fewer trees and more cars. We should build a road here." And when I think of our protected agricultural land along Burns road I never say to myself, "this would be so much better protected by a giant road." The entire premise of these roads is based on the fact that no driver should sacrifice time or comfort for the convenience of commuting by car. The entire premise of our urban design is that no one should sit in traffic. Maybe, traffic is ok. Maybe it's ok if we are going to clear cut Burke Mountain for housing for it to be a little bit inconvenient to get to it. The plan states "Given that the transportation sector currently accounts for 40% of Metro Vancouver's total emissions, a transition to low-carbon mobility is key" and then proposes MULTIPLE new roads, through wooded/natural areas, to make it easier for people to drive single-occupancy vehicles. I also didn't notice any mention of how the new roads will affect the temperature and water management in Port Coquitlam. Reports show that areas with trees stay cooler in hot summers. Will PoCo be subsidizing air conditioning for the homes along these routes? Will cutting off more of the corridor for bears and other wildlife result in a healthier ecosystem? How does the creating these roads benefit us all and not just the people who commute to Burke Mountain? So long as we are of the mindset that the easiest and fastest way for people to commute between home and work/shopping is cars, nothing is ever going to change. This whole report makes me feel hopeless, like it's all lip service, since the most comprehensive part of the report is the part that keeps things exactly as they are and plans for a future with more cars.

Traffic is worse, less parking in downtown, killing small businesses. Pedestrian friendly? Car friendly? Business friendly? Community friendly? Only for the clowns at city hall...

Why support people in cars rushing through PoCo to get somewhere else creating traffic, noise and air pollution?
Not being achieved as far as vehicles are concerned.

TRANSIT

How well does the MTP achieve the goal to encourage the use of transit with attractive and accessible stops, and road improvements that support efficient and reliable transit service?

Supportive/More Needed

good

Good. No improvements needed that I can think of.

Again, I'd say well

This is smart

Excellent. I think as a small community, we are already doing most connection points well.

If you follow and execute the MTP plan well, we can expect good results.

I love the transportation network.

Improving transit corridors will encourage more people to leave their cars at home and use transit.

Transit improvements a must

Need greater priority to transit

this needs to continue to be a big focus because cost of driving is so high

public transits usages can be proof of usages!!!

Less emphasis on cars More on public transport

The city is investing too much on automobiles and not enough on transit.

I wish transit was put as a higher priority. above beautification of the city. There already has been quite a bit of beautification and it's very nice. I believe it is important but not above roads or transit.

We must encourage people to use public transport. Make it more efficient, faster efficient, and more attractive than riding in cars. There are plenty of old people like me who cannot drive and have to rely on taxis for comfort

Will be nice when we get to public transit being the mode of transport that moves the largest number of people, with personal vehicles being further down in the list. We are very lucky indeed to have both WCE here and SkyTrain nearby in Coquitlam.

Really helps with encouraging people to leave their cars at home.

Hopefully port coq supports the greater Vancouver bus transit plans for transportation

So glad the City is being proactive in planning. I think it's important to incorporate consideration of public transit corridors in all new developments. Hopefully when it comes to public transit, it will be a case of 'build it and they will come'.

Unsafe sidewalks for pedestrians.

Encourage easy transportation in-between transit stops. Provide infrastructure for multi-use transmitting options such as bike racks, secured bike parking and parking.

Brighter roadway easily seen to Transits locations. More easily seen visible transits locations for walkers.

Right now, I don't feel it is safe to wait for public transit due to a lack of seats (ppl sitting by the side of the road) or they are walking along a major road (Pitt River). As a mother, I worry that my daughter will get hit walking to school or biking due to the lack of bike lanes and small narrow roads along Pitt River.

Can consider lightings in bus stops. During winter seasons, they're not stopping as the driver couldn't see people waiting in bus stop. This was my personal experience when I was new comer to Canada, after that I wave a flash light to signal the driver. 2 buses didn't stop in that bus stop, after that I realized they couldn't see me. I (and my 6year old son) waited for 1hour that time, it was getting darker and very cold. That bus stop is in dark place with only the bus stop signal board. Stop # 58680 Southbound Oxford St @ Westminster Ave

I suspect more shelters with benches could be welcomed (North side)

We need to ensure Transit Shelters are well lit in the fall/ Winter so they are safe to use into the night

Given our wet weather, covered shelters are required

A would appreciate more bus shelters for those really rainy days!

More bus shelters pls

Shelters are important

Stops need benches & shelters.

Shelters and Benches are essential at transit locations. Including non-major locations.

One thing I feel would make a significant impact in the attractiveness of public transport in the form of busses is sheltered bus stops. Having a place to sit/stand while being somewhat protected from the elements is crucial considering the weather we experience on the regular.

More bus shelters are needed and, where possible, with bus pullouts. Public transit is not developed to the stage that makes cars unnecessary. Low population density is a challenge for profitability.

Why not the goal of every transit stop has a bus shelter. Spend the money!

Work in progress. More shelters needed.

My biggest complaint is the bus stops

There needs to be rain shelters at destination points (transit stops etc.)

get on top of graffiti and garbage daily, surround by low maintenance micro green space

I would like to see a prioritization of placing street trees and bus shelters at key bus stops. This is important because younger people and those of lower incomes may have no choice but to take transit. I take transit on the 173 and 172 to Coquitlam Central, Port Coquitlam WCE, the Port Coquitlam Community Centre and find that there are very few stops that are protected from the rain or sun.

If bus shelter could be shaded with trees or made in some other way to protect from the sun during would be great.

Some of the stops are in direct sun with no shade of the stop or trees nearby.

Bus shelters that provide shade during the summer is a really big request of mine. I normally like taking transit but if there is a delay when it's really hot and the only shade is a half block or more away from the stops it really sucks. Even planting more trees near stops would be an improvement over the glass shelters that only make the heat worse.

Many bus stops also need street trees. There is a bus stop across from Momentum gym that was painfully hot in the summer. Please prioritize shade trees in the street boulevard near bus stops to create a more pleasant waiting environment on hot days.

There are too many bus stops with no shelter - which is INSANE given how much it rains here! Third world countries have concrete bus shelters. And I'm astounded nobody has died while using the bus stops on the Maryhill bypass. They have to walk along the side of the highway in the dark, in the rain in winter, and then wait with no shelter. It's the worst bus stop I've ever seen.

If the improvement is intended to require some walking, such as to a bus or train, the waiting point (bus stop, train station) must have a covered waiting area, please. There must be rain and sun cover for this to be practical. I'm all for it. Just keep my head and my feet dry.

As someone who relies on transit and who suffers from chronic pain, I have been disappointed many times when I see many bus stops that do not have a bench for people who are waiting long time and have trouble walking to be able to sit down on. Also, for us living in a community that receives plenty of rainfall for about 7 or 8 months out of the year, many bus stops unfortunately do not have shelter protection from the elements, even from the extreme heat in summer due to global warming. I cannot sit on a transit stop bench if it's wet and raining, but if its covered, I can. This is very common on Pitt River Road bus stops, Mary Hill areas, South Side, and many North Side stops as well

Every time I've looked into taking the bus within or out of poco, i think the tradeoff of time makes it unappealing, but I guess that's out of the city's purview. It doesn't seem like there are a lot of bus benches around town, but I could be wrong. If there aren't many, there would be people who don't take the bus because of disability or chronic illness where they can't stand for a long time but are not full-time wheelchair users either.

In the Fremont area there are no covered bus stops—which is an impediment to taking transit during our rainy season.

Not enough bus stops and not enough covered ones. They do not support people in wheelchairs very well.

Accessible bus stops.

A lot needs to be done here. Where I live, the closest bus stops are a ten-minute walk in two separate directions. While I am not about to take transit as it is too time consuming there are neighbours that do and they have long walks in the rain and snow. Fast improvements need to be made to transit shelters - they do not always need benches but certainly some form of shelter. And along the bypass, shelters separated from traffic by barriers.

Many stops in residential areas are still simply signs on the side of roads that lack sidewalk or benches. This is true for most of Oxford St, for example. Lighting seems to be an area that has had many improvements city-wide which lends to a safer environment.

The bus station Chelsea Avenue on the other side of the Market needs a refuge with lights since is very dark and isolated, near the forest and the creek. Kids and some adults are scared to use that bus station...

The bus stop on Lincoln (by Oxford) is so close to the forest and bears are constantly coming out from the bushes there, I've seen them. You need to put a cover around the bus stop so if a bears comes out, people are protected from behind.

More security on the bus stops. There are times, especially very early when there are people sleeping in the place and it's not safe to be there

I appreciate the pressure the City is placing on governing bodies involving transit and safety on the Mary Hill Bypass. The safety of pedestrians and drivers on that road is abysmal...

Draft Master Transportation Plan section 10.7.2 Bus Stop Improvements, It is ridiculous that CMBC has concept designs developed from 2006 - obviously this project is long overdue and requires immediate implementation. People are risking their lives standing road side waiting for transit. I work for a manufacturing facility on Broadway and also live in the community, we could employ so many people that rely on transit but they cannot rely on service or safety at the MHB @ Broadway Street area. As a City representative with CMBC this should be priority. - It will depend on how much influence the City has over CMBC - good luck !!

The Maryhill Bypass bus stops should have a safer bus waiting area including a cover from the sun and rain, it also needs a pedestrian walkway including a pedestrian bridge to get to the other side to catch the bus. The traffic on the bypass is too busy for pedestrians.

Draft Master Transportation Plan section 10.7.2 Bus Stop Improvements, It is ridiculous that CMBC has concept designs developed from 2006 - obviously this project is long overdue and requires immediate implementation. People are risking their lives standing road side waiting for transit. I work for a manufacturing facility on Broadway and also live in the community, we could employ so many people that rely on transit but they cannot rely on service or safety at the MHB @ Broadway Street area. As a City representative with CMBC this should be priority.

I made a comment in question 1 regarding this question. Maryhill Bypass needs safer bus stops for pedestrians including a walkway. I see pedestrians all the time walking towards and away from bus stops... too dangerous with heavy traffic on this road. **We need a pedestrian bridge crossing over the Maryhill Bypass to catch the opposing bus. There definitely needs access for people in wheelchairs.

Thank god there will be proper bus stops on the bypass it's so dangerous. This is a priority project!

Would love to see safer pedestrian walkways along Mary Hill Bypass for them to get to the bus stops safely.

The Mary Hill Bypass area between Broadway and Kingsway is so dangerous. Pedestrians walking on the road, getting sprayed by cars, not visible to motorists. Bus stop is desperately needed near Broadway heading westbound. Many people work in that area with all the businesses. Walking along a highway for 1km to catch the bus is too far and unsafe.

How does one become visible when biking on Maryhill bypass between Shaughnessy and United Boulevard? Some people give up riding the 159 bus and feel unsafe traveling by bike or scooter to United Blvd

The lack of proper spots for pedestrians to wait for a bus along Lougheed is ridiculous. The photos of people sitting on the shoulder concrete divider at a bus stop is embarrassing.

Encouraging public transportation means making it an attractive option. By promising to build roads that keep driving as the fastest and easiest mode of transportation does the opposite of that. It doesn't matter how many lovely bus shelters are built if everything is still built with single-occupancy vehicles as the priority. I still support the goal of this section of the report, but it doesn't actually "encourage the use of transit" - it just makes it more pleasant for those who actually already use it.

No mention of bus stops. They need to be more sheltered and much more comfortable. Bus stations should be covered and a place where people can relax while waiting for buses (which could also be more comfortable). Coquitlam station is a disgrace. I froze last time I used it. I would gladly, gladly pay more taxes instead of having to use taxis to travel comfortably. I am old and it would be dangerous for me to drive a car. Most of Europe seems to accomplish this.

The need to address transit routes, times and whether more buses are needed. Sometimes there are long waits. Bus shelters need to be at all stops eventually,

Many bus stops need considerable attention.

I've already said it, Better bus stops and bus stations. The sky train is ok and the West Coast express is fabulous but not frequent enough. We must find a way to encourage people to use it more.

There are bus stops close to the travelled portions of Cedar Drive. There is high risk for pedestrians to access the bus stop due to traffic volume and speed.

See my earlier comment about the bus stop. Clearly public transport is secondary while cars are still the main mode of transportation the city pushes. Otherwise, why allow cars to park on main streets such as Coast Meridian north of Prairie Avenue, or on Shaughnessy where it's already super tight and has a 30kmh speed limit through downtown?

I answered the previous question with what I would have put here, so I'll keep it brief: full bus priority lanes and traffic signal operation. Beyond this, other priorities that are probably out of the jurisdiction of PoCo are: expansion of West Coast Express service with two-way, half-hourly all day service, the extension of the Millennium Line into PoCo, and more frequent service along the 701 and R3.

Buses still don't have their own lanes and are stuck in traffic with other drivers. No skytrain. No trains on weekends. No safe roads to use bikes to get to train station.

Provide bus lanes bus drivers actually use. On other Rapid bus lines there isn't this issue other than R3.

More fully-separated bus lanes along key corridors are important. Intersections should also have transit priority in all instances. For instance, the north-bound lane of Shaughnessy and Lions Way has a bus-priority signal, but it only activates at the start of the green light cycle for everyone else. It should be programmed to operate at any point of any cycle, as this will make transit move faster. If this is not relevant to this question, that is fine, but I want to mention it somewhere.

Poco is growing city. We will definitely have more motor vehicles using the roads. Keeping the transit as priority (bus lanes, queue jumpers, advance lights) is the most important factor to encourage transit.

Need more direct roads for buses to link to trains.

Changes to the Lougheed area with HOV lanes is a great improvement for transit.

More bus lanes where bus drivers use them. The Lougheed @ Westwood section for example (in Coquitlam) is poorly designed where bus drivers don't use them.

Gotta get a dedicated bus corridor running down Lougheed hwy. A 5th lane in the center of the road. Can change which direction buses travel as the day goes on to match traffic

Build Bus Rapid Transit along Lougheed Highway and support more bus priority.

this has already been done on the Lougheed with the buses.

Where possible, would be nice to have pull-out areas for transit stops.

Skytrain

Buses are not enough. We need skytrain stations.

PoCo needs Rapid Transit!

As a skytrain user myself, I am definitely interested in having a skytrain expansion to Port Coquitlam. The West Coast Express operates on a limited schedule and has limited stops, so not everyone is able to use the service conveniently. It's extremely hard for us to take transit regularly when we don't have skytrain that is more reliable. I hope the city has the vision and reserve the land needed for skytrain. Ideally, we can have a station at Fremont village, and one close to Westcoast express.

I know you are working on getting the sky train into Port Coquitlam and I feel that is very important to help with some of the congestion and will make it easier for people to choose skytrain over using the vehicle to get into surrounding areas.

There are no Sky Train stations in Port Coquitlam whereas Port Moody has multiple with half the population! West Coast Express should be used all day.

this is important but also Port Coquitlam ought to finance some of the cost of a Skytrain extension to Port Coquitlam

Yes, traffic needs to be improved. I would also highly recommend SkyTrain development for PoCo

We need a sky train station

Skytrain

Bring skytrain to poco please!

Make more effort in extending the sky train to PoCo

Prioritize an extension of SkyTrain to Port Coquitlam. Extension already pre started. Since extension switches already present the rest should be cheaper and easier to build.

We need a train. With all the apartments going up in downtown poco we can't continue with population growth without trains

Other than West Coast Express, I didn't know we had Skytrain facilities.

Skytrain will definitely improve the transportation a lot...

The skytrain would be nice

We need rapid transit in Port Coquitlam and a park and ride at Braid, existing buses should run more often so that we can leave our cars behind knowing that we can get to and from home reliably using public transportation.

The most important transportation improvement in our city is to extend the skytrain from Coquitlam central to our city Port Coquitlam. This will upgrade our city transportation infrastructure and eventually increase the income and revenue of our city because more housing can be built around the skytrain station and attract more people to move to our city. Skytrain can also reduce the stress of the traffic congestion.

Would the SkyTrain extension to downtown PoCo be from Coquitlam Central Station to PoCo Station, and follow the West Coast Express route? I see this option as the less intrusive and the more environmentally friendly one. Densification along the new SkyTrain route between Lougheed Mall Station and Douglas-Lafarge Station does not equal affordable housing but rather the opposite. Many affordable housing units have disappeared or will disappear to make space for new townhouse complexes and condo towers.

Would skytrain connect to poco station?

Is there ever a possibility that a sky train would connect through Port Coquitlam?

The conversion of the R3 to a Rapid Bus will require the conversion of GP lanes to bus only lanes on Lougheed Hwy. Other pieces of infrastructure like the Lincoln Ave crossing need to be in place to provide additional local EW crossings of the Coquitlam River and distribute traffic away from the one Lougheed Hwy corridor. Extending SkyTrain to Port Coquitlam would provide new opportunities to reduce the number of routes having to access Coquitlam Station as they could terminate at Port Coquitlam. That could provide an opportunity to improve local service within the same resource constraints. Lots of inter-related projects that will potentially help transit move in the area.

I haven't used public transit in a while. It would be great if a skytrain line eventually existed in Port Coquitlam, it's a necessarily thing that needs to happen with the increase of population.

Would love some extended skytrain options out near Shaughnessy and Pitt River Road.

Guessing/take skytrain but not buses

SkyTrain at poco or more bus routes to better access some areas

Do not do like Coquitlam and especially Vancouver to try to force people out of their cars. Putting aside recreational travel not all employment suits transit use except those who live and work on or near transit stops. Commuter times are near capacity and Sky Train can take 3 times the travel time depending a person's work location. Sky train was never constructed in the proper places to begin with and recent additional routes have a lot to be desired. Poco should have been connected to the Coquitlam Station before Douglas College instead of running dozens of busses collecting and depositing at Coquitlam Station.

It would be great to see part of the approach considering efficient connections to the greater Vancouver transportation network, such as sky train.

The west coast express is a godsend otherwise Poco would be isolated from the skytrain completely. It would be nice to have skytrain but the busses do a good job of filling in the missing link

There are no Sky Train stations in Port Coquitlam whereas Port Moody has multiple (plus WCE stations) with half the population of Port Coquitlam! The West Coast Express should be used all day (yes, I know it shares the infrastructure with commercial rail; but, surely with minimal disruption schedules could be shared more frequently or another track could be accommodated with minimal expropriation). It's obviously that Port Moody's additional representation in Metro Vancouver has more pull than Port Coquitlam. This isn't sour grapes on my part; but, there is something wrong here. Port Coquitlam, historically, has been and is currently a well-run municipality. It's a shame that Metro Vancouver has ignored this community!!! Cannot wait for a sky train station. Has this been confirmed? Would love an update on this

Wish there was a skytrain station a bit closer than Coquitlam Central

As I mentioned before maybe a sky train connection through Port Coquitlam should be considered.

Need skytrain

Bring the skytrain in poco

Would like to see Skytrain come out to Port Coquitlam. Commuted to Vancouver on WCE for 15 years. Wonderful and reliable service.

City of PoCo needs to advocate for the extension of the skytrain to downtown Poco.

We need a central train station. It will help with traffic and bring more people to our beautiful downtown businesses.

I hope PoCo can get a skytrain station or that the West Coast Xpress is more utilized. To me it's currently a waste of a train, since it runs so incredibly infrequently.

Bring the SkyTrain to Port Coquitlam. In the meantime, please implement an express shuttle that goes directly from Port Coquitlam station to Coquitlam Station.

Expand sky train.

We need at least 2 sky train stations in Port Coquitlam, and more buses covering North east Poco to Coquitlam and Port Coquitlam downtown.

The transportation by bus is good but not enough. Port Coquitlam needs skytrain stations

I hope a poco skytrain extension is built

PoCo needs a rapid transit system such as skytrain or a rail bus to connect to the existing rapid transit network

we need sky train stop if possible

we need skytrain

SkyTrain to Port Coquitlam. Instead of 701 to Mission run a separate express like Train Bus to mission from Coquitlam Central instead

A sky train station in the Fremont area to accommodate growth would be fabulous. As of now, Lougheed Highway is so congested that the travel time to Coquitlam is much longer than by car.

the closest station in Port Coquitlam is the west coast express and doesn't even operate on the weekends. In order to access any type of transit, it would be to go to the next city over and that takes more than half an hour without traffic by bus, and yet a 15 minute drive by car. Push for a Port Coquitlam skytrain extension or create better bus routes to other skytrain stations in the meantime

As being a bus driver, designing roads to make transit as priority is very important to run efficiently and attract more ppl use transit system. Especially westbound Lougheed Hwy after Pitt river bridge needs a bus lane and queue jumpers at some lights. Port Coquitlam bridge between Shaughnessy and Hastings street is needs to be enlarged as soon as possible.

Extending the skytrain towards Port Coquitlam would be great. I don't know if city can bear the cost of this but if needed, increasing property taxes temporarily would provide some portion of the budget needed. Which route should the skytrain is follow is another question; following WCE rails and having a stop at Lougheed and Shaughnessy, then going towards the Fremont area Ave would benefit the most ppl I guess

Port Coquitlam is quite isolated, with bus and west coast express being functional for work purposes, but without a SkyTrain station anywhere within a valid distance, it hurts the city overall, I feel.

Obviously, we still want Skytrain in PoCo but seems that will be a while. The R buses and ability to park and ride at Coquitlam Central are good in the meantime. I love that we can take a bus (159) to one of two stations. The improvements to bus stops are noted as well, but more or them need trash cans.

Weekend access to West Coast Express and Skytrain access within PoCo

Buses often operate past our house and that's good. Would like to see the skytrain stop in poco one day.

We need the sky train to come to PoCo

I can't wait for a Skytrain station. I know it's a long way off, but the dream is still there.

Not a frequent user of transit within our city, occasionally drive to park and ride for skytrain.

Skytrain is the key! Way more people will use transit if it's easy to get to skytrain. Free parking for skytrain users (even at Coquitlam or Braid Stations).

We need Skytrain to make commuting easier.

SkyTrain!!! We need it. Require enhanced bus services to and from riverside secondary.

Expansion of the Skytrain Route to the Pitt River, Pitt Meadows, and East Maple Ridge, would further Reduce, Traffic, Pollution, and Congestion along Lougheed Highway. Hey Brad West! Skytrain does NOT have to be this COSTLY ELEVATED MONOLYTH!!! "At-Grade-Rail" like the Calgary "C" Train, is Just Fine, Thank-You! "Think-Out-Of-The-Expo '86 BOX!!!" THINK ABOUT THE ELECTRIC RAIL INTERURBAN LINE OF 100 YEARS AGO!!! The History Lesson Are There!!!

Where is the skytrain station in poco

it would be nice in the coming years to have skytrain in Port Coquitlam so people can travel from Vancouver to here so we can attract more people

There is no skytrain, no west coast express access for northsiders (they're better off going to Coquitlam), and a lot of Northside transit stops are unsafe or not pedestrian friendly

PoCo lacks skytrain stations on both sides of the highway. Transportation by bus to the nearest Millennium like and also to the WCE is very slow and inefficient, and it impacts hundreds of people every day, leading to indirect costs to the city and healthcare (more cars, more accidents, need for health care spend and traffic related losses to the economy at large, etc) Plans to extend the millennium line to PoCo already exist. Perhaps the need to identify related projects with the goal of saving money is not a valid approach since the city would be saving so much money in indirect costs by building skytrain stations. SkyTrain to Port Coquitlam. More Rapid bus lines.

Skytrain needs to be fast tracked for PoCo. It's the fastest way around the region.

We need Sky Train to serve Port Coquitlam as soon as possible. West Coast Express is good but does not operate like the Sky Train (we need more service hours)

Need a skytrain through to Port Coquitlam

Skytrain into Port Coquitlam

Would like to see a skytrain stop in POCO, or the West Coast express offer more travelling times through the day.

While I think the strategy addresses transit well enough, we know this isn't within the municipal mandate and will be heavily dependent on what TransLink does. SkyTrain to downtown PoCo would be great. But we also need to better serve the entire community so that people in North side PoCo can even get to that SkyTrain in a fast and frequent way.

Continue to advocate for a downtown POCO Skytrain extension. This would be a further catalyst to creating a smartly densified and vibrant downtown.

Bring the skytrain to poco

We need a skytrain in PoCo

Port Coquitlam needs Skytrain

Skytrain into Port Coquitlam

I really, really want the train to come out here. i find busses difficult and would like to be able to get to the evergreen line so i dont have to drive if i want to go to Vancouver.

While the west coast express is handy for a select group a skytrain would support that group and almost every other resident. It would certainly help me not be reliant on my car.

The plan could be further strengthened by having more assertive language to describe a focus on making a business case to extend the SkyTrain line into Port Coquitlam.

Love all the new bus lanes and bus shelters that have been made in the last few years. A skytrain out to poco would be amazing, probably far off but saving a space for transit hubs at Shaughnessy and Lougheed, for example

Need skytrain or rapid transit to go through PoCo and further east.

Improving public transportation should help on this goal. I know it is a very expensive solution, but perhaps having a skytrain line in the future would benefit the environment and promote city growth

I really wasn't clear, other than the BRT, what specific improvements are being made. Frankly, Skytrain to PoCo is a pipe dream given the municipality's current anti-densification mentality. The redevelopment of the Oxford Connector and the Dominion Triangle with low-density housing was a death warrant for any Skytrain hopes. This continues with the approval of mid-density housing where high-density housing should be sought (like the townhouse development just east of PoCo place - that's the kind of project you approve if you want to make it clear to other Metro Vancouver municipalities that you have no interest in high-volume transit). If PoCo was serious about the Skytrain coming, the city should undertake immediate plans to redevelop Westwood Centre, PoCo Place and Shaughnessy Station, altering zoning at the Lougheed-Coast Meridian Connector, and making immediate changes to the development plans for the Dominion Triangle. All of these should be built in adherence to BC's Transit Oriented Development criteria to demonstrate proactive willingness and commitment to add density that is deserving of a Skytrain connection. But, I fear the damage of poor zoning choices to facilitate high-volume transit is already done, and I don't feel our municipality currently has the desire or will to change its mindset.

I hope we can plan further ahead for skytrain - have a vision and reserve the land needed build extend the skytrain network. Ideally there is a station close to Fremont village, and another one connecting to West Coast Express (close enough to downtown poco / recreation centre)

I really think skytrain with free parking would make so many people happy! They can still have their cars for personal freedom, but they would only have to use them for short trips. Ultimately, we have skytrain within walking distance of everyone.

I feel like a good step for better transport and connections for Port Coquitlam is to support a Skytrain extension from Coquitlam Central, by having an elevated line beside the West Coast Express track and have a station at Westwood St., current Port Coquitlam WCE station, and crossing over the Canadian Pacific railyard beside Lougheed Highway either on Ottawa St. or Sherling Avenue with some lots possible for development with the current commercial area.

Suggest the improvement projects to include a skytrain extension plan to downtown PoCo. This will help the people greatly in getting to their destinations in a timely manner. This will also help city with the densification plan for easing off the housing shortage. The current station for the Westcoast Express Line is the perfect location for the skytrain station.

Would love to see a skytrain station in PoCo

Skytrain should be a priority

Prioritize an extension of SkyTrain to Port Coquitlam. Extension already pre started.

Extend Skytrain to Maple Ridge

Skytrain expansion!

The city of Port Coquitlam is also planning to build a skytrain, and we expect rapid and positive expansion of the development accordingly.

Could use skytrain near Fremont

Skytrain stations. Can't emphasize this enough.

Port Coquitlam needs Skytrain Stations

Commercial areas by Lougheed Highway and Kingsway need more dense housing in order to be more enticing for a transit expansion like skytrain or rapid bus

Push for skytrain expansion

We need skytrain out here in poco

Skytrain into poco would help a lot!

A skytrain extension is a must. Any way to lessen Lougheed highway traffic in the coq center area would be wonderful

The most important transportation improvement in our city is to extend the skytrain from Coquitlam central to our city Port Coquitlam. This will upgrade our city transportation infrastructure and eventually increase the income and revenue of our city because more housing can be built around the skytrain station and attract more people to move to our city. Skytrain can also reduce the stress of the traffic congestion.

please develop skytrain in Port Coquitlam for the population fast growth

Skytrain stations near commercial areas on both sides of the highway please

No skytrain

Against. Skytrain.

No need for skytrain we are fine as it is

Again, we should all stay home to save the planet. Remember during COVID how pleasant and healthy the natural environment was when everyone was quarantined? And the last thing we need is Skytrain bringing density and with it less space to enjoy our neighborhoods.

Keep the West Coast Express forever! Please stop asking for the Skytrain/Crime train.

I do not support Translink skytrain extension to Poco... (terrible idea and costly one) ... Instead focus on West Coast Express improvements...

I would not like the skytrain to come to Port Coquitlam. It would bring crime

I worry an extended SkyTrain line into Poco would bring tons of crime and homelessness into the city.

Again, do not support a skytrain. We have lovely roads and paths that are safe. Bringing in too much too fast otherwise causes crime and undesirable loitering.

Just don't invest in a skytrain. It brings a lot of non-working people into town and causes more crime. We should invest more time available for West Coast express as it involves hard working people and helps alleviate rush hour. More transport and uses for remote workers too. Skytrain has caused way more crime in Coquitlam that even their community pool has signs saying the skytrain allows people to come and go faster and use that for stealing etc. Bad idea please don't do it. Poco is beautiful as it is

No skytrain. It will only bring violence, troubled folks, increased taxes and strain on policing. Trust me. Already there is an increase in disturbances and violence and bus stops- many go unreported such as the ones I've witnessed.

Service

Buses are full and transit isn't that appealing.

We need more frequent West Coast Express. Some PoCo Councillors (e.g. Mr. Washington) claim that the ridership is low based on the number of parking stalls used. However, even a recent Santa Train was jammed. Why is there no WCE on the weekends? Why can't you take a WCE to Vancouver in the evenings? Where is the promised skytrain in downtown PoCo? (1) PoCo needs better transit service from TransLink. (2) Buses are often 5-7min late, timing of buses doesn't match school bells (bus arrives 5min before bell time rather than 5-7min after). Bus routes are milk runs and not frequent or easy to get to riverside or Coquitlam center. (3) Skytrain not needed to downtown as the \$1 Billion spent better elsewhere and it would be poor service (2car train every 15min) - improved bus service would be better. (4) Don't waste money on bus speed / reliability. (5) have bus shelters at busy stops for weather (6) restructure Translink as they are top heavy and put money into service This is deceiving as transit is under TransLink and City cannot shape their plans nor service, as they have their own Board and have huge budget challenges. Most of public do not know the whole structure and this MTP didn't help explain such. I would like SkyTrain but from a regional perspective they're large cities that should get it first (Surrey, Langley, white rock) but poco before North van

I guess poco is the only city Translink seems to bully its riders. Buses are never on time, gets cancelled and the app or their mobile site is pretty much of no use if I were to use during off-peak hours. Yes, this is on 2023 not in COVID. Council, please do ask for data from Translink or would suggest to investigate if this is a silly comment. I made very hard decision to buy the 2nd car for family being in poco. When I lived in Burnaby Translink buses schedules kept me like a prince but not in Poco. Our kids can't get on Bus #172 to go to school as bus is always full at time of boarding.

Identify how many transports are canceled per month due to children being adversely affected by losing transportation to school. It is particularly challenging, especially during winter.

Please increase frequency of buses 172 and 188 in morning to allow our children to go green to get to Minnekhada Middle school. Chaser buses to alleviate morning congestion would be tremendously appreciated. We need to teach our children to go green and save or gave, mileage and time driving them to school. Thanks for considering.

Please make bus 172 and 173 larger. So, it can take more passengers. My kids got turn down lots of time due to no space.

A lot of cars on the road are during school drop off and pick up time. School buses could solve this problem

Kindly improve the bus routes to various schools. It is heartbreaking to see these young children struggling as we all pay lot of taxes.

Citadel Landing does not have any transit service within a 20 minute walk. It would be useful to have a smaller shuttle bus connect us with the Braid Street Skytrain Station (closest to us) and the PoCo bus loop. All the school aged kids currently get driven to schools from Citadel Landing.

Improvement to Translink is not within the scope of this plan I assume.

Please push Translink for expanded service

Better local service needs to occur to encourage the use of transit.

If you expect me to take transit it needs to be more accessible across neighbouring municipalities

Fremont. Skytrain. North to South Poco. Everything goes east west. I can't get from North to West Coast Express

Not enough buses and trains! Everything takes 40 mins

With bus connections from citadel being so poor I cannot rely on buses to travel but have to drive. I can't justify taking a 50min bus ride when driving takes me 12min. especially when the bus is often delayed or cancelled - making it too unreliable not much the city can do about this, but transit is severely lacking in the tri-cities.

I hope more frequent community bus available in Port Coquitlam, especially on weekends.

More transit should be available near Costco / Pitt Meadows area.

Public Transportation needs to be improved. Rapid bus to skytrain. Circle bus to local business, like Costco.

Need more bus routes or more frequent buses.

Please increase the frequency and number of routes connecting North POCO, especially Sun Valley Park and Lincoln Park, to the rest of POCO! The commute from Sun valley to Citadel Middle is just crazy, it takes 1.5 hours!!!thank you!

Make Port Coquitlam more accessible to POCO residents. All transit routes do not need to lead to the train station or skytrain. Little to no public transit along Maryhill for that works for POCO residents and businesses.

Improving the aesthetic of transit stops does not seem likely to increase ridership. Instead, the City should work with TransLink to improve routes. For example, there is no bus route from the Fremont area to the Down Town area or to the Port Coquitlam West Coast Express Station. Rather, Fremont area residents must take a bus to Coquitlam Central Station, a significantly farther distance.

Yeah, I'm going to wait 1 hour for the 160 bus at 8am, 4pm, any time of the week and non-existing on weekends. Skytrain? Maybe in the year 2123...

We need more buses that take people to large transportation hubs. For instance, for me to get to Coquitlam centre using public transportation I would take from 15 to 40 minutes, because the bus is small and when it is full, it does not stop. By car it takes around 7 minutes. So, it is hard to rely on public transportation in my case.

honestly, I know what the people in my small community need when it comes to transit. and that is more small bus routes linking to skytrain and major bus routes. thoughtfully timed. but I see here in this plan much much more thought has been taken and I am excited to see these improvements. thank you.

Burnaby and Coquitlam stations have been much busier this year. A lot of busses and trains are at capacity at peak hour. Occasionally dirty/smelly. As more people are brought in this should be addressed. I would pay more for a monthly fare to have cleaner and less cramped conditions.

The hours for the West Coast Express should be expanded and include evenings and weekends.

The West Coast Express is a great option for commuters in PoCo. It's availability should be expanded.

Need more frequent buses, more frequent two-way West Coast Express now and build skytrain station in downtown POCO within the near future.

I am currently in a location well served by transit, however Fremont Village is poorly served. As result I rarely shop there and take my business elsewhere.

Wasn't a whole lot new in this section. Generally speaking, PoCo is not well served by buses as the routes are large and time-consuming loops with few reasons to stop in between but suburban homes, due almost entirely to urban design that has been historically car-centric.

A job taking 45 minutes by car takes 2-1/2 hours by transit. In addition to an 8 or 9 hour work day, a supper to cook and preparation for the next day, transit is just not a viable option. The cost of transit is not much cheaper than running a car.

Public transportation, especially community buses, frequency needs to enhance during peak hours

There hasn't been much improvement. What we have is okay, though, but public transit if PoCo is far from winning any awards. I prefer to avoid public transit here.

The 159 route is the least dependable in all of the district terribly inefficient

Transit routes and timing are terrible. They align with the WCE only and don't consider that other commenters are also using busses. I've brought this to Translink before and it fell on deaf ears. As such, I continue to drive.

Need a line from downtown Shaughnessy and Coquitlam central

Grouping routes at the platform that link Coquitlam station to similar destinations in Poco would be convenient. Ex. Sometimes when waiting for the 159 or 160 the 174 or 175 will come to platform 12 too far away to run to catch.

The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route. Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am. If Coast Mountain keeps alternating routes for drivers to drive the 791 with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning. Poco does not seem to have as ready access to transit

I use WCE in combination with the bus 159. Going to the station in the morning is fine. Mostly the bus comes in time. Only couple times a month I have to ask my spouse to drive me to the station because the bus is late or didn't come. However, evening bus is a nightmare. When the train comes, people using buses like 170 get there instantly. 159 bus users may wait for the bus 10-20min.

20 min walk to get to a bus stop that takes you to skytrain, that seems inefficient. Old parts of poco are suffering.

I hear public transit is not very good in Port Coquitlam

Reduced transportation fees to encourage people to use transit.

I work downtown and rely on transit. The West Coast Express is my preferred mode of transportation. However, if I work late and miss the last train, getting from the Coquitlam station to my car at the Port Coquitlam station is a nightmare, especially in the dark.

The biggest help would be for greatly improved bus service to TFSS. Right now, my kids can't take the bus to school because one, the 188 bus route can't be depended on to arrive on time, two, the service is not request enough in school peak hours and lastly, the bus is usually full by the time it gets to our area and my kids can't get on. So especially in bad weather, they have to be driven.

Introduce more WCE trains in the morning, perhaps 2 more for those that have to drop off kids at school

We are somewhat at the mercy of Translink--bus routes and availability of Skytrain are limited. The number of connections and time waiting/transferring are major considerations for people when weighing taking transit versus driving.

It's not convenient to get downtown from Port Coquitlam. The West Coast Express only runs Mon-Fri during peak hours, and the Sky Train takes too long. It would be good to increase number of trains for WCE on weekdays, and possibly have trains on the weekend.

We need buses to come more often than every half hour during the non-peak hours. I'd like to see more shelters at bus stops. More transit needed and better connections. When I transit to work (a 7 min car ride) it takes me 45 to 60mins by bus because the 2 buses I would take don't connect and usually I have to walk over the coast meridian overpass instead.

Better access to Gates park

Route 159 is terrible. Increase the frequency during and off peak hours. Transit is still operating this at the frequency 20 years ago, despite a significant increase in population in the Citadel area. Expectation: once every 15 minutes

Improve travel between Fremont Village and Minnekhada Middle School. Current route before/after school times is every 30minutes and bus is often full in afternoon. Middle school kids (age10-12) should not have to wait 30min at a bus stop if they can't get on. Not safe. (Route 172).

I would like to use public transit but it is too difficult and takes too long to get where I need to go.

Please make bus 172 and 173 larger. So it can take more passengers. My kids got turn down lots of time due to no space.

Also, should increase frequency

We need more frequently scheduled west coast express (weekend coverage) and skytrain connectivity.

Broader issue around transit is that Translink has poor service, limited routes and too long of connection to Braid St station. One cannot disagree with making stops wheelchair accessible but that will not encourage transit if the frequency, hours and safety on transit is not improved. Need to think broader across the region.

We are supposed to use transit. OK. Where is a washroom at Coq. Centre skytrain station.

Can we have bus 791 stop at Mary Hill Bypass @ Pitt River Rd and Mary Hill Bypass @ Shaughnessy St?

The transit buses and their drivers are the best. Look after the stops and keep the buses running!!

Most areas in the city are transit friendly, but there are still plenty of communities that require a personal vehicle more buses routes in small/suburban areas.

What lacks in Poco public transit is an efficient means to go to the nearest Skytrain station which is in Coquitlam.

Transit needs to be better and more effective

Does not start early enough, shift work and work on weekends, or continue late enough into the night to be at all useful for our family.

Peak hour need more buses, often I see bus full board during school leave time, I need to wait for another 20mins to take the next bus. But the courses class will over in 1hr, so need to walk instead of waiting for next bus. Vice versa, non-peak hours, I have seen 2 buses going in the same route one followed by other with empty seats.

The bus drivers along Prairie Avenue are an enormous problem. They will leave children behind and tell them that they can go ahead and walk instead. This is a busy corridor and if you need to add more buses that should happen instead of drivers shaming children.

1. Bus stops should be cleared off snow/ice for passengers to get on/off buses in the winter. 2. There should be more 188 buses cruising regularly. Many times during weekends, the bus got cancelled and we have to wait for more than a hour for the bus. Also, during the peak hours when school kids get off from school, can use the long bus to operate. During this time, the buses were not able to pick up passengers on certain stops.... causing a lot of frustration, lateness for work or appointments and time wasted. Do consider improving the services of bus 188.

I'm concerned about the continued density and the proposed 8 story building on Shaughnessy. If there are any more of these high rises, transit will be worse than it already is. Especially for the middle/secondary school age group. Trans link made a huge effort to provide free transportation to kids 12 and under last two years...there are increased users as a result. Transit needs to keep up with the demand.

I would like alternate routes run to skytrain stations. The direct route from my home to Coquitlam central skytrain is about 10mins. However, the bus route takes 30mins. I will never use bus to get to sky train stations until there are more direct alternative options to get to the station

I live in Citadel, and commuting by bus to skytrain is so unreliable that I usually just end up driving... Especially to Braid Station is absolutely brutal! The bus makes a million stops, is often delayed

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If Coast Mountain keeps alternating routes for drivers to drive the 791with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning.

I keep repeating this because many people are frustrated with the 159 bus route. Not just myself: The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route. Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am. If Coast Mountain keeps alternating routes for drivers to drive the 791with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning.

The buses in the Fremont area are too infrequent

Please improve bus frequency to/from Fremont area to the rest of the city.

do everything possible to make bus routes faster for the buses, bus only lanes, advanced lights, turns to make it faster to take the bus than to drive

Overall good, but in some areas of North PoCo (namely around Cedar and Prairie) bus times can be inconsistent with the schedule, and too few bus routes are responsible for a large area. Using the 173 for example. It is often around 30 minutes between buses, and it regularly takes 30-40 minutes to get to Coquitlam Central Station.

I can drive from the south side to the north side in 10 minutes so why would I take a bus that with waits & transfers could take 1-1 1/2 hours?

The stops are nice but it still takes me three times as long to take transit to work as it does to drive.

I live close to the PoCo downtown. The transit here is amazing. Lots of buses going everywhere to PoCo areas and Coquitlam. I wish West Coast Express would add additional one or two more times throughout the morning (ie 9am and 10am). It will save us lots of time to go to Vancouver for doctor appointments or for University students.

Transit users' information is out dated and don't have the coming 5-10 years user's information.

Need a lot more direct routes on public transit that service Port Coquitlam. Doesn't make sense that a 5 minute car drive to Fremont commercial area takes 2 to 3 buses from the south side of the tracks.

The plan has everything except increasing the amount of service and frequency of local routes which takes people throughout the city. The R3 rapid bus has a total of two stops in the city and is mainly serving passengers to Maple Ridge.

West coast run on weekend

better North Side access to City Centre and schools such as riverside, terry fox

Increasing the number of bus stops to more commercial and residential areas to allow for better access

West coast express needs to run more often.

Bus stops are so far apart and buses don't go on side streets. Walking to the bus stops often takes a lot of efforts especially when it rains and snows.

Bus system in poco is very efficient.

Lack of an efficient transit route from the Pitt River road area to Coquitlam central skytrain. Currently takes two separate buses and some backtracking before arriving at destination. Could there be an option to have a more direct route that goes through Pitt river road and then onto Lougheed hwy and onto Coquitlam central skytrain?

On Lougheed Highway you can wait twenty minutes or more for a bus. Not up to snuff.

No direct routes to train. Waste of time

Cost of using transit is becoming a barrier for most. The people that generally rely on it struggle with the cost unless subsidized by their employer.

A bus route running from town hall/downtown to the new Fremont area would be pretty logical!

Highly suggest the city work to have more frequent west coast express traffic if the sky train isn't going to be extended out further east.

Bus stops needed by Broadway and the Mary Hill Bypass. Lack of bus stops is affecting the ability to staff the business in the area. Also need more frequency of the bus to get to the Coquitlam Skytrain and Brunette Skytrain from the business are on Broadway outside of the peak hours.

Improvements could be made on West Coast Express accessibility, especially from Fremont Neighborhoods. There are no bus connections from Fremont directly to the station, especially for it being so close in proximity. Also, higher frequency on the West Coast Express would be extremely beneficial as it is such a convenient link into Downtown Vancouver. Higher Frequency transit in all of Port Coquitlam would be good too. During Rush hour, the small buses to Fremont are often overcrowded and run every 15 mins. After the peak hours it is every 30 to 60 mins. This is extremely inconvenient and discouraging when choosing to take transit vs. drive.

Seems to be sufficient small and large busses for most times of day except School start and end.

One major problem is the lack of available public washrooms! All the sky train stations & bus loops should have available public washrooms.

More frequent buses like the R3 and 171 would be most helpful.

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Some bus stops are not as attractive and accessible as others. Transit service is not always reliable. My daughter's been late to school due to busses being full and not stopping as well as not showing up.

Transit buses are few and far between times outside of 1-2 peak traffic periods. More frequent buses and bus routes are needed on the citadel Shaughnessy side. A bus needs to go direct on Shaughnessy to city centre from Citadel. Port Coquitlam needs a sky train to connect to Coquitlam and Port Moody including to Pitt meadows. This is especially needed with the increase in housing and increased population.

Buses are always full, and we at Minnekhada middle school would really appreciate if longer busses were put on routes 172 and 173.

Transit stinks. Literally. And their vehicles are dangerous and noisy. Plus they slow everyone down.

1. Enhanced Connectivity: Create seamless and convenient transit networks that connect various modes of transportation (buses, trains, trams, etc.) to facilitate easy transfers and improve accessibility for commuters.
2. Frequency and Reliability: Improve transit service frequency and reliability to reduce wait times and ensure timely arrivals and departures. This encourages more people to choose public transit over personal vehicles.
3. Infrastructure Upgrades: Invest in modernizing transit infrastructure, including updated stations, platforms, and terminals, to enhance passenger comfort, safety, and accessibility for all, including individuals with disabilities.
4. Integrated Ticketing and Payment Systems: Implement integrated fare payment systems and mobile ticketing options to simplify the payment process for passengers across different modes of transportation, making transit more user-friendly.
5. Transit-Oriented Development (TOD): Encourage development around transit hubs to create mixed-use spaces with housing, commercial, and recreational facilities. This fosters walkability and reduces dependency on cars for everyday needs.
6. **Environmental Considerations

The bus service in Mary hill area is travel time is time-consuming and infrequent.

We need more reliable busses, bus lanes, and better use of the West Coast express. It can be our answer to skytrain, it's in our backyard - extending the times to more trains running during the week and on weekends I believe would be huge for poco. But not sure how feasible that would be. But think of the possibilities!! We are a Port trains galore! Think outside the box and utilize "Port Coquitlam's port" to make it a plus, not just noise clanging us out of our beds at 3 in the morning.

Please work to get Translink to provide transit in areas of PoCo where the transit service is limited. People can't use it if they don't have access to it.

Poco is weirdly serviced. There's no functioning busses 2-6am. The Dominion triangle doesn't have a eastbound 701 stop. The industrial area near the Mary Hill bypass has no service on weekends or off peak hours. These are all critically underserved areas

Transit is permanently ruined for me because of the lack of policing. The times it is late. The amount of people who don't pay. The amount of sick folks etc.

Need to cover dead zones.

My middle school child has been denied entry onto buses to get home during inclement weather, buses aren't big enough to accommodate the number of students before or after school forcing them to have long waits at the stops

Not enough buses for students after School. Some bus drivers are refusing to allow students to stand and make use of the hand rails provided, closing the doors and making them wait for the next bus in torrential rain.

Transit improvements at the middle school is very helpful for my daughter to get to and from school

The city, in line with TransLink, needs to look at where better transit infrastructure should be placed throughout the community. For example, ridership on the Rapid Bus along Lougheed is extremely low because there is very little residential and commercial services within proximity, outside of Shaughnessy Station Mall.

Public Transit that takes a reasonable amount of time out of the region is non-existent in the city and has not improved.

I guess, it's not your fault, but bus 701 is not reliable at all. It's either too early or too late. Bus 107 is a lot of times already full by the time it's in Port Coquitlam. I think, Lougheed Highway needs more stops and more frequently.

There is no convenient bus from Downtown Port Coquitlam to the businesses along Nicola Ave in Fremont Village. Buses often get stuck in traffic, and lack connection to other communities other than Coquitlam. A connection to the R1 in Surrey would be a good addition. I appreciate the newer bus priority signals, such as at Lion and Shaughnessy in North Downtown Poco.

port Coquitlam continues to be underserved by transit

The buses on the school routes are extremely crowded at school times...my child hates taking the bus this is leaving a bad idea of transit for him for the future

I'm sure there are more stops that need improvement than the 4 identified in the map. People avoid transit because of the frequency and unreliability. Anything that can help these two items will be welcome

Horrendous for north side. I have 1 bus option and that's it. We need more diverse routes

Further work with Translink West Coast express should run to and from Vancouver regularly

The frequency of buses 173 174 is very low, many times it is full so kids wait after school hours for another bus, for hours. Also, there is no effective connection to Lafarge from Lincoln Park area - it's very frustrating! Same from Lincoln park to Burke Mountain- why? Commute takes ages, literally. And during weekends the frequency of buses is 1 per hour, which is just impossible. Please increase frequency and add new routes! My kid has to travel 1,5 hours from Lincoln park to his school at Citadel!!! When it's 13 min drive (I can't drive him, unfortunately). That is not right! There should be much more frequent bus service, as well as much more routes rather than 1 route.

Lots of transit mentioned in the Lougheed/North area of POCO, however, the Citadel Heights area transit routes, which I understand are beyond the City's primary control, are just not feasible for quick and efficient use in that area. People heading to Braid Station from Citadel have to go through multiple looping routes to pick up other passengers and takes almost double the time it does to drive. I refuse to take transit in that area if I'm heading anywhere other than downtown POCO.

More option or route for buses

With the way prices are and then transit keeps getting upped no one will have a place to live after all expenses

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Bus service is not frequent enough through the entire city

With many seniors living in downtown POCO, it would be great to have a direct transit bus that goes more directly to Braid SkyTrain station on route to RCH at Sapperton SkyTrain station. Currently, you will need to take 2 bus which takes around 45 mins to get Braid SkyTrain station.

In regards to schools there should be more than one bus for after school pick up. By having the buses packed/crammed in with students makes it so they won't want to take the bus. They'd be more eager to get a car or have parents pick them up thus missing the point of having buses being the future mode of transportation now and in their future.

Please put a bus route from Shaughnessy St downtown directly to school bus stop at Central

Transit into Fremont to support business workers

More smaller bus routes are needed. With so much residential area the biggest hurdle is getting to a bus stop or skytrain. With even the smallest increase the short/small busses and bus routes in quiet residential areas, traffic will reduce SIGNIFICANTLY. I have family that lives all over the world. and spent much time in many different countries. This is the least impact and MOST EFFECTIVE solution. Especially with the weather where we live. It can be very difficult for many ppl to walk 30 min just to get to their 1st bus stop. I am a very healthy and active 34 year old. From running a marathon I injured my knee temporarily. there is no way I can use public transit. More use in public transit will completely transform traffic and our roads. My mother who struggles with mobility and is elderly, does everything she can to walk. and she would not have a car at all (hard for retired folks to afford here) but she can't rely on transit if her foot acts up and if the weather is bad its worse, she cannot always make the large trek to a stop. I give examples of real community members to you. I live on Raleigh street. she lives on Hawthorne. There is not enough public transit options and it is not efficient. this is the key. Should have quick commuter direct shuttles from key hubs to skytrain. Like hub in Citadel area, downtown POCO, Costco or in North POCO direct to skytrain station

Put more buses all route in Port Coquitlam especially weekend 1hour wait if you missed your bus time not really appealing towards the city and living within the city. Students going to downtown Vancouver to study are stress already on their daily commute. It helps when they dont have to worry if they will miss their or not they can still go home safely. Everything are expensive cannot afford to get rent nearby school in Vancouver. Hoping this will be given an attention and include in your future projects - put more buses in every route so every 5 to 10 minutes is good enough to wait and get to our destination less stress.

Need B line from downtown PoCo to Coquitlam central

159 bus service is the worst in the lower mainline

A direct bus to Skytrain station from Shaughnessy Street closer to Pitt River Road (and closer to the high school for the kids to get home) would be great!

Please make bus 172 and 173 bigger so lots of passenger can get in. Specially during rush hours for school and work.

we need bathrooms at Skytrain and bus loops i can have a 3 hour transit ride and i have no bathroom to use and most public places dont allow you to use them unless you are a paying customer, also if you past Vancouver and in the tri-cities area you have horrible transit and so many people use the transit system out here now, and there are no Skytrains going from Langley to surrey, and no going to maple ridge and such unless you pay extra 5 dollars most people dont have especially people on disability so it makes my transit ride longer, and then during busy hours i have to wait an extra bus at the Coquitlam loop because my shuttle bus gets packed and then people pack up the other one cause it goes the same way so it's just really difficult and just hate the transit system here compared to other provinces

Disappointed that there is not more emphasis on additional Bus Transit in Port Coquitlam, given that the SkyTrain extension is still an exploratory business case stage. The SkyTrain may never come to fruition - in the meantime as in today, people still need to go about. Folks wait long times in queues at every bus stop, as the frequency is low (e.g. Route 159 - possible the worst serviced route in PoCo. This should be every 15 minutes between 6am to 9pm, and then every 30 minutes thereafter. It's so infrequent during the day and terrible outside peak hours)

My local bus routes, the 188 and the 172 have many issues and much needed improvements. The 188 desperately needs to be a part of the frequent transit network (FTN) which means buses running every 15 minutes or better. The route is frequently crowded during peak hour and during off peak hours. This is especially a big issue on Saturdays when a lot of people are using the 188 to get to Coquitlam Centre mall to shop or to take SkyTrain and the bus runs every 30 minutes so it's very overcrowded. The 172, which runs the small shuttle buses has a lot of coverage for north poco. Monday to Saturday this bus route has to constantly pass up passengers waiting at bus stops because the shuttle buses have a limited capacity of 24 passengers. Even when passengers don't get passed up, the buses are near or at capacity. During rush hour even with the increased frequency, the 172 still passes up dozens and dozens of passengers at Coquitlam Central Station. I sometimes take the 172 bus home after school and every day at least 15-20 people including students get passed up. This route needs to have 40ft conventional buses running on it. The worst part is that in late evenings and on Sundays, the 172 runs hourly so if people that rely on this bus route miss it, they are waiting an hour. The main take away is that the coast meridian and prairie corridors have been neglected by Translink for many years and there hasn't been many changes or improvements in the area for 3 decades. The city needs to invest more into north poco.

Identify how many transports are canceled per month due to children being adversely affected by losing transportation to school. It is particularly challenging, especially during winter.

I would love to see more focus on better bus service and more transit oriented development

A bus route running from the town hall/downtown area to the new Fremont area seems pretty logical!

Some buses could add extra blocks without adding much time to the bus trip

The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route.

Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am.

If Coast Mountain keeps alternating routes for drivers to drive the 791 with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning.

Having a direct public transportation connecting Port Coquitlam to Vancouver downtown throughout the day and till late at night, eg west coast express will help in reduced traffic and people using more public transportation

I would like a bus to travel along Shaughnessy and up Eastern Dr. This is a "dead zone" for transit.

Should be child and senior friendly e.g. toilets, escalators, elevators are convenient locations

There is still no direct transit service between South PoCo (e.g. Citadel Drive area) and Fremont - both within PoCo. This is ridiculous that after so much shopping development on the North side, the residential and shopping areas aren't quite connected within the same municipality. It will take someone commuting at least 45 minutes each way to get from Citadel to Fremont - totally inefficient

Make sure shuttle buses will come ON TIME.

This plan seems well considered and invested in community insights. However, it doesn't provide enough detail on Focus Area #4- Transit. We are rapidly moving into a new reality of lower reliance on cars. I appreciate that a good proportion of this area is interwoven with other transit plans, but it is hard to discern what exactly Port Coquitlam's plan is to capitalize on existing infrastructure and a timeline. For example, what is the plan for the West Coast Express (WCE)? This option has potential to serve far more commuters than it currently does with expansion to bi-directional service out of Port Coquitlam Station. I appreciate that Translink must negotiate with CPR to allow for more track time, so how can citizens help facilitate this? What is the City of Port Coquitlam's plans to facilitate this? The current WCE schedule is inaccessible for parents who do not have before/after school care (which is most parents). Additionally, outside a brief mention on the city's attention to a potential SkyTrain route, what are the goals and timeline? How can citizens advocate for extension of SkyTrain to Port Coquitlam? For example, is there a plan to collect impact statements from residents to support the city's advocacy efforts? Some may argue that this is out of scope for the MTP, but I regard the MTP as a perfect place to outline even brief outlines of what activities are planned for outreach/advocacy, and how residents may be consulted and engaged. Of note, there is little emphasis on serving South Port Coquitlam below Wilson Ave with transit options. At the moment, this area is served by only two regular bus services (#170 and #159) with infrequent arrivals/departures. To this, there is no emphasis on North-South transit coordination, i.e.: linking Port Coquitlam to transit hubs to travel to New Westminster (Braid), Surrey etc. This is crucial for serving utmost South Port Coquitlam, which could easily take advantage of the 791 route from Haney that runs along Mary Hill bypass. However, other than a brief stop on Broadway (added in 2022, serving industrial South PoCo) this route skips South PoCo entirely. Other options include a more direct route with less frequent stops on the #159 (which between South PoCo and Braid has 40+ stops) during peak hours. I appreciate that this falls into the Translink domain again, but I suggest consideration of how the service currently falls short of meeting needs and overlooks key routes. Lastly, I did not see details on safety of Pitt River Road, which as a main route through Port Coquitlam has several concerns pertaining to speed, future intersections needs/safety (owing to new industrial and housing developments underway).

There needs to be something done about the smell. The increase in people using the system has led to some busses and sky train stations smelling very bad.

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Bigger busses on route 172 and 173

Less Supportive/Don't Use

No longer take transit

I do not use public transit.

Would not take transit under any circumstance.

Lived in our subdivision for 30 years and will never walk alone beside a forest with wild animals to go 4 blocks to the nearest bus stop. And yet, we have buses using our little street on a daily basis. Go figure!

Sure, but I'm not going to take transit.

I don't use transit.

I seldom use transit.

do not use

Avoid transit.

Do not use it, but seems alright.

Skytrain tracks and big busses are ugly, noisy and cost a lot of money to operate. While some public transportation is beneficial, if it doesn't make money, it shouldn't be provided. And forcing people to use transit should never be an option in a supposedly free country.

I don't use public transit

People don't like transit or electric vehicles. People use transit if they're unable to afford cars. Most people prefer comfort of their own space. Waste of money to further develop a failed system. Personally would never get on transit for any reason especially if its cashless

Transit is not the answer to a Community that works in and commutes from multiple cities, such as Vancouver and Burnaby.

WCE is great!

cannot speak to every bus stop but the 188 is pretty good

There need to be more transit connections to skytrain stations. Tree cover needs to be protected throughout all transportation developments

not sure how to answer with the impact of Burke Mountain developments in coming years.

Burke Mountain are very much connected and more transit options between Port Coquitlam and Burke Mountain are needed.

Some of us would rather take our cars to run errands etc instead of using public transit that takes 3 to 5 times as long. Our time is valuable. It is loads of fun carrying multiple heavy bags on transit then walking to get home - not!

Public transit is still notably slower than driving, even with all the options available. That means that people will tend to opt for driving even when there is public transit available. You usually have to drive to the sky train station, for instance, because it is located far from where people live or the buses are so spread out and infrequent.

My most pressing concern is crime rates. I don't like having an easier pathway for objectionable people to come into our city.

Next is the bus stops that stop the flow of traffic. It's possible to have pull outs for busses and it should be everywhere a bus stop. Also, bus stops every block is ridiculous and frustrating for drivers.

Design Concerns/Details

Streets will be narrower - how will that help transit vehicles?

The options that are needed in major areas seem to have no identified plan or timeline. Good job doing studies to identify the priority areas, but this isn't a plan. It's a problem statement.

many benches are on the side walk, in a way that blocks pedestrian traffic...busy stops don't have shelters, quiet stops do have shelters, the stops along Wilson Ave (Mary Hill Rd, and Shaughnessy St) are ridiculous with the sidewalks and layout (and Shaughnessy is dangerous when it gets busy). Often, there are areas right at the bus stops, that are huge puddles when it rains (which, when a bus is coming in can be scary on whether or not you will be getting soaking wet)

Details were limited in how this would be supported. Specifically, how are priority road elements determined?

Provide covered bike parking near significant transit stops to help people overcome infrequent feeder transit.

Plan does not include a statement on whether Port Coquitlam wants to have Skytrain or not. Also, no mention of possibility of increased West Coast Express services.

Not a lot of road improvements planned to prioritize transit, the city literally only owns 12 bus shelters out of 235 stops... and the MTP doesn't say how that will improve. It maps out every sidewalk project, but absolutely nothing about bus shelters...

There is one paragraph about skytrain extension, and potential for BRT. We're not serious about Transit, and to say that we "encourage" it in the MTP is lying.

I take transit, works well enough. What's an attractive stop?

Couldn't find any transit improvements on map

Transit is very dependent on the replacement of the Coquitlam River bridges and investment in transit will have limited return without solving that choke point.

Answer assumes the Lincoln connector is built and regular transit will run between Coast Meridian and Lincoln Skytrain.

"Road primarily support the movement of cars, trucks, and goods to and through Port Coquitlam." As noted, they also support transit operations and any ideas to slow down cars and/or deter truck and commuter traffic through one's community and/or repurpose needed road space for biking/cycling path also negatively impact transit travel times

The transit plan should also consider how the cities roads act as a network to convey people to places such as pitt meadows and Maple ridge.

SUSTAINABILITY

How well does the MTP achieve the goal to support a healthy environment and livable community with technology and services that reduce traffic, pollution, and/or dependence on vehicle ownership?

Support/More Needed

Fully support sustainability.

it's good

it's really coming along, I've noticed a lot of change thru town to make it a more enjoyable community for all

I appreciate the detail into micro-mobility options and plans.

The city should be looking in all different kinds of mode shares that you currently see throughout the region - e.g. bike share, car share, e-scooter share, etc.

Hard to argue with the goals but the required infrastructure needs money. Raise taxes!

All of the above noted MTP actions have a sustainability benefit. However, many of the transportation levers are with more senior levels of government. So, within the context of achievability this plan is well designed.

This goal is incredibly vague, and it will be challenging given how PoCo is only one small city within Metro Vancouver. Within the bounds of PoCo, though, reducing car usage is a one-stop approach that will basically make all these goals achievable. Reducing traffic is only possible, though, by creating viable alternatives to driving, which would need to be a Tri-Cities-wide or Metro Vancouver-wide scope.

We all pay taxes for vehicles, gas taxes etc to support the roads. Other than taxes, which we all pay, how else do scooters etc pay for roads?

Not bad, room for improvement.

We have been ok. We need to follow some of the ideas to get back in track.

This is an area that needs both regulatory and infrastructure improvement. What is legal when and where is tough to ascertain.

it needs more cultural and social work

This is a failure of the transportation model as a whole, not the city itself, but public transit and e-bikes have to be the priorities for true sustainability over vehicle electrification. I've been so impressed with what this city has managed to accomplish and yet there is a lot of room for improvement.

I do not use, but seems alright.

its important I'm not sure how to achieve it

I would like to see more priority on this area given our current climate crisis. I like the addition of EV charging stations. I would like to see a concerted effort to bring Modo and possibly Evo to North Port Coquitlam near the multi-family and apartments hubs. Car sharing can provide a key alternative to buying a car and provide first and last mile connection to the skytrain and West Coast Express when bus is not available or takes too long. I would also like to see Port Coquitlam advocate for EV and plug-in hybrid rebates prioritized for suburban municipalities where transit is less frequent due to lower densities (this includes also Pitt Meadows, Surrey, Maple Ridge, Langley etc).

Destroying natural areas to build roads is not sustainable. How can you have a comprehensive section on adding roads and include adding parking to many of the plans and then say your goal is to reduce dependence on vehicle ownership? One entire page of the report is just a screen shot of the fact that there are only 3 Modo vehicles servicing all of Port Coquitlam. Figure 12.4 is just a suggestion - there is no plan. Section 12 of the report states that "80% of respondents valued sustainable transportation as important" and "the major focus of this MTP is a continued focus on the provision of basic mobility infrastructure and network, there are a few relatively well established sustainable modes in North American that should be considered." So the report itself identifies the fact that the focus is on "basic" mobility and there are ideas that should be considered, but I don't see anything in the report that actually is looking to achieve this goal of sustainability.

This is where the plan has major risks. If the MTP plan mainly focuses on improving old transportation infrastructure and doesn't get people out of cars, as a major objective/stated goal, the future will be just a prettier version of the current system. A satellite city like ours should have/do eco-friendly development, affordable housing, accommodates the smart generation, security capabilities that are carefully ingrained, plans with demographic factors imbedded, ensure heavy capital funding is available, efficiently interconnected with surrounding & distant cities, not be heavily developed as Vancouver, have reasonable affordability, and generally support the life transitions from learner to independent adult.

Not sure about the mobility hubs - want my city less car-centric

Too Many cars and pollution, no measures taken

Reducing pollution in the city will make it healthier to live here.

If there is a plan for sustainable transit, it's diluted by smoke-filled car shows, don't you think? Or did you breathe well when the Level 10+ smog hit us? Maybe you rolled up your windows and kept the air conditioning on.

Environment concerns should be one of the factors for planning.

I think that the provisions for alternate modes of transportation will have a net positive effect on GHG emissions and bring us closer to carbon neutrality. I would like to see more passive cooling options like trees with generous canopies to assist with extreme heat in the summer (most power and data lines are having to be undergrounded now, so we should have more height options. Would love to see scooter/bike sharing options in PoCo - but perhaps with noted stations, not with devices littered throughout the city seeming abandoned from the last user.

1. Renewable Energy Adoption: Increase the use of renewable energy sources such as solar, wind, and hydroelectric power to reduce reliance on fossil fuels and lower carbon emissions in various sectors like energy production, transportation, and industry. 2. Energy Efficiency Measures: Implement energy-efficient technologies, building designs, and appliances to reduce energy consumption in residential, commercial, and industrial settings, thus lowering greenhouse gas emissions. 3. Waste Reduction and Recycling: Promote waste reduction strategies, recycling programs, and composting initiatives to divert waste from landfills, conserve resources, and minimize pollution. 4. Circular Economy Initiatives: Encourage the adoption of circular economy principles where resources are kept in use for as long as possible through reuse, recycling, and remanufacturing, reducing the demand for new raw materials. 5. Sustainable Transportation: Invest in public transportation, cycling infrastructure, and electric vehicles to reduce reliance on fossil fuel-powered cars and mitigate transportation-related emissions.

Allow use of all electronic means of transport, not just scooters. Why hinder progress and development of eco friendly transportation systems.

The city should invest in more active transportation and aim to reduce vehicle ownership and car dependency.

Somehow there has to be an education component in regards to human / bikes/ vehicles that share these streets. Not sure how to get this across, except for an APP for people to access if they use the sharing services. Make eye contact with drivers if they insist on riding out into the traffic.

All for options that support a healthy environment. I will say though I think electric scooters/bikes should have some limitations to being allowed on sidewalks. When I have been walking around I have almost been hit by them a few times now because they are going too fast for travel on a pedestrian sidewalk. It is okay on a shared pathway but I think on a sidewalk there is not enough room

There needs to be electric scooter attachments available for wheelchair users also.

Provide safety sharing roadways to most popular modes of transportation.

I think it does fairly well in Poco, but I work in Burnaby and transit doesn't work for me currently. I do like to walk and enjoy the trails and parks. These are great in our area.

Sustainable neighborhoods are missing from your plan. How are you ensuring that my taxes are being spent to maintain my quality of life when the plan is all about population growth? We should be protecting less growth and better health through less density.

We don't see car or bike sharing in PoCo, not enough bike lanes

I like the inclusion of mobility hubs. I agree that the bike/e-bike/scooter share programs have been well documented internationally as under-utilized - if something like this is still required, a rent-to-own program would be a better solution.

Please improve micro mobility and public transit between poco and Coquitlam

This does not seem to have really taken hold in this area yet. There are just not that many convenient options in the suburbs.

Please yes do bring car share programs. Poco needs this new baby after Modo brother. And ask for better rate from these companies to residents. They pay 5 figure amounts to each parking lot in downtown. At least we don't charge them for parking so they should give us price breaks. That's business.

Bring on car sharing! Game changer!

Have car sharing services

North PoCo needs a Modo location. Currently there is only one in south PoCo.

There are no share cars in the neighborhood

Modo is good but we need more options.

Ride sharing possibilities could be expanded to include EVO or others to the market.

It would be great to see the introduction of EVO car into Port Coquitlam.

Modo car share was taken away by Translink and now offered at much more expensive price, why? To commute from Port Coquitlam to UBC and back for work purposes.

More car-share options would be helpful--we considered getting rid of our car in favour of transit, walking and occasionally using a car-share service, but services like Modo have designated stops for car pick-ups and drop-offs, and those are too far away from us to make it accessible. More bike-sharing options I think would also be great. I think ride-sharing is great in theory but in practice it ends being pretty exploitative for the people who are doing the driving because companies like Uber and Lyft do not have business practices that benefit their employees.

You need a car to live in Port Coquitlam. It would be nice to see more car sharing programs here as owning a car and paying for gas is very expensive. For those living in apartments, it would be great to have more areas to charge electric cars as it can be tricky figuring out how to charge unless you have your own driveway with power.

We need additional options for car sharing, bike/scooter sharing.

Car sharing is not very visible in the city. Need to encourage more people to work and play in the city so they don't have to drive away.

I don't see dedicated areas for car shares around the city which would be a huge benefit.

Share vehicles must be placed appropriately & safely

Increase Uber access and promote more ride sharing and provide easy options.

I like the idea of mobility hubs, particularly in concert with the proposed walk/roll/bike upgrades in the MTP. Offering more choices for ways to get around without a vehicle based on micro-mobility and bike/scooter share programs is a good idea. One thing I would have loved to see in this section is whether there is any specific plan to petition Evo to bring its services to Port Coquitlam (or to work with PoMo and Coquitlam to bring Evo to the tri-cities in general). Modo is great and all, but unfortunately, it's a round-trip only service which just isn't what I need sometimes - sometimes I need a P2P transportation option, as is offered through Evo. Having Evo available could cut down on personal car ownership needs, which would allow for more residential developments with lower parking minimums, which would lower the cost to develop housing and increase housing supply. It all starts with the availability of options.

I haven't seen much about this in the plan. I didn't find anything about electric scooters. I am hoping that car and bike sharing improves or gets reinstated!

I recently switched to an electric vehicle from gas-powered. The city is well-served with public charging stations, although I also opted for a charging station in my strata complex. Looked at car sharing before buying the new vehicle. While I completely understand that the extent of car sharing in the area is determined in large part by demand for vehicles, as far as I could tell there were only two cars available in my area and both were gas-powered. Hopefully in a few years, more EV vehicles will be available for car sharing.

I'm wondering if more charging stations would help improve and give people the incentive to buy electric vehicles. Don't see any car sharing here.

More electric vehicle public charging stations are needed. Every shopping center should be required to provide charging stations. The city should provide more charging stations in public areas, like parks and Hyde Creek rec centre, and street parking downtown.

There are simply not enough EV charging stations, we built an amazing community complex with tons of parking and only installed 4 charges? always busy, impossible to charge the car, there should be at least 10 stations there. Tesla supercharge is all over Coquitlam now - BUT 0 in poco? can we think about it?

Install more electric vehicle chargers or mandate multi-unit dwellings must have them or allow people to install them.

Everything looks great, except the number of proposed EV charging stations, we simply dont have enough right now

More fast charging stations for electric vehicles! Maybe installing a two charger station at existing gas stations could help the electric movement!

We need more EV charge points that are cost efficient and provide consistent energy

Install more ev stations throughout the community including parks and Hyde Creek pool

I live in an older townhouse complex. We bought a hybrid vehicle instead of plug-in electric because there's nowhere to charge at our complex. i wonder how many people are in the same situation and if having more charging stations around would encourage more people to go full electric.

There are very few EV chargers in Port Coquitlam city and some of them are already damaged. No one checks the status and repair. Besides, more EV chargers should be installed.

Consider charging stations within the city to encourage the switch from gas vehicles to EVs.

Install more EV stations in community i.e. Hyde Creek, parks etc.

The choices should include "Well", and this would be my preferred answer, instead of not very well. There is a big jump from "Not very well" to "Very well". Are there enough charging stations for electric vehicles?

I am not aware of any EV chargers supported by the city at this time.

More electric charging stations in Port Coquitlam so people can charge their cars and shop in Port Coquitlam. More patio and cafe so people can come and enjoy.

Improve EV infrastructure, more charging stations throughout Port Coquitlam. .

I have owned an electric vehicle for 5 years and my experience is that level 1 and level 2 charging is a waste of time. It works for overnight charging, but people can do that at home. What people need when they are traveling away from home is something more like a gas station (level 3 charging or higher). If I'm at the grocery store for 45 minutes, it isn't worth the effort or tax payer dollars to have/use level 2 charging. I also don't believe PoCo has a proper layout for e-scooters and e-bike transport. I've traveled to other cities where it makes sense - I was recently in Austin Texas and uses it. I can't imagine PoCo being a good fit for these.

See comments about bike lanes. The only car sharing company is not friendly to dogs (at least bigger ones), and the four charging stations at the community centre are fabulous but hardly adequate- maybe install some at parks?

Could we have more e-card recharging stations?

Encouraging the use of ride sharing and scooters may work. However, I am very much against increased fees/taxes for those of us who must use personal vehicles for work and some travel. I can envision taking a greener mode of transportation (not my personal vehicle), if available and cost-friendly, for short trips and running local errands, I love the idea of public bike and scooter sharing but not everyone owns a credit card to rent one of these transportation devices, as I cannot use them, even though I would like to sometimes

Not sure why you are asking this when you know ridesharing outside of Uber/Lyft is basically non-existent in PoCo. Expand the scooter rentals Coquitlam does to downtown poco and prairie/coast Meridian areas

Allow electric scooters/onewheel

Consider how e scooters fit into the ecosystem

Why do we not have scooters like Coquitlam?

I do not see any bike sharing or electric scooters around this city yet. I do see car sharing services such as Modo around the city.

Implement a bike share or have Mobi Bikes operate in Port Coquitlam

I would love to see e-scooters in PoCo similar to what they have in Coquitlam.

Please let those bike and scooter share companies to have business in POCO

I dont see any bike or e-scooter sharing facilities along parks or denser areas

Would love to see electronic scooters like the ones ive seen Coquitlam put in

Louder for the people in the back: EVs are not sustainable mode share. The language in this plan around e-bikes/e-scooters and shared services is SO vague it gives Council an easy out. The Province has regulated e-scooters and it's time for PoCo to step up and pass a bylaw allowing them. Putting shared e-scooters in key commercial / urban areas (e.g. downtown PoCo, Coast and Prairie) would 100% be successful. And then looking at the mobility hub / bike EV charging, there are serious gaps in where the communities are being served. Nothing down Prairie. Nothing in the Riverwood area. Nothing in Oxford Heights. Recognizing your survey data shows that these areas were "less important" than others - but that's because you mostly heard from people 30+. Go look at Coquitlam's City Centre area and you will see it is young people who are depending on e-scooters/e-bikes as connections to transit, commercial areas, etc. They are also the ones who are less able to outright buy an e-bike, so rely on shared opportunities. I feel there's significant room for improvement in this area of the plan.

I see most intersections in Richmond already have Lime scooters and e-bikes for rent, but not many car sharing spots. I think PoCo should have more of these scooters, e-bikes and car sharing. Until now I don't know where to rent these.

For last mile connectivity, need to consider e scooters or e bikes. Where I live to get to the poco station I have to take a 15minute walk one way to reach the bus stop to get the bus. The same walk could be cut down to 4-5mins on an e scooter. As of now I am having to drive down to Poco station daily. I would completely avoid driving and use buses if last mile connectivity would be available to and from bus stops. Bus stops should include stands to park your e-bikes.

I'd love to see a bike share/scooter share program in Poco, but only if there is the safe infrastructure for those modes. No point in having scooter share program if they have to use the sidewalks. Also: EVs are still (largely) private autos, which is at the BOTTOM of the hierarchy of transportation.

The MTP makes it clear that the City has not plans to allow, and is not seriously considering allowing, electric scooters. These are a sustainable and affordable alternative to private vehicle usage and can help reduce congestion and the use of vehicle parking. Port Coquitlam is not well served by TransLink, and so the City should be eagerly adopting this sort of alternative local transportation. I was very disappointed by the tone of the MTP with respect to electric scooters.

share bike/scooter programs, safe places to lock bikes at major locations, keep bikes away from lanes of traffic

You could provide incentives on using sustainable transit options.

Have a car-share, electric scooter loyalty card to reward residents for going down this route

I would be more willing to use my e-bike for quick trips to the store if there was a secure place to leave it so it will still be there when I come out.

Sustainability is a tricky choice - i feel like a majority of sustainability options are offset by the significant impacts of construction work to be done. It would be better if construction methods (e.g. selection of contractors that use sustainable methods, such as just-in-time delivery or lean methods) were prioritized in the contract award system - rather than offset in the plan.

Keep sustainability in mind (free ev chargers). Encourage healthy habits by providing means and subsidizing tools (more SAFE bike routes and allowance for bike fenders, rain gear etc.)

Again, this all sounds great. How do you plan to do this? For those of us that cannot afford electric powered cars and do not have a place to charge them. What do you plan to do?

Where are these?

I have not heard of this in Port Coquitlam.

I don't see how the MTP relates to this goal

Less Supportive/Opposed

I would think upgrading transit is more of a priority to car sharing

Not giving up my car no matter what you do or implement. My quality of life trumps all environmental concerns

We still need provision for cars.

We need cars still.

I couldn't live here without a vehicle and I try to drive as little as possible

There will always be dependence on personal vehicles. PoCo to Richmond via transit is over 2 hours, to South Delta/ Boundary Bay, three hours.

I do not agree with this goal. There are way too many families in the city, and these alternative modes of transport are not viable options for them.

100% no. No one is considering those who REQUIRE vehicles. I require a vehicle for work. So does my wife. So do my next door neighbors and on and on it goes. My neighbourhood is not unique in that aspect either. If it was an option, I would love to find alternatives but personally (and a LOT of people in the city) require to transport both themselves AND work equipment/tools. This city is growing and more people who rely on vehicles for work are coming. It's not practical to try to rid the city of traffic. Consider me opposed.

Your plan seems to be geared to eliminating personal vehicles. This is not wise, nor is it practical. Our community councils should not be trying to focus or funnel their citizens through provincial or federal agendas. Rather they should be paying attention to the needs of their citizens and supporting their current requirements. And keeping up with their preferred choice of transportation.

As long as the vast majority of the city is zoned for single family homes only and as long as it's car dependent, it's impossible for the city to be "sustainable"

Most urban planning in the city is done with a reliance on car ownership in mind. Most of PoCo is still inaccessible without a car.

It is very hard to be in this city and not have a car. Buses are relatively infrequent with 30min between buses so I end up either being really early or late to most commitments

I am able to live in PoCo while attending SFU and working in Coquitlam all without owning a car, but the fact that an over 1 hour transit ride could be cut down to 15 minutes if I owned a vehicle makes money the only thing stopping me from doing so.

I lasted 6 months in poco before I had to buy a car

This is textbook thoughts. Most people in the lower mainland live and work in different areas of the city because interest rates and cost of living is so high. This means many people cannot rely on transit and bikes.

Cars are not going away. Cycling and e-everything are not viable modes of transportation for the majority of people but are more recreational. The percentage use will have negligible impact on pollution and will be traffic disruptive.

Electric vehicle industry is losing billions. Don't spend taxpayer dollars on supporting infrastructure while this trend continues. Car, ride and bike sharing are nice concepts, but do not have much of an impact as they are not practical for most people. Most people need a car as long as public transit is under-developed.

The only point important here is reducing traffic. Please do that. We live in a society that requires vehicles. If you wanted to fix that you would have had to go back in time 100 years.

Life is already hard enough and all this setting up and organizing is getting close to "over the top"

Nice dream for next ??decades

"ride sharing, bike sharing, electric scooters and electric vehicles" This is a goal only in a mind of a 7 year old...

Who decides what "sustainability" is? When will Port Coquitlam know when "sustainability" has been reached or is this yet another endless war carried out by the governments of Canada, needing endless amounts of money?

Bike sharing. Carpooling just don't work.

Sharing & electric vehicles are not options for many & do not take you to your desired destinations

Scooters, bikes, e-bikes and such are fine in climates where there is much less rain/cold. This mode of transportation is not for our rainy & cold climate. Maybe a good option in the summer only

It's not conducive.

Creative solutions are available to parking but the city is one size fits all. I have lost my respect for the city listening or resolving problems. Reasoning is not in even in the vocabulary.

we should back off on this one as it gives a poor return on the effort and money spent

Admirable goal, not very realistic in all areas of PoCo.

Be realistic, these options don't shape change in mode share. Use actual data and historics to guide your plan

I will always use my car to get around when shopping as this is the most convenient and don't believe it makes that much of a difference when you have multi-millionaires constantly flying private planes/jets whenever they feel like it and cause much more pollution than our cars.

Honey, at my age, I can barely walk as it is - my car only has 33,000 kilometers on it, keeps me dry when I grocery shop, picks up my grandchildren after school on school days, is 14 years old and takes me 6 - 8 weeks (sometimes 10 weeks) before I need a fill. Pretty economical for a senior on limited income, and is extremely efficient during snowstorms.

After question that does not give me an option to answer or indicate that I do not support the need for scooters or bike share as solutions to congestion. I understand the concept and trends but reality is that even Vancouver can only achieve 5-7% bike share and they have better land use planning to make that work - but still 93% of people want other investments to commute and cars are needed to get kids to school, sports etc

No interest in bike or e-scooter sharing and have no need for car sharing at this time. Just would like transit in Citadel Landing.

I think the provision of scooters and bikes is not practical in our communities. They are only practical in good weather. I can't see myself ever using them as a senior.

No scooters

I would not utilize bike sharing or electric scooters. I walk or drive. I would like cities to stop taking money from developers in exchange for required parking spots. There will be more not less parking needed in the future as it seems every house has to have so many people living within to help pay the mortgages. Revise your bylaws so it is not illegal to park your car on your own property and have to park it on the road instead.

The rental program for scooters and bikes are a mess. Thrown everywhere like garbage. People ride way too fast and we need a limit as well as a helmet rule.

Too many scooters left in random places. Make drop off spots

Electric scooters left all over the place is not a good look. Unless we all work downtown poco, we need a vehicle. Promoting electric vehicles could be made easier with a subsidy for home chargers.

NO electric scooter rentals!!! Look at Coquitlam - they are 'littered' everywhere!!! But how about a few vehicle charging stations but not specifically Tesla only!

Electric scooters are a nuisance and litter David avenue they should not be brought to poco

I do see scooters that appear to be haphazardly parked on the sidewalks, sides of the road or sometimes in a driveway into a strip mall. It can be unsafe for pedestrians walking or cars trying to enter a driveway to get to a location.

ensure that as part of any e bike/scooter rental programs that there are sufficient and dedicated areas for docking the e bike/scooter to avoid conflicts with docking them ad hoc-ly in accessible bus stop pads

Please do not encourage electric scooters in the area, especially on the sidewalks.

Electric scooters and e bikes can travel too. Dangerous.

E-scooters and e-bikes go too fast and are dangerous for pedestrians. The riders do not care. A lot of cyclists have the same attitude. No matter what you (City of Port Coquitlam) do in this regard PLEASE DO NOT allow the electric Scooter Programs like they have in Coquitlam and some other BC municipalities. Electric scooters are very dangerous to those using them (just ask any ER nurse at Eagle Ridge Hospital or RCH). The users of these devices typically have little or no regard for others using the same route.

I don't see ride sharing apart from south of Lougheed on Shaughnessy. What bike sharing are we talking about here? I don't see any of that in our city. Electric scooters are a nuisance not because I don't like them, but rather most of the riders don't follow basic rules. I don't know how many times this winter I almost ran over a electric scooter rider because they were going through an exit lane on the WCE parking, counterflow to traffic without any visible lights while wearing all back attire

Scooters are not the solution to fewer trips via car if there is not a destination to go. Need more jobs in PoCo and connections to said employment. Don't get caught up in movement of scooters

Need skytrain to make a true impact. Electric scooters are dangerous to the people that use them and others around them. There is no regulation or accountability on the operator

People do not want to rideshare!

car sharing and ride sharing do not work. most people do not work or live near the same place. In my 50 years of working only once did I work with someone who could ride share. Every city has this dream of everybody in their borders walking or cycling a few blocks to work, It's just not reality and this leads the city to allow the building of high-rises or condos without the proper amount of parking of infrastructure to support them

Sustainability is a marketing buzzword. None of these options are sustainable, children still have to mine Cobalt in Bolivia to make batteries for all this electric junk.

Nobody really cares about pollution or they would avoid electric vehicles. Think about the toxins from creating those batteries and the child labour involved. Plus, BC Hydro says there is no power left in the grid. I can't in good conscience be a part of that.

Would like people to realize "electric energy" comes from somewhere. BC is very fortunate that most of ours comes from hydroelectric. But electricity is also a resource so if everyone converts to electric then will need many more Site C dams. In many areas in Canada electricity is produced using fuels. Electric isn't a magical solution. Should look toward efficiency instead e.g. making community hubs so do not need to travel as far to get things. As well as making transit consistently accessible to people with mobility challenges

A person can only do SO MUCH. This generation is paying for the damage caused by the early generations, everything that's being done now, frankly will not *fix* anything because it's too late. All this should have been done a decade ago. But no, no one believes it was happened until it was too late. Cause children are none sense thinkers. And now, we are paying out of BUTTS and being forced to do things and buy things that isn't going to justify their action. Frankly, the federal government overreached and the court ruled so.

Forcing people to drive EV vehicles is dictatorship and I don't see anyone forking the money to install the charging stations into the homes.

I don't really support a bunch of charging stations and preferred parking for people driving \$50,000 electric cars. The city should not be subsidizing this infrastructure for these people. Electric cars are not limited by range in normal city driving because range is now in the hundreds of kms. If people want these they can charge them at home and not download the costs of their environmental choice to the rest of their community.

I'll never do "share". Stop trying to make Canada communist. Electric vehicles are not new technology. It was invented in the late 19th to early 20th century. They went the way of the Dodo bird because they don't work. Furthermore, they're bad for the environment. Why don't you look up the destruction of the earth that's needed to mine rare earth minerals that go into the batteries. Why don't you read up on how dangerous electric vehicles are if they catch fire. If you want to help reduce congestion - you should make motor vehicle travel easier.

No e-chargers for cars unless they can 'pay for itself'. I do not want to subsidize anyone's electric vehicle nor would I expect it IF I could ever afford an electric vehicle. E-scooters are a 'big lawsuit waiting to happen'. Encourage helmet use. I have seen many extremely irresponsible e-scooter riders on roads.... mainly teenage boys. Traffic will NEVER decrease as bigger condos, more houses/lot, etc. happen... with families moving in. Just plan for it now.

Electric cars are very expensive & take too long to charge. Can't see them being a viable alternative for now. OK as 2nd car but not primary. For this reason, I do not want to see large amounts of tax money going to support them. Pay for meat & potato & basic modes that benefit the majority of people- not elites.

Electric vehicles should not use HOV lane.

GENERAL COMMENTS

Is there anything further you would like to comment on?

Supportive

Thank YOU.

Thank you for asking!!

Thank you for the opportunity to comment

Thank you for allowing input.

Thanks for sending out a survey

Thank you for offering the survey

No additional comments on the developing the MTP. Thank you for sending out this survey. Very much appreciated.

Thank you for reaching out to the Poco community.

Thank you for asking for input from your citizens! The due diligence is being done and we see and appreciate your work! Excellent job folks, have a good rest of your year.

I love that the city asks the people for their thoughts. Who knows better than the residents.

Good to get the people involved. We deserve a day of where are hard earned tax dollars go. Should do more engagement surveys for everything going forward. The people deserve a say. We work very hard to support these projects with our taxes

Thank you for considering our feedback and for allowing us to be part of this project. We appreciate all your work to our community! God bless, good luck. Looking forward for this MTP!

Thank you for engaging our community in these consultations using modern methods.

Thanks for the opportunity to provide feedback on this crucial initiative. My hope is that council initiates concrete steps as soon as possible.

Public surveys are a good start. Would identify people's concerns likes and dislikes of the current situation

I would like to see the fulsome outcome of this survey presented in public and online, including commentary fields as I often observe that city staff bury these comments from the politicians and ignore public desires as they promote their internal opinions

I would like the actual public feedback, including the populated field responses, shared with and discussed with mayor west and council in a workshop forum and public rather than city staff hiding this feedback. I have spoken with over 20 other residents and nobody has confidence in city staff to share this feedback to give a true perspective of our community

I'd like to see definitive action and documented results. This type of questionnaire doesn't feel as if any quantified change will take place. I'd like to see real results provided.

Thank you so much for allowing input. I hope that there will be a summary of all of the contributions submitted to this survey, and responses made public.

Please to note that responses to the survey will be posted

Would be nice to have a townhall - highlighting (summarizing) key aspects as it is a comprehensive plan and obviously a lot of thought and work has gone into it. Good luck to staff I hope you get the support and resources you need.

I am not sure how well I answered these questions. I mostly complained about issues that I have about how PoCo is planned, and as a current urban planning student, these issues are very noticeable. PoCo does have potential to improve in the future, and I am curious to see how this survey informs the City Council for how to move forward. Thank you for reading my ramblings.

I would have added 'Well' as one of the answer options. The draft MTP is a long document to read and digest. The survey is also long and takes time (more than 12 minutes) to answer, if one adds comments to support their answers. Thank you!

Being able to report new improvement projects in between MTP surveys via Sort It & Report It would be helpful

Letting the people help influence the MTP is a good idea but city and transit planning should be done by qualified professionals.

Personal engagement. Talking directly to people in the areas being considered for improvements would be a start

Listen to and encourage residents to submit feedback and ideas on simple improvements

Without thorough study of the plan by knowledgeable, educated person the best you can achieve from this survey is an opinion on ideas and goals. Knowledge needed here is multidisciplinary not easy to achieve.

When rolling out (pun intended) the work schedule, please inform all affected households in the area of work - provide notice of the intended work. And walk the areas where the work is proposed with local residents. We have the knowledge and provide input on how this may actually work or affect the neighbourhood. Such as one of the sidewalks proposed is on the side of the street where the driveways are steep - the other side is flatter, also that flatter side works better for the sidewalk terminus. Again, may look good on paper, or that is how the manual says it should be done, but in reality, it is different.

Not enough thought into safe improvements and communication directly with affected residents and home owners.

Port Coquitlam isn't in a bad position, but it won't take much to tip transit into a disaster. The City needs to be more proactive, but also better at communicating plans to the public.

I feel The City could do a better job of communicating plans with the public. The last Council term seems to have adopted a "shoot first, ask questions later" approach to planning. Honestly, some of the decisions have been good, while others could have been better. Either way, stronger public engagement and support would be best.

More consultation with users of facilities is suggested

When citizens are not included in the improvements provide an explanation why and if they will be included in future improvements

You have any pathway renovation plan for summer, but the route was blocked and demolished happened in fall. The pathway route will be blocked during winter and spring, and pedestrian has to use very small lane arranged from main road, it will be very difficult to extend it for one long year. Demolition plan should start just before the renovation in hand.

Ensuring ample signage ahead of time when doing roadwork so people going to work can plan their route

One on one meeting and direct input from affected on residents living on or near the implementable improvements.

Less Supportive

This survey was painful to do! Way too much writing and it felt kind of rigged with the type of questions asked

The wording of this survey was weird. How well does the MTP support this feature? Weird. Shouldn't the survey say, "How important is this to you?"

Doesn't the MTP version imply the gov't only plans to do what is in the MTP, and are just planning for backlash? Bizarre.

This is a terrible survey and you will receive almost 0 public feedback from it. Honestly, the consultants that put this together should likely get an "F" for the "public engagement" portion of the project. You need an engineering degree, and 1-2 hrs to read the MTP and understand these questions. There is no summary for the survey, the information in the MTP is poorly visualized, and almost all of it is just a wall of text with transit project hidden in road projects etc... Somehow you have to put the slow streets, cycle lanes, trail, sidewalk maps together in your head to figure out if it's comprehensive or not? The city needed to either better define the RFP, or pay more to make this document look like it wasn't put together by some 4th year students with Microsoft word and a standard document template. What feedback do you expect from the public on this? Get it together. You should probably just scrap this, make a new ~5 page summary of the MTP, and a new survey. Please don't waste any more money on a "Public Engagement" report for this survey, because garbage data in is garbage data out.

Random surveys for gaining insight into citizens priorities isn't very effective. Most often those with specific leanings tend to respond. I have a hard time believing roads isn't a priority for the vast majority of those who drive a vehicle.

Multi-Point or Location Specific

We are impressed with the TLC given to paths and the roads are well maintained

I'm a newer resident (2 years) to Port Coquitlam after living in Coquitlam for 28 years. I like what I see in Port Coquitlam, even though the politics of the mayor and others are too left of center for my liking. Regards, Len Leonty

The downtown core on Shaughnessy Street is looking much more inviting with the new upgrades. The installed pedestrian crossing lights are a good low profile and effective addition. The pop up park doesn't really fit with the overall look of the downtown, neither are the outdoor seating areas beside the Dairy Queen and Patinas alley blockade and temporary tent. Should the alleyway be eliminated a wooden patio structure would look much better. The updated walking / biking trail system is very well done. A lot of work and planning have gone into drafting the MTP, which looks well executed. Port Coquitlam is looking more "Home Town" which is appealing. The obvious challenges for traffic are due to train crossings and the underpass. Fiscal responsibility is greatly appreciated as the plans for the city are worked out.

It is critical to work with adjacent municipalities to ensure that infrastructure across municipal boundaries link well and they meet the needs of regional transportation routes.

To have the older areas of poco (like Maryhill), have the same level of development as new areas (like citadel and riverwood). Like sidewalks, street lights, traffic lights, etc.

Please pay more attention to north side. We don't have anything and all our tax dollars benefit the other side of town but rarely us I would like The Plan to include the North side of the city. Not everyone lives near City Hall or is physically able to skateboard and cycle and scooter their way to shop.

I would like to see these improvements all over PC not just the core of the city close to the municipality. Thank you for your time
My final request is that the investments and improvements are equally distributed throughout the city, not just kept within downtown Port Coquitlam

The major issue for most residents is the ability to move by vehicle (car or transit) within the community and around the region. The major hurdles including the changes needed at rail crossings and major interchanges are in no way addressed. Spend all the time you want putting in speed bumps and traffic circles but it will not solve the issue of aggravated residents trying to get where they need to go. Our focus should be on making progress with: 1. One or two major railways over or underpass 2. The development of at least one overpass interchange with Lougheed Hwy (either at Pitt River Road or Mary Hill Bypass) 3. Ensuring all residents can access major roads via sidewalk safely and without having to cross the street to maintain access to the sidewalk system 4. Ensuring proper lighting and cross walks at all intersections 5. Ensuring safe pedestrian and bike access as well as traffic calming (and directing off traffic away from the area) along Pitt River Road to ensure children and families can safely navigate to Pitt River Middle, Central Elementary and Riverside High School. Pitt River Road is a traffic nightmare and someone's child is at risk of injury or death.

It's all there in black and white. Shaughnessy Street needs better efficiency for vehicles. Intersection at Shaughnessy and Pitt River Streets need 4 left turn lights all coordinated, walking paths need to be safe for walkers, streets slated for speed humps and slower speeds should NOT impact neighbouring streets that will have rat-runners avoiding them and placing more congestion, noise and pollution on ours. Thank you!

we need to keep the infrastructure in good condition and continue with the multi-use pathways to and from the Pitt River Dyke trail system.

More billboards to advertise using buses, skytrain, bicycles and scooters to get to work along with being kind and share the road. Also, more street lights on the Maryhill bypass as well as new neon paint to mark the lanes. It's very hard to see the road when it's dark and raining.

Bring in some kind of rapid transit. Provide some kind of walking access to west coast express for northsiders (like from the northside) Don't make major arteries zig-zaggy

Please consider improving older neighborhoods to match the basic things the newer ones have...like sidewalks, lights. Also, a traffic light at corner of eastern and Shaughnessy.... like the newer area of citadel has at citadel and Shaughnessy.

See above ref bikes on walking trails, especially e-bikes. Paint school and speed signs on the road - LARGE

Many goals in this plan are very laudable and obviously needed - Mary Hill Bypass improvements, rapid bus, improved bus stops, Lougheed bridge over the Coquitlam River etc, etc. But some specifics I don't understand e.g adding a sidewalk on a stretch of Gordon Avenue and Raleigh Street (I focus on this because I live nearby) - to what end? Especially as the city spent the whole summer digging up those roads, replacing all the drainage, repaving and putting in expensive new curbs - and now you want sidewalks? This seems like a waste of money, so I just hope other aspects of the plan are not like this.

Make the Freemont interchange a priority and take out the round-about at Prairie (unless it is of reasonable size (as the one on Kingsway). The one on Prairie and Newberry is a joke. Educate drivers using a roundabout that signals are required ie turning left or right ---same as signaling to make a left or right turn at an intersection. Remove the 30 KPH School Signs on Prairie between Regina and Toronto (activated signals are at each end)

Please consider the following: more lights on Kingsway in front of Saputo. Sky Train for Port Coquitlam. re-introducing the Modo Car Share between Port Coquitlam and UBC

it's not really about infrastructure but it is about cars. if there is any way to regulate how bright headlights can be that would be good. its dangerous to drive at night when the ultra-bright led headlights blind everything. also encouraging small shops in communities would help so less driving is required.

thank you for taking my comments and hope that you consider my information. In thinking about safety on the 2300 to 2500 blocks of Pitt River on the South side, a barrier to keep pedestrians safe from the Eastbound traffic would be very welcome. Dare I suggest a Red Light camera

The coast meridian overpass is great but the entrance/ exits on both ends are a traffic nightmare. Also, the newly configured Tyner street/ Kingsway roundabout is badly engineered. Actually, Kingsway is a mess needs widening from start to finish. Major capital improvement needed there.

Light up pathways. Make downtown more walkable with parking to attract outside visitors. Create a destination in downtown poco where people come to visit, shop and eat. Bring the skytrain! Have better routes around downtown poco so we don't have to commute through it. Improve the Mary hill bypass so there's no stop lights. Create turning lanes so vehicles turning off the Mary hill don't hold up traffic. Add another lane in both directions on the Mary hill. Build the Fremont connector to the expansions on Burke mountain. Add another lane on lane on Lougheed. Widen the Lougheed bridge over the Coquitlam River (it looks old).

1. Integration and Synergy: Strive for interconnected improvements that complement each other. For instance, transit enhancements could support walking/cycling initiatives, creating a seamless and sustainable transportation network. 2. Community Engagement: Involve diverse stakeholders, including residents, businesses, and local organizations, to ensure that proposed improvements align with the community's needs and aspirations. 3. Flexibility and Adaptability: Recognize that needs and circumstances evolve. Design solutions that are adaptable to changing demands and future challenges, ensuring their long-term relevance and effectiveness. 4. Monitoring and Evaluation: Establish mechanisms to regularly assess the impact and efficacy of implemented improvements. This facilitates adjustments, ensures accountability, and guides future decision-making. 5. Resilience and Equity: Prioritize resilience against potential risks, including climate change impacts, while ensuring equitable access to the benefits of improvements across all socio-economic groups. 6. Sustainability Commitment: Embrace a long-term commitment to sustainability. While immediate gains are essential, focus on enduring solutions that promote environmental stewardship and social responsibility. By approaching improvements with a comprehensive outlook, emphasizing community involvement, and aiming for sustainable, resilient, and equitable outcomes, you can create a more vibrant, inclusive, and thriving environment for all.

In cooperation with other levels of government and CP Rail - widen underpass on Shaughnessy or redevelop completely and secondly build a 'sound wall' along Westwood from the bridge over Coq River to Mary Hill Rd

PoCo is a beautiful place to live I just want it to be taken care of

You may notice a theme to my comments, stop wasting money on make work projects. Stop tearing up perfectly good streets and making the curb an obstacle course. Stop removing parking where there's no other choice but to park on the street. I have not seen so much reckless spending since I moved here as I am seeing with the current mayor and council.

Change zoning near Sky Train so developers aren't penalized for increasing density there when that is where you need it

I am glad to see consideration of a SkyTrain extension into Port Coquitlam - my only "concern" is the City's consideration of how residents will travel/access the potential Port Coquitlam SkyTrain station(s). But of course, the focus on multiuse paths and non-car transportation is a great inclusion and hopefully will incentivize folks to take non-car transport to transit stations/stops. The impending conversion of the Lougheed Rapid Bus (R3) into a BRT line is fantastic, and I do not think it would contend with a potential SkyTrain line in a negative way. I think this sort of redundancy would work well, considering the length that the R3 line is. Every day I see a plethora of my fellow Port Coquitlam residents walking or cycling, more so than the other Lower Mainland cities I tend to frequent. What can the City do regarding secure bicycle storage around town? Places such as transit stations/hubs, grocery stores, shopping areas - if we want to encourage non-car transportation, we need to have people feel okay with leaving their bikes unattended for long periods of time. Bicycle theft is rampant in the Lower Mainland, and with the adoption of electric assist bicycles, people tend to be more cautious about leaving their bikes unattended, at least in my observation. Has a multi-lane roundabout at the intersection of Shaughnessy Street and Lougheed Highway been considered? From my understanding of urban design and traffic management, roundabouts tend to be a great option for vehicle throughput opposed to typical traffic lighted intersections. I know that particular intersection leads to a lot of traffic snarls throughout most of the day. Might be a silly idea based on the surrounding intersections, but I think it's worth exploring. That being said, I know us Canadians are not as familiar with roundabouts, but I am sure we will learn just fine.

The roundabouts have been great, adding one to the intersection of Fremont and Prairie could be beneficial. Also adding a bike lane on the other side of Burns road, the current one helps with South bound traffic but not having one on the north bound lane leads to cars crossing over into oncoming traffic lane to get around bikers. Unfortunately, many drivers don't leave enough room when pulling this maneuver creating close head on collisions or hitting the open ditch. With Cedar Ave I've noticed the bus stop at Lincoln has no dedicated side walk on the sound bound side due to there not being enough room, widening Cedar could also be very beneficial especially given the extensive development on Burke Mountain I could see that road getting much busier. We are quite impressed with all the trails and bike routes that you guys have built, partly why we moved to Poco! Keep up the good work.

Your plan ignores Victoria Drive. It's a shared route with Coquitlam, as is Westwood, which was included in the plan. This is a route used by truck traffic to and from the rock quarry. Port Coquitlam council is aware that the quarry has filed an application to the provincial ministry to increase their production. It would be naive of council to think that it will not be approved. Council has access to RCMP data on traffic tickets issued. They should also have access to CVSE truck inspections conducted along this route. Staff should also be able to access any traffic counter data gathered by the City of Coquitlam. Ignoring the importance of the Victoria Drive route seems deliberate.

I live on north side off Glade. I would like to see road signs for school zones made larger and better placed. Also why not paint wide white lines and school and 30 right on the road as they do in many other areas?

The privacy should be protected and provided for existing residences near the public parks, trails; development should be compatible with tree retentions; existing wildlife habitats should be respected as much as possible.

I believe that revisiting residential areas with a high concentration of new development with a focus on improving safety with their new, higher density should be a top priority.

Why not provide a summary in point-form? Expecting residents to read through a 175 page detailed and sometimes technical document really feels like you are not welcoming meaningful input. Here's my input (without reading the 175 page report): 1. stop wasting money paving over downtown. Parties are fun, but not at the cost of maintaining critical infrastructure (e.g. bridge over Coquitlam River). When replaced, this bridge needs to have bike lanes. 2. make walkable and rideable, connected shaded paths a priority 3. consider making Shaughnessy Street one-way or pedestrian only 4. ditch the disaster that used to function as McAllister (convert to either pedestrian-only or turn it back into a two-way street). It is currently unsightly and dangerous 5. Hire a consultant to sort out the mess in the Dominion Triangle and Fremont Village - make both walkable/rideable. 6. Properly maintained street trees that don't die after a couple of years would be a nice touch. 7. Looks like a lot of work has gone into developing the Transportation Plan. Now spend less \$\$\$ on silly parties and give staff the resources they need to do their job. Hopefully some of these issues are addressed in the Master Transportation Plan.

Greater and more frequent connectivity for people in the tri-city areas

Densification without parking to match units will make the need for transportation pathways to be fast-tracked. We are years behind other cities and countries in addressing these needs.

Although I think it's important to prioritize high-traffic routes, and agree with the above, please don't forget about the less travelled residential areas. For example, Kelly Ave. is in desperate need of sidewalks and cleanup as construction sites and street parking have made it less walkable than other areas.

Impact on existing communities, especially residential, needs to be considered as well.

I don't like that some lower density areas continue to get ignored when I think safety improvements could help.

There is not enough parking to get cars off streets. Shaughnessy should be four lanes from Pitt River to bypass. Bike lane should run beside it.

The transportation plan should also include plans to allow better zoning for necessary services throughout the city to promote walking. For example, allow more corner stores and small produce stores/small grocery stores, and zone new developments to allow commercial uses on the ground floor with residential space above. I end up driving more than I would prefer because I live just far enough out from downtown PoCo that access to groceries, pharmacies, etc is more of a stretch--it's at least an hour roundtrip for walking to get to the grocery store and back, but I'm right by the industrial and warehouse areas on the south side and often there are available empty spaces for rent--allowing something like a produce store or a pharmacy, etc would provide walkable access to such services for people in my neighbourhood and reduce the amount of driving we'd need to do.

100% agree with identifying key routes. Would like to see a level of safety also applied to major routes as well as accessibility design components (i.e.: sight line improvements so cars see pedestrians and micro mobility users easily and/or slower modes of traffic on these corridors emphasize their ROW). Consider adjacency of slower modes of traffic to get to mass/rapid bus transit when included in major truck access points (i.e.: Coast Meridian @ Riverwood/Robertson all the way to Prairie does not feel safe as a pedestrian when several semi-trucks are whizzing past - could a wider boulevard or a strip separating sidewalk from vehicular traffic make those getting to transit feel less vulnerable?). Noise levels. Routes have intersections and will incur some level of stacking of cars during busy times. Can an overarching policy on noise levels (super traps on vehicles; loud motorcycles; boom/tweaked out cars) have a) an awareness of the impact on residential neighbourhoods (i.e.: dB counter at intersections telling drivers that their vehicle exceeds a certain level); and b) and enforcement policy.

Many residents work, shop, and dine in Port Moody and Coquitlam. I think it would be beneficial for the efficacy of the MTP for all three cities to also work on an interconnected transit plan to support safe travel between cities, without cars. Unfortunately, it's difficult to safely travel by bike from poco to Coquitlam or Port Moody.

The MTP survey does not disclose what the tax impact is of this plan, let alone specific projects. For example, rather than a MUP on Nicola Ave why not fix the intersection at Home Depot - Costco driveways and the savings in peoples time could easily be quantified using data whereas it will cost more to build the proposed MUP and serve/improve less people's lives

Pretty much densify areas with good commercial and transport access to help with accessibility and ease off traffic when people live closer

Curb cut outs, street crossings, visibility, traffic management, street cleaning, signage, should have a higher focus.

Good results will be achieved if we understand the development plans and progress plans of the nearby city of Coquitlam and apply them to implementation.

I do think that adaptations to the changing driver dynamics and pedestrian safety need to also be considered. Housing has increased many fold but the city has lacked planning in terms of parking infrastructure.

1. Universal Design: Aim for infrastructure that caters to all individuals, including those with disabilities. Implementing curb cuts, ramps, wider sidewalks, and tactile paving not only aids wheelchair users but benefits parents with strollers, elderly individuals, and others with mobility challenges.
2. Safety Measures: Enhance safety by incorporating well-marked crosswalks, audible signals at intersections, and proper lighting to ensure pedestrian safety, particularly for those with visual impairments.
3. Community Engagement: Involve the community in planning walking/wheeling improvements. Local input can provide valuable insights into specific needs and challenges faced by different neighborhoods or groups within the community.
4. Technological Integration: Explore technological solutions such as apps providing information on accessible routes, real-time updates on sidewalk conditions, or smart traffic signals that prioritize pedestrian crossings.
5. Public Awareness: Educate the public about the importance of inclusive walking/wheeling infrastructure. Increasing awareness can lead to greater respect for pedestrian rights and encourage more people to utilize these facilities.
6. Policy Support: Advocate for policies that prioritize pedestrian-friendly environments and ensure compliance with accessibility standards in urban planning and development projects.

Since school busing has ended - there needs to be consideration given to geo kids to schools that are far away - since there has been a lack of slow development of schools in some local communities.

There are so many examples of "improvements" that didn't really improve anything or just made it worse. As an example, there was an island constructed on Dominion Avenue to prevent left turns from the Costco parking. That made the street narrower AND the island itself is the same colour as the road which makes it harder to spot. The sidewalk construction on Prairie Ave going east to Coast Meridian, the curb accommodates resident parking BUT does not adequately provide space for passenger curbside pickup which causes the bus to block traffic. How is this logical???

1. Design flexibility built into the choices and options that are available is key. The future is unknown. 2. efficient traffic flow and good geometric design of roads is paramount. Creative thinking is essential. 3. optimizing for maximum impact and minimum cost are very often opposing forces and poor compromises result. Impact is for the users and low cost is for the political impact. 4. Wise choices can be low cost but capital infrastructure are a heavy financial burden and our population, as a whole, WILL accept these larger costs IF the projects are clearly communicated (repeatedly) and maximally beneficial. Look at our healthcare cost and service level and hydro delivery, etc. Most citizens willingly accept these infrastructure cost burdens. We should NOT made choices in the Master Transportation Plan that are a series of poor compromises. 5. Build wisely and build it for very long term durability, adaptability, functional efficiency and effectiveness

Speed enforcement

Signage

With the latest major accident that occurred this week, knocking out 3 power poles - we could not even get out of our driveway, due to the traffic congestion. We don't have the luxury of laneways, like most of the older streets and are at the mercy of one way out of our driveway. I sincerely doubt that any of the improvements in our neighbourhood will get us to our desired destination point, unless we walk (which is NOT an option for this senior with mobility issues). We will be spending far more time trying to just get out of our driveway and onto the arterial street than ever before, due to the increase of rat-runners that will be avoiding streets with speed humps.

As Residents of Riverwood, we are VERY Concerned about Traffic Congestion, Flow, and UNNECESSARY SHORTING-CUTTING along Riverwood Gate, Between Coast Meridian Road and Terry Fox High School. Currently, It Stands as a Traffic Engineering Nightmare! The Residents On & Off Thames Crescent, ONLY have one Road Out in Case of an Emergency, due to a Severe Case of NIMBYISM, that is PHYSICALLY Blocking a Southern Exit, from the Neighborhood, at the end of Bennie Place, onto Dominican Avenue!

Removing slip lanes at intersections, forbidding right turns on reds at very busy intersections, and more leading pedestrian crosswalks on red lights would improve pedestrian safety for low cost. Compared to Coquitlam and Port Moody, improvements to active transportation have been slow and unenthusiastic. I assume this is at least in part due to the frugality of the council, which has upsides and downsides.

I am all for additional routing to aid not only affordability, but also commuter and goods traffic for our local economy. BUT... noise. Additional traffic OK - its the other, almost user induced noise issues - car modifications to purposefully make cars/motorcycles louder; loud music; etc... (we manage air brakes - why not this too?); (we are supposed to be inclusive and accessible - permitting this kind of 'look at me' behaviour is impacting those with neurodivergent challenges and making it harder for those with sensory (hearing) challenges to detect aids meant to assist them (i.e.: audible road crossing signals). Still very concerned about rat racing through neighbourhoods (i.e.: Burke Mtn residents cutting through Riverwood neighbourhood to get to Fremont Village and/or Costco).

Not Transportation Related

One municipality instead of three

Port Coquitlam should build more high rises near Coquitlam border

We need to increase the ratio of commercial vs residential areas to allow for better urban designs.

Please don't develop more along the Mary Hill! It's congested enough already, and with losing Hazel... where are kids going to go to school?! Leave it as it is!!

I don't think this area should have condos!

Continue to increase density in the downtown core, and in the Coast Meridian/Prairie areas

Need more multifamily residential house.

Just keep the UN and WEF etc out of our town. Thanks

Been living in poco since 1985. So much busier. Really need to keep our outdoor areas and access to them a main focus. Seems more and more stress in the world these days. We all need to decompress somewhere.

Where is our Terry fox statue that was in front of our previous library? Ontario put a beautiful stopping area off hwy. 1 just east of thunder bay with a statue and plaques.

I don't like that Port Coquitlam is taking away so much green space. Leigh Square, Gates Park.

Glass Recycling pickup is needed. The surrounding cities all do glass pickup, so why not PoCo?

The pickleball courts at the PoCo recreation center are very popular. Other areas/parks can include them. For example, Lions Park. This will promote fitness.

Japanese Beetles treatment can be done more thoroughly. Crows are destroying lawns because of the grubs.