



Committee of Council Agenda

Tuesday, April 4, 2023

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, April 4, 2023, Committee of Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

None.

4. REPORTS

4.1 Development Variance Permit Application for 2257 Lobb Avenue

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Recommendation:

That Committee of Council:

1. *Authorize staff to provide notice of an application to vary the minimum lot frontage requirements of the Zoning Bylaw Subdivision Regulations for 2257 Lobb Avenue.*
2. *Advise Council that Committee of Council supports approval of Development Variance Permit DVP00088.*

4.2 Older Adult and Senior Survey Report Summary

11

Recommendation:

None.

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, April 4, 2023, be closed to the public pursuant to the following subsections(s) of Section 90(1) of the Community Charter:

Item 5.1

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 5.2

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.

Item 5.3

e. the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

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].

Item 5.4

e. the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

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;

I. 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, April 4, 2023, Committee of Council Meeting be adjourned.

Development Variance Permit for 2257 Lobb Avenue

RECOMMENDATION:

That Committee of Council:

1. Authorize staff to provide notice of an application to vary the minimum lot frontage requirements of the Zoning Bylaw Subdivision Regulations for 2257 Lobb Avenue.
2. Advise Council that Committee of Council supports approval of Development Variance Permit DVP00088.

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report provides consideration of a request to vary the minimum lot frontage and width requirements to enable the subdivision of an irregularly shaped property at 2257 Lobb Avenue into two single residential lots. The lots exceed area and depth requirements. Staff recommend support as the requested variances are minor and subdivision supports policies to increase housing choice.

BACKGROUND

Proposal: The property owner has applied for a Development Variance Permit to vary the required 9.5 m minimum lot frontage and 9.5 m width for an RS4 (Residential Single Dwelling 4) zone to a frontage of 9.21 m and a width of 9.44 m to enable subdivision.

Context: The lot is 734.6 m² (7,907.4 ft²) and is situated midblock on Lobb Avenue between Shaughnessy Street and Mary Hill Road. The property is irregularly shaped; being wider at the rear lane and tapering to a narrower frontage. The property is currently developed with an older two-storey single residential home. The surrounding area is predominantly single detached homes and duplexes.



2257 Lobb Avenue

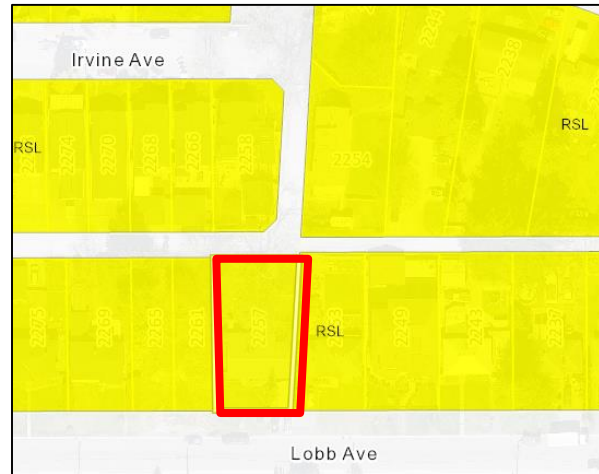
Development Variance Permit for 2257 Lobb Avenue

Policy and Regulations: The land use designation in the Official Community (OCP) for the site is Small Lot Residential. The property is currently zoned RS4 – Residential Single Dwelling 4.

OCP Housing Policy 3 supports small lot, single-detached residential uses in areas designated Small Lot Residential. The RS4 zone is a development permit area and the future development would need to meet the associated OCP design guidelines.



Current Zoning (RS4)

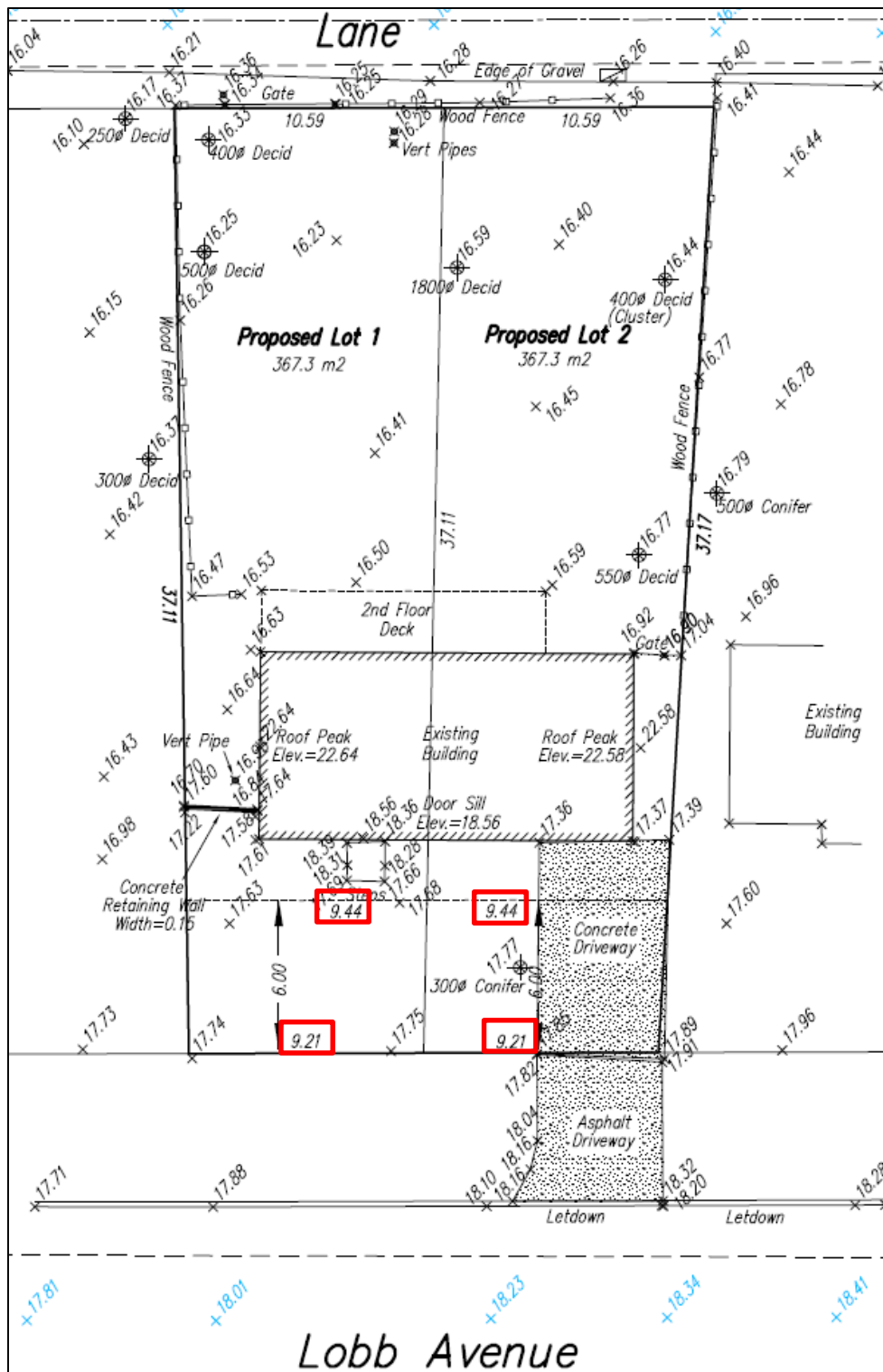


OCP Designation (RSL)

Requested Variance: The Zoning Bylaw sets out the minimum subdivision regulations for all zones. The applicant has submitted a preliminary plan of subdivision to demonstrate the proposed parcels will exceed the minimum lot area and depth required for an RS4 zone. The applicant is requesting a 0.29 m variance to the minimum frontage requirement and 0.06 m variance to the minimum lot width requirement to enable subdivision.

	RS4 Zone Regulations	Proposed Lot 1	Proposed Lot 2
Lot Area	300 m ²	367.3 m ²	367.3 m ²
Lot Width	9.5 m	9.44 m	9.44 m
Lot Frontage	9.5 m	9.21 m	9.21 m
Lot Depth	28 m	37.11 m	37.11 m

Development Variance Permit for 2257 Lobb Avenue



Preliminary Plan of Subdivision

Development Variance Permit for 2257 Lobb Avenue

DISCUSSION

The irregular shape of this lot has impacted the ability for the property to be subdivided in accordance with the City's minimum subdivision regulations for RS4 zones.

Staff note the requested variances to lot frontage and width are relatively minor at 29 cm and 6 cm respectively. Notably, if the lot was oriented with the wider portion fronting onto Lobb Avenue no variance would be required. Vehicle access to the proposed lots can be relocated off the rear lane, which addresses any issues concerning vehicular access and parking resulting from a narrower frontage.

As the proposed lots do not appear to pose constraints to future redevelopment and the creation of small lot residential developments are consistent with OCP policy, staff support the request and recommend proceeding with notice of the proposed Development Variance Permit.


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

A notice will be provided to affected property owners and tenants within 40 m of the property.

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Authorize notification of Development Variance Permit DVP00088; and advise Council that Committee supports the variance request.
	2	Request additional information prior to deciding on the application.
	3	Decline to authorize notification of Development Variance Permit DVP00088. The applicant may then request the application be forwarded to Council for consideration.

ATTACHMENTS

Attachment 1 – Draft Development Variance Permit

Lead author(s): Paul Cloutier

THE CORPORATION OF THE CITY OF PORT COQUITLAM

“DEVELOPMENT PROCEDURES BYLAW, 2013, NO. 3849”

DEVELOPMENT VARIANCE PERMIT

NO. DVP00088

Issued to: SKY-NET HOLDINGS LTD., INC. No. BC0828160
(Owner as defined in the Local Government Act, hereinafter referred to as the Permittee)

Address: 200-20457 FRASER HIGHWAY, LANGLEY, BC

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this permit.
2. This Development Variance Permit applies to and only to those lands within the Municipality described below, and any and all buildings, structure and other development thereon:

Address: 2257 LOBB AVENUE

Legal Description: LOT 12 BLOCK 4 DISTRICT LOT 289 GROUP 1 NEW
WESTMINSTER DISTRICT PLAN 2396

P.I.D.: 004-858-107

3. The Zoning Bylaw, 2008, No. 3630 Table 2.2 Residential Zones Subdivision Regulations is varied as follows:
 - Minimum Lot Frontage for an RS4 Zone is varied from 9.5 m to 9.21 m for the Proposed Lot 1 and Proposed Lot 2 as shown on Schedule A which is attached hereto and form part of this permit.
 - Minimum Lot Width for an RS4 Zone is varied from 9.5 m to 9.44 m for the Proposed Lot 1 and Proposed Lot 2 as shown on Schedule A which is attached hereto and form part of this permit.
4. The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this permit.

5. This permit shall lapse if the Permittee does not substantially commence the construction, or the first phase of a phased development, permitted by this permit within two (2) years of the date of this permit.
6. This permit is not a building permit.

APPROVED BY COUNCIL THE ____ DAY OF _____ MONTH 20____.

SIGNED THIS ____ DAY OF _____ MONTH 20____.

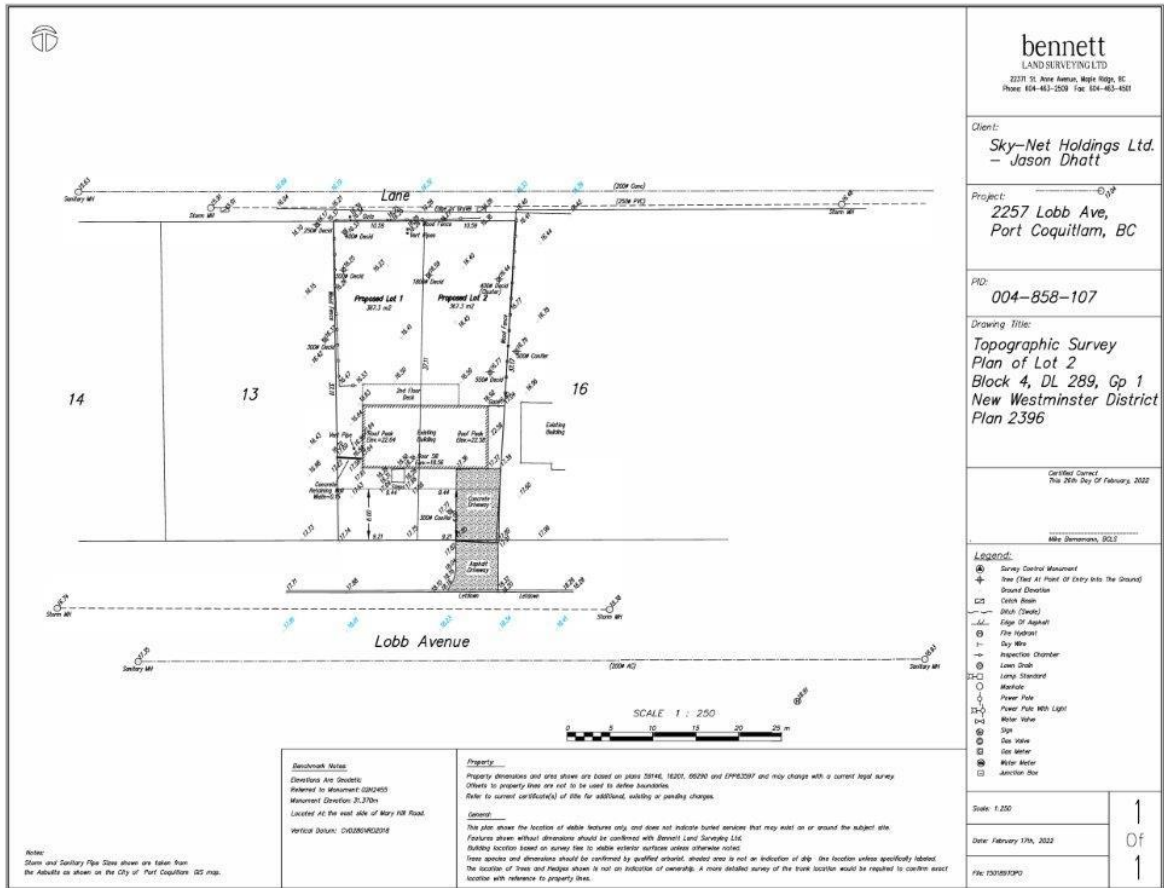
Mayor

Corporate Officer

I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THE TERMS AND CONDITIONS UPON WHICH THIS PERMIT IS ISSUED.

Applicant (or Authorized Agent or Representative
of Applicant)

SCHEDULE A



Older Adult and Senior Survey Report Summary

RECOMMENDATION:

None.

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report presents the results of the “Older Adult and Senior Community Mobility Survey” (the “Survey”) conducted in 2022 to identify challenges that seniors are facing with respect to transportation modes as they age. Also identified through the Survey are engagement strategies that safety partners can create to complement older adults’ and seniors’ learning styles - to increase their understanding of mobility options and attempt to minimize identified safety concerns or perceptions that may be limiting future or current opportunities.

BACKGROUND

A community Survey directed to older adults and seniors was undertaken in Spring 2022 (Attachment 1). The Survey was a coordinated effort hosted by Port Coquitlam Community Policing in partnership with TransLink, Metro Vancouver Transit Police, ICBC, Douglas College’s Practicum Student Program and the Coquitlam RCMP. Grant funding of \$2,400 was received from ICBC. The purpose of the Survey was to address the present and future needs associated with an aging population and their transportation modality within Port Coquitlam, and to understand the apprehensions and safety concerns that affect this demographic in relation to the use of various modes of transportation in the Tri-Cities.

A total of 694 older adults and seniors (55+ years of age) provided responses to the survey either through online social media, in person interviews, or traditional hand-written submissions. 85% of the respondents resided in Port Coquitlam with the rest living in the Tri-Cities. The results provide a healthy indicator of local citizens’ perspectives. A summary of the Survey findings is provided in the Discussion section below.

DISCUSSION

As older adults begin to realize they will not drive forever, they are faced with the issue of how to transport themselves without driving. Many older adults want to maintain their license and independence as long as possible but seem to be unaware of other ways to remain independent and mobile. They are concerned about this transition and rescind/retire their license one day. To keep our roads safe, all drivers over the age of 80 years of age are required to complete a medical examination every two years.

Older Adult and Senior Survey Report Summary

Survey Results

The Survey identified the common modes of transportation and safety concerns amongst the older adults and seniors' population relating to the use of those various modes of transportation.

Key findings of the Survey include:

- Many older adults and seniors are not using the multiple modes of transportation that are available to them.
- Older adults and seniors are concerned about transitioning from driving to other forms of transportation.
- There are community safety and crime prevention knowledge gaps.
- 86% of respondents drive a vehicle the majority of the time as their primary mode of transportation.
- 71% of respondents engage as pedestrians; of those pedestrians 40% walk 5-7x a week.
- Only 27% of respondents use the transit systems available to them on a regular basis.
- 18% of older adults and seniors cycle in the community.
- 80% feel safe walking during the daytime.
- Areas that older adults and seniors feel the most unsafe are in parks/trails (42%) and at crosswalks (37%). Less than 3% feel unsafe in the recreation centers.

As an intended result, the Survey was a proactive endeavor to address transportation challenges associated with 1/3 of Port Coquitlam's population. The Survey can ideally assist in addressing the transportation needs for the City's future aging demographic. Information collected through the survey could inform various City departments internally and related external safety partners (ICBC, TransLink, Coquitlam, RCMP, and Metro Vancouver Transit Police). Some of the input provided by the Survey participants included references to the lack of visibility at City crosswalks. The Survey participants consistently expressed concerns regarding speeding and traffic violations while driving in the community.

Engagement Opportunities

Port Coquitlam is aiming to be a walkable and pedestrian friendly City. The Community Policing Division wants to ensure that citizens feel empowered and safe throughout the community regardless of how people move while they work, shop, live, and access City services. Port Coquitlam Community Policing has developed reference materials that can be customized and universally applied to any city department, police force, or community stakeholder to educate their respective communities.

Older Adult and Senior Survey Report Summary

The division has facilitated educational seminars to 5 seniors' organizations within the community – including the Port Coquitlam Community Centre – Wilson Lounge and Tri-Cities CUPE retirees (from Sept 2022 – March 2023).

Educational sessions and on-line communications will focus on mobility options and crime prevention/safety information while using various modes of transportation. The educational campaigns filled the gaps in knowledge that were observed and addressed the concerns expressed in the Survey.

Additionally, Community Policing intends to engage and collaborate with other departments in the city regarding the Survey results to incorporate in their future capital projects. Metro Vancouver Transit Police plans to incorporate the results and findings of the survey to complement their current strategic plan of strengthening support for diverse and vulnerable people.

FINANCIAL IMPLICATIONS

The city received a grant for \$2,400 from ICBC for the Survey and engagement project. Items purchased were limited to educational materials, food to draw in attendees, or gratuity favours for participants. Any other costs in the future will be fit into the Community Policing existing budget or further funding was discussed to be provided by external parties such as ICBC, Transit Police or TransLink out of their budgets or through grants where warranted.

ATTACHMENTS

Attachment 1 - Older Adult Community Mobility Report along with Appendix A/B outlining the Survey Questions and Results

Attachment 2 - Older Adult and Senior Mobility Survey Supplemental Document for Safety Partners

Lead author(s): Candice Critchlow

Contributing author(s): Dominic Long

Older Adult Community Mobility Report [2022]

[APRIL 22,2022]

[City Of Port Coquitlam]

[Douglas College Student Practicum: Mandeep Mandla]

Executive Summary

The purpose of the project is to understand apprehensions or safety concerns that affect older adults relating to the use of various modes of transportation in the Tri-Cities. A question that peaked curiosity was if was any disconnect or concerns were directed to transitioning between modes of transportations as people age. A mixture of online surveys and face to face interviews were completed resulting in 694 interactions.

The Problem

As older adults begin to realize they will not drive forever, they are faced with the issue of how to transport themselves without driving. Many older adults do not know of other ways to remain mobile and feel concerned about losing their license one day.

The Solution

Understand apprehensions and concerns of older adults by analyzing, theming, and organizing key data points from their interactions to have their voices heard and community partners unite in their approach to working with adults.

Key Next Steps

Create engagement strategies that involve online communications, workshops, educational materials, and presentations to cater to the concerns that the survey participants expressed.



Purpose of the Survey

The motivation for creating this survey was to recognize what mobility options available to older adults and seniors are being used within our community with the goal of improving engagement strategies put forward as a collaborative approach between safety partners. With respect to previous surveys, this one has achieved a broad focus which was possible with the help of our safety partners: ICBC, Metro Vancouver Transit Police, TransLink, and the Coquitlam RCMP. We distinguished between multiple forms of transportation and major concerns related to those specific forms of mobility. Key findings and responses from 694 older adults and seniors will be identified below including key safety concerns and gaps in knowledge of mobility options while traveling throughout the Tri-Cities (See Appendix A and B all survey data). This survey has further identified unique engagement strategies that safety partners can create that complement older adults and seniors learning styles in order to increase the understanding of mobility options and attempt to remove those identified safety concerns or perceptions that may be limiting future or current opportunities.



Key Findings

General info from 694 participants

The majority of the population that took this survey either online or manually:

- Resided in Port Coquitlam (593)
- Identified as being a woman (453)
- Ranged from ages 55 to 85 (675)
- Did not express concerns about mobility in relation to the Covid-19 pandemic.

However, those that did have concerns expressed them with similarities:

- fear of contracting the virus
- inability to leave homes due to restrictions
- less interactions with family members
- public transit being too crowded

The 4 most common modes of transportation used by older adults in the Tri-Cities are:

- driving (598)
- walking (pedestrian) (497)
- driven by friends, family, spouse (204)
- and transit (bus,skytrain) (192)

For the following questions the majority of individuals (over 50%) “strongly agreed”

- I often see drivers who don't pay enough attention (473)
- I often see pedestrians who don't pay enough attention (453)
- Drivers go too fast in my neighborhood (371)
- I wish there was more enforcement on drivers (347)

Yet when asked if they are aware of various pedestrian related driving regulations around 80 percent or more participants were aware of the regulation listed.

Driving

Driving is the most common mode of transportation used by older adults in the Tri-Cities, with 497 of 694 older adults driving at least once a week.

- Of those that drive 452 answered, “I am confident with my driving and feel safe on the roads”
- However, there are a notable number (107) of drivers that had several concerns regarding driving.
- Additionally, 49 self-select to not drive even though they can.

When asked if the participants felt comfortable with retiring their license, 124 were comfortable retiring their license. The majority of the population felt uncomfortable with the idea or were uncertain of how they may get around as an alternative. The primary limiting factor for older adults was bad weather on highways. The three major signs to stop driving chosen by the participants were:

- “When my doctor says I should”, (349)
- “Warning signs that it is no longer safe (Close calls, accidents)” (343)
- and “vision or hearing loss” (329)

For individuals that have already stopped driving it was primarily due to their health and safety concerns. Although most of the participants answered that they haven’t had a collision or close call with a vehicle nor with pedestrians.

- There is a significant number of drivers that had a close call (127) with a pedestrian
- 569 drivers feel that they do enough to avoid collisions with pedestrians
- 55% somewhat agree or definitely agree that they worry about hitting a pedestrian as a driver
- 98% of drivers were aware of various regulations for vehicles relating to cell phone use, waiting for pedestrians with the percentage dropping when specifics were discussed related to crosswalk regulations.

Pedestrian

For the pedestrian portion of the survey 114 individuals walk at least once a week with around 276 individuals walking 5-7 times a week. Of those that participate in cycling:

- (74) 1 – 2x a week
- (40) 2 – 4x a week
- (15) 5 – 7x a week

When asked if the older adults feel safe traveling in the evening the majority felt somewhat safe followed by many saying they felt safe. Many said they feel safer when travelling with someone rather than alone. Even more older adults and seniors (558) agreed to feeling safe while walking during the daytime.

The two most common ways that participants use to protect themselves while walking, biking and driving are making eye contact with cars and parking/being mobile in well-lit areas. 51% wear reflectors, bright clothing, or use lights on their bikes followed by 35% using crime prevention practices. Only 30% (212) bring emergency contact info with them.

The common areas where older adults feel unsafe while walking and biking are;

- trails/parks (297)
- crosswalks (260)
- feeling unsafe at the local recreation centres (23)

As pedestrians several (397) have not had a close call or been in a vehicle collision but still a high number of individuals (258) have had a close call with a vehicle collision and a lower number have had a collision with a vehicle (32). 595 participants feel that they do enough as a pedestrian to avoid the likelihood of a collision with 72 people feeling as though they could do more.

Public Transit (Bus, Skytrain, and Seabus)

Public transit is the fourth most common form of transportation used by the participants of this survey but 85% avoid this mode of transportation;

- 207 saying they don't take transit
- 382 saying they rarely take transit

Of the older adult population that is a public transit user:

- 1-2 times is the most common number of times a week that they use transit
- 351 of the participants agreed to feeling safe on public transit
- Others either felt safe sometimes (135)
- Or not at all (98)

The skytrain and skytrain station are the greatest concern for older adults while transiting, with the bus and bus stop being after that. When asked where the participants felt safe when relating to transit

- 96 of them answered “none of the above”
- 54 found the bus safe
- 50 found the sea bus safe

339 of the participants have seen transit police while traveling on the transit system. Of the safety features on the transit system the most commonly known are:

- Train stop button (361)
- Designated waiting area (218)
- Fire extinguisher (218)
- Followed by lesser numbers knowing the silent alarm, speaker phone, and CCTV.
- Only 93 were aware of the texting line 87-77-77.



Best Practices Going Forward

What we noticed is that many older adults are not using multiple modes of transportation that are available to them, they are concerned about transitioning, as well as there some community safety and crime prevention knowledge gaps.

The community mobility safety engagement strategies will be so important and useful to those in the community. I recommend A/B testing or split-testing as a beneficial tool to create different means of engagement whether that's hands-on presentations, online presentations, or social media to see which type of engagement recruits more positive responses to adult learning.

The survey asked participants for their preferences to learn more about community mobility safety and the majority preferred to use social media (395), online sessions (216) and recorded videos (157); but we think that during COVID less people were meeting in person which might have limited their answers.

Seminars can be beneficial to have more intimate question and answer type sections that would accommodate specific age ranges and life circumstances (ie. Older adults with no family members, individuals with mobility impairments, those transitioning to different modes of transportation).

Alternately creating presentations that can be distributed through partners and sent around the Tri-Cities could be an effective way to get information to older adults looking to be educated on mobility options and safety strategies. With the option for in person to answer questions.

I recommend having feedback sections that will allow viewers to express more concerns in the areas that they reside in and their enjoyment of the engagement strategy.



From my perspective, while engaging with everyone on person, I saw that many of the participants that I interviewed face to face really enjoyed the interaction, being heard, and would go into greater detail when answering many questions. This demonstrates the major concerns that these older adults have but we simply need to be available and listen. This was a limitation of our study – we would have liked to do more of this but there were many COVID restrictions in homes/recreation centres and personnel available to do this type of engagement was limited.

This being said, whether it was online or in person, many concerns were listed outside of community policing by the survey participants; some that stuck out had to do with crosswalks being more visible for drivers (ie. Flashing lights at crossings) as well as speeding concerns (more speed cameras, more enforcement on speeding). We will be sharing the many insightful concerns listed in the survey with city partners such as engineering, planning departments, recreation staff, parks, and Coquitlam RCMP to identify other solutions to older adult/senior pedestrian safety, alongside providing seniors with all options they have available to transport themselves in a safe manner.

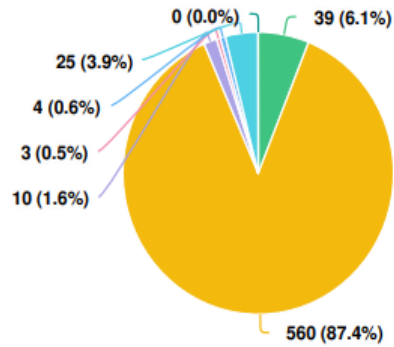
The overall goal for all of this is to ensure that seniors/older adults know that they have options and are not alone to figure them out. After our pilot engagement, we want to create presentations that can be universally applied throughout the lower mainland that any City jurisdiction, police force, and ICBC representative can customize and utilize to educate their community as likely if our community has these concerns others do as well.

Education will reduce stress and fill any gaps of knowledge or provide alternatives even before people are considering retiring their license. This might even be helpful with the fuel costs rising and the future developments being considered in Port Coquitlam and the Tri-Cities when it comes to transportation. Let's make this about getting the basics right where we can enhance community safety, engage our community, and ensure citizens feel safe throughout the community regardless of how people move in the community when they shop, work, live, and access services.

Appendix A (Online Surveys)

Questions not included are those that had manual answered questions that needed themed.

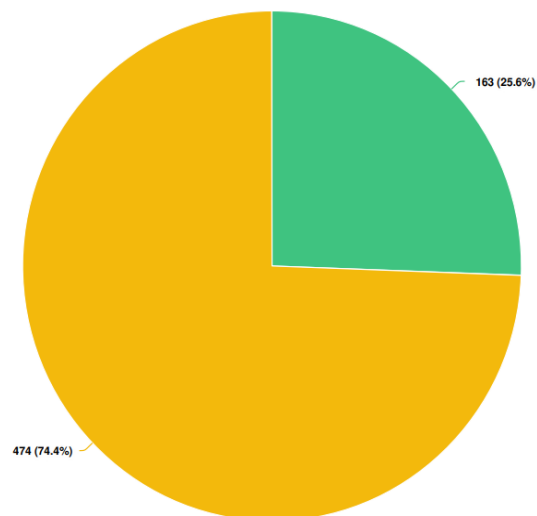
Q1 Which city do you live in?



Question options

- Coquitlam
- Port Coquitlam
- Port Moody
- Belcarra
- Pitt Meadows
- Other (please specify)
- Anmore

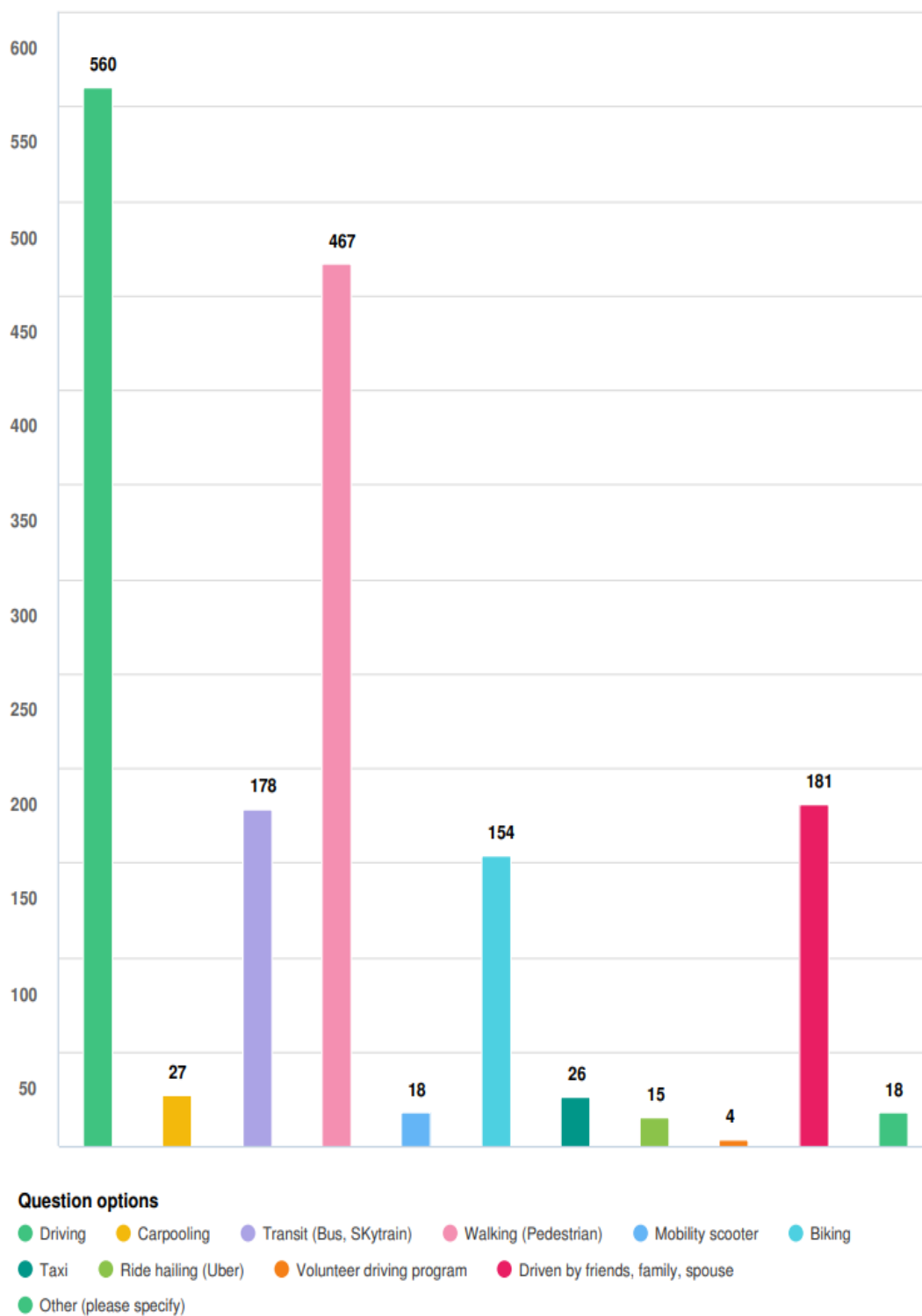
Q2 Has your ability to get around been impacted by COVID-19?



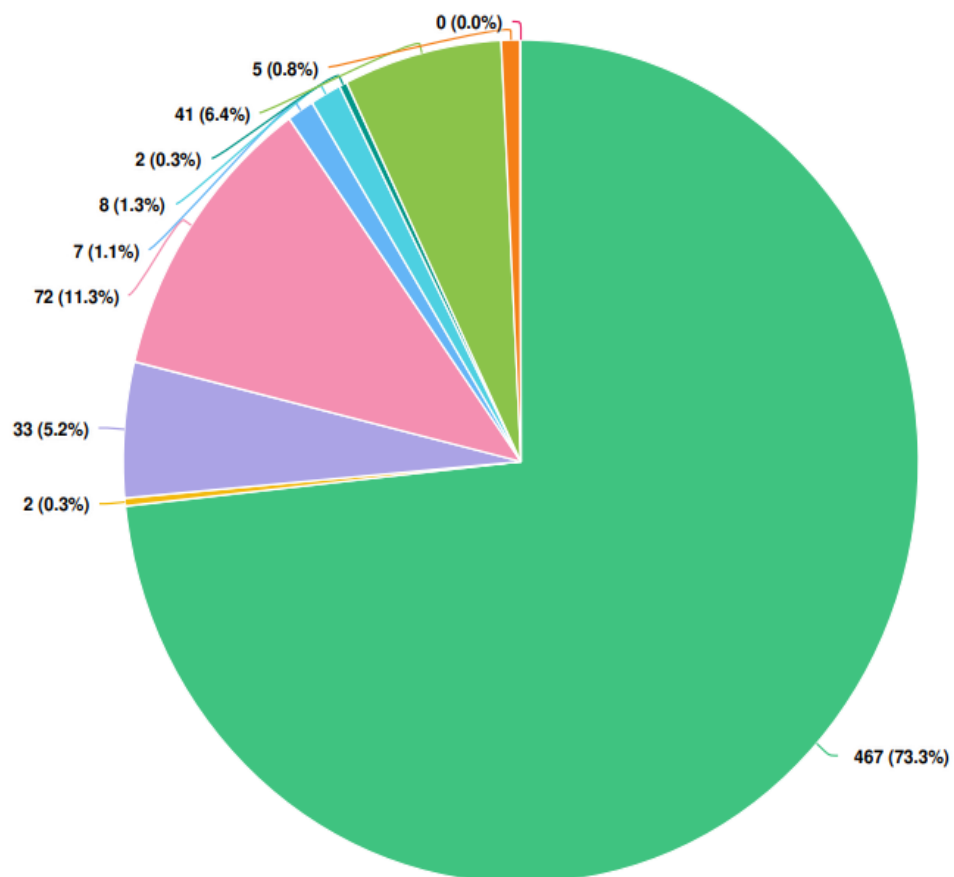
Question options

- Yes
- No

Q4 What transportation options are you currently using? Check all that apply.

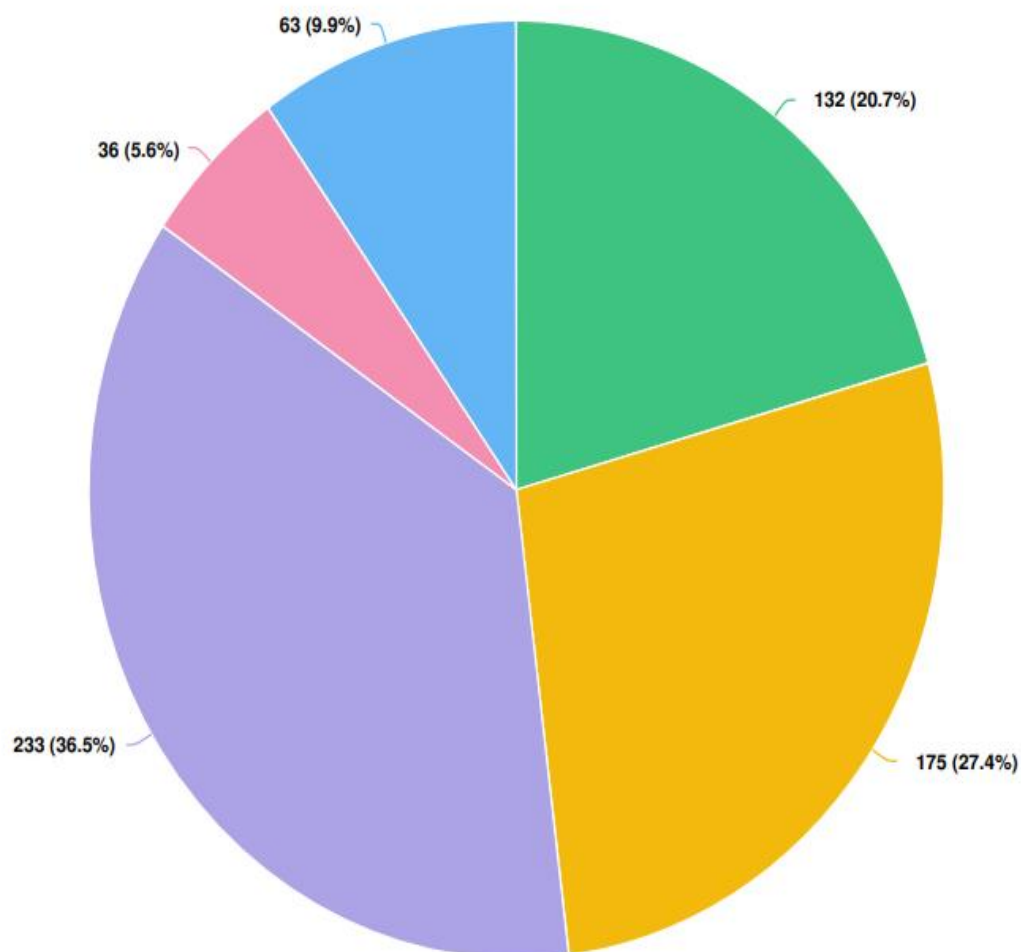


Q5 Which transportation option is your primary mode of transportation? Select one.



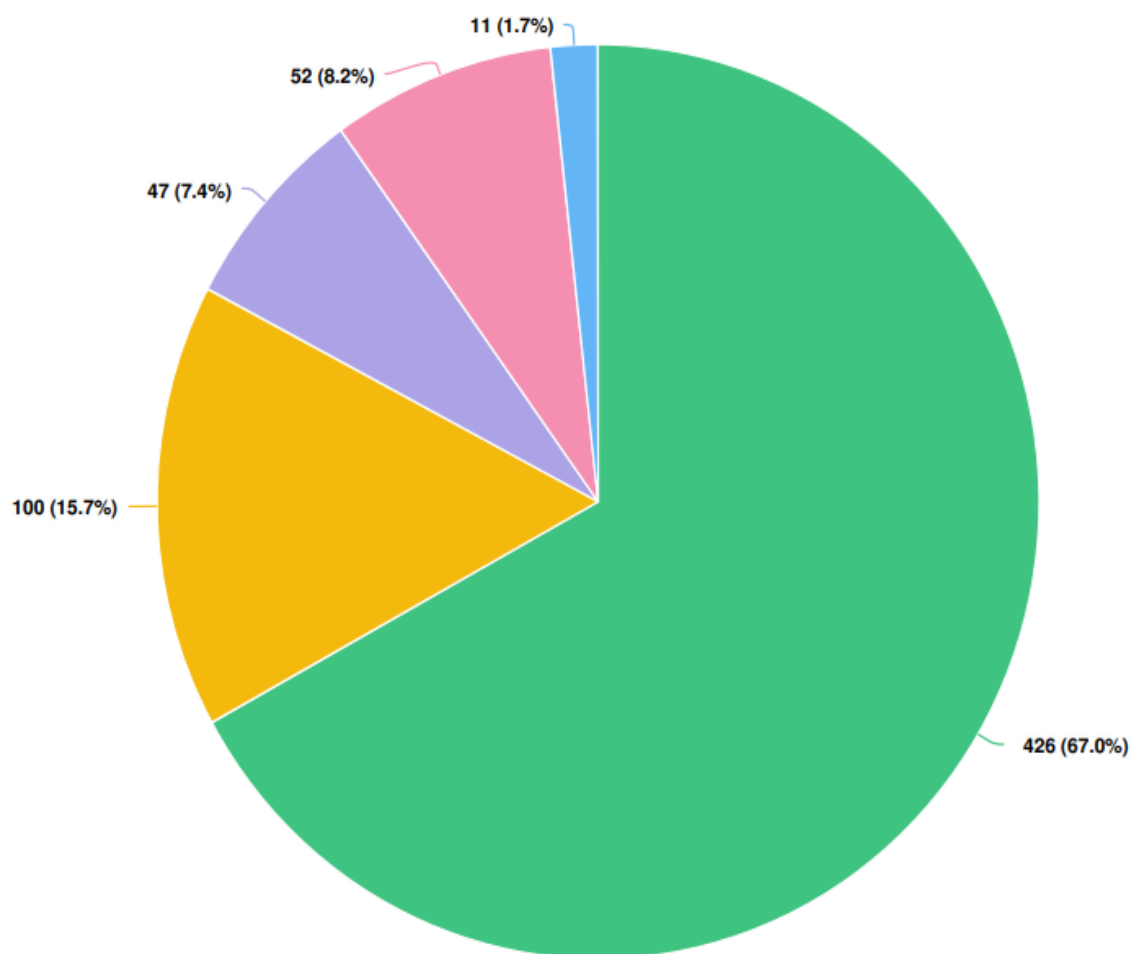
Question options

● Driving
 ● Carpooling
 ● Transit (Bus, Skytrain)
 ● Walking (Pedestrian)
 ● Mobility scooter
 ● Biking
● Taxi
● Driven by friends, family, spouse
● Other (please specify)
● Ride hailing (Uber)

Q6 How often do you drive?**Question options**

1-2/week 3-4/week 5-7/week I drive rarely I do not drive

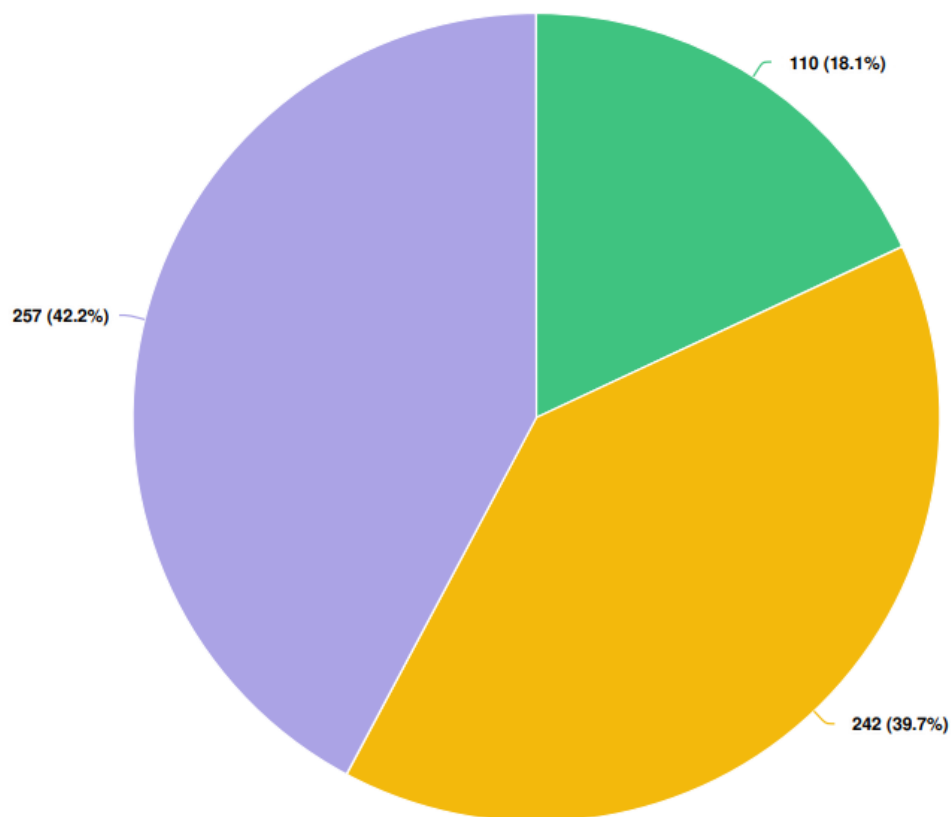
Q7 What is your comfort level with driving?



Question options

- I am confident with my driving and feel safe on the roads
- My driving is competent, I have had a few scares
- I am capable of driving, but would prefer not to
- I do not drive
- I do not feel comfortable driving (Please explain)

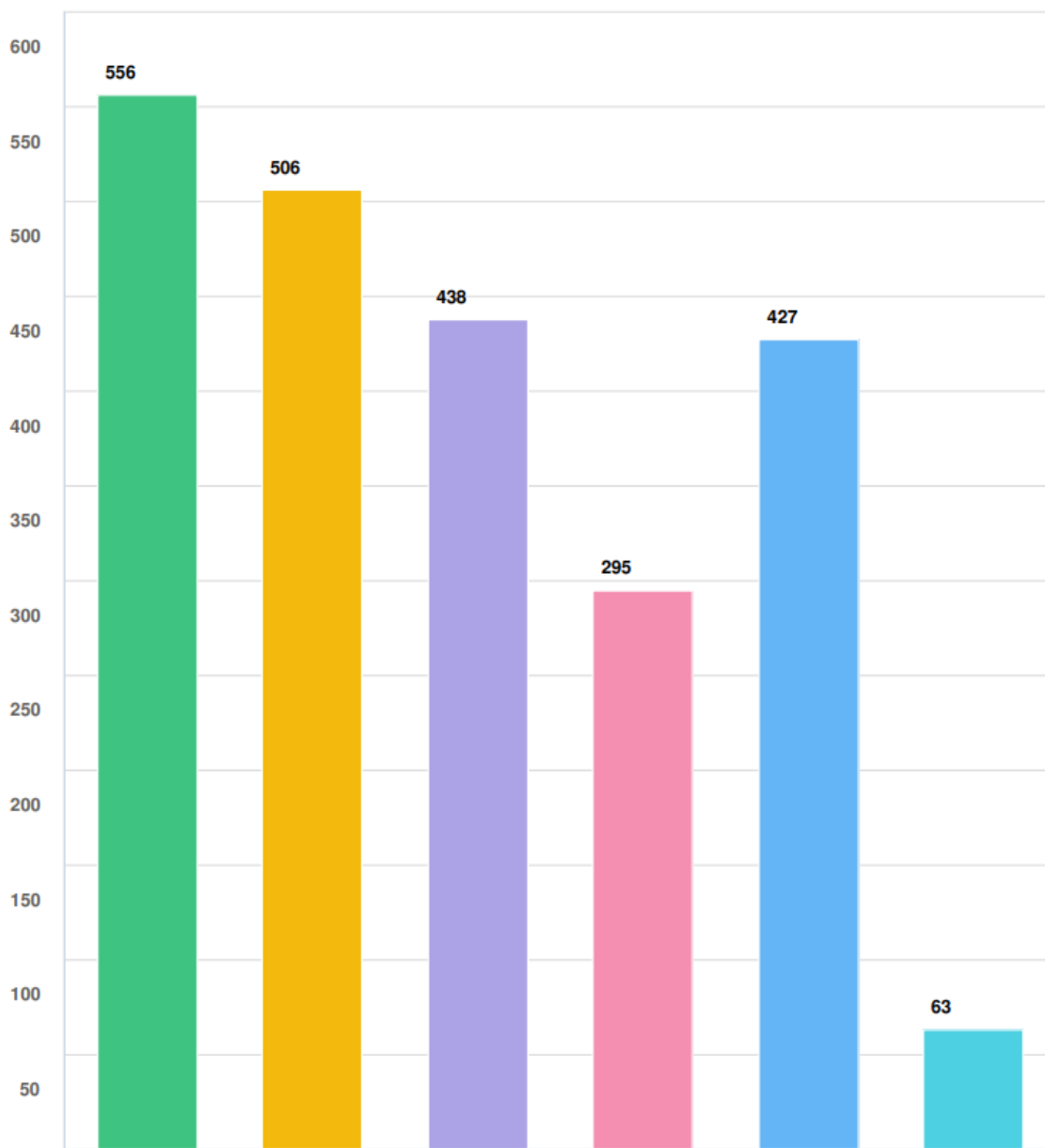
Q8 If you drive, would you be comfortable with eventually having to retire your driver's licence?



Question options

- Yes, I feel comfortable retiring my licence
- Maybe, if I have other options to travel
- No, I am concerned about how I feel get around

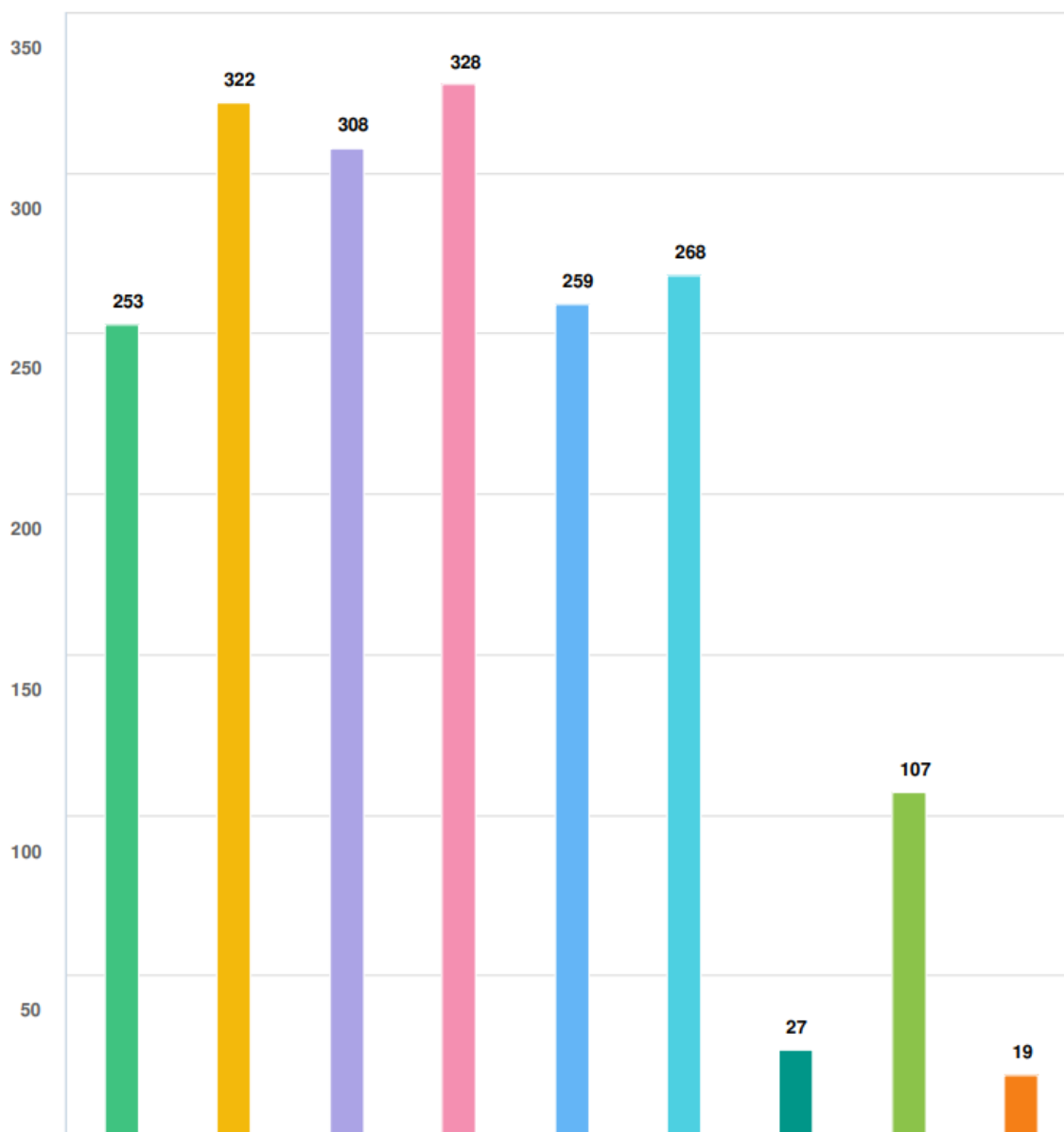
Q9 Do you currently drive in any of the following conditions? Check all that apply.



Question options

- Good weather on local roads
 ● Good weather on highways
 ● Bad weather on local roads
- Bad weather on highways
 ● Good weather on local roads, at night
 ● Not applicable

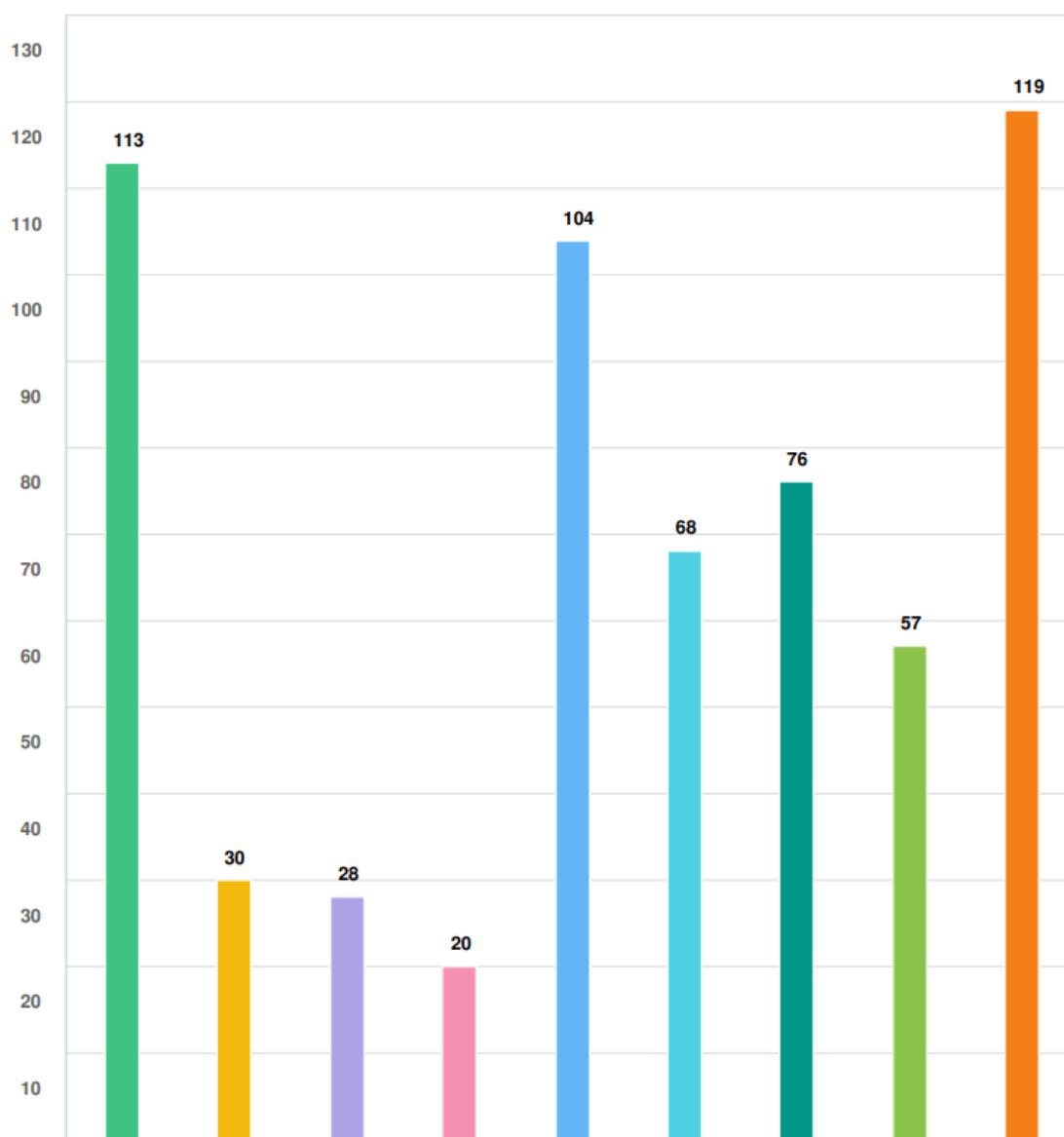
Q10 If you are currently driving, how do you know when it is time to stop? Check all that apply.



Question options

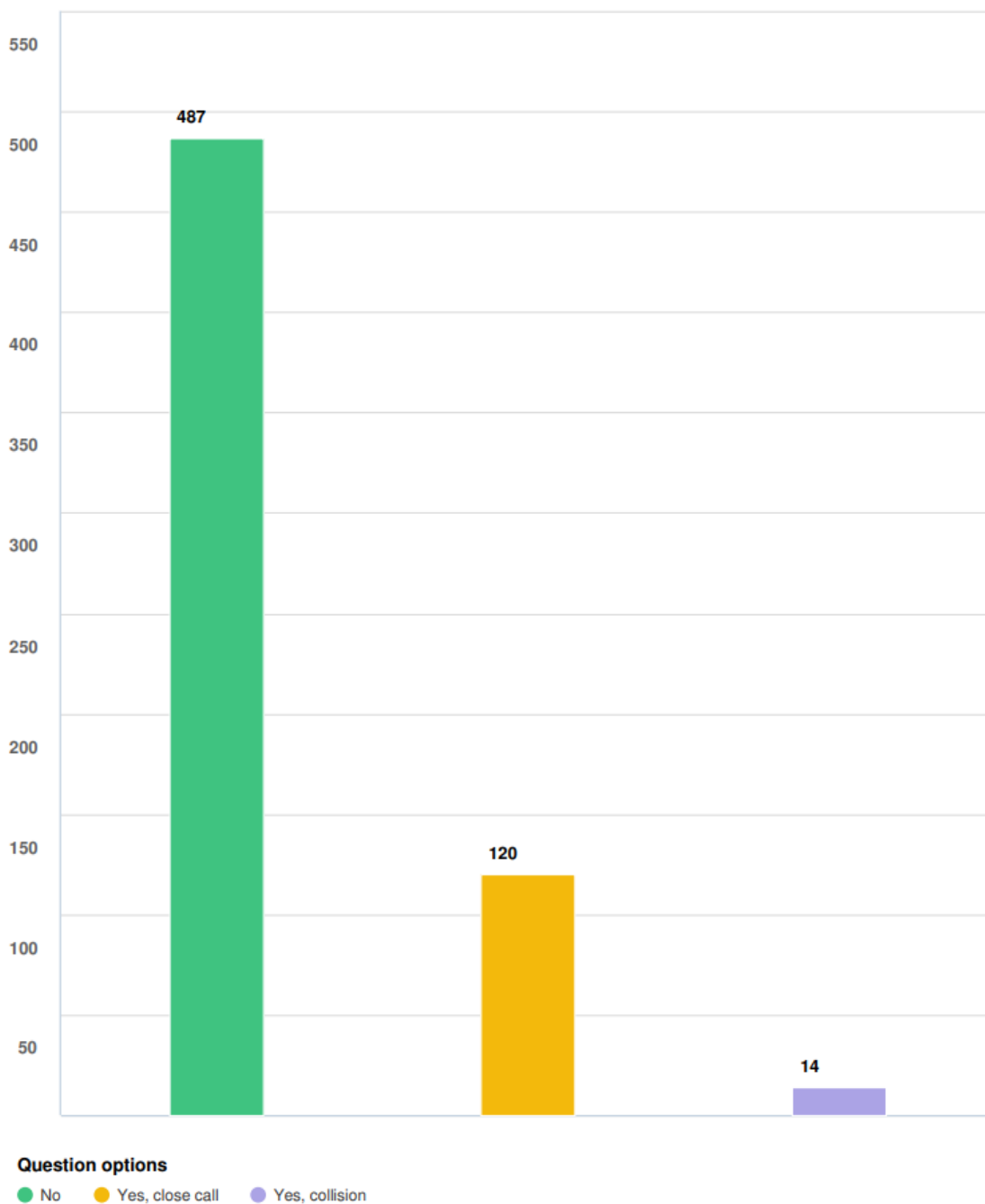
- Friends and family advise me
 ● Warning signs that it is no longer safe (Close calls, accidents)
 ● Vision or hearing loss
- When my doctor says I should
 ● When I have trouble navigating
 ● Slow reaction times
 ● Prefer not to answer
- Not applicable
 ● Other (please specify)

Q11 If you drive less or no longer drive, what were the main factors that influenced that decision? Check all that apply.

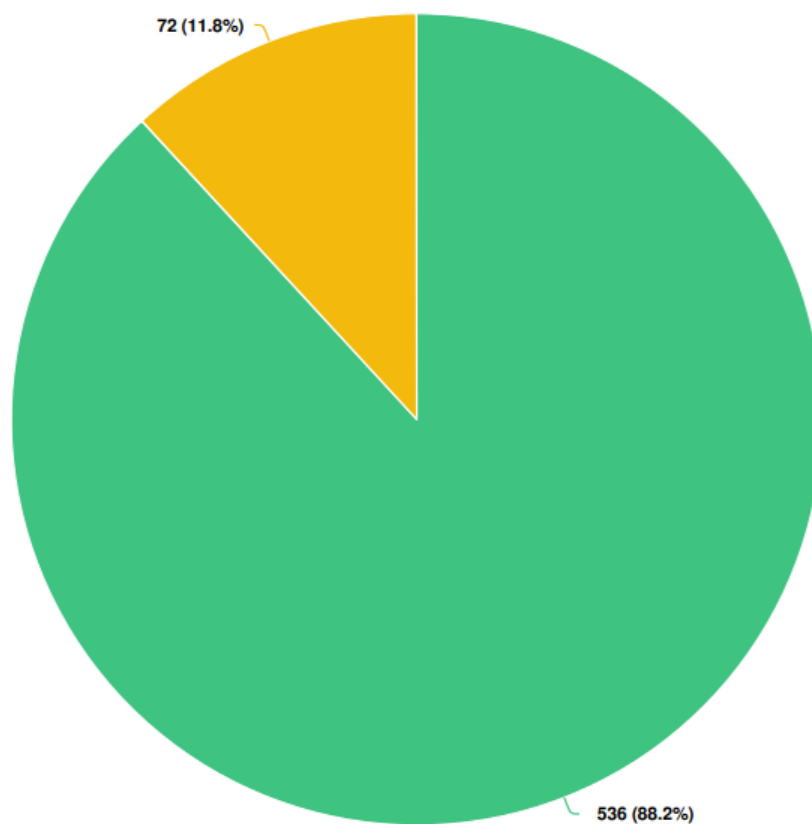


Question options

- Concern about my safety
 ● Concern of my adult children
 ● Did not pass driver's medical exam
- Did not pass enhanced road assessment
 ● Health concerns
 ● Contribution to climate change
- Ease of getting around
 ● Reduced hassle
 ● Other (please explain)

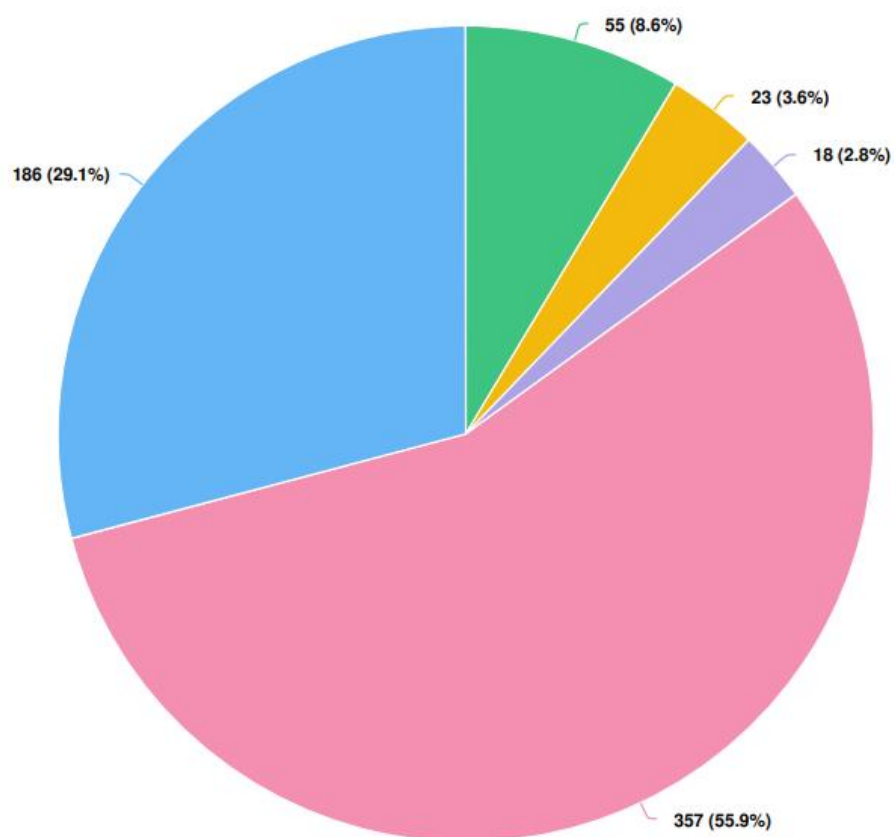
Q12 As a driver, have you ever had a collision or close call with a pedestrian?

Q13 If you had to rate yourself as a driver, would you say you do enough to stop for pedestrians or do you think you could do more to reduce the likelihood of a collision?

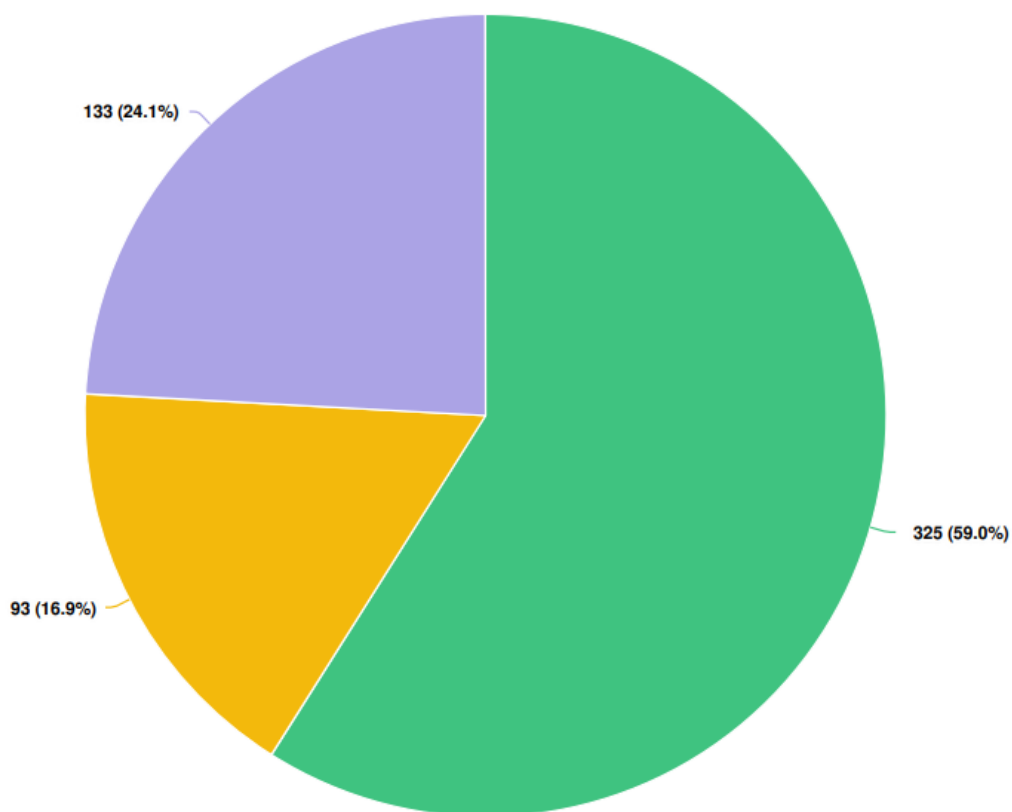


Question options

● I do enough ● I could do more

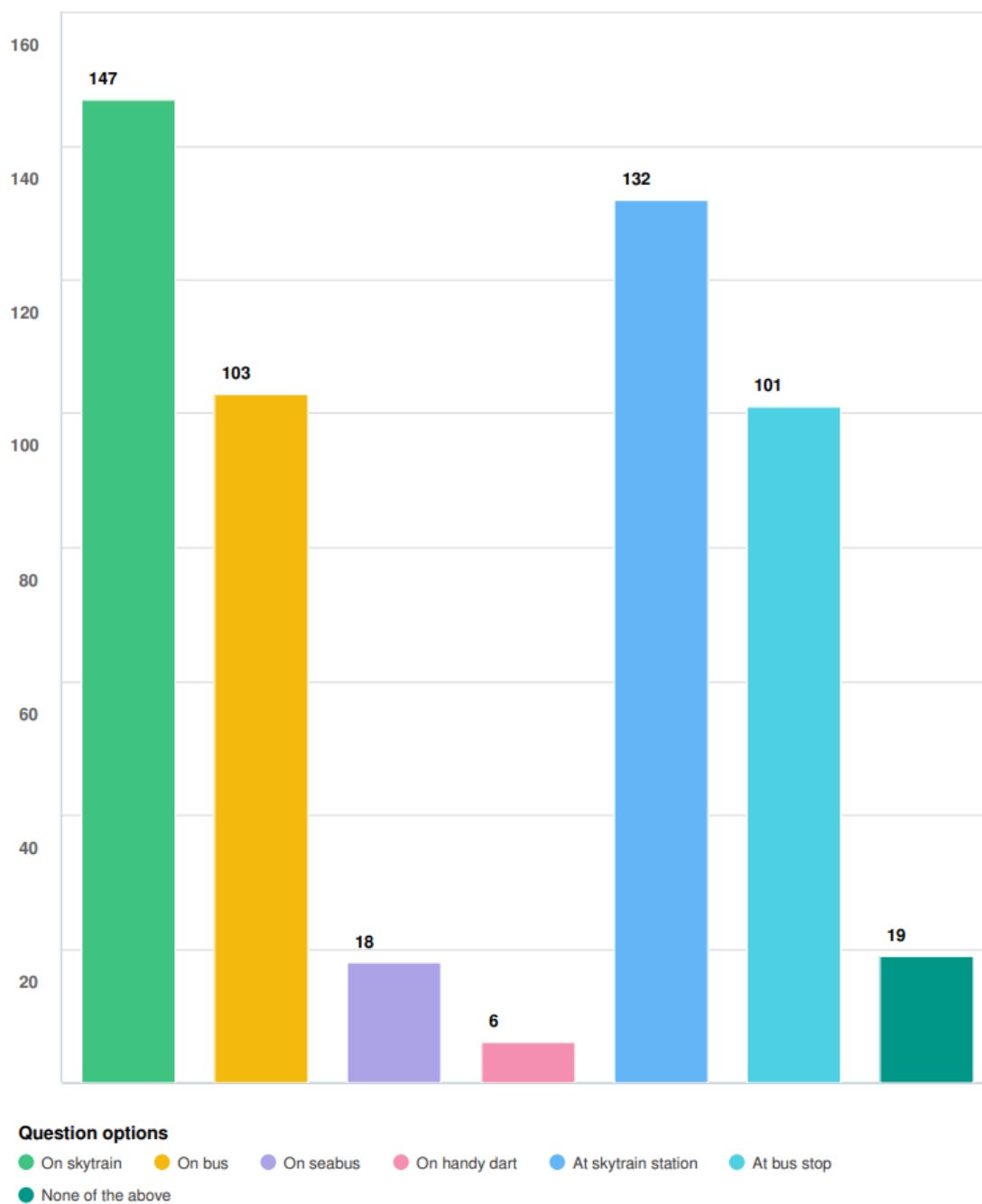
Q14 How often do you take public transit? (Bus, skytrain, and/or seabus)**Question options**

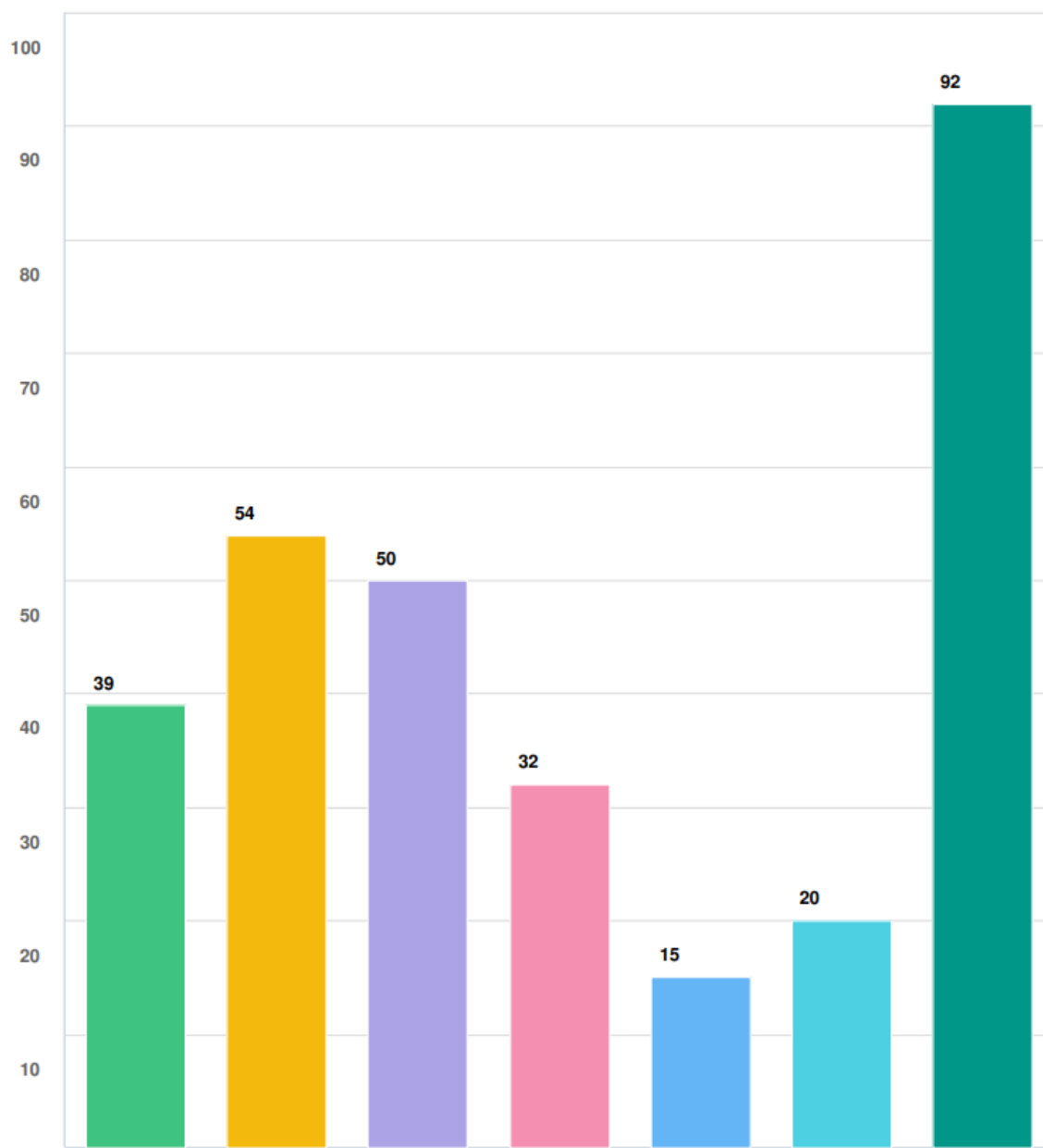
1-2/week 3-4/week 5-7/week I rarely take transit I do not take transit

Q15 Do you feel safe on the transit system?**Question options**

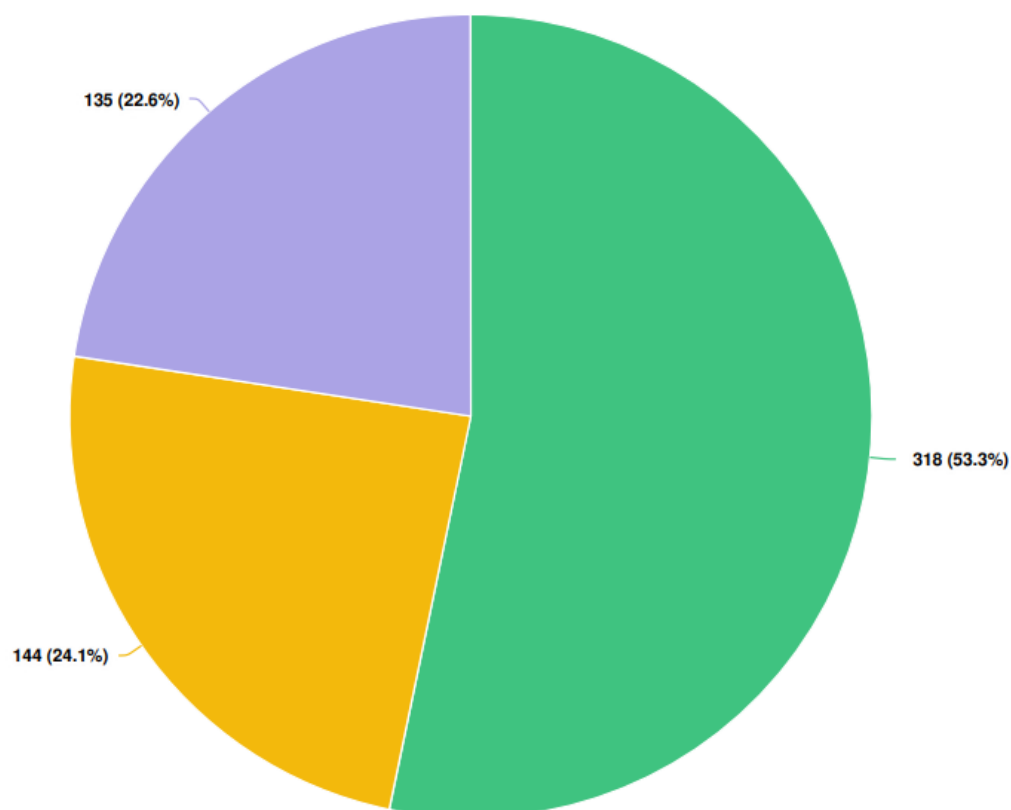
● Yes ● No ● Sometimes

Q16 Where do you feel unsafe?



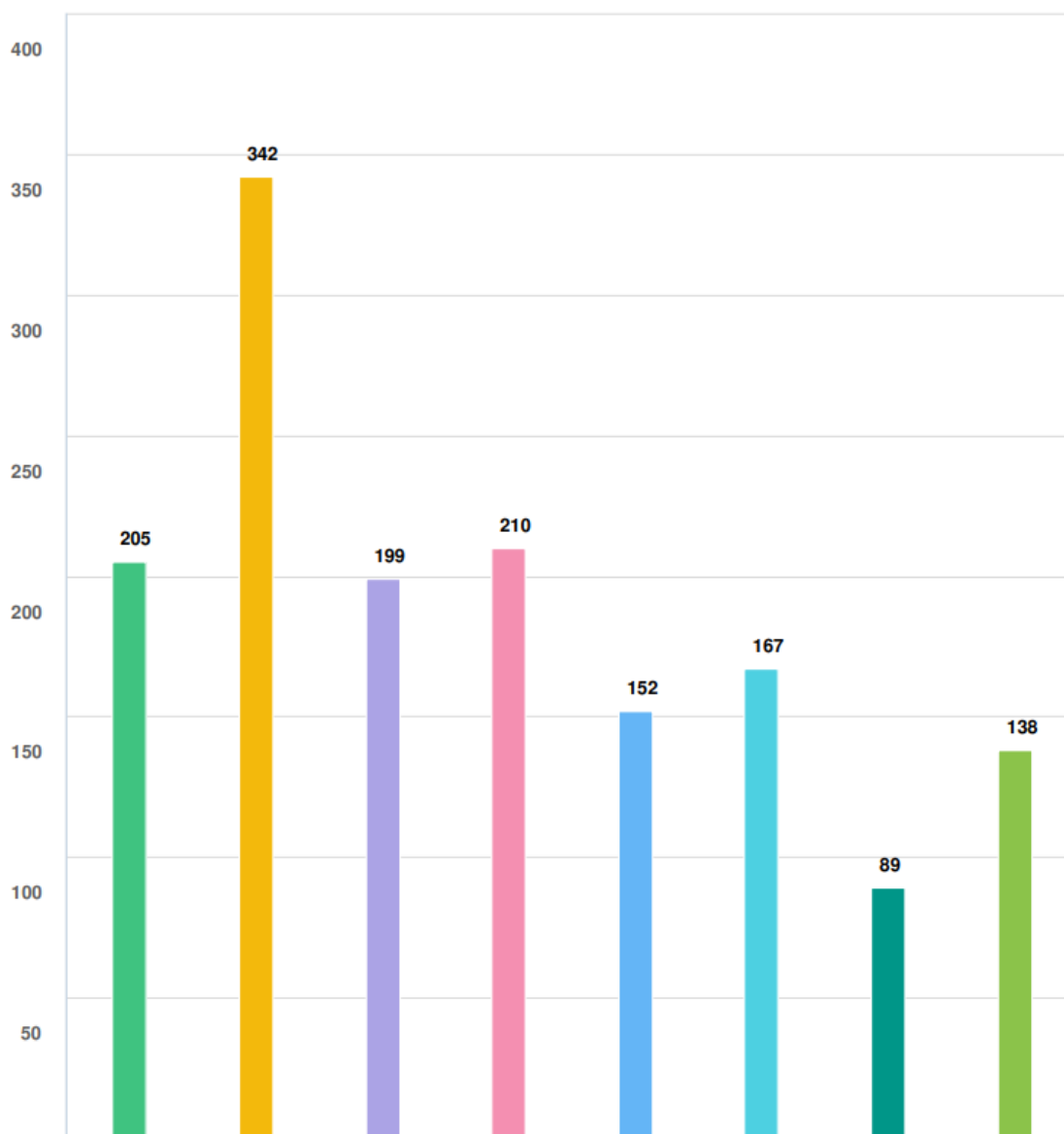
Q17 Where do you feel safe?**Question options**

- On skytrain On bus On seabus On handy dart At skytrain station At bus stop
None of the above

Q18 Have you seen transit police officers when travelling on transit system?**Question options**

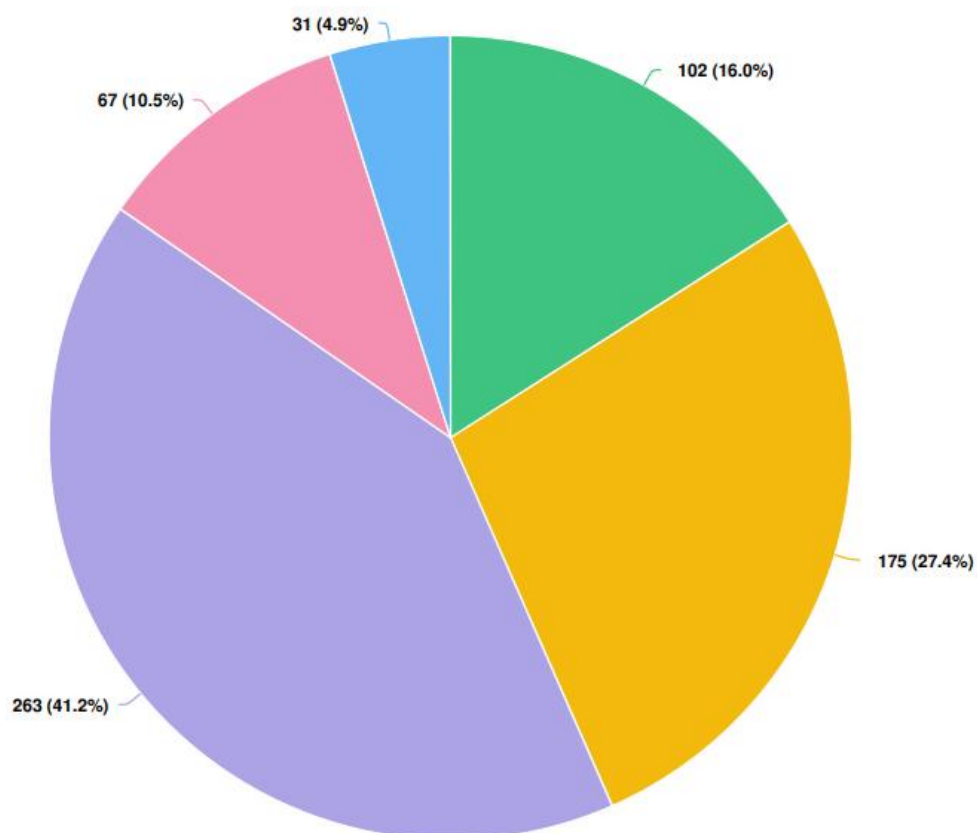
● Yes ● No ● I do not take transit

Q19 Which of these safety/security features on the transit system are you aware of?

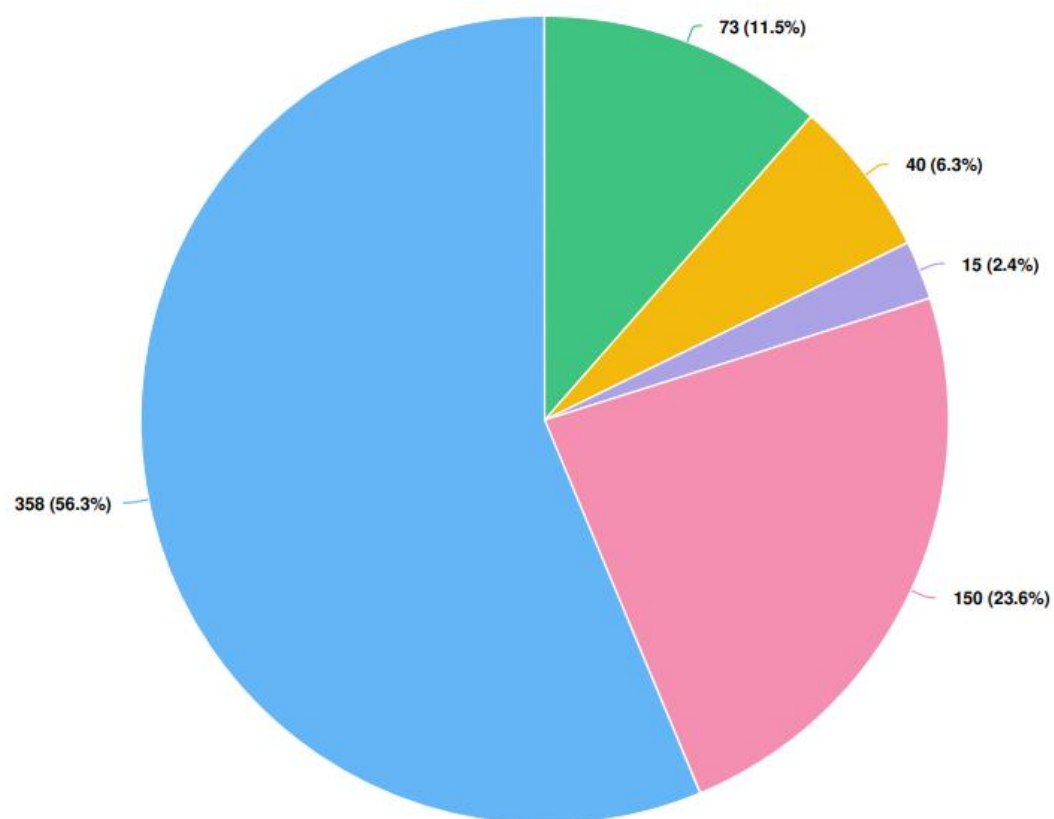


Question options

- Fire extinguisher ● Train stop button ● Silent alarm ● Designated waiting area
- Closed Caption Television (CCTV) ● Speaker phone ● 87-77-77 text program (Transit Police texting program)
- None of the above

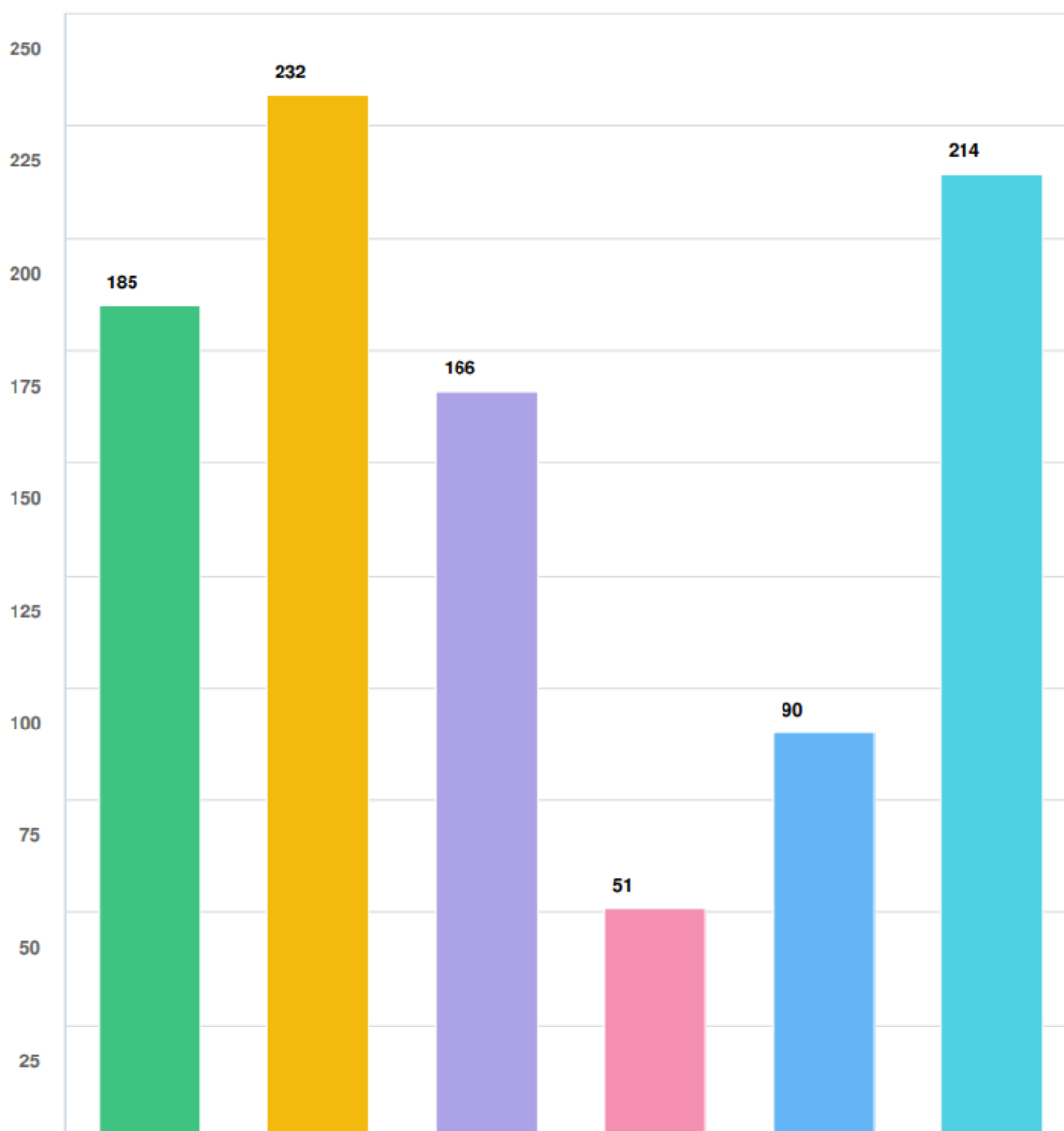
Q20 How often do you walk as a pedestrian?**Question options**

1-2/week 3-4/week 5-7/week I walk as a pedestrian rarely I do not walk as a pedestrian

Q21 How often do you bike?**Question options**

1-2/week 3-4/week 5-7/week I bike rarely I do not bike

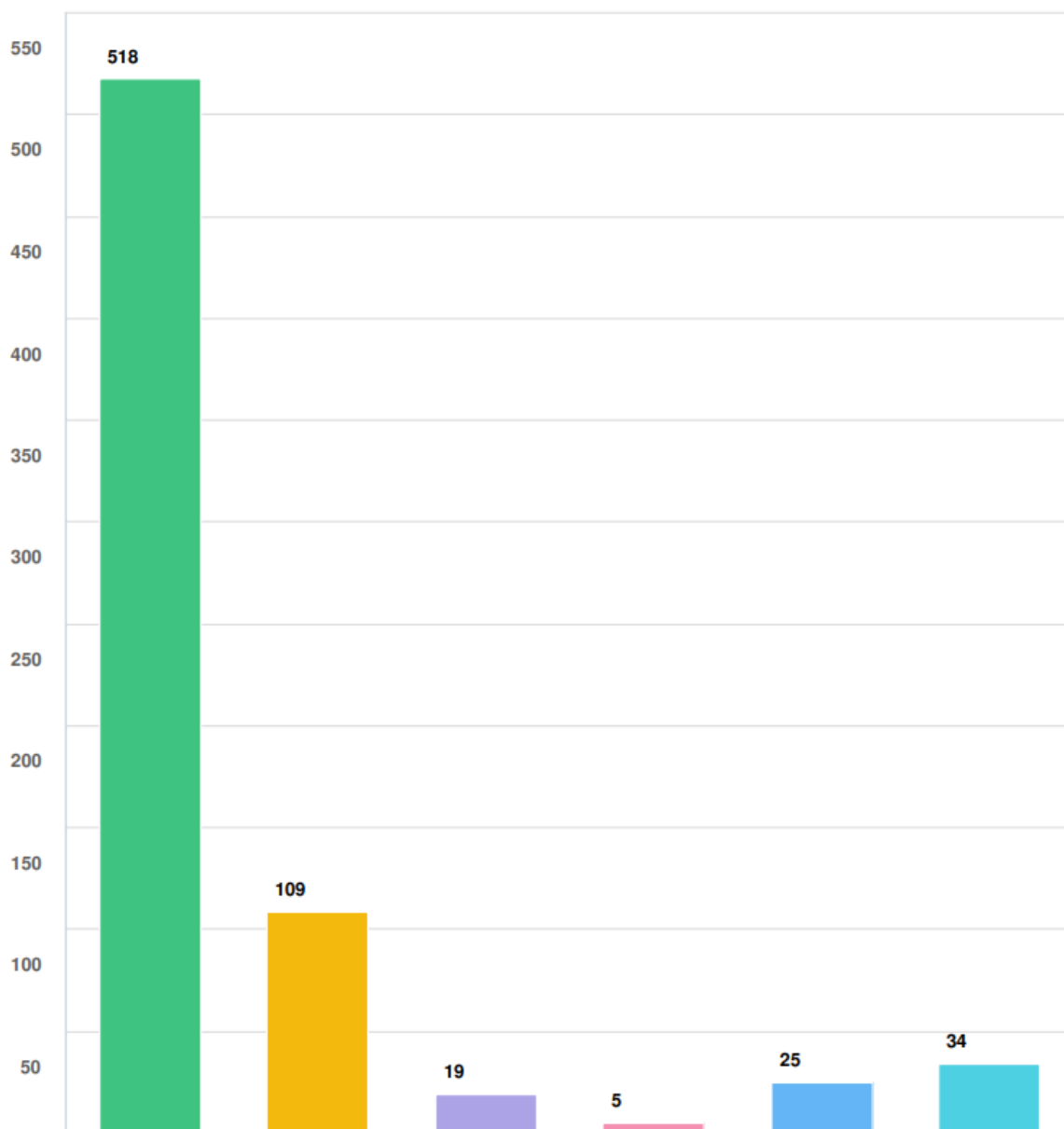
Q22 Do you feel safe travelling on the streets in the evening? Choose all that apply.



Question options

- Yes, I feel safe travelling in the evening ● I feel somewhat safe travelling in the evening
- I only feel safe if I am with travelling with someone in the evening ● I do not feel safe — my visibility is hindered
- I do not feel safe on the bus/skytrain ● I do not feel safe walking alone

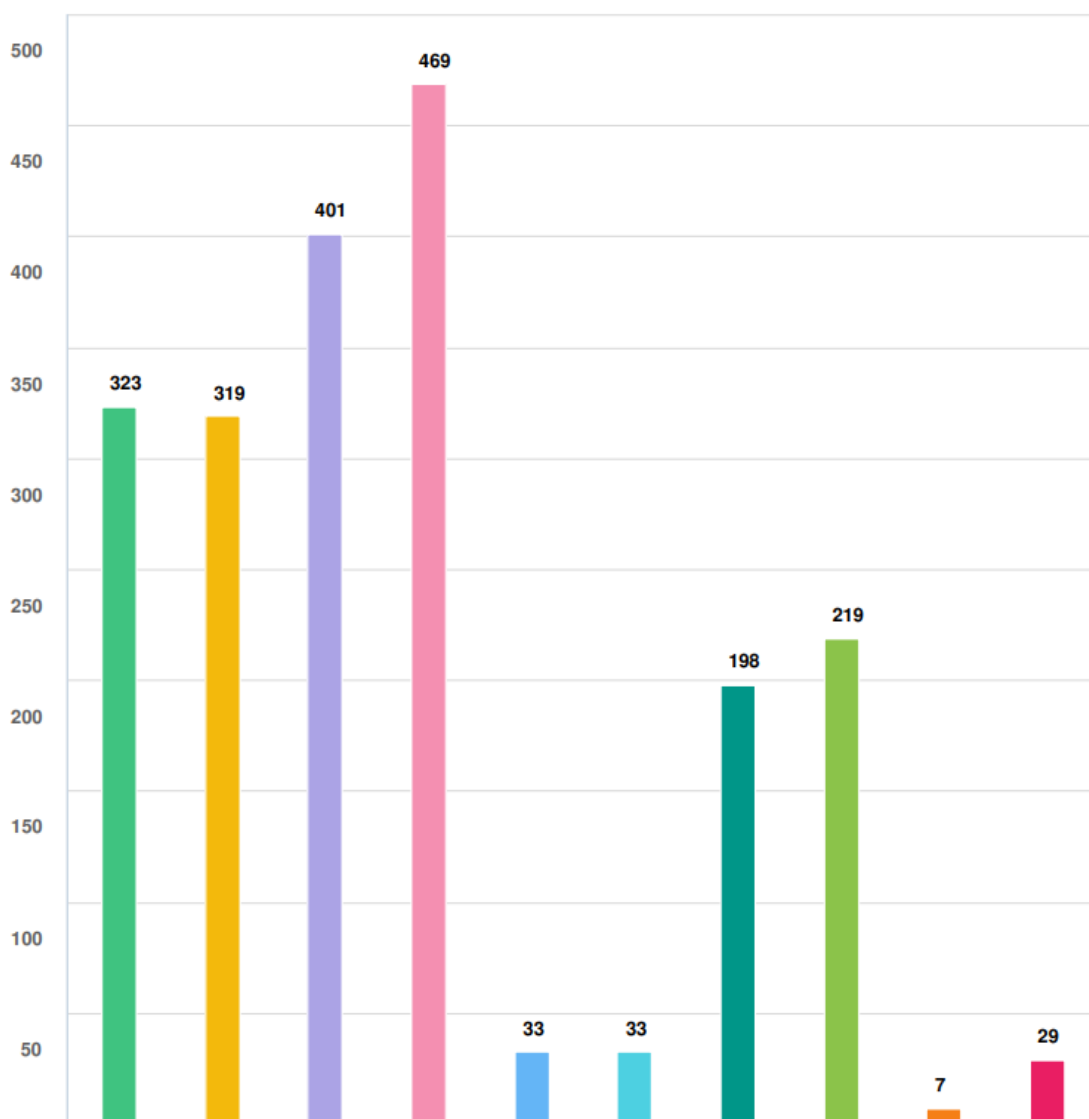
Q23 Do you feel safe travelling in the streets in the daytime? Choose all that apply.



Question options

- Yes, I feel safe travelling in the daytime ● I feel somewhat safe travelling in the daytime
- I only feel safe if I am with travelling with someone in the daytime ● I do not feel safe — my visibility is hindered
- I do not feel safe on the bus/skytrain ● I do not feel safe walking alone

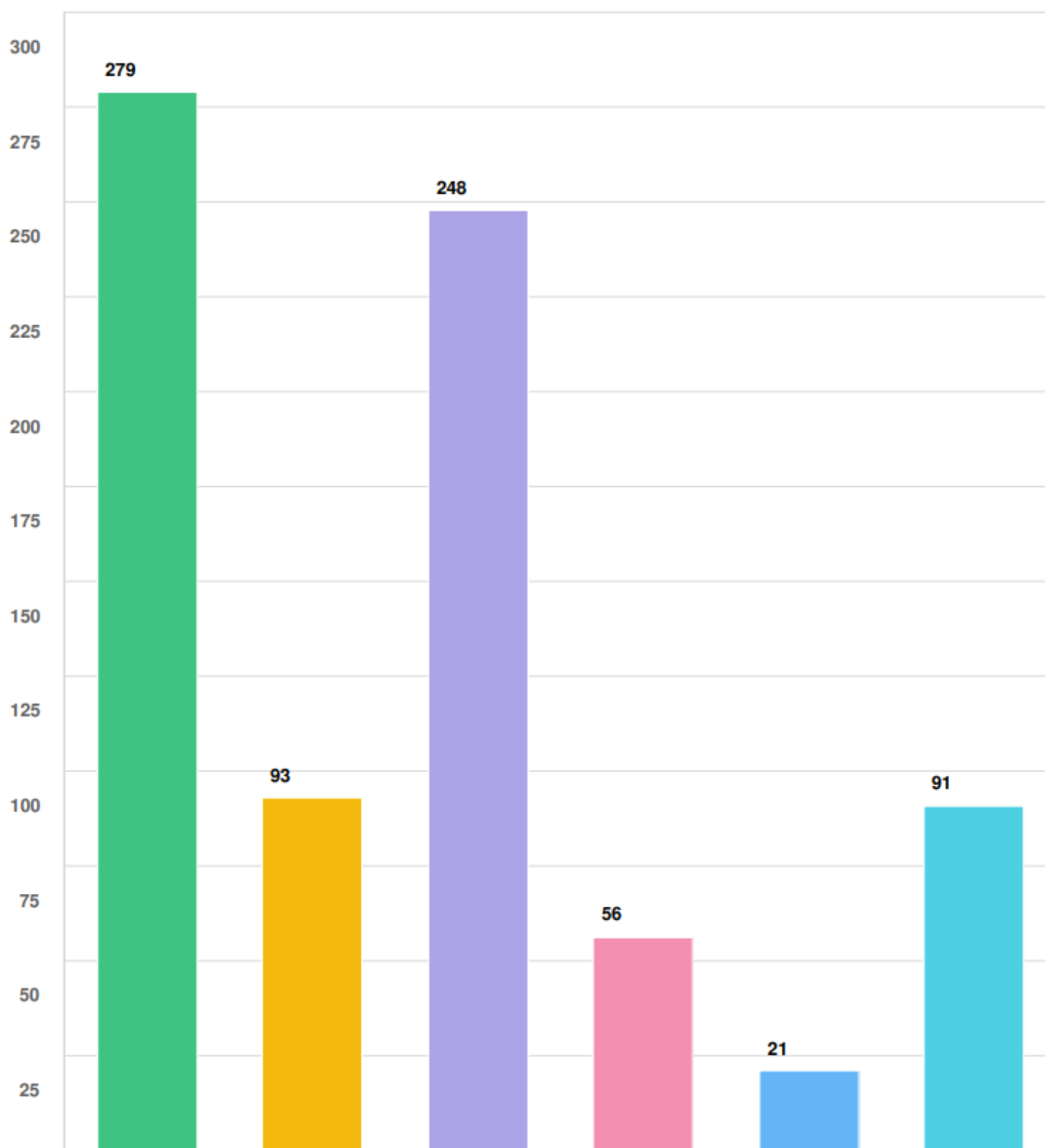
Q24 What ways do you protect yourself when walking, driving or biking? Check all that apply.



Question options

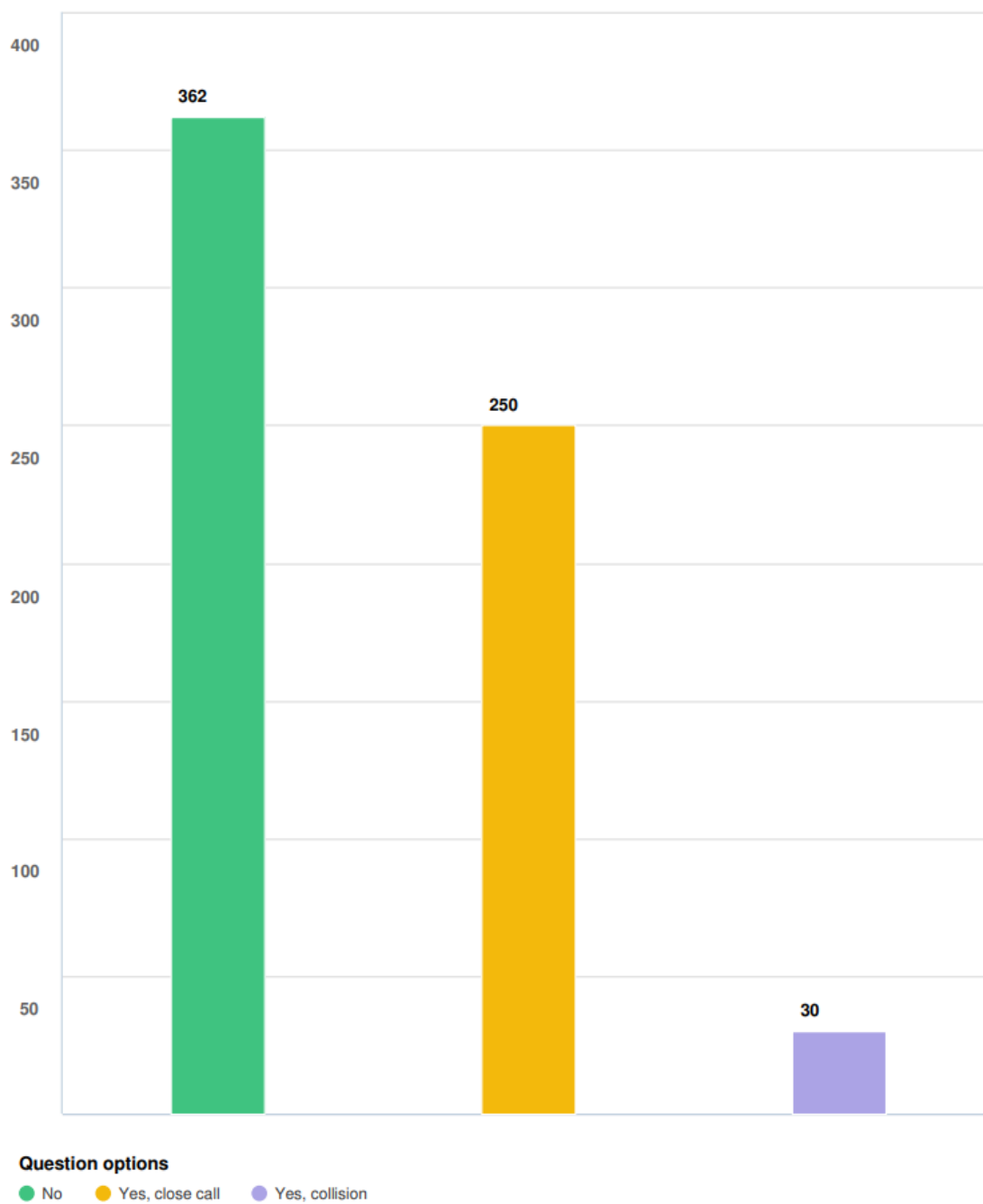
- Wear reflectors or bright clothing, or use lights on clothing or bike
 ● Be mobile in well-lit areas
 ● Park in well-lit areas
- Make eye contact with cars
 ● Engrave my bike
 ● Use 529 garage (Bike registry)
- Bring emergency contact information
 ● Bring crime prevention items (locks, phones, helmets)
- I don't feel safe so I do not equip myself
 ● Other (please specify)

Q25 Where do you feel unsafe walking or biking?

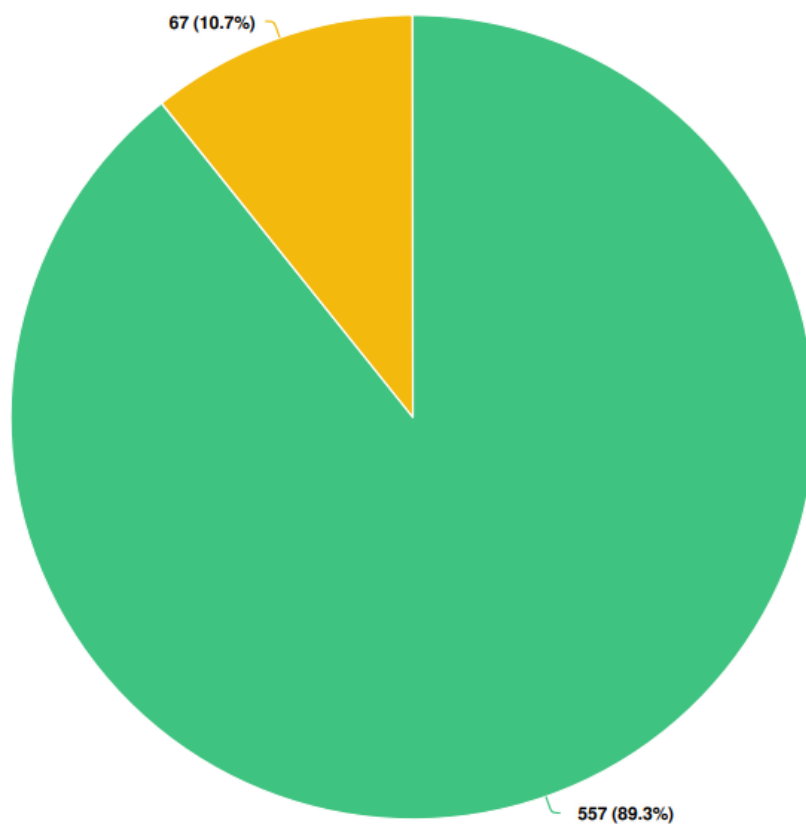


Question options

- On trails and parks
- On the sidewalk
- At crosswalks
- In residential areas
- At local rec centres
- Other (please specify)

Q26 As a pedestrian, have you ever been hit by a vehicle or had a close call?

Q27 If you had to rate yourself as a pedestrian, would you say you do enough to engage with drivers or do you think you could do more to reduce the likelihood of a collision?

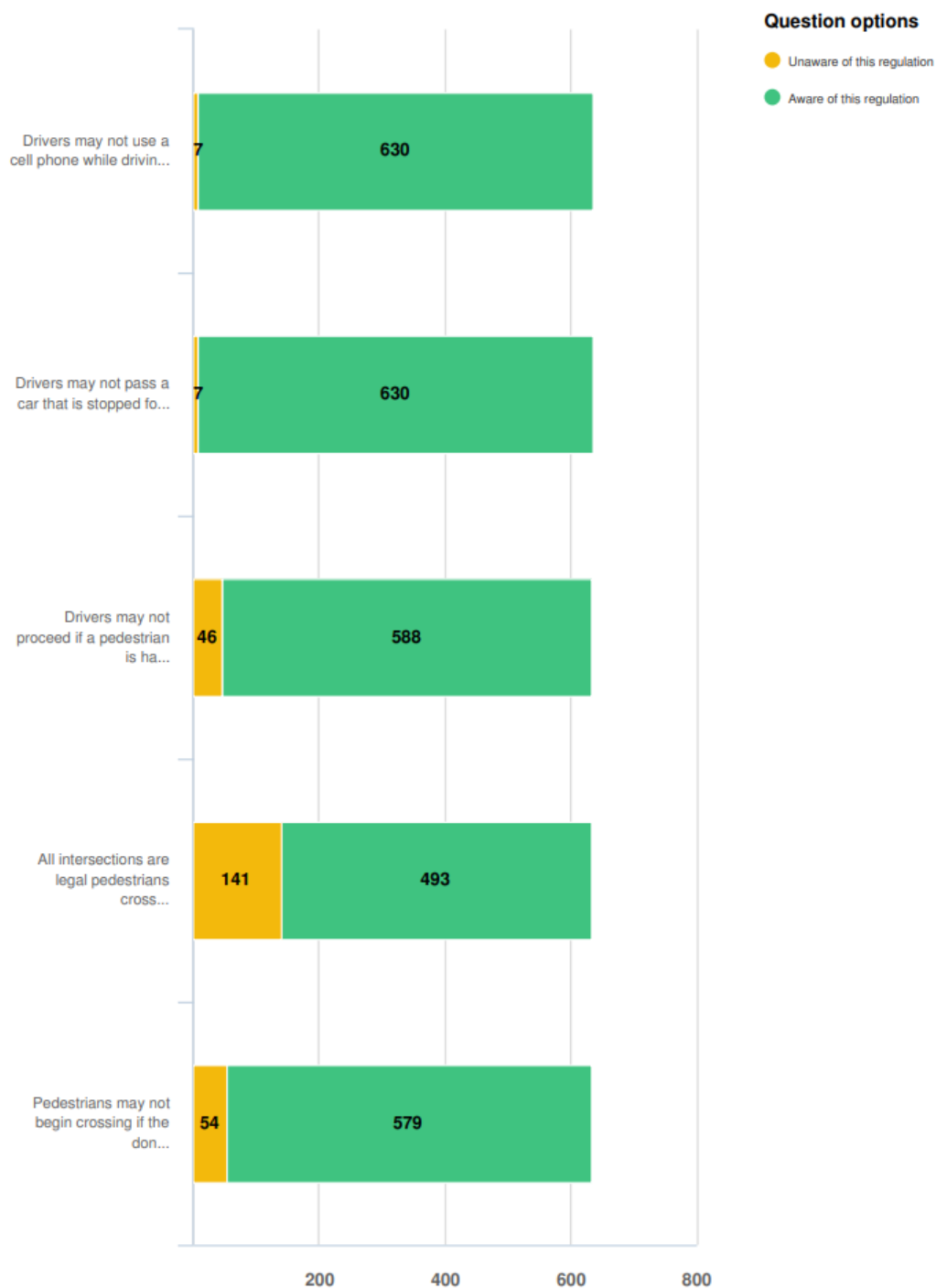


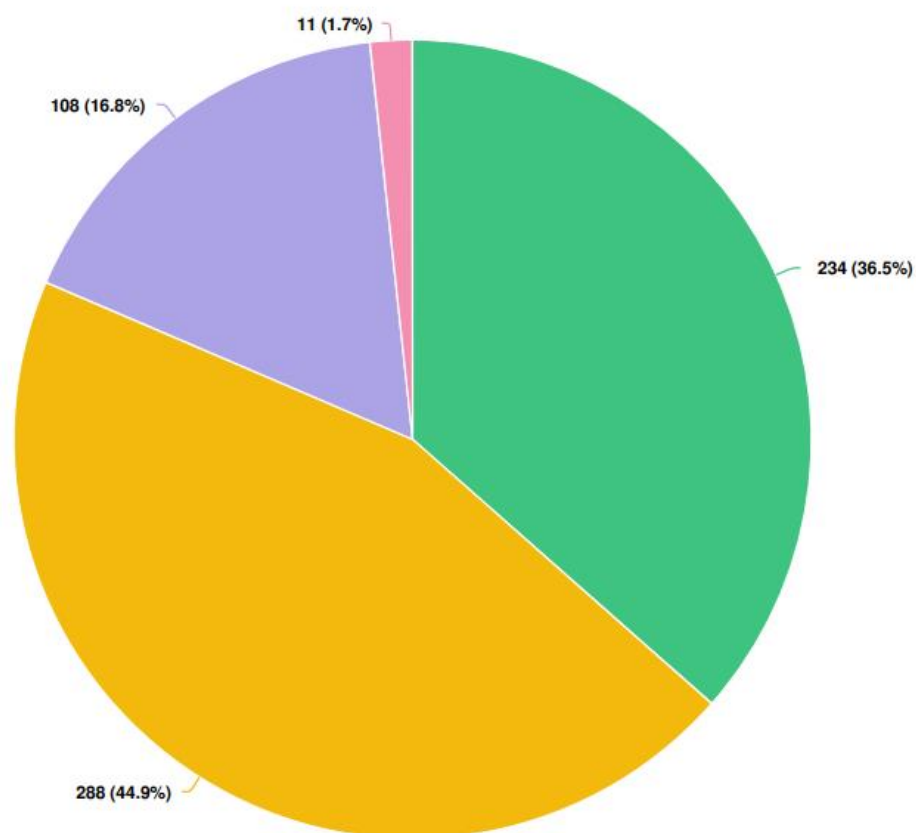
Question options

● I do enough ● I could do more

Q28 Do you agree or disagree with these attitudes about walking and driving?

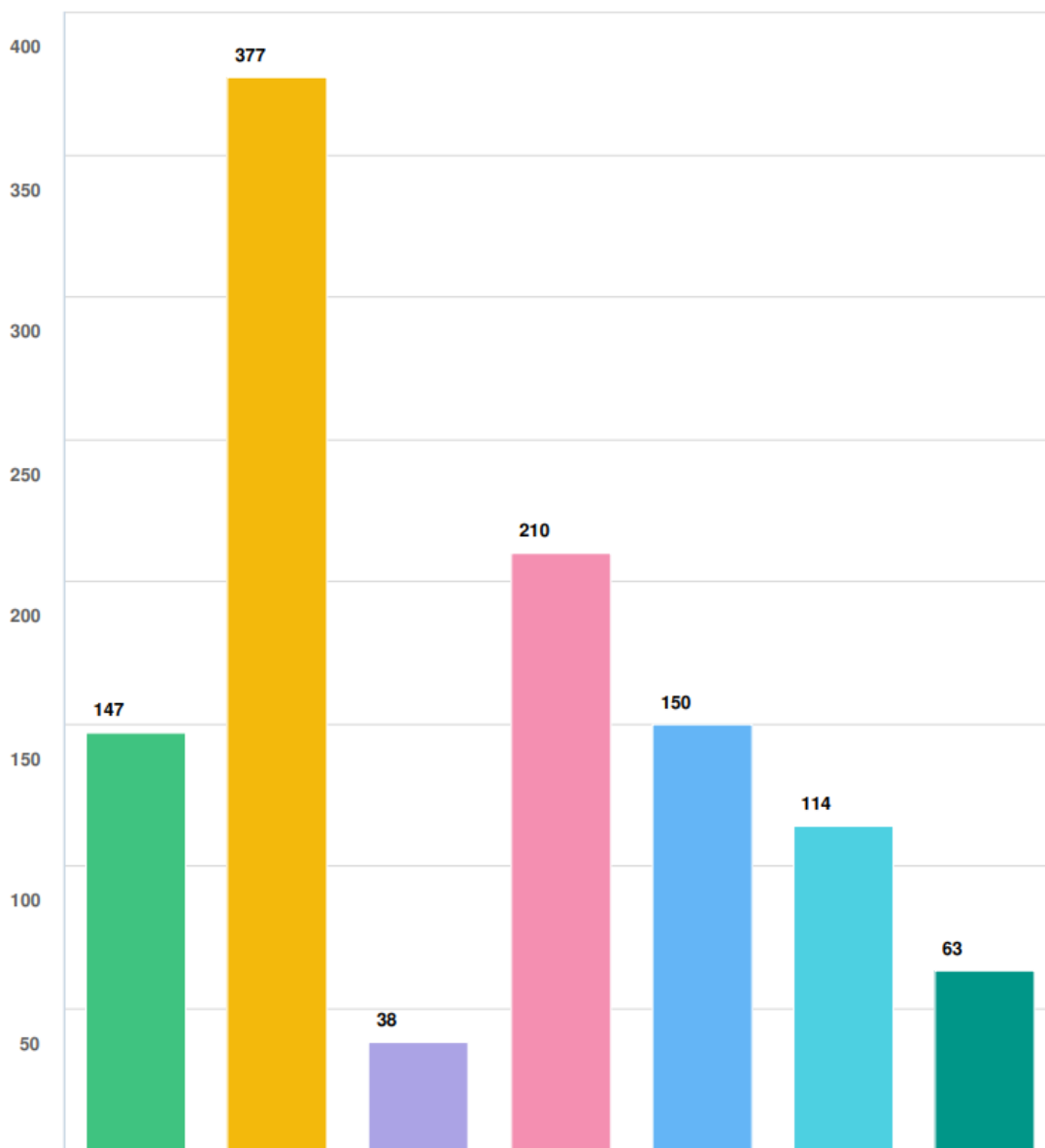

Q29 For each of the following, let us know if you are aware of the following regulations. We would like to understand how we can improve our communication efforts. If you are not aware, please say so:



Q31 What is your age range?**Question options**

86-90+ 76-85 66-75 55-65

Q33 What means of communication would you want to learn more about community mobility safety? Check all that apply.

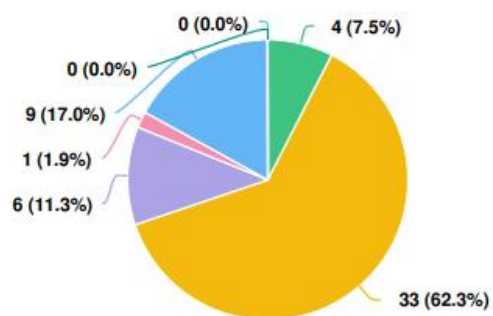


Question options

- Other (please specify)
- Face to Face
- Recorded videos
- Online sessions
- Field trips
- Social media
- Workshops

Appendix B (In Person Interviews)

Q1 Which city do you live in?

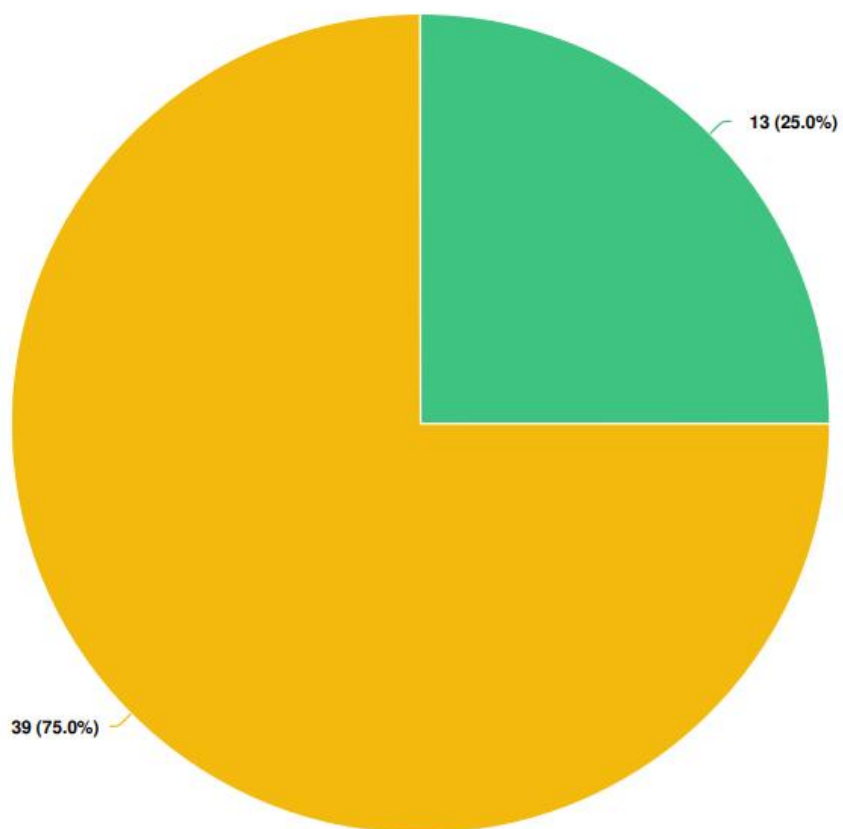


Question options

● Coquitlam
 ● Port Coquitlam
 ● Port Moody
 ● Pitt Meadows
 ● Other (please specify)
 ● Anmore

● Belcarra

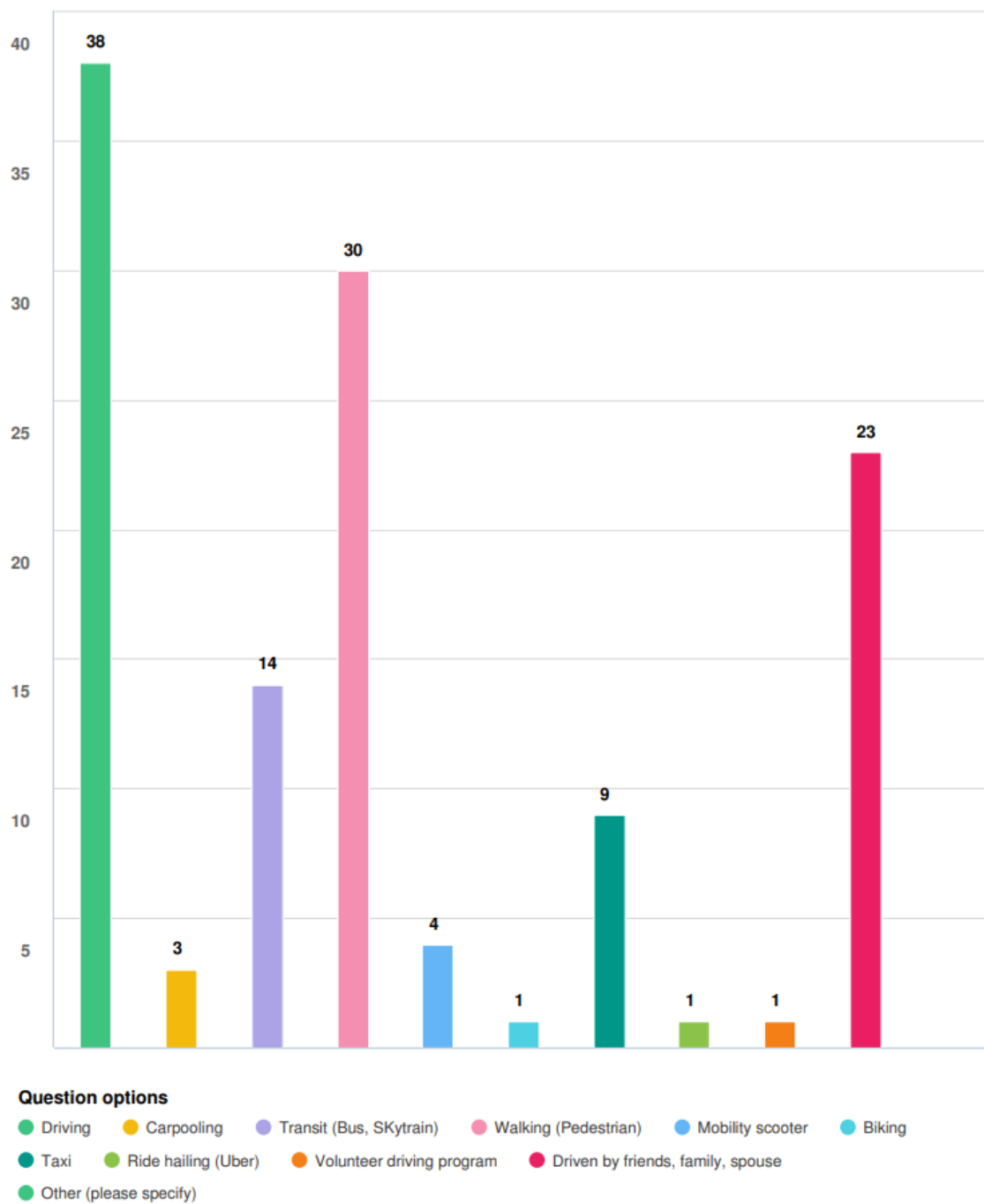
Q2 Has your ability to get around been impacted by COVID-19?



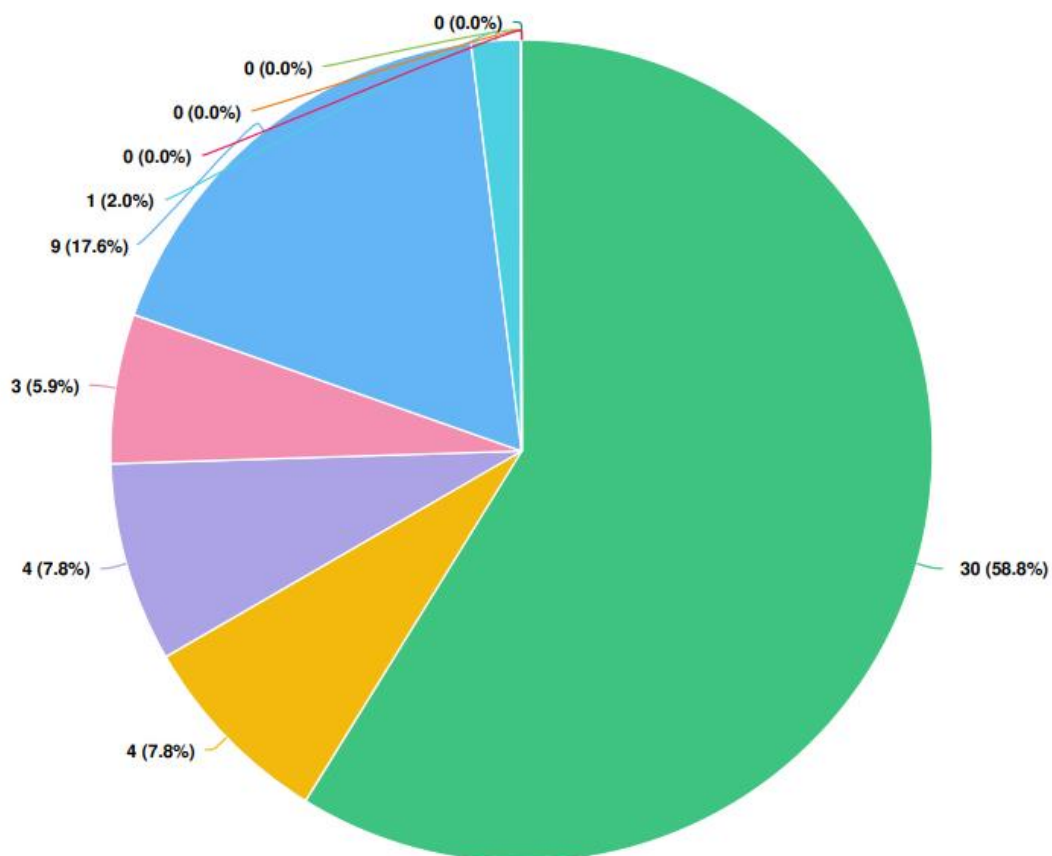
Question options

● Yes ● No

Q4 What transportation options are you currently using? Check all that apply.

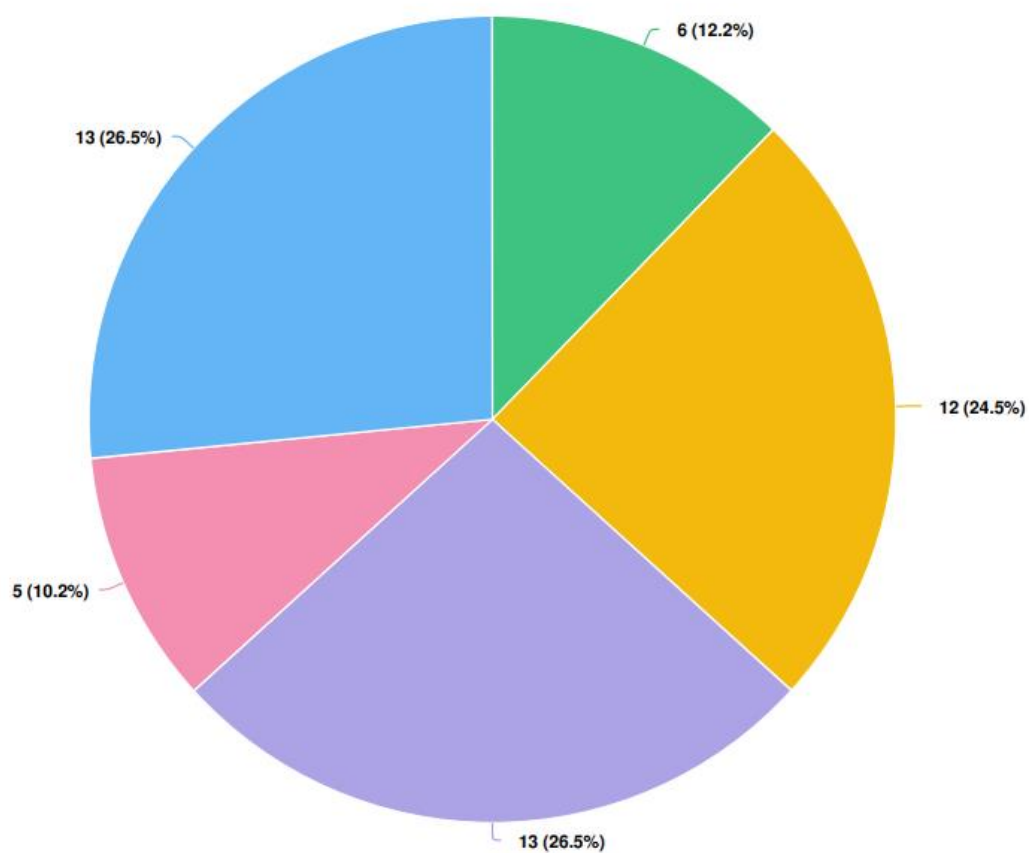


Q5 Which transportation option is your primary mode of transportation? Select one.



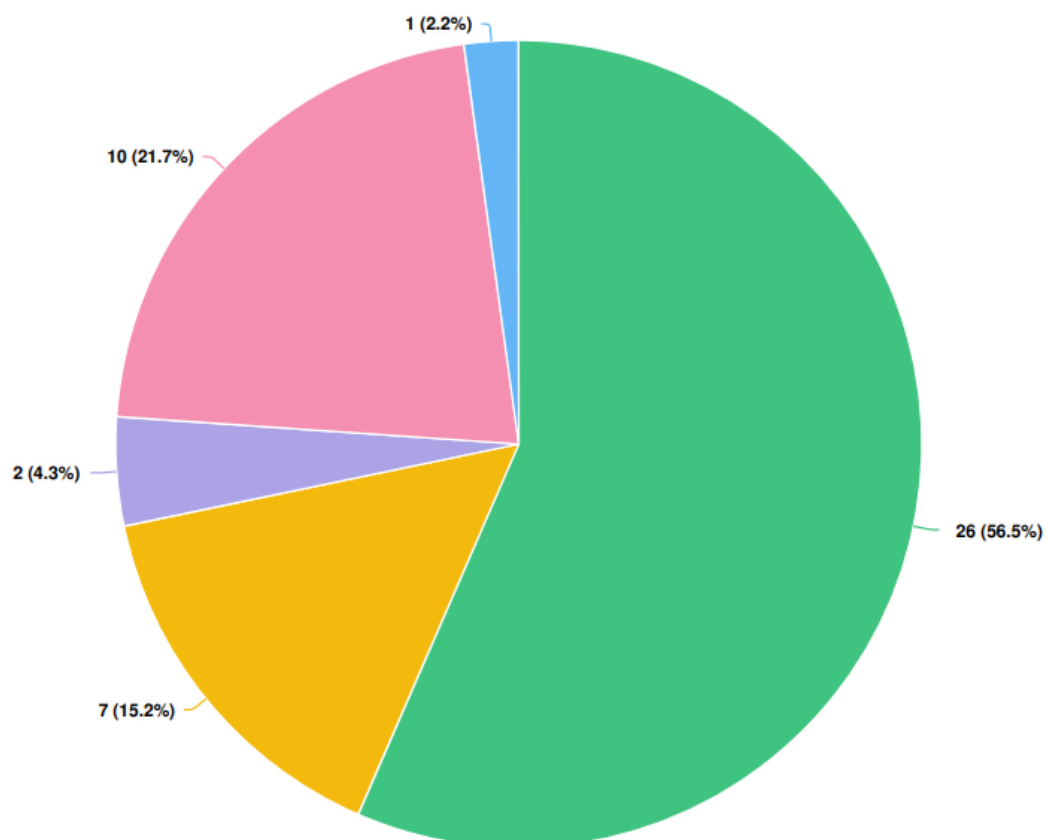
Question options

● Driving
 ● Transit (Bus, Skytrain)
 ● Walking (Pedestrian)
 ● Mobility scooter
 ● Driven by friends, family, spouse
● Other (please specify)
● Carpooling
● Biking
● Taxi
● Ride hailing (Uber)

Q6 How often do you drive?**Question options**

1-2/week 3-4/week 5-7/week I drive rarely I do not drive

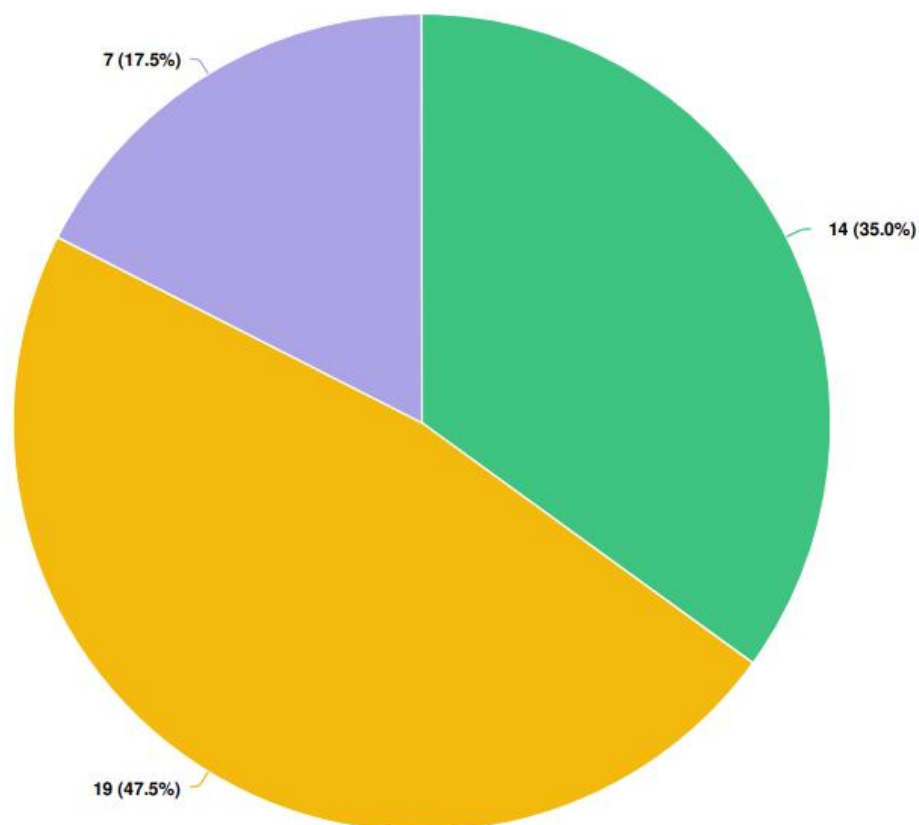
Q7 What is your comfort level with driving?



Question options

- I am confident with my driving and feel safe on the roads
- My driving is competent, I have had a few scares
- I am capable of driving, but would prefer not to
- I do not drive
- I do not feel comfortable driving (Please explain)

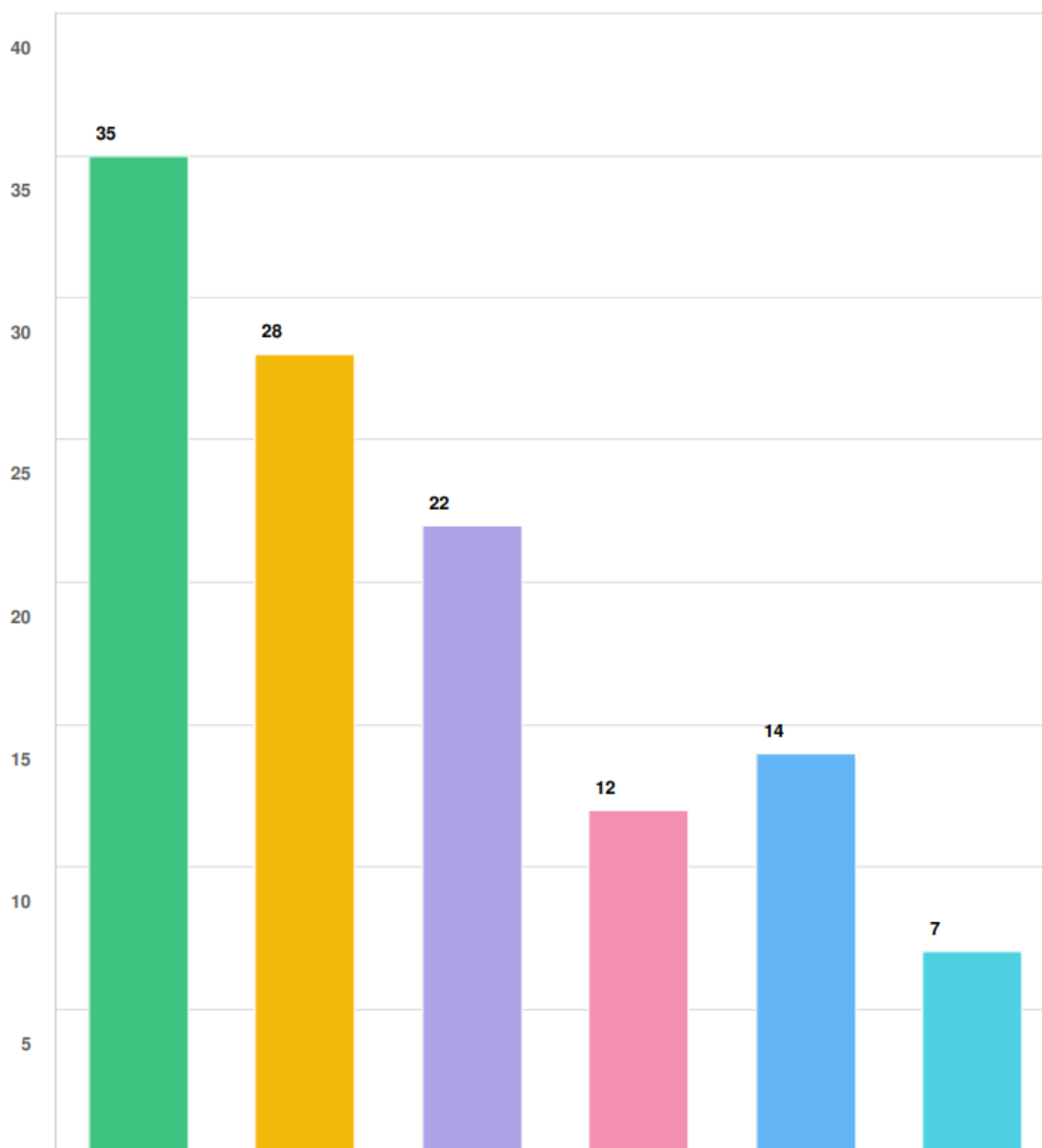
Q8 If you drive, would you be comfortable with eventually having to retire your driver's licence?



Question options

- Yes, I feel comfortable retiring my licence
- Maybe, if I have other options to travel
- No, I am concerned about how I feel get around

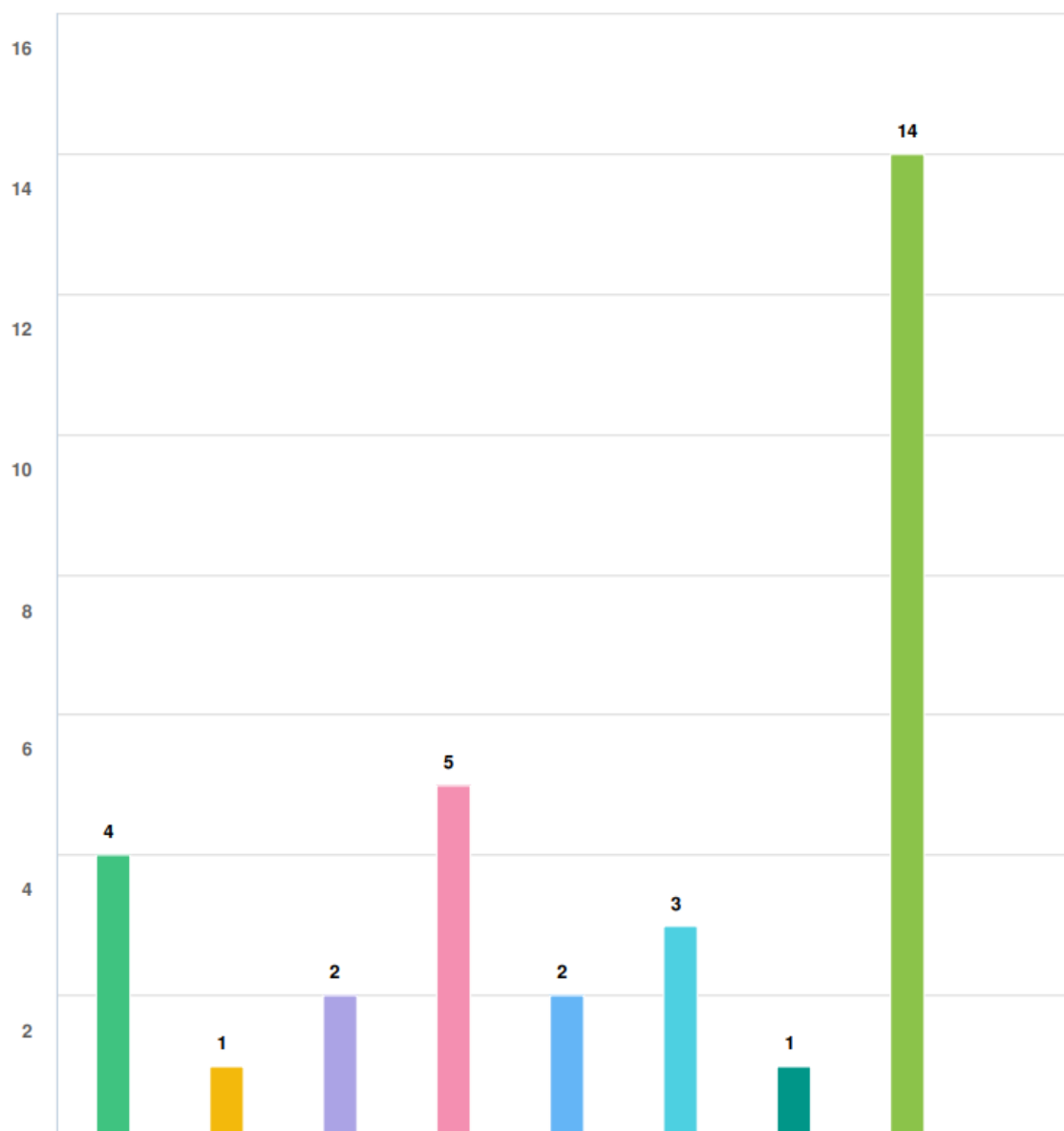
Q9 Do you currently drive in any of the following conditions? Check all that apply.



Question options

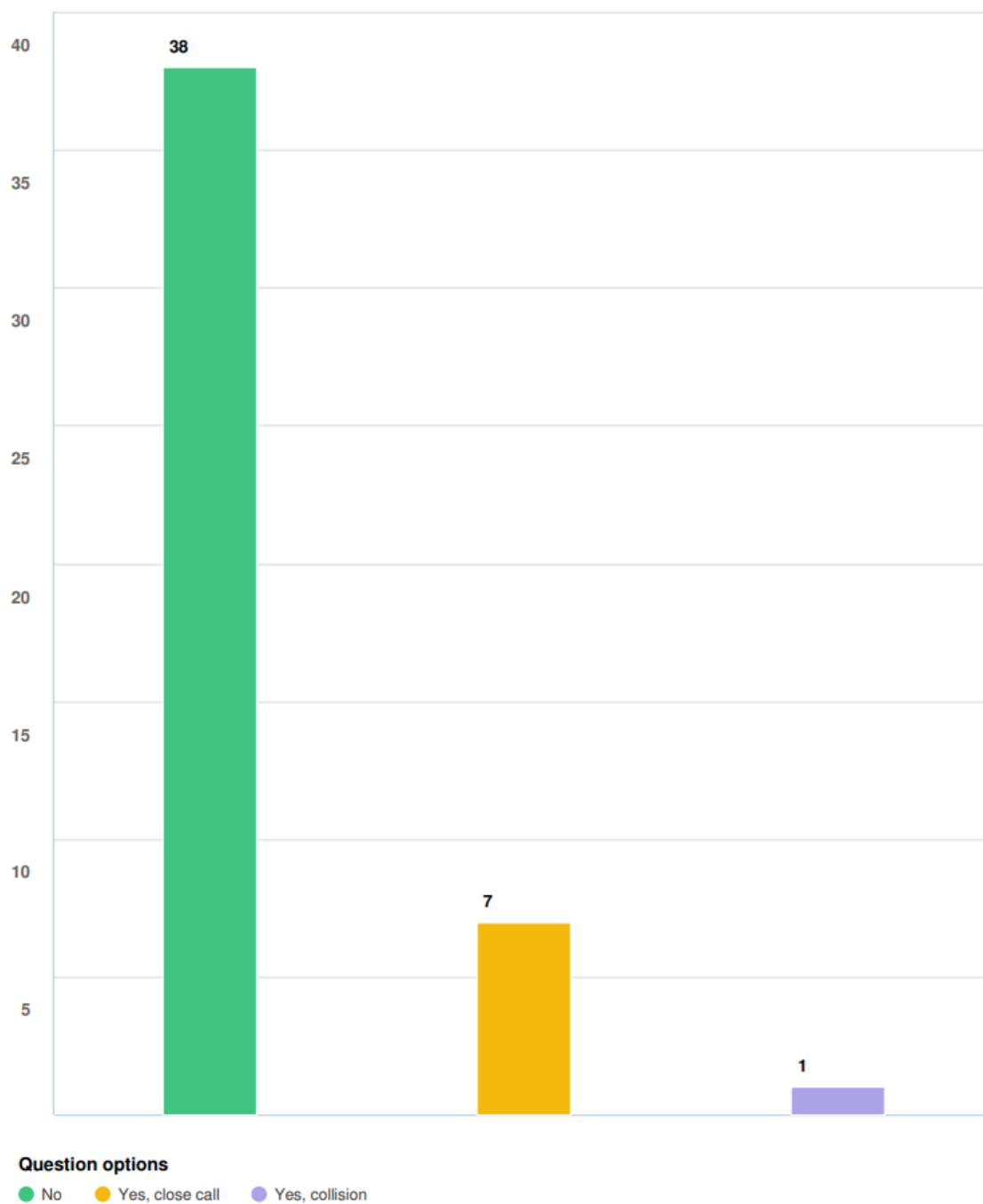
- Good weather on local roads
 ● Good weather on highways
 ● Bad weather on local roads
- Bad weather on highways
 ● Good weather on local roads, at night
 ● Not applicable

Q11 If you drive less or no longer drive, what were the main factors that influenced that decision? Check all that apply.

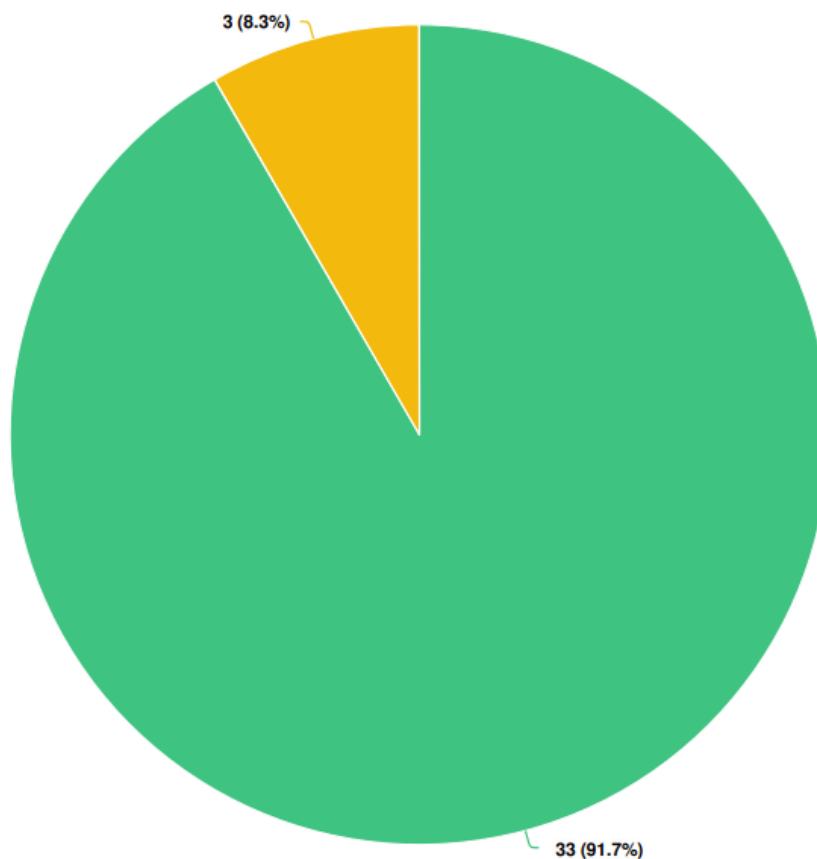


Question options

- Concern about my safety
 ● Concern of my adult children
 ● Did not pass driver's medical exam
 ● Health concerns
- Contribution to climate change
 ● Ease of getting around
 ● Reduced hassle
 ● Other (please explain)
- Did not pass enhanced road assessment

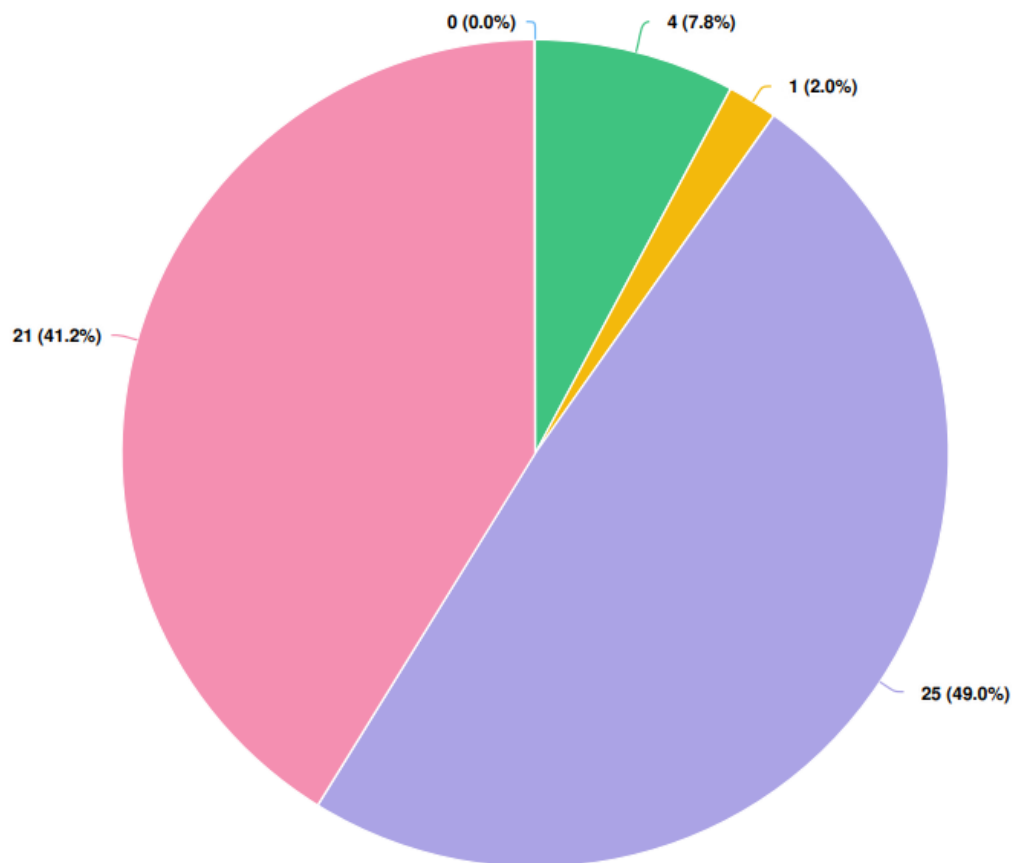
Q12 As a driver, have you ever had a collision or close call with a pedestrian?

Q13 If you had to rate yourself as a driver, would you say you do enough to stop for pedestrians or do you think you could do more to reduce the likelihood of a collision?

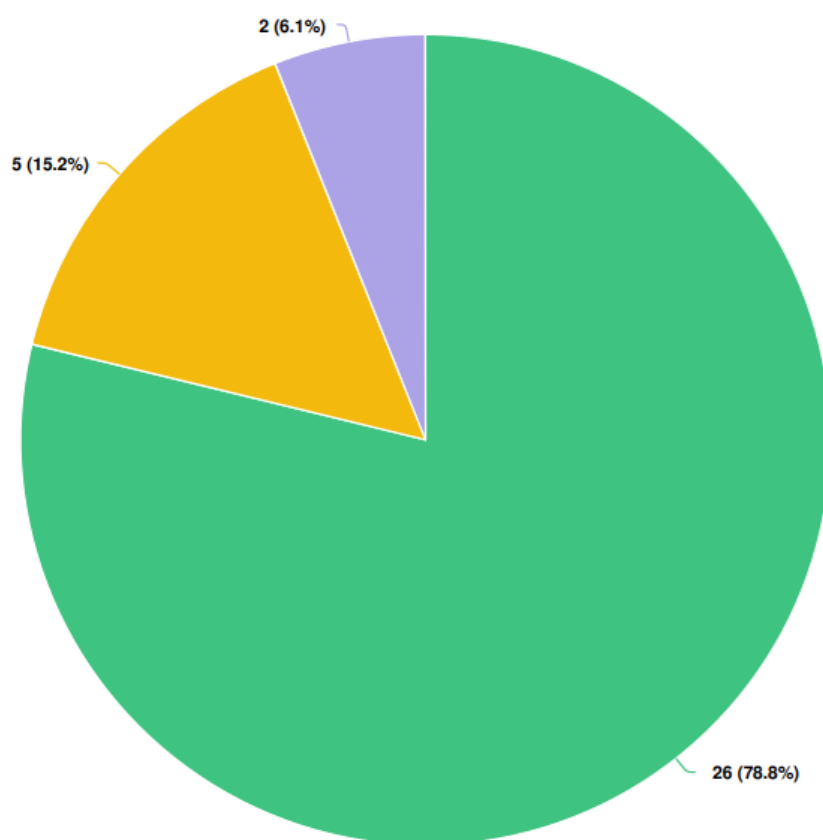


Question options

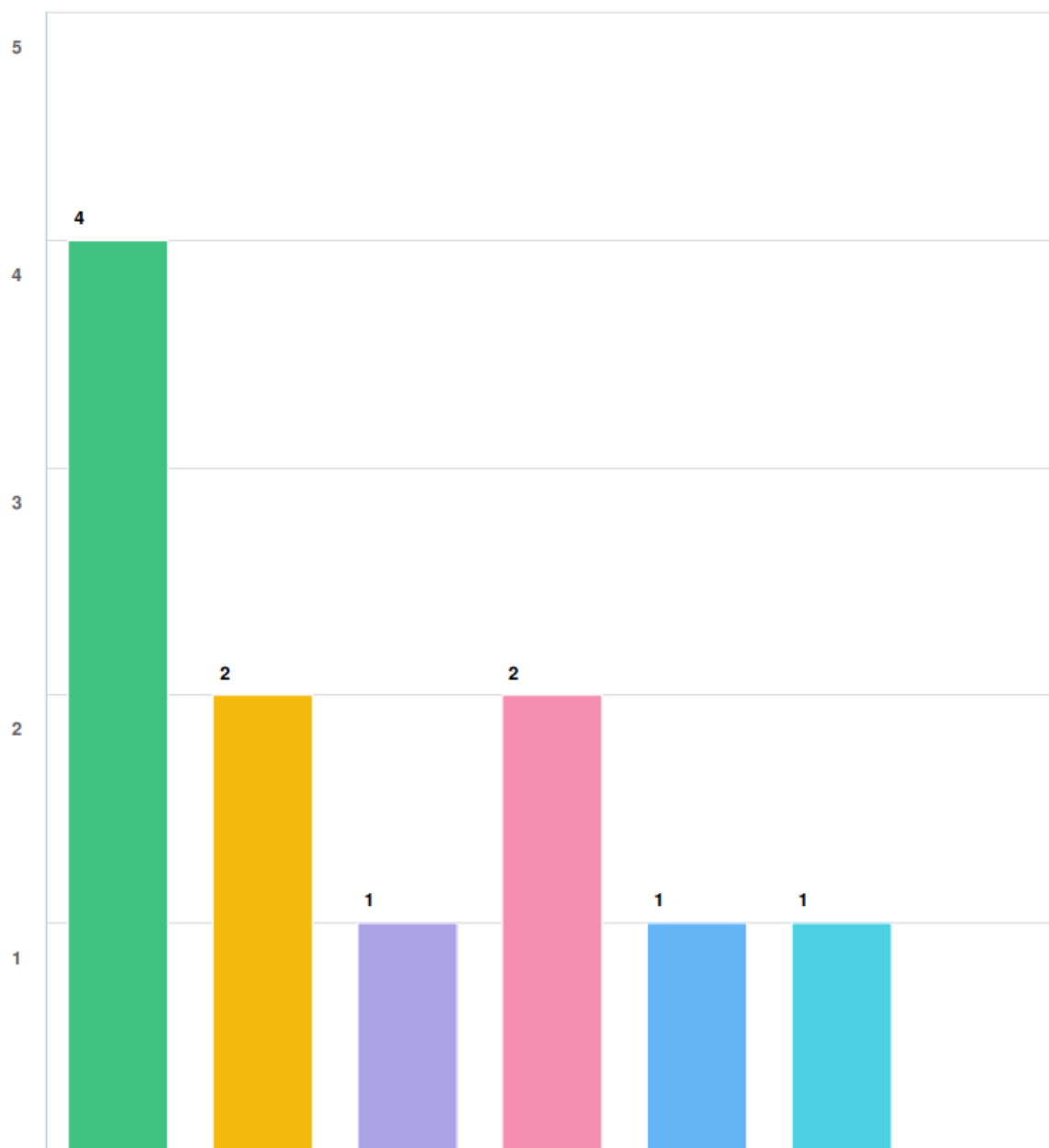
● I do enough ● I could do more

Q14 How often do you take public transit? (Bus, skytrain, and/or seabus)**Question options**

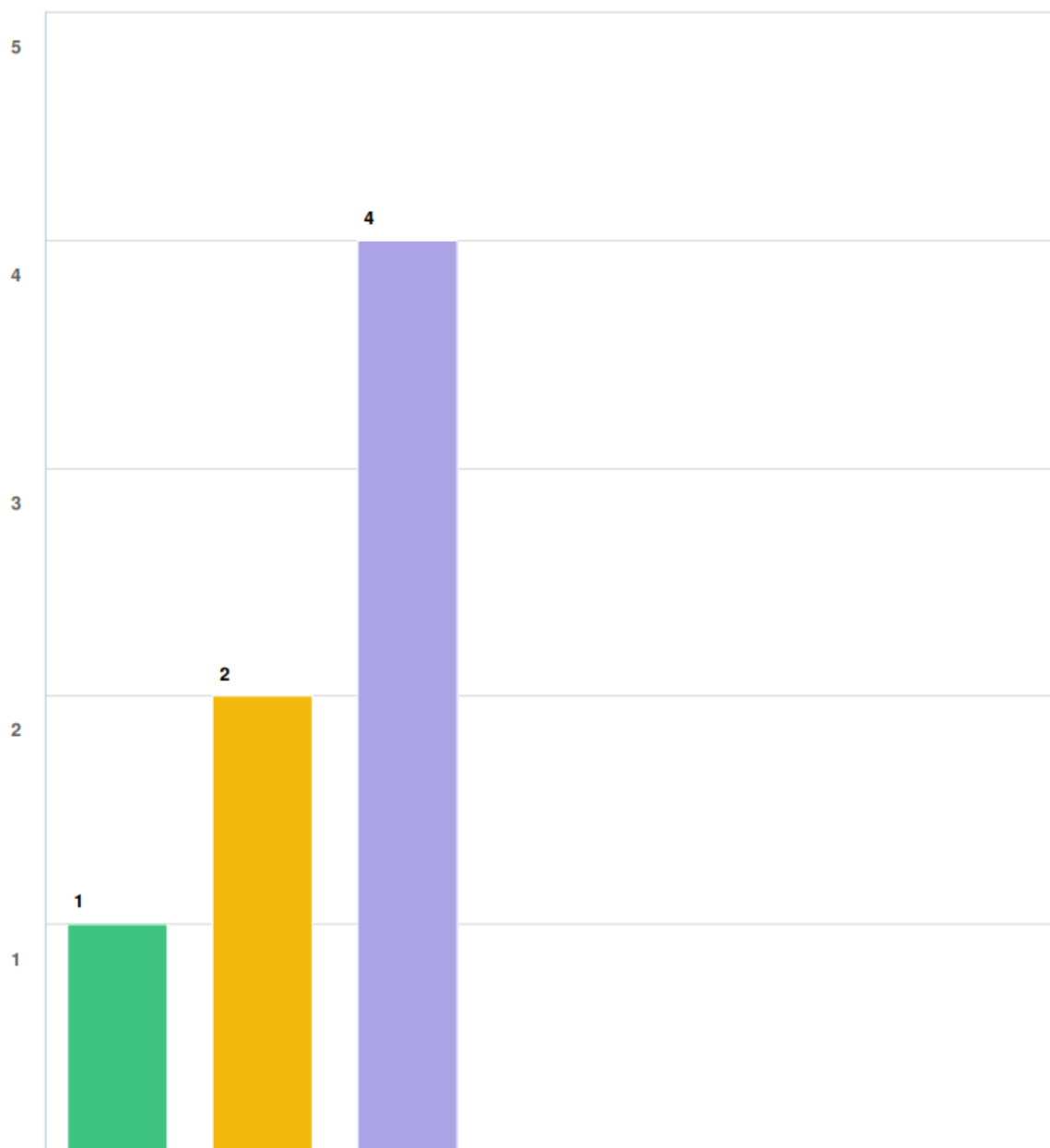
1-2/week 3-4/week I rarely take transit I do not take transit 5-7/week

Q15 Do you feel safe on the transit system?**Question options**

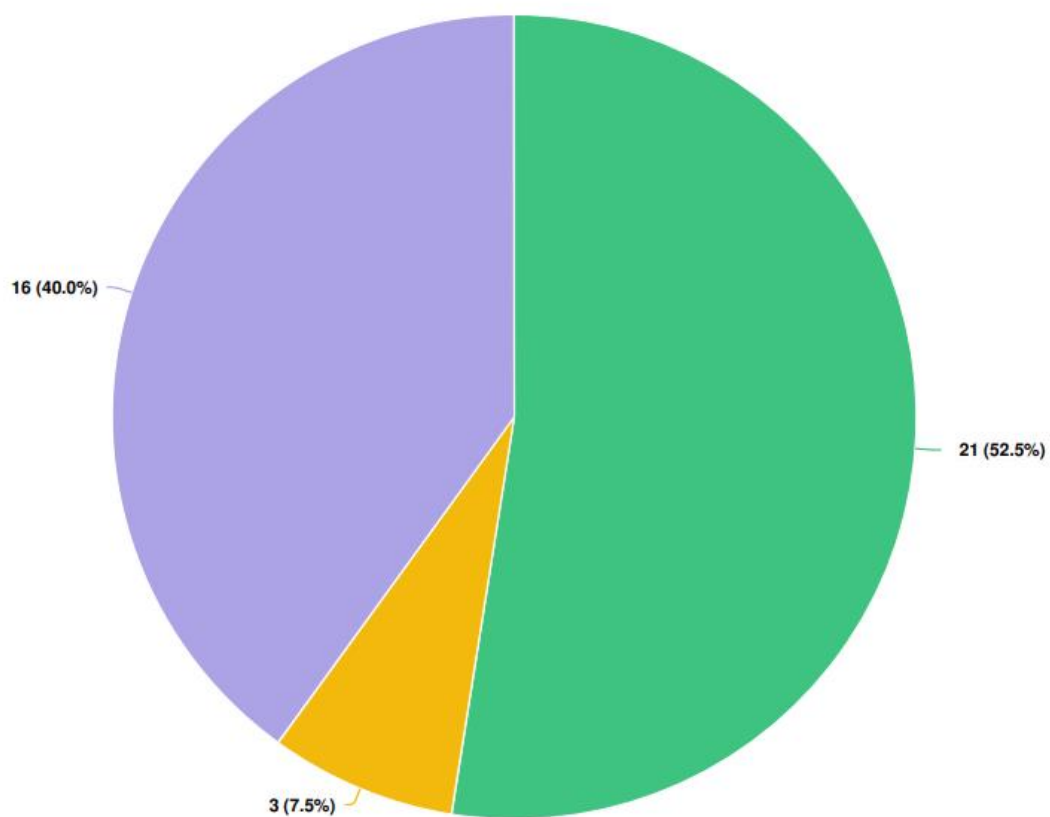
● Yes ● No ● Sometimes

Q16 Where do you feel unsafe?**Question options**

- On skytrain ● On bus ● On seabus ● At skytrain station ● At bus stop ● None of the above
● On handy dart

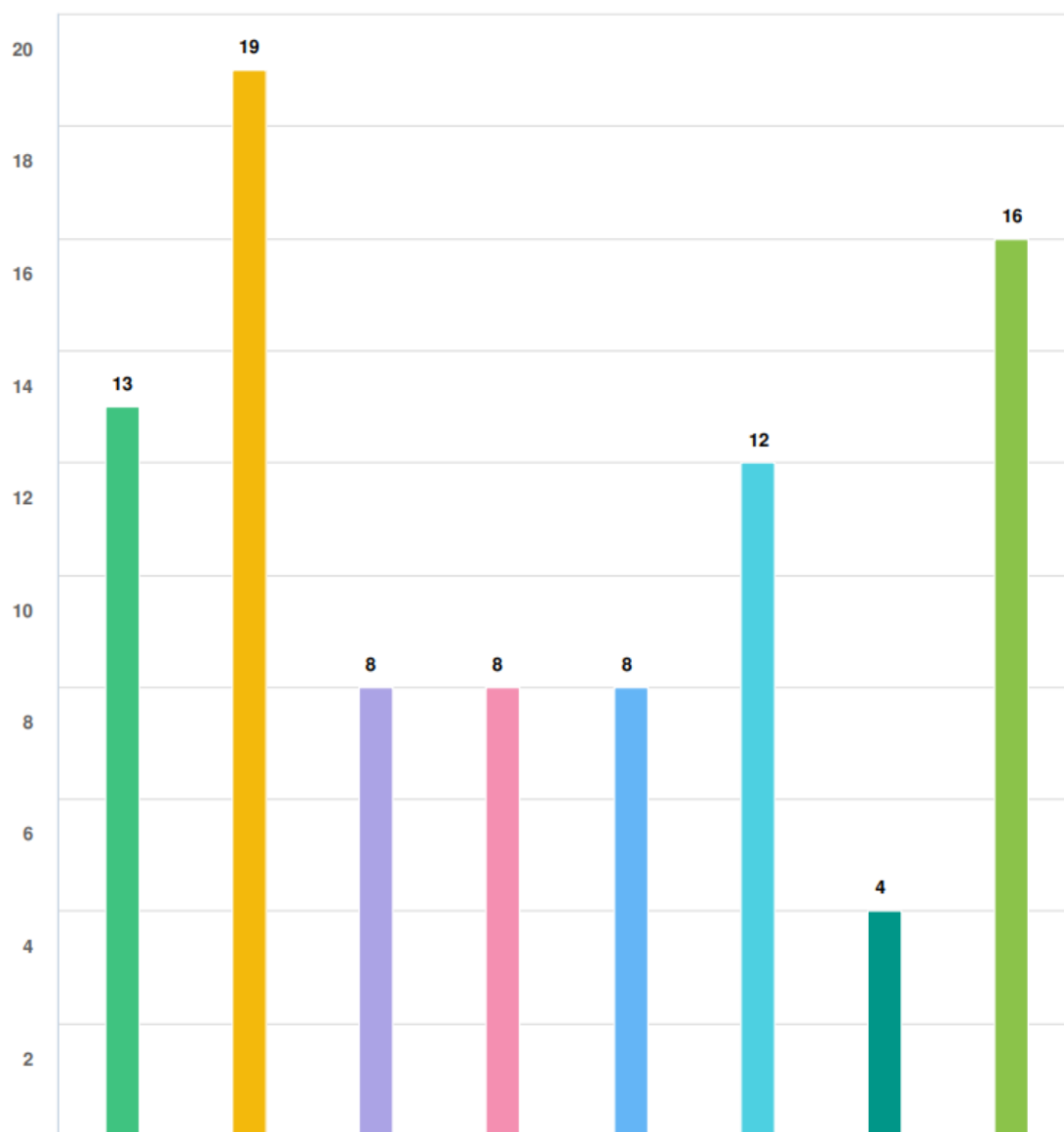
Q17 Where do you feel safe?**Question options**

- On skytrain On handy dart None of the above On bus On seabus At skytrain station
At bus stop

Q18 Have you seen transit police officers when travelling on transit system?**Question options**

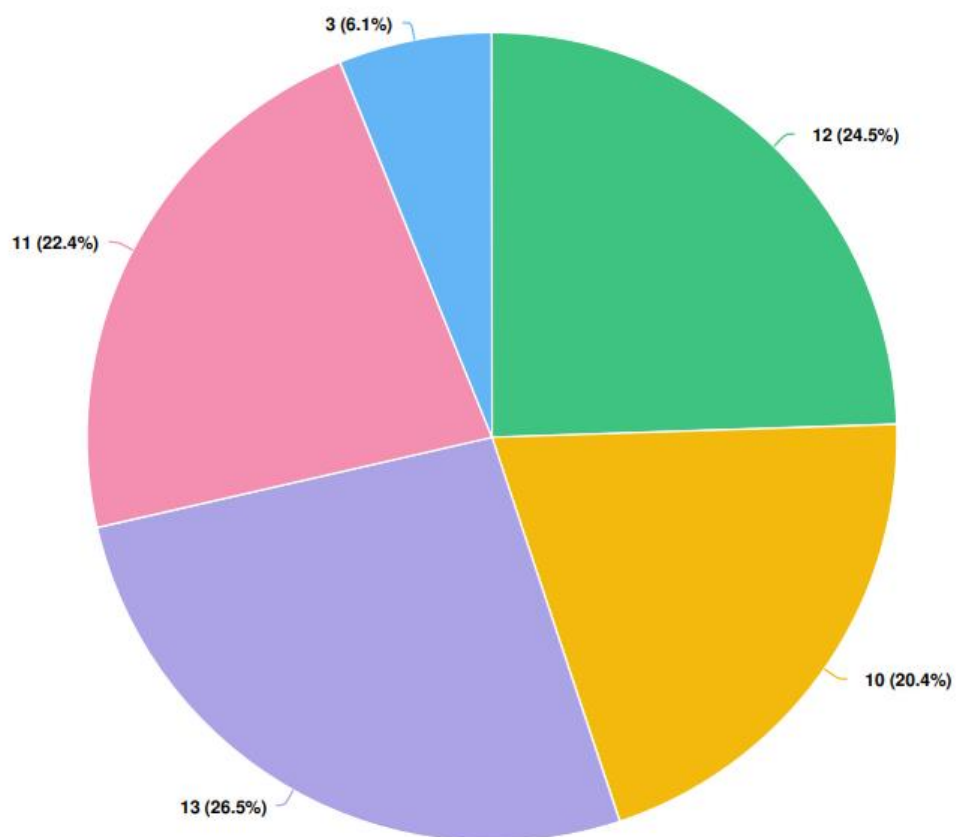
Yes No I do not take transit

Q19 Which of these safety/security features on the transit system are you aware of?

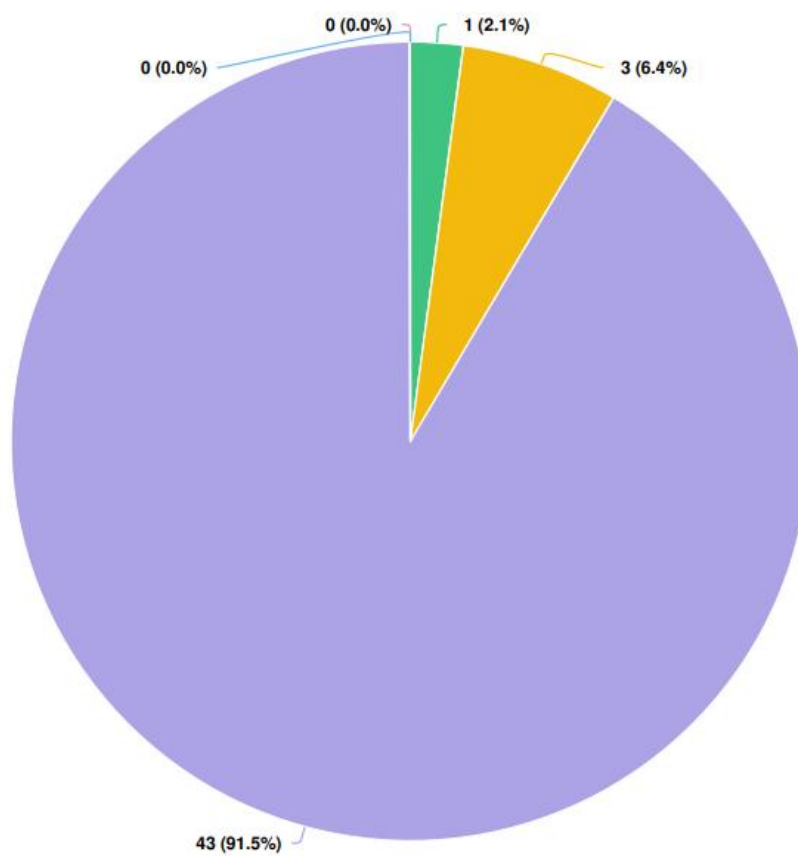


Question options

- Fire extinguisher
 ● Train stop button
 ● Silent alarm
 ● Designated waiting area
- Closed Caption Television (CCTV)
 ● Speaker phone
 ● 87-77-77 text program (Transit Police texting program)
- None of the above

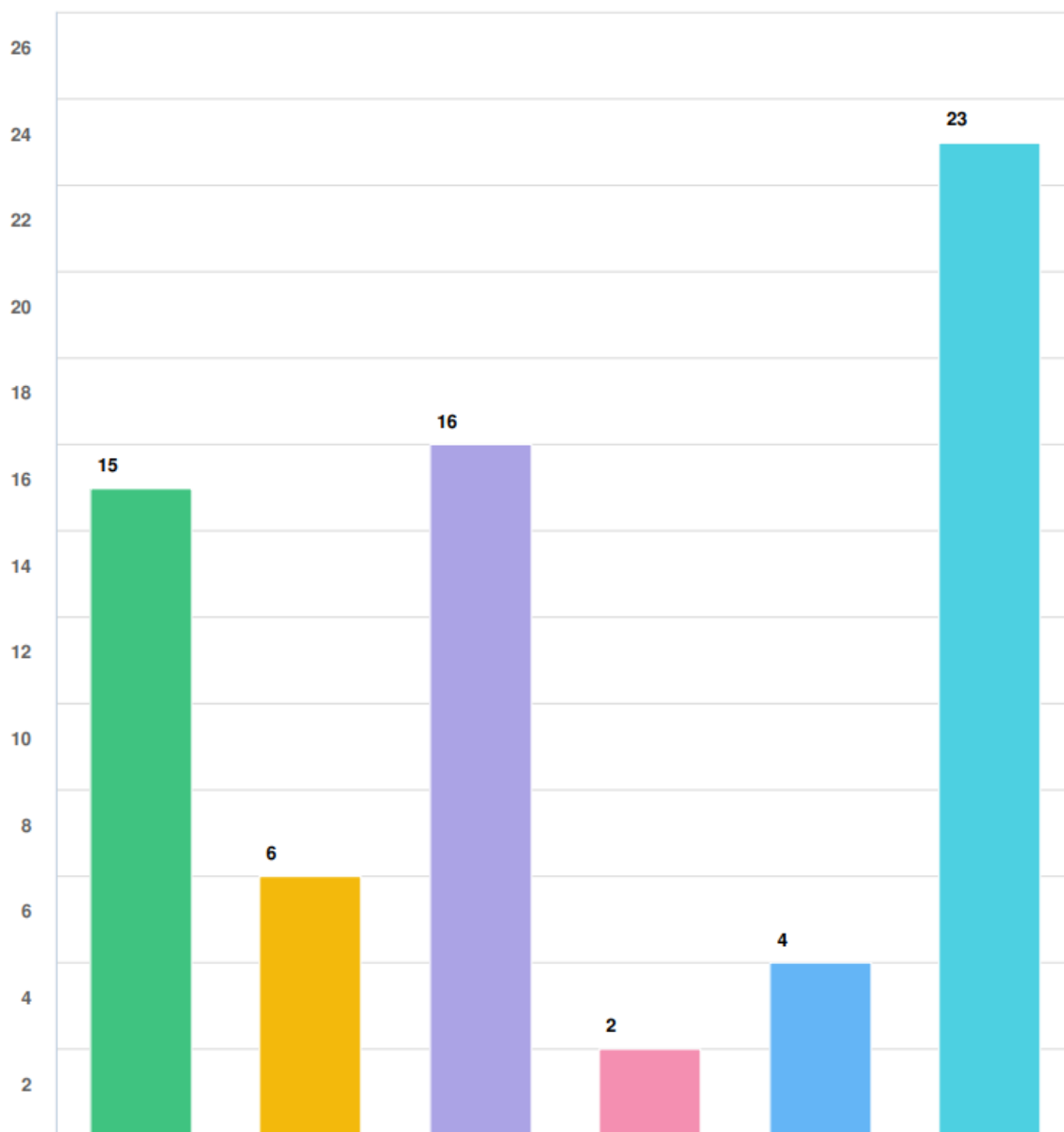
Q20 How often do you walk as a pedestrian?**Question options**

1-2/week 3-4/week 5-7/week I walk as a pedestrian rarely I do not walk as a pedestrian

Q21 How often do you bike?**Question options**

1-2/week I bike rarely I do not bike 3-4/week 5-7/week

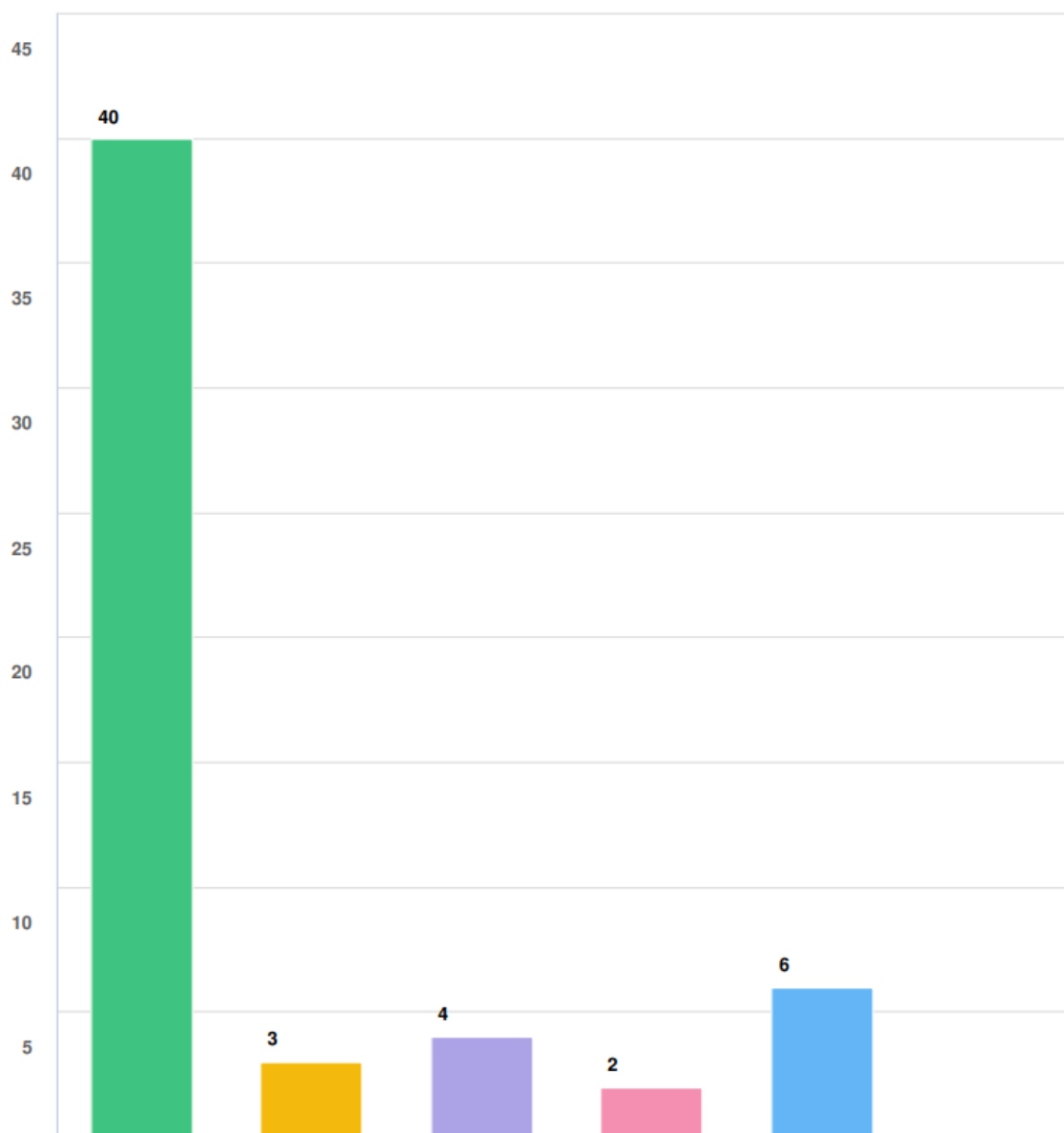
Q22 Do you feel safe travelling on the streets in the evening? Choose all that apply.



Question options

- Yes, I feel safe travelling in the evening ● I feel somewhat safe travelling in the evening
- I only feel safe if I am with travelling with someone in the evening ● I do not feel safe — my visibility is hindered
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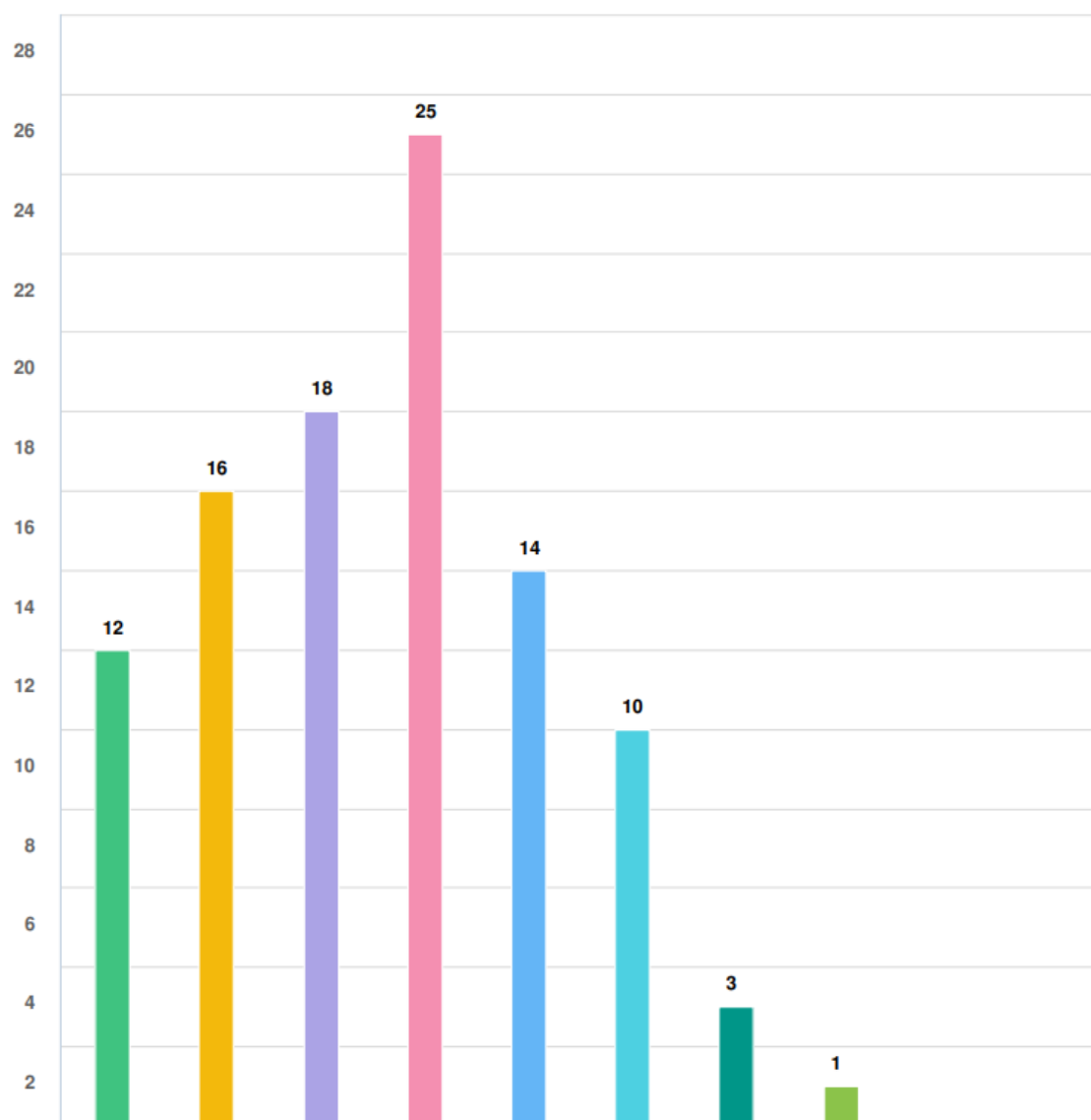
Q23 Do you feel safe travelling in the streets in the daytime? Choose all that apply.



Question options

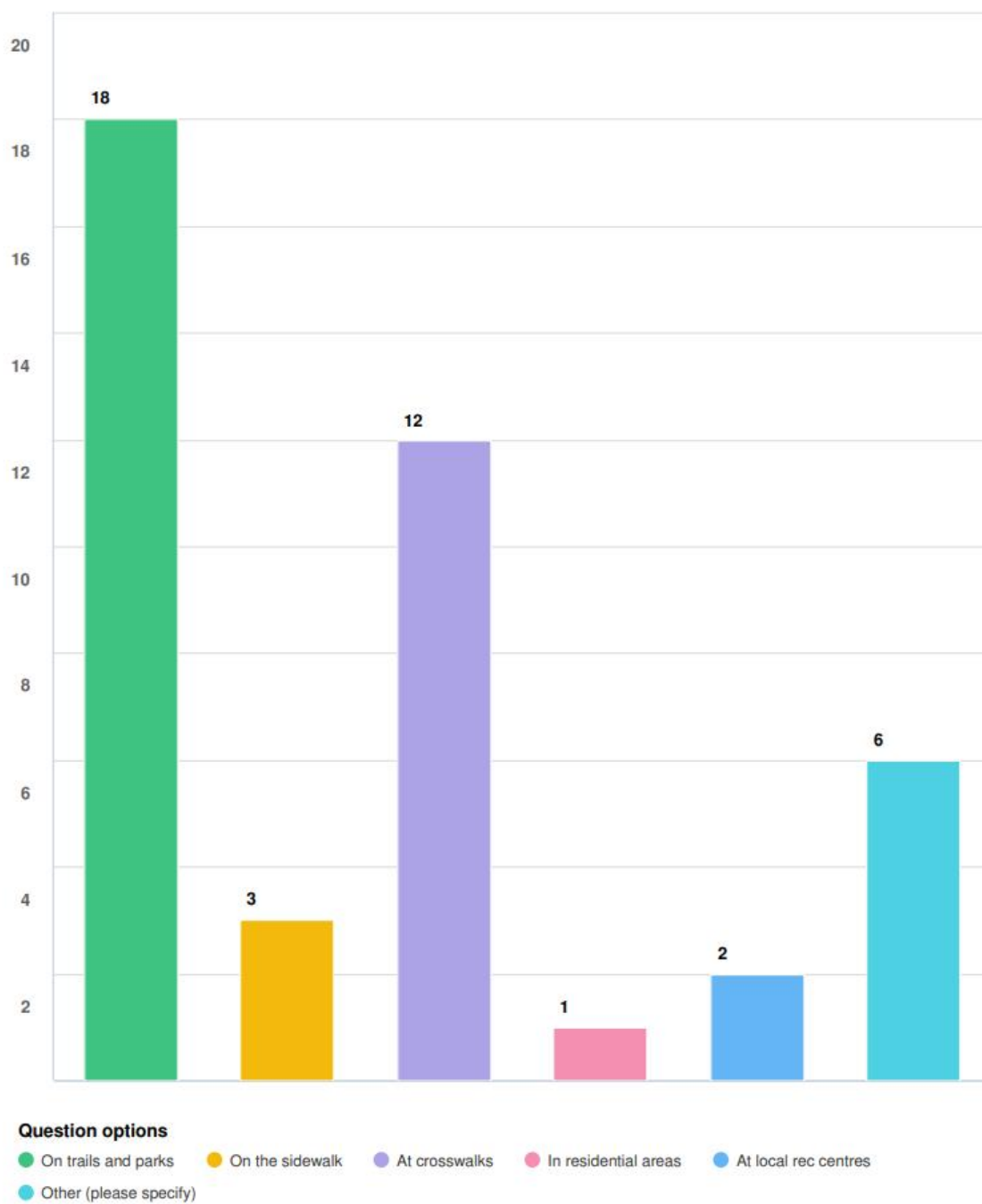
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- I do not feel safe walking alone ● I do not feel safe — my visibility is hindered

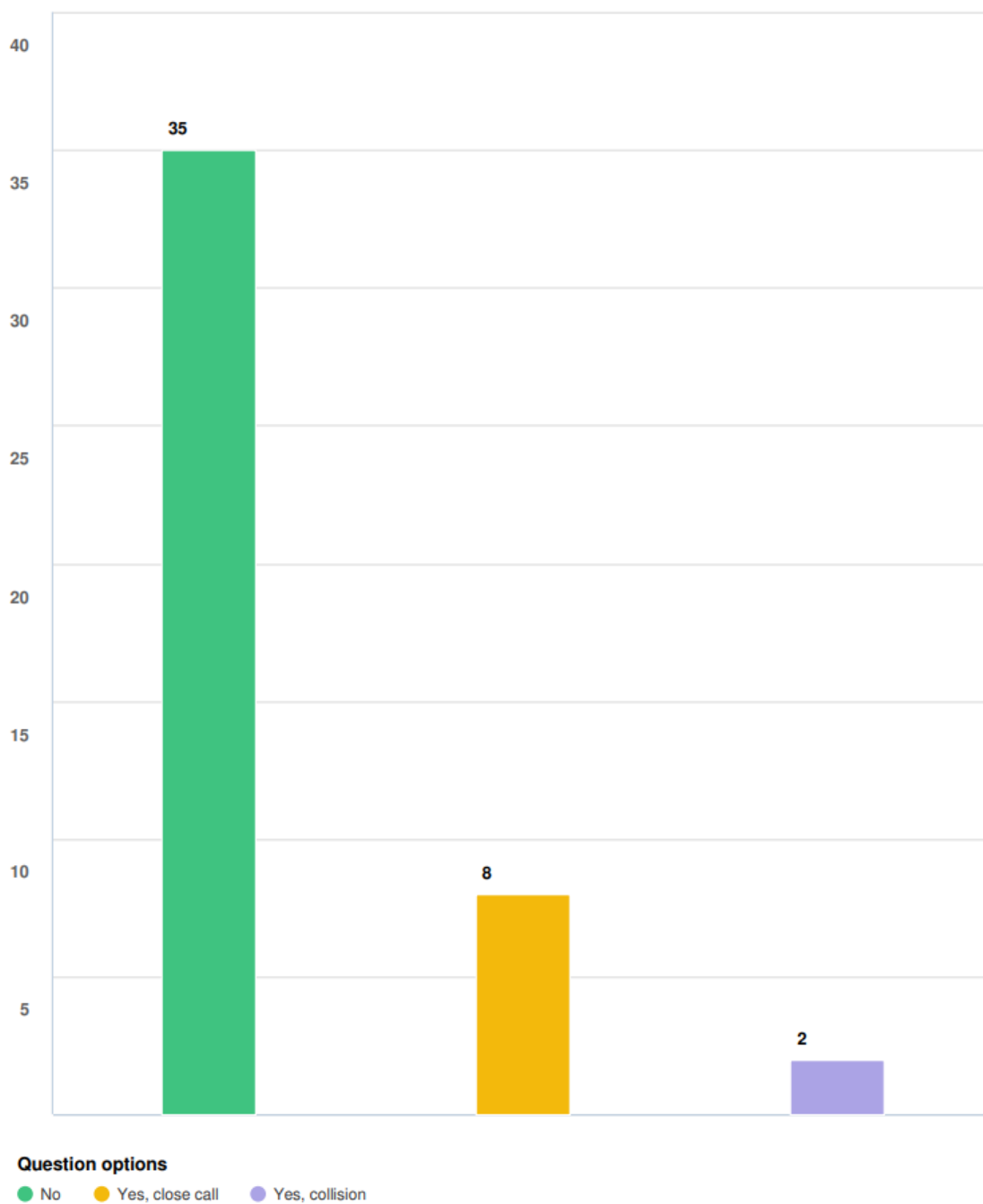
Q24 What ways do you protect yourself when walking, driving or biking? Check all that apply.



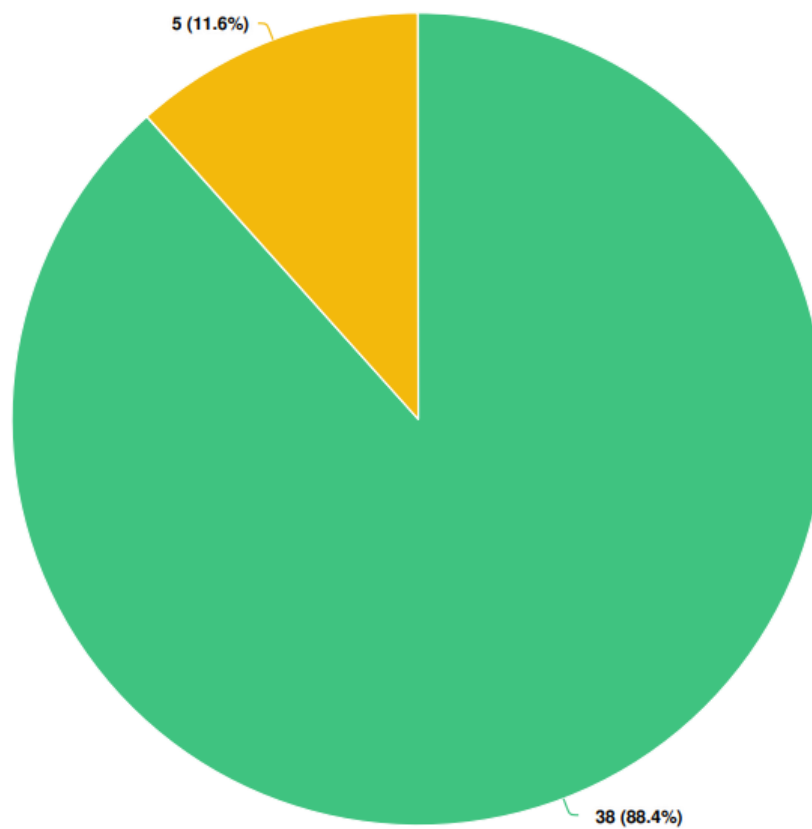
Question options

- Wear reflectors or bright clothing, or use lights on clothing or bike
 ● Be mobile in well-lit areas
 ● Park in well-lit areas
- Make eye contact with cars
 ● Bring emergency contact information
- Bring crime prevention items (locks, phones, helmets)
 ● I don't feel safe so I do not equip myself
 ● Other (please specify)
- Engrave my bike
 ● Use 529 garage (Bike registry)

Q25 Where do you feel unsafe walking or biking?

Q26 As a pedestrian, have you ever been hit by a vehicle or had a close call?

Q27 If you had to rate yourself as a pedestrian, would you say you do enough to engage with drivers or do you think you could do more to reduce the likelihood of a collision?



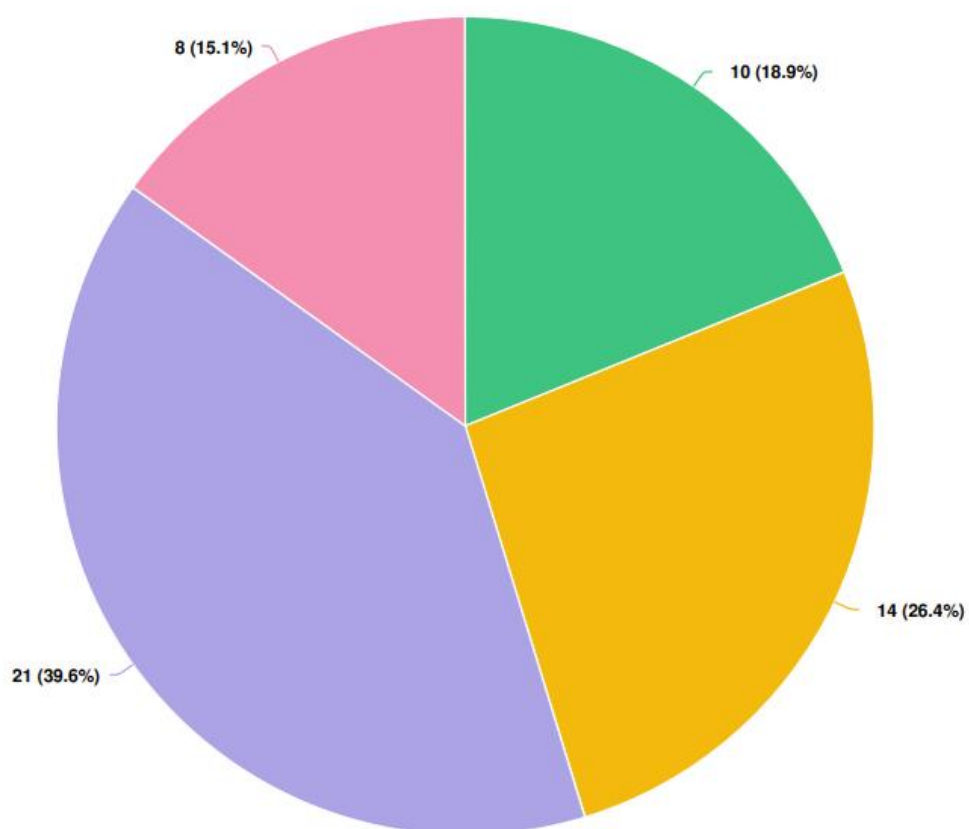
Question options

● I do enough ● I could do more

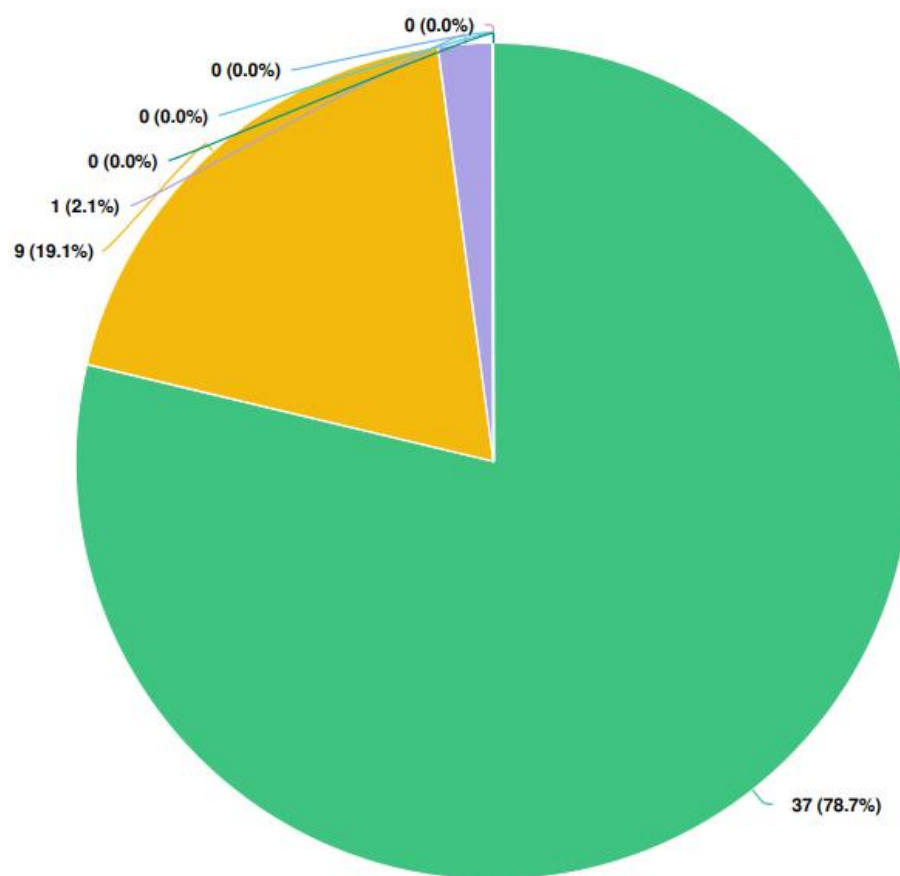
Q28 Do you agree or disagree with these attitudes about walking and driving?


Q29 For each of the following, let us know if you are aware of the following regulations. We would like to understand how we can improve our communication efforts. If you are not aware, please say so:



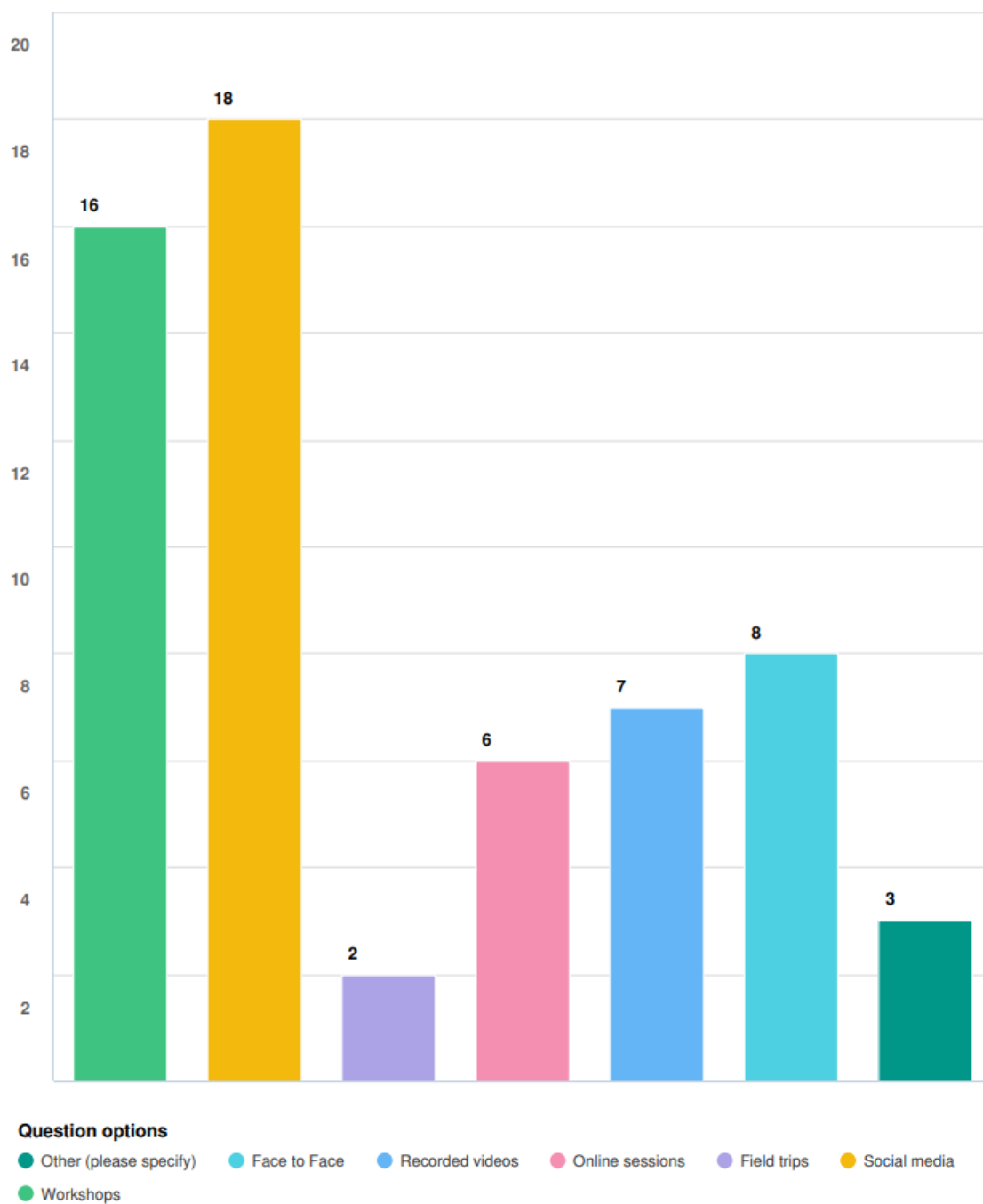
Q31 What is your age range?**Question options**

90+ 76-85 66-75 55-65

Q32 How do you identify in terms of gender?**Question options**

● Different identity ● Trans man ● Trans woman ● Non-binary ● Prefer not to say ● Man ● Woman

Q33 What means of communication would you want to learn more about community mobility safety? Check all that apply.



Older Adult and Senior Community Mobility Survey

Trends in participant responses to the survey question “Given everything in this survey, what do you think is the most effective way to reduce vehicle-pedestrian collisions?”

Tri-cities RCMP

- Fine jaywalkers
- More enforcement on speeding
- More enforcement of cyclists
- Police on bikes to enforce pedestrian breaking laws
- Policing more around schools
- “have a police foot patrol on streets like downtown Shaughnessy St during the busiest traffic times that could issue warnings & tickets and also educate the pedestrians and perhaps the drivers too”
- “Police the major roadways. Coast Meridian is a speedway and I often see people running red lights, hazard lane changes or turning improperly”
- “More enforcement of traffic laws - Every day, especially at Shaughnessy and Wilson”

ICBC

- Drivers need to give signals when turning
- Full stops when turning right at a red light
- Cyclists pass by pedestrians on trails too fast
- Drivers do not stop at crosswalks when there are no flashing lights
- (visually impaired participant) drivers need to know that a white cane means the pedestrian can not see

- More driver tests during license renewal

City of Port Coquitlam/Engineering

- Flashing lights at crosswalks
- More speed bumps at crosswalks
- Marked crosswalks
- More reflective signage
- Rainbow crosswalks for better visibility
- Roundabouts to make sure drivers slow down
- More street lights for increased pedestrian visibility
- Repaint driving lane lines
- Speed cameras at traffic lights and crosswalks
- Longer crosswalk times
- Port Coquitlam streets end abruptly (pedestrians have to walk on road)
- More bike lanes
- Wider sidewalks for older adult scooters and walkers (near senior homes)
- Signs reminding pedestrians to be aware of their surroundings at crosswalks
- Small parking lot on Wilson Ave. (Life Labs)
- “Shaughnessy and Elgin where traffic going south from the underpass bunch up and drivers going north to the underpass have impeded visibility at the crosswalk”
- “Put traffic “lumps” at Hastings and Kitchener prior to the stop sign, too many drivers don't stop, especially drivers turning right onto Kitchener Avenue”
- “Clear foliage from stop signs, especially along Lincoln Avenue.”

- Plan to alleviate bottlenecks and intersection blocking at Kingsway, Lougheed and Shaughnessy
- Widening Shaughnessy/Kingsway underpass
- Oxford/ Coquitlam Ave traffic light is dangerous (north and south turning lane confuses drivers)
- "Install traffic lights on Shaughnessy street where valley bakery is located" (pedestrians cross without looking)
- Drivers go through three-way stops at Wilson Ave. and Bury Ave.
- "I appreciate the crosswalks that have flashing lights when in use eg) there is one on Pitt River Rd near the Bypass. Would like to see more of these."
- "I think the improvements the City of Port Coquitlam is doing at crosswalks is great!"
- Vehicles speed along Wilson Ave.
- Vehicles do not always stop for pedestrians at the Donald crosswalk
- Better flashing lights at Kelly/Mary Hill intersection
- "designated areas such as downtown Shaughnessy, Coquitlam Centre and Westwood area (by Superstore etc) could benefit from an assisted walking programme. This would see a pair of volunteers willing and available to walk with seniors (or anyone really) to their vehicles or bus stop between just before dark and say, 11:00 pm (just an example) and within a 6-8 block distance"
- Cedar drive, Prairie Ave. from Fremont to Dyke needs better lighting
- More crosswalks and lights at Prairie between Cedar and Meridian
- Drivers miss stop sign at Wilson and Reeves

- Traffic would not let elderly woman cross at Shaughnessy
- "Create a pedestrian walk from the bus stops on the Mary hill bypass by the meridian industrial park so employees are not walking on the highway."
- "mc allister and Elgin there should be blinking pedestrian walks"
- " Also at the corner of Wilson & Reeve street, there is a 4 way stop. All drivers need to stop completely at that intersection, which they Do Not! "
- "unfortunately the ABYSMAL reconstruction of Praire from Coast meridian to Fremont is an abortion. It is a complete mess and does nothing to improve traffic flow nor make the road safer ... the complete opposite"
- Increase the lighting or crosswalk signage on sidewalks at Pitt River Road and Cameron
- Left turn on Wilson/Shaugnessy feels dangerous
- Drivers turning right on Guildford and Pinetree is dangerous
- "One area in particular that needs to be reviewed for road safety is at the present exit of the underground parking of the Wilson Community Centre at Mary Hill Road. Parked cars on Mary Hill Road do block the vision of incoming traffic to drivers leaving the Wilson Centre underground's Parking"
- Remove blindspots on corners, example: Hawthorne and Shaughnessy, Central and Welcher
- Speed reduction starting at Pit River crossing, till more quiet part of Shaughnessy street, in direction of Mary Hill bypass
- Add a stop sign at Shaughnessy and Elgin (wheelchair pedestrian was hit three times)

- “ corner of Salisbury and Sefton has a perpendicular parking and is an accident-prone area bec you have to be halfway in the middle of the road to see oncoming vehicles”
- Add more lights to Coast Meridian going towards Birchland Elementary
- “Make sidewalks, and not like the one on Prairie what the h*ll is that, a rollercoaster... are you not aware cars just soosh by to turn right from Prairie to Cedar, there are many many children walking to school in this area”
- Prairie road not wide enough
- “I see the roundabout in coquitlam on woolridge street off Lougheed highway. Constant problems and accidents there” would like flashing warning lights
- Create an pedestrian overpass for crossing Mary Hill Bypass at Shaughnessy Street
- Speed readers on Shaughnessy and Mary Hill road

Metro Vancouver Transit Police

- More wheelchair accessible bus stops
- More security at skytrains
- Participants are more likely to use the transit system if the are assured there are staff and security during all times
- Income disables from using handydart

Other

- Pedestrians need to get off their phones
- Pedestrians need to wear reflective colours
- Make eye contact with car when crossing

Themed Covid Answers

Metro Vancouver Transit Police

- Concerns with health issues
- Not ready to use public transit
- Not much experience using transit
- Transit system regulations make it difficult to travel alone
- Drivers do not help
- Wheelchair users find it difficult to use big buses because they need to be strapped in
- People do not know if they are eligible to use handy dart
- Transit felt unsafe due to shared space
- Reduced transit services
- Less seating capacity at some point
- Not comfortable using transit, would rather use a bike or walk
- Fear of using transit system
- Changes to transit schedule and inconsistent hours
- Doctors recommend not to use transit
- Bus stops did not have graduated sidewalks
- Handy dart did not cover certain individuals, a woman could only go as an attendant with her husband
- Social distancing issues
- Expensive bus pass
- Wheelchair access is difficult
- Fear of crimes against asian community

City of Port Coquitlam/Engineering

- Feeling insecure walking past homeless individuals on trails and in parks
- Difficult to social distance on narrow trails
- Narrow sidewalks make it difficult to social distance
- Fewer buses were available
- Residential streets with no sidewalks make it hard to cross safely
- Not all bus stops have graduated sidewalks
- Patricia ave. does not feel safe (asked for a multi use pathway)
- Lack of available washrooms while out for a walk
- Hard to find parking near entrances of stores

Others

- Fear of going out and getting infected
- Reliant on family and friends for groceries
- Difficulty shopping for essentials
- Delivery costs too high