

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

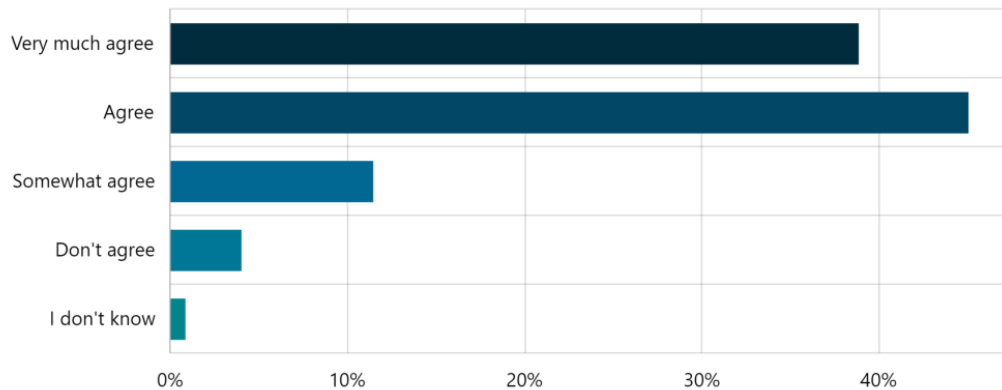
The Master Transportation Plan is a roadmap for identifying, prioritizing and implementing practical, cost effective improvements in order to provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

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.

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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.

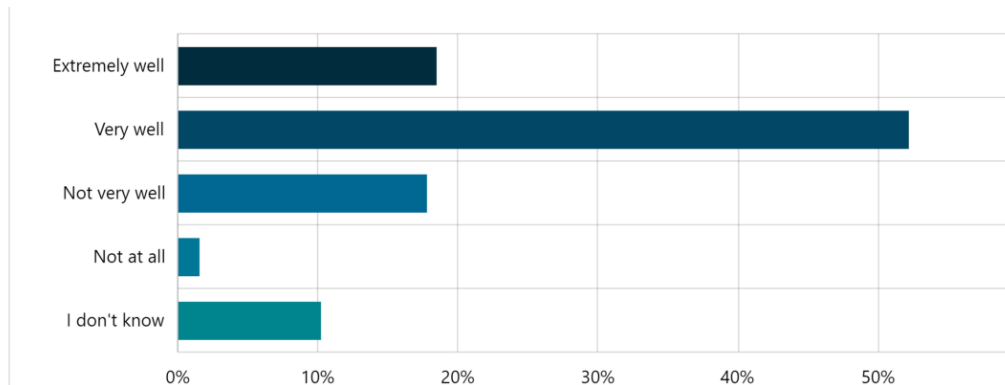
Sidewalks

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.

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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.

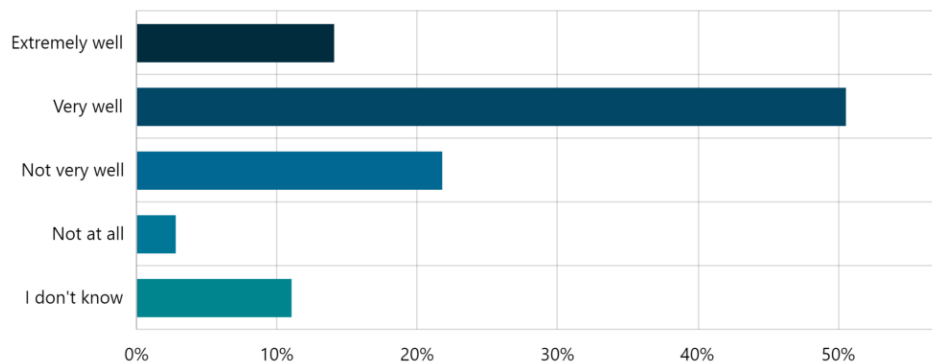
Slow Streets are designed as safe and comfortable multi-modal corridors for use by pedestrians and all cycling and rolling modes (human powered and electric assisted). They are designed with 30 km/hr speed restrictions, speed humps and/or raised crosswalks, a sidewalk, and on-street cycling supported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

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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.

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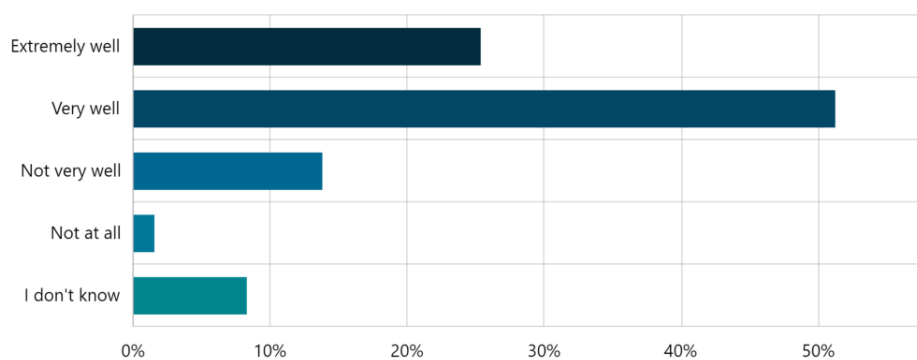
Along with general support for Slow Streets, a number of comments specifically supported the Ulster Slow Street, Kelly Slow Street and Argue Slow Street projects. Some comments expressed concerns with Slow Streets as a new application in Port Coquitlam. To address this, early consultation and piloting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

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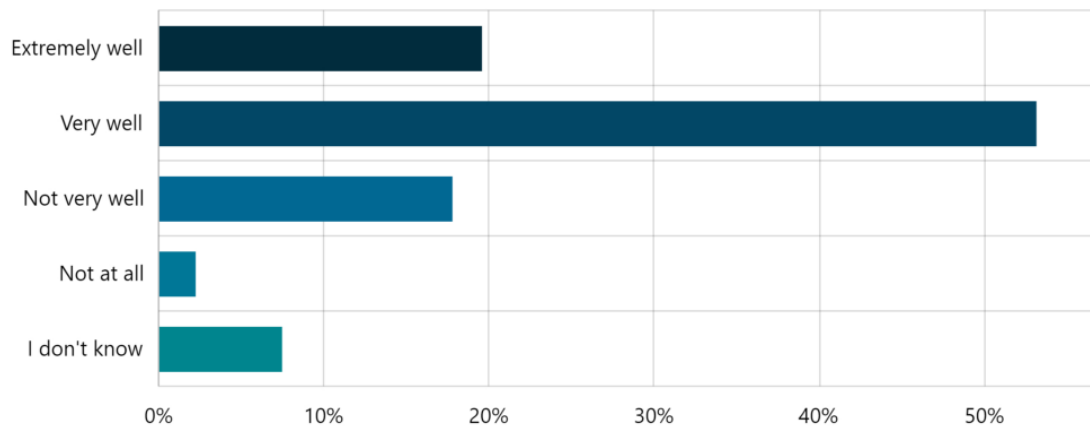
A number of comments also requested the addition of wayfinding and courtesy signage as well as public washrooms for the trail system. There were 57 comments on safety and shared use of the trails, of which some were requests for lighting while others cited concerns about pedestrian conflicts with cyclists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

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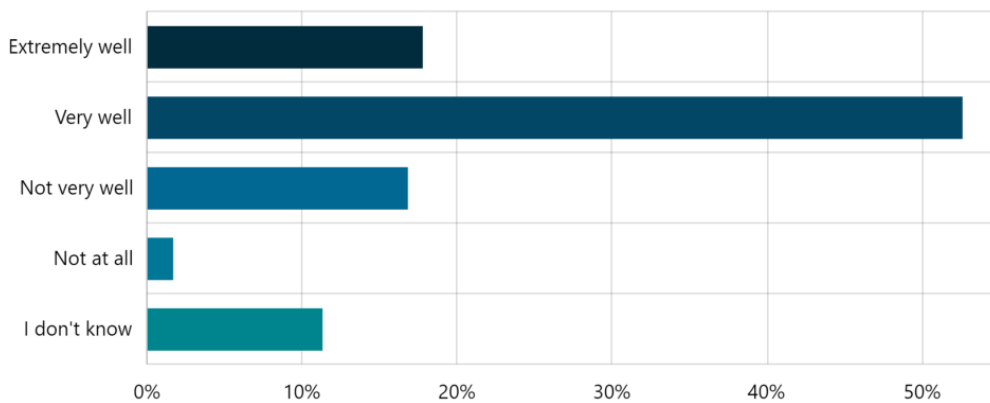
Themes of the comments received expressed strong support for more crosswalks in general and enhancements proposed in the MTP for the addition of street lighting, raised crosswalks, flashing beacons and modifications for cyclists. Appreciation was expressed for the crosswalk improvements in recent years, 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.

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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.

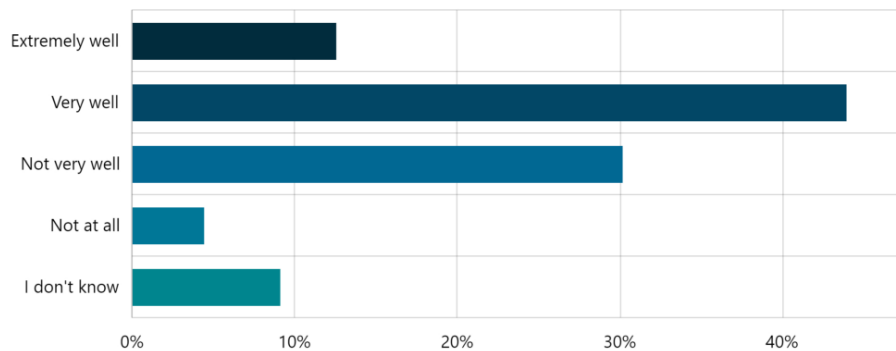
An additional 42 written comments were related to design. Of those, parking, congestion and roundabouts were common concerns and several comments related to commercial and business development, particularly in the downtown core. A number of written comments were specific to the Prairie and McAllister 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.

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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.

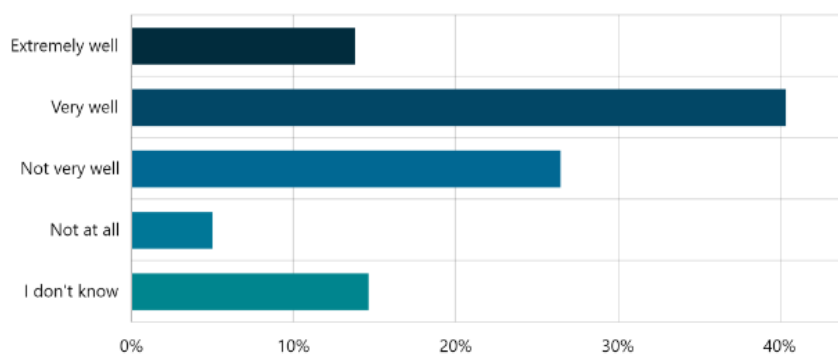
Of the 24 less supportive or opposed comments, 11 related to car priority or concerns about impacts to parking or being made to use another form of transport rather than their preferred mode of driving. An additional 118 comments received were in regards to design, operation and maintenance. Of these, 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?



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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.

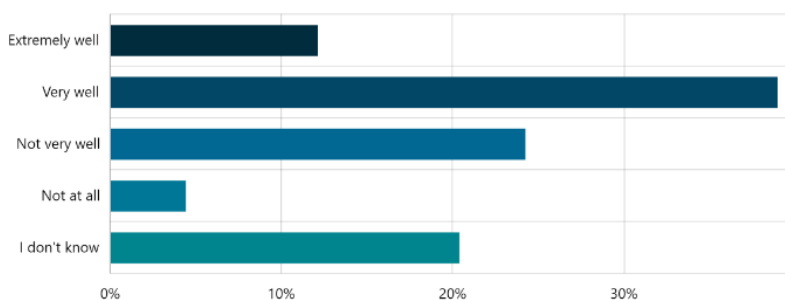
Of the 34 less supportive or opposed comments, 11 were specific to the Skytrain, primarily citing concerns with increased crime. There were 192 comments received regarding transit service delivered by TransLink. The themes focused on increased frequency, poor reliability, requests for extended hours, 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?



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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.

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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.

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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.

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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.

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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.

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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.

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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

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