

MTP APPROACH

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SIDEWALKS

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

Supportive/More Needed

Walking improvements are my #1 wish

Do it!

So important

It is critical to get more walkable streets

More safe/comfortable routes to walk, cycle the better

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

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

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

Excellent to see sidewalk improvements/additions to address safety.

We need more walkable areas.

To date, improvements have benefitted residents greatly

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

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

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

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

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

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

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

Make our city a walkable city.

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

Would love to see more pedestrian only streets!

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

Very walkable downtown

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

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

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

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

Well-lit pathways for the safety of its users

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

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

More sidewalks needed

There have been many new sidewalks added but more are needed

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

Many roads do not have sidewalks.

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

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

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

More sidewalks on streets that need sidewalks.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Many of the streets in my neighborhood have NO sidewalks

Need sidewalks in older neighbourhoods of Port Coquitlam.

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

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

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

I see very limited thought into last mile connectivity

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

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

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

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

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

Sidewalk needed along Lougheed near Hastings

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

Westwood and Lougheed. Ottawa between Riverside and Dominion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Birchland manor, specifically

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

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

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

Proposed sidewalk down prairie from burns road to the dyke

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

Cedar needs a proper sidewalk, all the way down

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Less Supportive or Opposed

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

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

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

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

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

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

Some roads are better without sidewalks

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

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

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

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

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

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

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

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

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

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

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

In theory yes but execution no.

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

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

My comment is only it appears to be slow implementation

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

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

Design/Accessibility

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

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

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

I found most of sidewalks very narrow.

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

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

Unsafe sidewalks for pedestrians.

extra wide sidewalk

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

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

Pedestrian lights downtown help and wide sidewalks.

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

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

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

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

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

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

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

Accessible for all

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

Even, less sloped repaired sidewalks for wheelchair com

No brick sidewalks as they are hell on wheelchair drivers

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

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

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

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

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

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

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

Operation/Maintenance

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

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

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

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

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

The sidewalks near my home have degraded significantly over the time. There are significant puddles that form on the sidewalks and near the curb. A significant puddle tends to form on the south side of Coquitlam Ave/Shaugnessy/Lougheed Hwy, just at the bottom of the pedestrian overpass. And the overpass has steep ramps up and down, deterring pedestrians from using it.

Maintenance of existing very tired infrastructure must be emphasized

Ensure businesses and residents are keeping pathways areas clear of debris (leaves, bushes, garden growth and snow) for all access. City purchases more sidewalk plows (ATV or cart) to clear more of our sidewalks faster in snow.

Better snow removal on sidewalks is required, many home owners do not have the ability to clear their sidewalk area or may be out of town. City should monitor/ assist.

Ongoing maintenance is important as well.

There are many sidewalks that are not even or smooth, with huge cracks in them or that drop off or are partly broken, and some places where there is no sidewalk at all and pedestrians must walk on the road unsafely, some walkways like under train overpass on Shaughnessy are too narrow and myself and some seniors I know have nearly been knocked over by speeding scooters that you stand up on, and bikes, in winter many of these sidewalks are unwalkable as there is no snow removal, or they are icy, or snow ploughs leave huge piles on them making it unable to walk

The sidewalks need to be inspected regularly or at least seasonally for tripping hazards. The cement can shift and needs to be reset.

Tree Roots Pavers and concrete uneven at best of times, garbage everywhere from Mental Health building sidewalks in older neighborhoods (Lincoln park) need updating. Large sidewalk cracks and raised/sunken parts

We will have to see or actually have a straightforward section to elaborate on this. Firstly, stop blocking off entire pavements with construction work for condos.

Unsafe sidewalks and trails for pedestrians.

Police illegal use of sidewalks by bicyclists, etc

CYCLING/WHEELING (MUP's, Slow Streets, Cycle Tracks)

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

Supportive/More Needed

Love the work being done in this space. I can't wait for Prairie multi use pathway to be complete.

I'm happy this is included.

This is very much needed.

Need more bike lanes

More bike lanes.

More bike lanes and new routes.

Off-road cycling infrastructure is seriously lacking in the plan.

I am strongly in favour of the MUPs and slow streets.

This would be nice to have.

it will facilitate better physical health and mental wellbeing

We hope to see good results as updates are made through public hearings and ongoing surveys.

All forms of cycling/rolling transportation should be encouraged as they are carbon neutral and don't pollute the atmosphere.

As long as pedestrians are being equally accommodated

If these lanes are not going to reduce the available road space for motor vehicles, it's very much needed and appreciated

Need to be prioritized over passenger car use

Commuting by an alternative means of transportation is still challenging in Port Coquitlam.

I would love my son to commute to school by bicycle and we have safe bike paths that would be great.

In an ideal world, people could safely bike to ANY destination in the city and beyond and at any time (multi-use path and trail lighting). As someone who tries to bike to most places, my routes get pretty limited in the dark.

As a cyclist, we are lacking continuous arterial roads, especially through our city east/west direction. Northside poco is a very busy cycling route for many in Metro Vancouver coming from Coquitlam's robust cycling network to Pitt Meadows farm roads. Currently Poco's bike routes are a hodgepodge of streets, that even residents struggle to navigate, let alone those coming through our city.

Would like to see more simplified and direct cycling routes through our city. Thank you!

The cycling infrastructure in PoCo is sadly lacking. Aside from the PoCo trail and Prairie Ave cycleway there is insufficient infrastructure for cycling.

Making cycling infrastructure safe can make a significant difference in offering people an alternative to driving their personal vehicles.

I don't find cycling very safe in poco due to speeding cars

Please make existing bike lanes safer. Most bike lanes are currently unprotected and disjointed. Also, it's difficult to get to population centres like downtown poco and Coquitlam centre

Many bike lanes suddenly end or become narrow on main commuting routes. It causes issues not only for bikes but for car users as well. With an increase in accessibility with electric bikes for more people to use it as an option bike routes need to be finished, built out, or thought about differently than just painting a line on road that continues to expose all road users to greater risk

Again, safe bike lanes along the Maryhill Bypass.

Unfortunately, a lot of the cycling paths I have seen on the busy roads are not safe for bike riders. Crossings are not marked well, so that car drivers are made aware that a cyclist could cross. Paths are not cleaned. Cars standing on the cycling paths etc.

This is long overdue. The plan identifies key connections, routes on what are - today - dangerous for cyclists.

I do like cycling routes and related improvements are part of this plan.

in my opinion the paths, streets, cycle paths are great for all using them, however the traffic is the issue. More motorists are using stop signs thru Poco as suggestions and a yellow at Pitt and Reeve is a sign to speed thru the intersection. I drive and am a pedestrian. The rules of the road are very important and I don't believe there is enough going on to monitor the busier locations thru

town. I'm also not sure why dump trucks with pups can drive so fast along Pitt by more than two schools. They are too large to travel thru our community

Very well in the sense that improvements have been done on this. A few years ago, there were no bike lanes. An education campaign has to happen for vehicle drivers, cyclists, and users of electric assisted devices (I regularly see some of them using the sidewalks).

Prioritize separate bike lines, offer webinars for biking and educate for driving with bikes, participate in Go By Bike Week and Shop By Bike Week, engage HUB Cycling

Need a lot more focus on this. While not all roads can have it, it would be great to build this into the plan. No point in taking an e scooter or bike and finding that it takes you longer to get to the major bus stops etc

I see some improvements to sidewalk widths and implementation of some routes in my neighborhood but I do believe some additional bike specific routes would be beneficial. E-bikes and e-scooters have also been increasingly problematic in the city.

I have seen very few of these areas in Port Coquitlam. In fact, in our neighborhood, which is very popular for walking, riding, children playing and a wildlife corridor, we were told to get traffic calming methods we, the citizens, would have to pay \$5000.00 per speed bump. We don't even have sidewalks all the way through our neighborhood. So, most people ride and walk down the middle of the road.

While cycling and other plans are going to help, we really need to consider last mile connectivity as a missing piece in the MTP Where is the vision? We need to be thinking 10, 20, 50 years ahead to a possibly car free or nearly car free future. Nothing about the current MTP is going to get drivers out of their cars.

Still need improvements besides assigning a bicycle line on the roads

I missed this earlier but I would support some form of bike lockers or bike storage. I'd like to bike downtown and feel safe leaving my bike locked up for an hour while getting a haircut, buying something, getting a coffee, etc..

May streets lack safe route for cyclists. Also, multi-purpose routes are scary for pedestrians with kids

Dedicated bike Lanes should be a primary consideration when working towards the future of port coquitlam's transit plan.

I believe we need more protected bike lanes

One wheels/electric scooter paths

More bicycle paths separated from the main roads so it's safer for the bikers

More cycle tracks are needed to link to rest of Metro Vancouver.

The ONLY such "Cycle track" I can think of in Port Coquitlam is on Prairie Ave.

Use barricades to separate bike lanes from traffic on busy roads

Protected bike lanes on busier streets with concrete barriers would make people feel much safer cycling. Also instead of speed bumps, using chicanes or raising the level of street to be level with the sidewalks would make drivers go slower automatically and make the street safer for cyclists and pedestrians.

More Dedicated Lanes for Bikes & E-Bikes Required along Key & Commuting Corridors!

Please make more designated bike routes like downtown Vancouver to encourage healthy sustainable living and transportation. Consider subsidizing tools for residents and making them realize that it's possible to bike year-round. Bike route desperately needed along Lougheed Highway.

Create electric scooter and one-wheels paths

MUPs alone do not create infrastructure for cyclists and micro-mobility forms of transportation. A connected system of protected cycling paths is critical to get people out of cars

There is too much emphasis on MUPs. MUPs are not really good for anyone since even a reactionary cyclist goes significantly faster than a pedestrian. The report states that MUPs should be clear of obstacles, yet MUPs like the one on Prairie are full of objects to dodge and areas where hydro poles and other obstacles narrow the path significantly. They also do nothing to minimize the risk of being hit by a car in crosswalks as most cars I see stop significantly after the stop sign and, in the crosswalk, as they assume those who are on the sidewalk are going at slower speeds and they will be seen. Also, MUPs end abruptly and once the one on Prairie ends, you're just at a major intersection (Prairie and Coast Meridian) with nowhere to go safely. Proper bike lanes, that end in a merge point and less of a priority of cars moving as quickly as they can would make more sense for helping people see biking as a commuting option.

There should be dedicated cycling improvements.

Cycling has some decently safe and separated options for getting around poco, but too many of the routes go through industrial parks and areas with heavy equipment and large trucks. With poor visibility, narrow roads and bike paths generally filled with debris and gravel they are not safe options anymore. And for commuting cycling in to Vancouver has limited options other than Lougheed highway and getting there has less than direct routes for safer options and more direct routes are not safe at all. Get too narrow, bike lanes end, lanes full of debris. Need more fully separated options that run parallel to major commuter routes so then can be time affective

Multi used paths, for example on Prairie between Coast and Burns, are not suitable for road cyclists. I would recommend more cycle tracks and/or slow streets to support the road cycling community and commuters. Cycling routes thru the city, especially in the East/West Directions need to be simplified. Some really odd routes thru alley ways, residential streets, school paths, and multiple turns make it very hard to navigate for users.

As a cyclist, I highly support protected cycle tracks. I would also recommend more protected sidewalks and paths for pedestrians (like bollards separating the sidewalk from the street--a car can take the impact to a bollard while a pedestrian cannot take the impact from a car).

Cycle tracks will be a critical component of the MTP going forward as the technology allows for more use of micro-mobility devices and the cost of these devices comes down. As a frequent user of bicycles and e-bikes I have seen the issues that arise when these micro-mobility devices are used in close proximity to pedestrians. Cycle tracks will allow for the safe growth and continued expansion of these critical transportation devices.

Cycle tracks and micro-mobility devices should separate from vehicles to ensure smooth traffic, avoiding blocking traffics.

Need definition of separation from vehicles... is this a painted line separation or a full physical barrier? Cycle tracks should also be re-defined... long-distance trips are nice, but cycle tracks should also promote for local shopping and stops... can't think of cycle

tracks like cars and just create long distances of nothing. Local cycle tracks that facilitate both long-distance as well as local stops should be prioritized.

Cycling is ideal when it is suitable for all types of journeys. As it stands, it is difficult to travel around PoCo on a bike for non-recreation uses. Google Maps actually has a 'cycling' filter that bluntly shows the lack of east-west cycling infrastructure here. I would love to be able to bike from my house around Downtown Poco to Westwood Street (which is still in PoCo), but I do not feel safe. Putting more bike lanes on Lougheed is a bad idea, though, because I do not want to breathe car emissions as I ride. Maybe it would be possible to put a grade-separated path along the CP Rail tracks from around the Coquitlam River to Coquitlam Centre. If this plan does not work, then building another grade-separated cycling path to key commercial and transportation hubs is still the goal to work towards.

Continue bike paths down prairie Ave. MAKE A PROTECTED BIKE LANE ON COAST MERIDIAN! Pls. And just continue to improve cycling infrastructure.

Very excited to see a Priority 1 Cycle Track project planned for Shaughnessy from the by-pass to downtown. We have great cycle paths that circle our community. We now need safe ways to cycle into the downtown area to help facilitate shopping/dining trips as well as visits to our new Community Centre. Focus on slow streets is also much appreciated.

I'm a fan of improving the cycling track down Shaughnessy off of the Mary Hill Bypass to get into downtown PoCo (C500, C503, C715). I bike through here and it feels very unsafe and could be such a great direct route through PoCo.

A safe east-west bike trail along Mary hill bypass is needed

C500 Cycle Track On the south end of Shaughnessy along Colony Farms, there is ample space on the west side for a cycle track without having to narrow the roadway, and would give better access into the Colony Farm trail system and align better with the Traboulay Trail across the Mary Hill Bypass.

Good to see protected bike lanes on coast meridian overpass and connecting directly South. Direct and intuitive routes are key.

Good to see MUP on Kingsway. That is another direct route and bonus of few interactions and connects with the river trail system to the new community centre, library, shops, etc. Please make the cycling connection safe along Lougheed all the way.

Bike lane on Kingsway or wider sidewalk for cyclist and pedestrians

bike lane along Kingsway

WHEN is a cycleway going to be added to Kingsway Ave. This is a MAJOR transportation corridor with NO cycleway. There is more than enough space between Mary Hill bypass and Tyner.

I wish there was consideration of Kingsway Ave. specifically from the coast meridian overpass towards poco community centre/downtown poco. No sidewalk on either side for the majority of it, difficult to share the road as a bicyclist with the lack of safe road conditions, blind driveways from all the new industrial facilities and the cars parked that block the views, and the speed in which cars travel (yes, it's legally 50 but no one goes it on that long stretch). That stretch connects north to south side and for those that want to avoid laughed, or can't use the direct path (again no sidewalks) it's the fastest.

Bicycle access on Kingsway (especially west from the recreation centre) can be improved. The Shaughnessy overpass is quite tight for cyclists, and the new roundabout to the southeast of the recreation centre forces cyclists and cars into close proximity.

Prioritize Kingsway from Maple to Westwood for MUP or cycle track. Connectivity to Coquitlam is very poor especially with the Trans Mountain pipeline corridor interrupting the path from Macquabeak into colony farm (will this ever get finished???). Active commuting options need connections to Coquitlam.

There is a LONG neglected potential Cycle Way or MUP space on the North side of Kingsway Ave. from Mary Hill Bypass to Tyner St. There is an incredible amount of space along there. Because this is a major commercial/industrial traffic area the road needs to be widened to two lanes in each direction and a MUP installed under the hydro line. Proper signage for vehicles entering & leaving the industrial facilities on the North side would need to be included in order to make it safe for MUP users. Finally, PLEASE get rid of the stupid traffic circle at Kingsway and Kelly. It should have been place at Kingsway and Tyner.

Like to see a bike route on Kingsway to Maryhill Bypass on the north side with a lot room to put a path for bikes and walkers as there are no sidewalks to go down that street. Plus, completion of bike & walking path on Mary Hill Bypass and Shaughnessy to the Port Mann and United Blvd on the south side (river side). The Bypass is far to busy of traffic to feel comfortable riding with the traffic.

Would like to see the [Kingsway] bike route from the rec center to the overpass and eventually to the Mary Hill bypass.

Despite signs going up in 2022, and subsequently being taken down this year, Kingsway Avenue still lacks an MUP and this MTP does not indicate any intent to build it. The city has not provided any communication on when this project will actually start.

Particularly on weekdays, biking on the road is unsafe due to fast car traffic, parked cars, and narrow sections. MTP does not improve the ridiculous situation on Kelly Avenue where there are wide sidewalks which align with crosswalks with green paint and elephant feet on Mary Hill Road and Kingsway Ave, but there is no legal manner in which a cyclist could reach these crosswalks while riding. MUPs while a pragmatic solution on both cost and space, also do not provide efficient or safe cycling/rolling facilities where pedestrian traffic is high.

Need one along Kingsway. There's barely a safe sidewalk for a large portion of it Kingsway Ave badly needs walking and wheeling improvements.

More bicycle lanes. Especially along Kingsway between the PCCC and Mary Hill

Lighting down Kingsway needs improved

Bike lane on the north bound side would help since there's one on the south side.

It would be great to see more separate bike lanes that are part of the road or more signage on bike paths. As a avid cyclist I have had many people honk or pass me very closely on bike routes. One great place would be by the WCE or down the Fraser bike route.

Definite need for physical separation of cyclists from drivers on roadways, and of walkers and wheelchair users from e-scooters/e-bikes/skateboards/inline skates on pathways and sidewalks.

I do agree with the regular bike lanes where appropriate and there is room. I do NOT agree with any Separated bike/e-bike/e=scooter lanes...like Stanley Park did. Slowing down/clogging up vehicle traffic = more pollution.

There are many spots in the city for improvement. The scope maybe beyond the budget of the city

I see this as a work in progress. We're not there yet but working towards it.

I am a senior who rides an e-bike. I currently don't feel safe riding on the street where there is traffic. Improvements in this area would be appreciated.

I don't bike, but I was planning to buy a scooter. I am aware that the city has options for bikes and scooters, but to be honest, I still don't feel safe riding it on large avenues that are not accessible to this kind of transportation.

Electric bikes and scooters are becoming more popular every day. Future of sidewalks and bike lanes needs to be designed accordingly to encourage user to use designated lanes actually instead of still using regular roads

Good start to improving the cycling infrastructure. Focus appears to be more on leisure cycling rather than commuter cycling.

I LOVE the traffic calming and road crossing features. The MUPS are brilliant, and I think have a tie into the Trails (i.e. Traboulay) - awesome thinking.

More tailored bike lanes and bike racks to encourage people to cycle.

Need many more protect bike lanes. Painted lanes aren't enough. Bike lanes need physical barriers

When streets are widened or repaired, cycle paths should be added.

Safer routes will be of benefit to everyone.

Marked and protected

City staff far too often take a residential street, paint a bicycle on the street every couple of blocks, and call it AAA cycling infrastructure. This is done without raised crosswalks, speedhumps, and traffic calming. This is not a good approach. The city needs to add more separated and protected cycling tracks.

As long as you don't go overboard with the cycle green lanes like Vancouver did

There is little to no cycle tracks currently within the city that provide any type of dedicated lane or protection from vehicles.

Do we have cycle tracks? Definitely need many more slow streets on the North Side. (Lincoln Ave, West of Cedar Dr) with better signage and busy street adjacent alternatives (try to keep cyclists off Burns Rd & Cedar Dr) until appropriate lanes or tracks can be built. Offer an alternate route.

Where feasible, the city should prefer sidewalks & protected cycle tracks over multi use paths.

Looking forward to the MUPs!

I agree with the multi-use paths, and the cycle tracks for faster bikes and e-bikes. Not all e-bike riders are respectful to others using the trail. They go too fast and don't slow down. This is especially dangerous for those with small children and pets.

Working as a city employee in Vancouver, I believe that multi-use paths are beneficial as it caters to a larger group of people. Slow streets would not be as beneficial in PoCo since we are not as dense as Vancouver that would justify the investment. I don't think PoCo should prioritize cycle tracks; again, we are not as dense as Vancouver. Although it would benefit a certain group, PoCo residents do not cycle to get around like they do in Vancouver. I understand that we want to increase accessibility but I'm worried that too much investment in bicycle routes would increase vehicular traffic disruption without significant community benefit.

I support MUPs as they have dual purposes and cycle tracks do not achieve same result. There is very little need for commuter cycling and more need for recreational cycling on greenways.

Build and make more use of multi-use paths which can accommodate walking bicycle scooter etc.

Multi-use pathways are better suited for all these modes.

I like the design of MUPs (like Donaldson path), but think we need more of them than the MTP plans for. Like a my previous comment, additional emphasis should be put on connecting Coquitlam to PoCo with MUPs.

It works with wide paths that loop around Poco for walkers and bikes together on the same path.

I like that attention is paid to multi use paths that there is lots of space for those walking and cycling versus electric transportation.

In low density areas, multi-use/cycling paths should be incorporated with sidewalks where possible. Safety considerations - slope and grade of multi-use/cycling paths, lighting, possible impacts to car/driveways. Take into consideration real life utilization before installing a route. For example, if a cycling/multi use path is on a hill, utilization will be low for users wanting to go up, and for those going downhill it must not be a safety hazard for users in all seasons of the year, and may be a possible liability for the city due to speed and unsafe usage.

Need more 30km/hr areas and more enforcement. For slow streets, on-street parking should be limited to one side of the street, so there is room for both vehicles and rolling modes at the same time.

I like the addition of slow streets.

Traffic calming through neighborhoods like Riverwood.

In regards to one street in particular, Lincoln Ave (West of Cedar) needs some focus on becoming a SLOW street. Another 3 or 4 speed bumps (maybe even a roundabout) to slow traffic down (and large cross hatch style crosswalk across Lincoln and Cedar (from Spani Lane) And maybe even a car triggered traffic light for cars trying to turn out onto Cedar (for the 6 rush hours we have daily)

Speed humps where cars speed through neighbourhoods, like Robertson Ave.

Low roadway speed limits may not be the (only) way to make cycling/rolling transportation modes safer. Moving the traffic lights (for motor vehicles) back to the near side of the intersection, adding bumps before intersections, etc. could be considered. We should also consider that bicycles (even human-powered, non-electric) and electric scooters can (and should be allowed to) achieve reasonably good speeds, and that pathway and intersection design needs to take speed into account for safety while support reasonably fast movement.

The trails in Port Coquitlam are fabulous, but there are not many slow streets in my area to accommodate those not comfortable with faster speeds.

Vehicles, buses, motors and auto-truck are driven way too fast at 2071 Kingsway Ave. This doesn't only increase the possibility of fatal accidents and it also creates high volume of noise which leads the residents living at 2180 Kelly Ave (building 1000) suffered in mid night. Please install the speed bumps and limit the speed down to 30km/hr within this residential area

Where? We live on a huge throughway for cyclists and walkers and we see no measures that are controlling congestion's and speed of traffic. No measures to protect greenway passage for animals to get to the creek. See development of townhouse complex on Lynwood.

Many electric bikes are very heavy and fast, there is a need to separate them from slow walking seniors, mother with strollers and children. Some cities around the world had limited or even banned scooter due to high number of accidents. Regular bicycle can and do cause serious injuries to pedestrians. Where is the balance point is to be determined but does require consideration.

There needs to be more safety put into bike lanes when mixed with automotive traffic. You can't just paint a green line on the shoulder and call it done. I would like to see dividers in place in the high traffic areas so people on bikes are fearing for their life every time they try and ride there.

I feel unsafe letting my teens cycle on busier streets i.e. Pitt river and Shaughnessy. There's no bike lane, and they aren't really supposed to be on the sidewalk but I tell them to anyways because the road is dangerous. I think more people would cycle if it was safer.

I'm glad to see this coming, particularly improvements in connecting to Coquitlam. Currently no safe direct biking route exists between downtown PoCo and Coquitlam Centre, despite it being a distance of only 2km. Overall the MTP should build on a regional transportation strategy that recognizes that most residents do not confine their lives to municipal boundaries and the MTP should facilitate this cross-municipal transport flow.

While the city is making efforts which should be applauded, I feel they are not common. Prairie Ave is a good example of good work the city is doing. The city did a good great with that redesign which I'm sure will encourage walking and cycling and wish more streets were built like that, however most are not.

It is a slow process, but things are getting done.

Cycle routes in Poco are a mess. Why is there no safe way to cross east to west? There needs to be a cycle lane down Kingsway. Most cycle routes don't connect to each other. Cyclists shouldn't have to search for routes and go out of their way to ride to their destinations. Most roads should be cyclist friendly.

Needs to take into account planning and future builds e.g. Fremont Connector.

Make sure upgrade locations are prioritized around schools and were children are traveling

More safe bike routes needed. Mary Hill to Highway 7B on Kingsway. Kingsway Reeve Street to Lougheed Highway via Westwood, and to Lougheed Highway via Dewdney Trunk. Also, Lougheed Highway Pitt River Bridge.

The proposals are good but there lack a sense of global thinking I believe. Rather than bits of protected infrastructure here and there, there should be a focus on a couple of itineraries (north south, east west) that are safe to ride and world class. On top of that, there should be a concerted effort with Coquitlam to establish a safe cycle route to the Coquitlam centre skytrain station. West coast express service is not all day and this would be a game changer

More MUPs are needed - they are a huge benefit. The map of proposed locations is generally good. An additional priority location would be the east side of Coast Meridian Road between Prairie and the Coast Meridian Overpass which has an active transportation connection. This is on the MRN and there is inadequate space for cyclists and NO space on the roadway. There is a fairly wide easement on the east side that could accommodate a MUP (which in turn connects to the MUP on Prairie). This would connect both the commercial area at Coast Meridian/Prairie with one of the few connecting routes to south PoCo. Also, isn't the Prairie MUP supposed to extend to between Shaughnessy and Coast Meridian? It isn't shown on the map. Lastly, if the Lincoln connector proceeds, a MUP should probably be located along one side of it from Coast Meridian to the Coquitlam border as part of the project development.

We need safer bike routes along the Maryhill Bypass.

New cycling path on Prairie avenue and Devon is fantastic! Maybe sidewalks all the way down prairie to the dyke would be beneficial Why build a trail path along prairie and not have it go all the all the way to the dike?

More bike infrastructure!!! ESP on burns road

Reeve Street has achieved this goal. Some cars are still able to speed on this street, but the speed bumps slow them down always. Fletcher Way I believe has this planned, it is high priority and the road is in pretty bad condition too.

There is only the Coquitlam trail and Donald pathway in my area so persons on scooters and bikes still use the narrow sidewalks to access these areas

I wish I knew the name of the street where I come out and cross Oxford that takes me to Shaughnessy so I can access the foot bridge across the Coquitlam River would benefit from having that street cleaned up & made safer .. I think this is supposed to be part of the pathway or something, but again, the rocks make it dangerous. On Riverwood and Coast Meridian, where is a bike supposed travel along this part of the roadway (heading towards Prairie)? There is a portion of the Greg Moore Trail that bumps out there, but there is no access from the street level to the sidewalk. Do I ride on the sidewalk then? (For safety reasons I do actually ride on the sidewalk). Trying to get through the gates in a wheelchair would be impossible.

(Existing) Bike routes are unsafe, a lot of it is covered in dust from industrial areas and not maintained. No viable bike routes available from Pitt Meadows to Coquitlam Centre.

I live on Commonwealth Street and near the James Park Elementary School. I would like to see speed humps on Commonwealth Street as we saw cars accelerate fast, turning from Westminster Ave.

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

A foot/cycling path needs to be put in along Burns road. It's super dangerous for pedestrians and cyclists.

Where are bike riders heading from the Dominion supposed to ride... with traffic (risking their life) or on the pathway (still risking their life, trust me, I've done it). Once you come to Burns & Prairie how are you accessing the other side? `

Coast Meridian is not a bicycle-friendly route, especially on the rail yard overpass. There is a lot of heavy truck traffic. Although there is an alternate bicycle route north of Lougheed Highway, the overpass is not safe for bicycles.

Victoria Drive. Many bicycle riders - families and large groups all use this route. Minnekhada is an extremely popular destination, along with the dikes.

Victoria drive has 30km/h zones and a playground on Coquitlam side, yet no traffic calming is in effect and speeding is common. This needs to change.

I believe Eastern Drive between Western Drive and Pitt River Road requires some infrastructure upgrade in this regard. It catches as much if not more households than Western Drive, which has a planned MUP, and currently the configuration is somewhat dangerous with the sidewalk on the west side of the street while parked cars are on the east side of the street. Cyclists travelling northbound on the east side of the street are also descending the hill, raising their average speed while exposing them to dooring hazards from the parked cars. Unlike Western Drive, there is no option to travel on a sidewalk on the east side of the street. Therefore, I'd like upgrades for this stretch of road to be raised in priority. It may be out of the scope of the MTP, but there remains no safe crossing of the Coquitlam River at the southernmost part of the city. I hope the city can make arrangements with the province to improve this area.

Bike path along entire length of Eastern Drive

Bike path along eastern drive. No parking along Columbia or make it a one way street. Too much traffic for a street that is basically one lane.

Kelly Avenue is an access point between the community center and Gates Park. Despite this it has large potholes from construction over the past few years, and has sections where there is no safe/comfortable fully walkable pathways along it.

Please consider some small updates to the Kelly Ave bike route, like making the pedestrian crossing signals activated from the roadway

Kennedy St needs a MUP. Traffic calmed streets are not a good alternative to MUPs in certain situations.

Please add a MUP along Kennedy St. It is needed for the safety of trail users.

The lack of implementation of MUPs along key sections of the poco trail is disappointing (Kennedy St).

The lack of a MUP along Kennedy St is very disappointing. This is a major section of the PoCo trail and puts trail users at risk having to share the road with traffic and parked cars. It's unfortunate that a few home owners along the street have prevented this from happening as it would improve the life of all citizens of port Coquitlam that use the trail. Every summer it is such a shame to see young children having to ride their bikes in such an unsafe situation. This is literally the only section of the poco trail that is unsafe.

Patricia between Oxford & Shaughnessy is an official cycle route & it has no specific cycle route. Bikes just cross in moving traffic using the junction of Patricia & Shaughnessy as the crossing into the park opposite rather than the marked crossings. They need a cycle lane.

I'd love to see more cycling infrastructure North of Lougheed (close to/along Lougheed. There seems to be a large focus on the downtown area south of Lougheed, but the northern residents are "forgotten".

These need to be evenly distributed to north Port Coquitlam. Ulster street which has lots of middle school kids crossing after school times, has a fake speed bump so lots of drivers are going at a rather fast speed on this narrow street of around 50kmh.

At first, I was shocked that there are no cycling facilities north of Prairie, but I see that you've separated Lincoln Avenue out separately. For the most part the cycling looks good, though it doesn't look like it connects super well to the northern end of Coquitlam and City Centre area. I'd like to see this expedited and possibly more infrastructure in the northern part of the City.

I answered 'Not very well' to Question 7, because according to Figure 6.3a: Priority 1 (P1) Cycle Track Projects, the majority of the cycle tracks are located in South Port Coquitlam. What about Coast Meridian, Prairie Avenue, Lincoln Avenue and Shaughnessy St in North Port Coquitlam?

Focusing on bike paths for me. Improvements have been made, but again, they seem very piecemeal. Lanes abruptly end and leave cyclists having to make dangerous choices. One location where this is very evident is on Prairie to Burns Road. The Traboulay PoCo Trail is a true gem and does draw people to the city, but there are a couple of parts that are confusing and need to be improved. The biggest one is in the area near the MH rail underpass. If the connections can't be improved then at least more signage is needed. We need a bike route parallel to and along the South end of Shaughnessy Street, Maryhill Bypass to United Blvd. I understand that this connects both Port Coquitlam and Coquitlam and would need both cities to develop this. There is not a safe bike route either along the Lougheed or the Bypass within our community. The route through Colony Farm ends with having to cross either highway. Also, Beedie is developing housing on United Blvd. We need to make it easy for the residents to come to and from our city for work, business and pleasure.

I think there is a MUP missing as a priority that is both a missing connection and a safe route to school. This MUP would connect the North end of Regina Street with Minnekhada Middle School and the Hyde Creek Recreation Centre and paths for walking, cycling and dog walking in the Hyde Creek Nature Reserve. This is currently a gravel pathway with inadequate draining that floods in the wet weather. It is also not accessible easily by those in a wheelchair and lacks lighting for safe walking when dark. There are many students and citizens of North POCO who would walk, bike, roll, scoot etc. along this section if it were a MUP.

Chelsea Avenue and Inverness / needs a stop sign and a speed bump on Chelsea Avenue...

Chelsea Avenue and Inverness, needs a stop sign and a speed bump on Chelsea Avenue.

Need some slower traffic on Elgin St Raceway at night, need something to slow drivers down.

Speed bumps on Evergreen or resident only roads as the BCCA traffic speeds through the neighbourhood ignoring the stop signs and speed limits.

Chelsea Avenue and Inverness needs a stop sign on Chelsea Avenue and a speed bump.

There are areas such as my street 1600 Chadwick Ave that many dog walkers and cyclists use but because it is a long block many motorists use it as a short cut to Coast Meridian and speed through. There should be speed bumps to discourage motorists from speeding through.

An east/west bike line from Fremont to Coquitlam centre

Please install the speed bumps and limit the speed down to 30km/hr within the residential area at 2071 Kingsway Ave.

I am speaking only for my Experience of the Riverwood Area, along Fremont Street & Prairie Avenue, to the Pitt River Dyke.

You noted that not all routes will get improvements - assumably in part due to already determined road allowances/widths and inability to 'acquire'/impose rights over adjacent fee simple title to widen. I am very concerned about multi-modal pathing on major N-S corridors in our community (Shaughnessy and/or Coast Meridian) - although used - these sidewalk cross sections are still inhospitable to those needing to use alternate modes for navigation.

Widen the blue bridge on Coquitlam river so bikes and people can pass each other

Lots of different areas where have safety concerns. Including a better crossing of the Coquitlam river for cyclists and pedestrians.

The walk bridge off of Patricia is too narrow for cyclists and pedestrians

Seems like there is poor connectivity planned, with some big gaps in the infrastructure.

Bike routes frequently terminate and dump cyclists onto a major street with cars, such as heading North over the Coast Meridian bridge and up Coast Meridian Road. More effort needs to be made to ensure that bike routes are "joined up" and well signposted.

The plan does not adequately address this and contains many disconnected routes which only run for a few hundred meters before terminating.

Lack of connection in the first phase for Project M258 to existing Prairie ave MUP (East of coast meridian) is an incredible oversight when considering the overarching goals of the transportation network for Focus Area #2. Wellington has few significant destinations and lower density population housing - it only connects to three schools - one of which is primarily served by bus service that transports children from across the lower mainland, when the Prairie MUP connects very closely to three schools, shopping, health centres, and the Hyde Creek Recreation centre, as well as several high density housing developments, and would promote more urban vibrancy.

On the North side there are wider streets designated as Bike Routes which are nice but I don't get where "protected " comes in. So called bike routes (cycle tracks?) on the south side generally don't go anywhere or end as soon as they reach a busy street.

I'm in agreement as long as none of this planning process is dictated by WEF, UN nor any other unelected globalist entity nor caters to an imbalanced attention to electric auto facilities.

Design/Safety/Shared Use

Lincoln had trees planted a few years ago and I see it is now going to be a walk / bike route. Will the trees be moved?

Smoother trails

Shared paths such as the Traboulay Trail are great for recreation (slow speeds) and my family uses it often. When cycling on the road though, cycle tracks do not provide the safety and functionality that they are touted as having. I will do recreational rides from PoCo to Vancouver and the stretch of track along Guildford is the worst part of the entire ride. The track makes it all but impossible to pass other users and forces people up onto the sidewalk at all the bus stops. Bikes and E-devices can easily be travelling over 30km/h, and being on a sidewalk at that speed is not safe for anyone. It's such a bad design that I don't use the track, I simply occupy the right lane. I've seen other people do it as well. The Tri-Cities Bike Club now avoids using Guildford for any of their rides. Also, two-way paths on one side of the road is only beneficial to very recreational users. The MUP on Prairie is downright dangerous on a bike because so many cars coming off of side roads and driveways are not looking for someone travelling at over 30km/h. Again, I will simply use the road. In addition, the fact that the path is on the south side for a stretch and then crosses to the north at Freemont is brutal. Bikes are a part of traffic, and it makes no sense for bikes to have some haphazard system of crossing back and forth over traffic. Have a look at 203 in Maple Ridge between Golden Ears Way and Dewdney Trunk. While cycling south, the bike lane simply appears on the wrong side of the road, so a person has to make a wild lane change to get across to it, it's only a kilometer long, and when you get to Dewdney, the lane simply ends, on the wrong side, and you're supposed to walk your bike across to get back to the right. It makes no sense, and would be much better if there was simply space on each side for cyclists to stay on the right side of the road. Please just provide space in the right lane of roads for bikes. A painted line is great, green through intersections is great, bike symbols painted on the road are great. If you're trying to make the city more commutable by bike, please stop thinking of a typical user as not part of traffic. Thanks

Improvements should be separated from roadways wherever possible. For example, the Donald Walkway

If you have ever tried to safely cycle through the city from one end to the other, is it dangerous, rocky and obstructed. Please look at how Japan incorporates cycling paths along scenic routes away from roads. This adds to safe cycling and walkways while keeping those safe away from roads and unnecessary traffic zones.

Cycle routes should be no parking on one side of the road to reduce conflict between bikes, cars and pedestrians

People who ride on the any type of street with any wheeled transport should have a form of insurance and take a course to know the rules of the road. In the same sense that a person a on scooter or moped does.

Better marked lines on pathways in narrow sections to ensure safe two way traffic. E-bikes fly through some sections with little to no warning.

Cycle paths should be separated from pedestrian walks by a divider.

Cyclist/pedestrian walks should have physical dividers.

Separate cyclists from pedestrians as much as possible with on ground markings, dividers. I am really concerned about e-bike and e-scooters going at higher speeds on multi-use pathways. These e-machines need to be separated from pedestrians. I think having them together actually creates real discomfort and decreases a sense of safety for pedestrians.

Multi-use paths should have either a clear delineation of where walking or biking should take place, or a line down the middle with the message that faster travellers can easily pass. This is a major problem on Port Coquitlam trails, especially the paved trails along the Coquitlam River. Many pedestrians in groups build a line for easier conversations or let their kids run lose on a trail (paved or gravel in Colony Farms) that is multi-use and where cyclists and anyone on wheels faster than a pedestrian should be able to pass by safely. I feel this message has a long way to go around PoCo. I am a pedestrian too and it is simple to stick to the right and be aware of your surroundings when you use a multi-use path.

Remember that there is a need for a designated painted lane for many cyclists either on the MUP and/or the roadway shoulder. The problem with road shoulder lanes is with roads that allow parking on the roadway. Cycling along parked cars needs to be avoided if at all possible. A compromise for cyclists may allow a separate designated lane next to the parked cars. With no designated shoulder lane, sidewalks should allow rolling with human or electric-powered devices such as bicycles, scooters, skateboards, and inline skates.

Again, this is a very subjective issue, and a polarizing one. I think there has to be better separation of uses such as removing scooters and any form of bicycle from pedestrian sidewalks.

Is there any way to incorporate a plan for division of walkers/those in wheelchairs and those using e-bikes/e-scooters? The two modes of transportation often travel at different speeds and this can impact safety of both groups.

On the MUPs, can there be some noted/delineated separation between pedestrian and/or slow moving modes (i.e. strollers), from faster moving (bikes, e-scooters).

Concerned about sharing multi use pathways without dividers or signs that would decrease cyclists and pedestrian interfaces. Am concerned that neither group feels as safe as they could be.

Perhaps the city could look into things like the "Idaho Stop" for bike traffic. https://en.m.wikipedia.org/wiki/Idaho_stop More direct routes (adjacent to/yet off busy streets) provide more room & quieter roads than trying to build a multi-use lane path further down Prairie.

3-4m width is sufficient for different users to be in the path at the same time.

Many streets/paths need much wider sidewalks/pathways to accommodate all of the users - I'm tired of almost being hit, or jumping out of the way, etc especially for electric scooters. Or when walking on the pathways in the forest and cyclists go racing past without regard for other users.

Paint speed limits, especially "30" right on the road in bold white letters/numbers.

Needs to be more speed humps around parks and schools.

The speed humps placed on the Mary Hill streets do very little to slow down excessive speeders. Drivers whose focus is speed, aren't deterred by the speed humps.

The speed bumps have slowed some people down but not all

More specifics regarding slow street plans would be appreciated.

Due to increasing density slow streets are often parked on both sides decreasing the room for cycling and generally creating a more hazard prone environment.

We need to designate 2 separate routes. One where we try to increase speed and lower traffic on coast meridian. Less left turns. Raise it to 60 or 70km/h. Then side streets like Oxford that have more houses we can slow down and add bike lanes and make more friendly for people not in a car

I honestly believe there should be speed limits and licensing for other modes of transport. There are many times cyclists are going too fast for the trails where pedestrians are just trying to relax. I think as the world speeds up having dedicated pedestrian trails in order to be able to enjoy a slower pace would actually be beneficial.

Recommend separate bike lanes on major routes (e.g., multi-path bike and pedestrian lanes). This would increase biker safety and decrease chance of collisions between cyclists and vehicles.

There are many streets that do not accommodate cyclists resulting in their use in the middle of narrow roads which slows down traffic and makes it more dangerous for the cyclist and the drivers. An example of this is Prairie Ave.

Please stop building structure that expect bicycles to be on the wrong side of the road. It's dangerous and unpredictable. Bikes should be on the right side of the road. Plenty of bike routes through Burnaby and Vancouver allow bikes to get where they're going without essentially biking on a sidewalk and dodging walkers. If increased cycling is a goal for commuting, and not just recreation, then cyclists need to be able to travel at high speed and in a lane where passing other cyclists is possible. Cycle tracks and 2-way on the same side (like Prairie) doesn't accomplish this.

Multiuse is pedestrian focused not wheel

Not when the cyclists of various types ignore the signage, guidelines etc

It is to my understanding that [a MUP on the north side of] Pooley Ave may be included in these multi use areas. I could not disagree more. The grade of the road, etc. is prohibitive to any meaningful cycling, roller blading or skateboarding. Are you proposing this location and costs are justified because of electric powered scooters, bicycles? How will the design impact our driveways when covered in snow and ice? They are already difficult to manage with the current grade to the roadway. Will we be responsible for snow removal and de-icing same as sidewalks? I think overall the city is well managed but not in this particular case. This is a "not in my back yard" moment. Cost vs utilization is money not well spent. In fact, it is wasted.

A bit nervous that this will cause congestion and a lack of parking options when down town

Cycling lanes should not take out parking for cars

but make sure you keep all lanes open for car

Designating the main arterial road in Citadel Heights as a cycling route is dangerous and poorly planned. Where are the cars supposed to park if you put in cycling infrastructure also what do you do with all the unnecessary speed bumps that were placed dangerously close to intersections

Not sure how the "cycle tracks" will affect vehicle traffic. I see the city is densifying, so will need better roadways and mass transit to avoid traffic slowdowns and jams. Again, we need SkyTrain

We should also be considering the traffic slowdowns with the popular bulb-out builds: waiting two or more lights to drive straight through an intersection is not a wise use of drivers' time

With increased density, ensure there are adequate roads to meet the needs vs limiting or restricting current roads to increase bike lanes. It is frustrating to sit in traffic due to reduced or narrower roads and look at empty bike lanes and thinking at the costs to implement underutilized space

I wouldn't be in favour of converting road space to bike lanes. There aren't very many lanes in Port Coquitlam for cars and that increases congestion. I do support ensuring the current cycling network is maintained

Too many foreigners not following walking path causes danger to cyclists

This plan could be made better through communication of what education/awareness outreach will entail. How will drivers and riders//pedestrians be made aware of infrastructure changes and aims?

1. Dedicated Infrastructure: Develop dedicated bike lanes or paths separated from vehicular traffic to enhance safety for cyclists and rollers. Protected bike lanes, cycle tracks, and multi-use paths encourage more people to use non-motorized modes of transportation. 2. Connectivity and Accessibility: Create a connected network of cycling/rolling routes that link residential areas, commercial districts, public transportation hubs, and recreational areas. Seamless connectivity encourages more people to adopt cycling or rolling as a viable means of transportation. 3. Maintenance and Upkeep: Regular maintenance of cycling/rolling infrastructure is crucial. Well-maintained paths, clear signage, and smooth surfaces minimize hazards and encourage continued use. 4. Education and Awareness: Educate both cyclists/rollers and motorists about road-sharing etiquette and safety practices. This helps in creating a culture of mutual respect and understanding between different road users. 5. Innovation and Technology: Explore innovations like bike-sharing programs, designated parking areas, and smart traffic signals that prioritize cyclists/rollers' safety and convenience. 6. Policy Support and Advocacy: Advocate for policies that prioritize cycling/rolling infrastructure in urban planning and transportation initiatives. This includes dedicated funding, design standards, and regulations supporting safe and accessible cycling/rolling routes.

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

MUPs are great. Sidewalks are great. Cycle tracks are... well, I have my opinion and it's subjective. But to cram them all onto a single street is asking for troubles. What is taken away here is the ability of a driver to, for example, be able to see a cyclist who decides to change lanes from an MUP on the right side of the street to turn left. God help us if a kindergarten kid walking home from school decides to let go of mommy's hand (happens all the time in school areas) and run off, possibly in front of the cars. Have you been to areas that lead into elementary schools at drop off and pickup times? It's INSANE with all sorts of wildness. More pathways are more areas that kids walking, cycling, scootering, etc will be at the same time as a driver is trying to get to work in a organized but prompt time. Keep that in mind as the scenario won't change. Adding pathways on both sides of the street to those feeders and through the school area is unsafe. I was looking at Taylor Street, for example. An MUP on the opposite side of the street where a sidewalk already exists isn't safe. These are young children who don't all have the sense of an adult when it comes to vehicular traffic safety precautions.

No mention of shared pathways

On multi-use paths care must be taken to ensure the safety of pedestrians. Currently, some cyclists and e-cyclists speed past elderly and very young pedestrians with little regard to safety. Separate bike lanes would provide a measure of security for vulnerable pedestrians. Where that is not possible, a strictly enforced speed limit (especially for e-bikes) should be imposed.

It's better not to develop multi-use and cycling facilities as they're not safe for pedestrians and many cyclists only care about their own right of way and are rude to pedestrians or hikers.

Multi use paths are not safe. Pedestrians and powered vehicles are a terrible mix. Example. Cates Park perimeter path. Walking families, strollers, dogs on leash, elderly being mixed with very fast bikes, electric bikes, etc. Two very different mindsets. Slow and leisurely mixed with aggressive speeding.

Multi-use paths do not accommodate all travel modes. Conflicts can and will occur with different users, specifically cyclists and pedestrians, and will worsen given adoption of e-bikes and e-scooters.

Multi-use paths do not accommodate all travel modes. Conflicts can and will occur with different users, specifically cyclists and pedestrians, and will worsen given adoption of e-bikes and e-scooters.

Multiuse paths never work and are too dangerous. More emphasis on a walkable city versus rolling should be a budget priority,

Multi-use paths are a terrible idea on major roads like prairie ave. Case in point. Prairie was narrowed to allow for a multi-use path. Now, it is too dangerous to ride on the side like a cyclist. At the same time, riding 30km/hr on a multiuse path is dangerous as all the motor vehicles stop in the middle of the cross area. It's a no win situation. If Port Coquitlam wants to promote green, sustainable lifestyles, bike lanes should be a priority of the "jack of all trades" mentality which, as we all know it means "a master of none"

Multi-use paths do not work well or safely. Bicycles often ride at street speed through crowds of walkers and other slower rolling users. Further they usually do not seem to know what the bells are for on their bikes. I suggest the City minimize, where possible, multi-use paths.

Multi-use paths are for walking, not for biking.

Foot traffic is still a viable mode. Speed and traffic growth challenges with e-bikes / scooters etc.

Electric bikes on the trails are a huge hazard for everyone. A dog on leash is not only at risk, but the rider as well when they fly by on the trails (dykes in particular).

I have noticed a lot of electric bikes who drive at top speed along the dyke and on Poco trail. Possible signage for these types of transportation might make them aware of certain speeds in these areas.

I don't have an answer for the following, but this topic needs addressing. Electric bikes! 3 times in the past year I have almost been hit by an electric bike. In each case the rider was an over 50 person and the closest call came with an older man about 70. Each time the rider was going too fast for their capability. There was no warning of the e-bike coming from behind me. I am a 61 year old male who is extremely fit. When i ride my non-e-bike, i slow right down or get off my bike when passing someone. It is courtesy and common sense. I live on Argue St along the river and see e-bikes every day. E-bikes have provided a means of getting outside particularly for people who would not ride a regular bike. These people are not generally athletic, have poor reflexes or judgement, due to a sedentary lifestyle before e-bikes. I'm sure you have heard my comments before. Someone(s) will get hurt if they have not already. Maybe a course is needed for all e-bike owners like the watercraft course. Regards.

I do have concerns with e bike and scooter traffic speeds on these pathways

Please make sure people walking feels safe when sharing spaces with faster electric powered devices.

Cycling and walking on the same path can be hazardous!

People and bikes must somehow share.

Good to keep cyclists and micro mobility devices away from pedestrians.

Keep them away from pedestrians

Please make sure people walking feel safe when sharing with other much faster modes of transport such as e-bikes and e-scooters.

Electric scooters and such that can achieve a certain speed should not mix where people are walking.

We need people on bikes to slow down and not be path bullies

I'm concerned about some use of e-bikes and also speed cyclists vs cycling for transportation or general recreation. There are many times including dangerous proximity to regular cyclists and pedestrians, abusive attitudes and language by e-bikes and speed cyclists on paths. I've also seen thoughtlessly dangerous behaviour by speed cyclists with cars. I'm not sure how this can be managed for peaceful coexistence since it seems to be a matter of entitled attitude on the part of a few bikers and many speed cyclists i.e. what they are doing is more important than the general public so they have the right of way and right to speed regardless of signage or safety.

Speed of bikes, especially electric bikes is not all controlled. Speeding bikes don't care to slow down. They act as though the pathways are only theirs. Notification systems such as bells, horns or voice is often not used. Bikers think we can hear them approaching. We often can't. I am a biker. So, I get extremely annoyed at the rude speeding bikes that are putting others at risk. Install pass through gates that will cause bikers to have to get off bikes and/or slow them down. (The f course that all wheelchairs and scooters can easily pass through as well)

More priority to people and less to bikes and get e-bikes out of walking paths. They are too fast and no warning. Get every bike in poco to at least have a bell.

I would love to find a walkway that is safe for walking. Most in Port Coquitlam have bicycles and other electric users who show no regard for anyone slower than them. I am a photographer and take many photos of nature, and am getting frustrated at the lack of safety on these off-road links.

I have concerns with regards to the new electric scooters and bicycles. They dart in and out of track and in between pedestrians. New rules are needed for these types of transportation.

E-Traffic is going to grow. Speed management, signage and mode of transport separation and delineation will be important. Roads have defined frameworks, trails and walkways presently do not. A busy sunny day on a local trail gives some indication of this busy future state.

Address e-bike vs pedal

Cycling, skate boards, scooters etc. have no business being on sidewalks, especially where there is senior's involved, there is a wonton disregard for people on sidewalks, especially when they are approached from behind, the worst are e- bikes, which are basically the younger crowd, and the speed they are traveling at.

While I am glad that Poco is bike friendly, I see too many cyclists that behave dangerously on shared roads. Perhaps the city can implement a very basic registration program (like license plates) for a nominal fee so that these cyclists know that they can be held accountable for their actions.

The introduction and use of e-everything on wheels is causing problems and creating unsafe situations. Electric bicycles, skateboards, mono-wheels and stand-up scooters do not have a defined use space and are all over sidewalks and roads and the Poco Trail. Also, a majority of riders are helmetless and of very young age. A mono-wheel passed a bus I was riding on going down Shaughnessy street. I am tired of having electrics zoom in and out of the pedestrian traffic on the paved portion of the trail. There are women and baby carriages and dog walkers having to safeguard their moves by the speed some wheelers use going in and out of other users. And the "tour de France" cycle racers are even worse dinging their bells to try and state their perceived priority status on the trail. In my opinion, only medical mobility scooters should be allowed on the paved trail portion and sidewalks...especially no stand up scooters.

Sidewalks and PoCo Trail are not safe. I have personally had two near misses (one by a speeding cyclist and the other by a youngster on an e-scooter). Sidewalks were originally built for walkers (just as the name implies); not riders. When did the law change to allow cyclists, etc. on sidewalks? Please make our sidewalks and trails safe for pedestrians.

Unsafe sidewalks and trails for pedestrians due to cyclists and e-scooters.

Please make the sidewalks and trails safe for pedestrians before (not after) serious pedestrian injuries or fatalities occur. Sharing narrow sidewalks and trails with cyclists and e-scooters is unsafe.

Get bicycles and e-bikes/scooters off the sidewalks and enforce MV Act on bicycles.

Keep motorized recreational vehicles off the walking paths.

The e-scooters and e-bikes are too dangerous for pedestrians on sidewalks. The underpass is especially frightening for pedestrians. We are expected to jump out of their way so we don't get hit. The riders, especially teens and young adults are very rude.

There is a lot of issues with e-scooters, bicycles and other such devices of terrible usage on sidewalks, trails, etc.

Love the poco trail for cycling, but people are oblivious and do not always move aside for cyclists even when we ring our bike bells.

All streets that do not have a painted center line need to be speed restricted to 30km/h. Most residential side streets have no center line (because the street is 3 cars wide and cars park on both sides), these streets should be 'slow streets' and restricted to 30 km/h. Most drivers already respect this rule, however with the increased amount of rapid delivery drivers trying to make a fast delivery, there is an increasing concern for safety.

Unsafe sidewalks and trails.

More signs regarding dismount bikes on narrow sidewalks.

Enforce existing laws on cyclists

The increasing popularity of e-bikes and e-scooters have resulted in many pedestrian and powered vehicle issues. There needs to be more limitations as to where these motorized vehicles can be used and enforcement of speed on slow streets. Speed enforcement in general is problematic especially when the average speed in some corridors are approaching 30-40% above the posted speed limits. Posted speed limits are useless if not enforced.

E-wheelers and cyclists are exceeding 20-30 KMH on the Poco Trail. Another problem is with the rat racers bypassing Shaughnessy street traffic. The street humps work to a point but it produced a "blow the stop signs" at 3 major crosswalk intersection. The intersections of Reeve/Wilson...Wilson/Bury and Maple McAllister have become dangerous pedestrian crossways. I have witnessed over and over cars not even touching the brakes or brake lights coming on and even not slowing down through these intersections. 7/10 slow down...2/10 brake and 1/10 actually comes to a full stop. I have had people drive right at me while crossing Maple at McAllister after I checked both ways and started to cross. Everyone is in such a hurry and bad habits are abound. Speed bumps like Safeway should be placed at the stop signs in these areas to force people to slow down and stop.

Keep them off the roads or wear the responsibility for what happens to them

E-bike or scooter requires registration and insurance.

There should be penalty's to bad usage of such devices.

I see a serious lack of understanding about the rules of the road regarding human powered vehicles. With the rise of cycle routes and the promotion of such we are doing a disservice to everyone by not having some basic enforcement and training to ensure the safe operation of these vehicles... just because they are "human" powered does not make these "machines" any less responsible for following the rules that ALL vehicles must follow. ie sidewalks, the use of cross WALKS and riding with the traffic and not against it. Cyclists need to adhere to the rules of roads or shared pathways, take the Dike, as a pedestrian. I am forever jumping out of the way of bikes going too fast no concern for the pedestrians, no bell to let you know they are coming. Education is also needed.

Maple street is an example for e-bikes, or skating scooters are going in fast, which needs to be addressed.

Improved learning curve required for cyclists, e-bikes, e-scooters to use MUP. ie Prairie Ave - Coast - Freemont (some bike users refuse to use this MUP) Those that ride on Trail MUPs (not paved) need to require device to warn walkers when approaching.

How do you prevent cyclists from ignoring stop signs and driving through crosswalks.

do public campaigning advertising on approved and responsible uses of these spaces e.g. bicycle, scooter speeds pets on leash, etc Bikes etc must comply with rules of the road. Too many are bikes when it suits them, cars when it suits them.....

As a pedestrian, am frequently run off the multi-use pathways by e-bikes/scooters going high speeds. As a motorist, cyclists/micro-mobility users do not abide by any rules set by the road or sidewalk, often jump from one to the other with very little to zero notice of their quick transitions from being a road user to suddenly darting across cross-walks or onto sidewalk/multi-use pathways and back again.

Concerned about the largely unregulated e-scooter and e-bike traffic. There's a significant % not wearing helmets, there are adults and children who are not following rules of road, those who are going too fast for their capabilities, and are putting other users (walkers/cyclists/vehicles) at risk.

I would like our city to lobby for province and law enforcement to address this emerging e-scooter/bike market and the challenges it brings. Personally, wouldn't like to see a whole fleet of rental e-bikes and scooters along our trails/paths. Too busy, too dangerous. . How will the walkways be "safe"? How many cyclists were ticked for unsafe/illegal use in 2022, 2023? Cyclists should have to have their vehicles licensed and have insurance to cover potential damage they can cause to property, traffic and/or pedestrians, and themselves.

Less Supportive/Concerned/Opposed

The plan is too heavy on these types of projects - if someone does not support these scooters or bike lanes (like me) then I cannot answer this question because the choices are poorly worded

This plan is too heavy on these facilities and they will only be used by 1-4% of population but utilize 60-70% of budget. Invest on projects that improve the majority of people's everyday trips

The question is in 12 months in a given year how many months does cyclist and other electric carts users would be using it. Please do not do what city of Vancouver has done. Please Do not install strict barriers for cyclist as the usage of bike lanes is confined to specific spring/summer months and the rest of months the road users are still crammed in 2 lanes in majority of poco roads

I do not see any improvements need to be made in this area

20 km speed limits are not a good idea, and provision for cyclists is sometimes overdone

Currently is more than enough

Less bike lanes overall. We do not, and will not, ever have enough bikers to warrant them.

I think spending money on bicycle and scooter lane is a waste of money, and causes traffic congestion and complexity. For one reason, not many people use these facilities in Tri-cities. For another, many cyclists or scooter users don't follow the designed pathway anyhow.

Too much effort is applied to cycling, the majority of residence are physically unable to cycle. Did you ever try to grocery shop on a bicycle in the pouring rain? The end user should be paying for this infrastructure! Please note I can cycle.

Too much emphasis on bicycle lanes. Bicycle use weather dependent - maybe 25% of the POCO year. Bicycle use notoriously unsafe on sidewalks or streets, ignore pedestrians, stop signs, vehicle traffic, and speed limits. What percentage wear helmets? What enforcement is there? It is law after all. All the taxpayers have to foot the lifelong health care costs after careless cyclists get injured. With the proposals, will busses and trucks still be able to use the streets?

Our Council needs to focus on creating better Rodeway infrastructure leading from our major highways into our city and make it more accessible for cars. We have enough bike paths and sidewalks.

The slow streets part of the project has me worried.

Slow streets that cause traffic bottle necks are useless

Just put sidewalks on slow streets to make it safer for walkers. Speed humps are just going to slow down bike riders, not traffic. No one wants to share their space with anything that goes faster than I can walk. Too dangerous, and definitely not enjoyable, for me. Cycle tracks are a great idea, as long as they stay off the sidewalks, which many DO NOT!

Putting speed humps on side streets are going to add more congestion and speeding on nearby residential streets. Our street already has at least 3 times more traffic most of the day than the arterial road near us, thanks to a dead-end street that has 2 speed humps on it. We have become a rat-runners paradise of speeders, honkers, and traffic violators - all thanks to a sign on our little road that says "shortcut to the bypass". Our street leads into our residential subdivision, NOT the bypass.

Why would the city put signs on a dead-end road that says "thru road", then lead the traffic down our street? There are three other roads that branch off this dead end road and none of them have signs directing rat-runners through them. (and they ALL lead to the bypass, by the way!) We constantly get semi-trucks, dump trucks and buses down our street. The nearest bus stop is 4 blocks away! I also see that one of these side streets is slated for 3 speed humps and a slow to 30KMP on it - making it far more tempting for rat-runners to use our street, then speed down the arterial street to their destination. Our street, on the other hand is going to have a 3 way stop sign. Most rat-runners will ignore this stop sign, like they do at our intersection and just cruise on through like they always have. Cities like Vancouver, New Westminster and Burnaby (to name a few) have totally discouraged rat-runners through residential neighbourhoods, not encourage it. Keep traffic moving on the arterial streets where they belong.

Again, I will say, leave it alone until you hear of complaints or problems

I don't think expansion is needed

stop trying to reduce vehicular transportation to save the planet. it's ridiculous. The weather is too wet and cold to support the majority of transportation methods not using gas powered vehicles to get around to do daily business. Electric vehicles will not last. They're a drain on the power grid and not environmentally friendly. You need to keep roads up to speed so personal vehicles can efficiently get around town. Public transit is not an option. the most freedom of movement to get tasks done efficiently comes with personal vehicle ownership

Don't use anything with wheels other than a car.

I don't cycle and I haven't seen too many issues

Poorly thought out and dangerous...safety is not considered.

The group involved with the plan, obviously don't follow the plan: "Plan projects to benefit the greatest amount of people" the bicycle lines are used by 0.001 % of population, and we still build them from everybody taxes, in the detriment of car lines or parking. They are a danger for themselves and everybody in the traffic. They don't need to know even the basic rules about being on the road, they are not visible (or any rules for this) how is even possible to have scooters on the roads with the cars ???????

I don't believe in cycle tracks unless they start paying insurance and participate in more taxes such as vehicle drivers. I also don't find slow streets helpful. If people are driving 80 in a 30km zone is one thing, but I live near a school and the drivers doing illegal turns, cutting people off, and speeding are the parents dropping off their kids. Hypocrites.

Electric-powered devices such as bicycles, scooters, skateboards, and inline skates are a major SAFETY problem. I cannot understand how is that an objective. Just 0.001% of population use the cycle tracks. It is an abuse from the city to ask everybody to pay for it. At least force them to take a basic course about road safety. You should be responsible for any accident that will happen with those devices

Too much emphasis on bikes not enough on school zone safety

Cyclists don't use bike path anyways

I just know people on bike don't use the bike lanes or routes and back up main arteries by riding right on the street and can't keep up with the speed limit.

These guidelines are not being followed so far. Imaginary use rather than real, practical use. The bike lane put in resulting in a narrow more dangerous street is very seldom used. Cyclists use the road.

Cycle on the road want to be prefer front the cars but same cycle doesn't want to get prefer to the pedestrian, have to separate from the road and from the sidewalk. And speed humps always wrong construction, need much slower than speed limit, make slower traffic make longer time on the road and more air pollution.

Several "slow" streets do not meet these goals at all. Drivers frequently speed and ignore speed limit signs, and I have heard drivers honking at slower moving pedestrians in crosswalks and the like. Often multi-use paths are not properly used either, with cyclists needing to ride under the Shaughnessy underpass as the pedestrian walkway is barely wide enough for a cyclist and a pedestrian pass if the cyclist is riding (not walking his bicycle) and the PoCo trail (the closest alternate route) frequently is flooded in the winter. I don't believe that multi-use pathways are a good use of funds, rather improve /expand existing sidewalks;

TRAILS

How well does the MTP achieve the goal to provide a trails network that connects to key destination points and encourages people to get out in the community and enjoy nature.

Supportive/More Needed

Very happy with this part.

Overall good job done

Good ideas.

Yes!

agree

I absolutely love this idea.

Again, making sure trails are prioritized

Trail improvements should be a priority

This is one of the most important goals to me, and I would love to see an even greater focus on this.

I love our trails. Perhaps some sitting benches along some of the flatter trails for those who cannot walk for longer distances so they can rest and relax and then get back at it

Love the trail system. Extends to many different parts of the community.

We love them keep up the good work!

I love the trails in poco

I often use the trails and feel the trail network is a highlight of my community.

Walking trails are important

Great poco trail

Traboulay Trail is great!

The river path and Gates park path are well used and fitness friendly.

The PoCo Trail is awesome! Keep this and add more connectors where possible.

Great trails!

The trails here are amazing and are one of the best things about living here!

I think the trail network is very well made and maintained

Grateful to have access to so many well maintained trails.

Trail system is very good in Poco

We have great trails! This is the best part of poco

With an older population the trail and pathway improvements look like they are addressing potential issues.

Yes! Off-road does not take away from vehicles that require the road to get through this ever-growing city. Please do NOT take away any more road infrastructure. Off road trails and MUPs makes way more sense safety-wise.

I walk my dog an hour every day, and I love all the different loops I can walk to keep it very interesting for both of us, including residential, nature trails and parks.

We walk the trails daily and appreciate their upkeep

I use the trails extensively for getting around and for exercise. This is a beloved part of being in this city.

Port Coquitlam has wonderful natural areas

I particularly enjoy the Trail System at the Blakeburn Lagoons, connecting to Fremont Street, Prairie Avenue, and the Pitt River Dyke.

We have an excellent Riverwalk that leads via paths and sidewalks to all desirable destinations that are in a walkable distance in Port Coquitlam.

I think the more the trails and walkways the better--I love the Donald Pathway and I'm excited to see its further expansion, and would love more paths like that throughout the city.

The pathway between Central School and City Hall is amazing and feels like a safe way to travel by foot or scooter.

The walking paths to get downtown are very convenient well maintained and beautiful flowers trees and shrubs.

Very good, could use some better signage to identify locations of trails, but all in all, very good!

Will attract people to poco

We need more trails and walking paths. Too much walking on residential

I'd like to see more trails and walkways

More trails and walkways are needed.

More trail/walkways are needed.

Yes! More biking and walking trails. So good for mental health and the tree canopy helps so much when it's raining. My household is more likely to use trails than streets when biking/walking as they are safer and covered.

Better trails will encourage more people to get out and exercise.

Incentivizing people to get out can be based on them being able to get to the trails directly from their homes

This is also good for people visiting the city. One thing I really love in PoCo is the Coquitlam river sidewalks and trails I believe the city would benefit having more areas like that.

With a dog friendly city, there should be more off leash dog trails throughout the city

To my previous point - so many of us are dog owners yet I find the city (and B.C. in general) does not really acknowledge and accommodate how many of us actually are dog owners! More leash optional trails.

I would like to see a more pet friendly trail system too! (Leash optional paths).

More trails in park and wilderness settings is preferred and should be priorities over bike lanes and pathways beside streets

Let's not sell out greenspace to developers and expand our parks and trails.

Development and Trails & Walkways may be in relative conflict with each other, but I suggest a positive approach and resolution.

Yes to more greenways and no to cycle tracks on street

Could have more trails that are accessible by foot in neighbourhoods, rather than driving to a trailhead

we could do with more trails and walkways

More are welcome

Part of the PoCo appeal is the closeness to nature and orientation for families. Increasing trails and walkways help achieve this goal.

Although the PoCo Trail is a very well designed and maintained trail network I believe many residents would like to see this system expanded and/or additional trail networks established.

Good idea. Without spending many hours analyzing the plan I do not know and only few will and have the required know-how.

it's ok

Getting there.

Work in progress

Somewhat very well

can be improved also

The trails in my neighborhood have seen no improvement in the last 20 years

Trails haven't changed where I live.

Too slow to achieve the goal

If the goal is achieved that would be wonderful but I'm not holding my breath.

I support recreational greenways and walkways - this have value for weekend use and get people outside but don't be fooled that they'll change mobility habits mon-fri as they two are distinctly different

It has to be short cuts to major points

Unless the trails link to major destinations, trail improvements and are well used, they should not be high in priority.

The proposed new trail projects are quite minimal. I think having different trail networks that also connect with each other would encourage more people to take those paths.

walkways and bikeways are dead ended. people get stuck at the end of a project or they are forced to share with heavy traffic

The trail network is good but not well connected.

It's lovely but it's not exactly an efficient way to connect to key destinations.

The trail network is not always setup for good connections to key destinations but geography and existing build environment prevent that.

The trails are so well maintained. People still don't always dismount bikes going under the bridge on to way to Lions park. Great accessible town for walking and biking.

I very much like the trail system as I'm a frequent user, but it really needs to be more bike friendly in a lot of places, particularly on the Greg Moore trail.

This is done decently, but see my comments about cycling infrastructure. Maybe the grade separated paths I discuss there can also be used for walking.

Walkways are ok for pedestrians but need to be better built for cyclists. There also needs better design consideration for people who are transferring on and off a trail Trails are not great for connectivity to key destination points. Often they lack lighting and winter cleaning. As such, they are not reliable for people who use active transportation modes

I like to walk from the city centre to Pommès, and would love a choice of routes that did not require walking along the Lougheed. They are good in areas near parks but not accessible in the industrial areas and business parks. These areas are busy with commuters due to the workforce needed to staff most of the businesses in these areas.

The existing trail network is quite good. additional protection for trail crossings is always appreciated.

Overall trail plan is quite good. One strong suggestion: Trail at TREL0384 where crosses Huber Dr. is quite dangerous and needs attention to widening and a pedestrian controlled crossing at the hairpin turn - quite dangerous to cross due to vehicle speed and poor visibility to use the full Traboulay trail

Sandra street trails need improvements school children walking in mud for half the year.

My experience is confined to the area of Sun Valley park and the adjacent dike system

The trail along the Coquitlam River is a gem. I am not sure if the trail to Crystal Falls along the Coquitlam River has been reopened, if not it should be made open to the public again.

There are some key areas of the Poco Trail that could use improvement - Maryhill Bypass underpass, the Shaughnessy and Bypass intersection

Great biking routes around city i.e. poco trail but terrible inside that perimeter

I think, there are good changes in the plan, but I am missing some walkways (e.g. at the end of Prairie Avenue and on Kingsway)

I would have loved to have been able to bike or walk to work through the Colony Farm section of the Traboulay Trail, but it has been closed for something like 5 years with no proper timeline on when it will re-open.

Po Co's trail used to connect to colony farm trail, but not anymore.

Cannot access colony farm Shaughnessy entrance in a shorter way.

Viable option to bike. Colony farm section of Traboulay. Bike connection of Mary Hill to Coquitlam

A loop within Áléxətəm Regional Park would be really nice.

I like trails into nature. Haven't looked into the MTP plan on this topic. I wish we could access the area around Crystal Falls. I think it's shut down because a key route was on indigenous land. Maybe you can negotiate access?

We live on Lincoln / Evergreen next to the trail. The neighbours were telling us that Lincoln was going through the trail and become a main road. I do not see this on the plan. Thank you for keeping the community informed and hopefully keeping the rumours to a minimum.

Less Supportive

This is a goal????

Again, question is "is there a demand?" and if yes how much is expected to be used given a 12 month period

No need for major expenditure. Trails, etc are good already.

How does this project aim to do this exactly? Especially within the defined limitations of what solutions to avoid?

FAIL, just like the current and former mayor

stop with your "car-free community" nonsense. Your trail & walkways only work when people don't have goods to transport. Nobody has time for a "walk in the park" when they're running errands and doing business. Personal vehicle ownership is the most efficient option.

There are more people driving than biking and walking, especially during cold weather.

The existing trail through Coquitlam River Park would be ruined by the proposed Lincoln Connector bridge.

The draft Master Plan does not easily differentiate what's existing and to be changed/improved.

When you're asking how well do you provide this? I'm not sure how to answer the question because I have no clue how you plan to provide it. You are only stating so much. This goes for all the questions.

findings about key destination points not specified in the MTP.

Design/O&M

Make sure trails are smooth for all ages and abilities.

Paved pathways so wheelchairs and strollers can use them safely

Many of these trails are not wheelchair accessible or safe. That also includes many seniors that use shooters.

The plan to pave some of the existing gravel trails is a good step towards increased accessibility.

Needs pavement on some trails like Cedar drive trail so the bikes, roller blades, and electric scooters can use it faster and safer....

There could be better accessibility to areas of the Coquitlam river for children and strollers

Ensure trails are hard packed and smooth for all ages and abilities

We live on evergreen street and the area is not easily walkable get to any store/grocery. We can cut through the trails but even then the trails are not accessible for strollers and I imagine not for those with disability

Trails are well-maintained in the city. Plans to widen and grade trails in key areas are good to see. I appreciate the recent grading on the Coquitlam River trail near Lafleur Street.

Trail improvements can over manicure your walk, impacting nature, (birds, coyotes) and taking away a challenge which will create boredom and less use. Sidewalk shortcuts, on the other hand, when people want to quickly walk from point A to point B could be beneficial.

MTP, Section 7, p. 28 - "Trail projects were scoped as upgrades to existing trails, or new trails. Trail upgrades typically include paving to make them more comfortable and usable for all modes of active transportation." Why would you pave some sections of the existing trails that are currently dirt or gravel trails? I understand that it would make them more "comfortable and usable for all modes of active transportation", but then they would no longer be nature trails. I think it makes sense to leave trails as is, especially the ones going through forested/green areas. These trails are now part of the ecosystems and are used by various living organisms. Again, it is difficult to identify some of the trails highlighted on Figures 7.1, 7.2 and 7.3.

Please make signage at Victoria and Cedar showing people that the Traboulay trail continues and how to get to the path on the west side of the ditch. Many people start biking down Cedar to get to the Hyde Creek portion, which is not a good choice for the skill level of many of these users.

All trails should have signage at the entrance/exit to a trailhead with the street name (at the least) and even better, a small map to help you navigate where you are, in case you have exited at the wrong location, or in our case, we once put out a small fire we came across, exited the woods, and had no idea where we were so couldn't call fire dept because we didn't know where we were.

Update map needed for colony farm. I almost went through the closed off area where there is the indigenous construction cause the map still said that was a route. More maps for the Coquitlam River.

Please review the trail network VERY carefully. it is so badly under kept. and often I need to take massive detours to get somewhere because the streets don't link and cut-de-sacs. which is fine. It's nice to have. but you need proper trails. The signage and maps of the trails is HORRENDOUS! I have lived here since 2008. and often I get new maps when they are put out in the spring and want to take my bike out. but I honestly either the map doesn't match the reality of where I am. signs are missing and I can never figure out how far things are or how long a route will take. there are off-shoot paths EVERYWHERE. it is extremely confusing and I am constantly nervous of getting lost. EVEN WITH MY GOOGLE MAPS! it really takes away from my experience and leaves me stressful. I would love to explore more trails, very slowly I am learning more on my own. but I need to do it safely so I don't get lost. and it's taking me years.... literally. it's 2023. The maps showing what trails to improve (pg. 30 - 32). It needs WWWWAAAAY more work than that.

Better signage for trails, especially for giving directions, connecting to other trails, etc. (For example, did the Traboulay trail for the first time and had to stop and ask for help navigating the end near the Pitt river bridge).

ATTRACTIVE NO SMOKING SIGNS IN PROMINENT LOCATIONS.

The occasional washroom or portable pottie would be welcome along the trails

Request more public washrooms facilities

Love all the trails in PoCo! It's one of the main reasons I moved here. An additional bathroom facility near the River overpass bridge on the Traboulay Trail would be a great idea.

have some areas for bathrooms so people don't have to go in the bush to use washrooms.

The underpasses on the poco trail downtown need to be widened for bicycles

I have ridden my bike through the Hyde Creek Trail (at Lincoln) and the trail there needs some serious improvements/building up. The trail has eroded so much so that there are numerous jagged rocks that one has to steer around. I am an amputee, and walking is challenging, using this path (say for folks that use a walker) this would be treacherous.

Huge strength of our city. I would recommend the narrow paved path on each side of the Coquitlam River Pedestrian Bridge (in line with Patricia) be replaced and widened. It's a bumpy path with roots lifting the pavement, and is too narrow for bikers, strollers, and other users to safely pass one another.

Privacy of existing residences near the trails should be respected and protected.

As long as the plan does not impede commercial and maintenance access.

I would like to commend the city on excellent trail maintenance. Trails are clean, in good shape, and any fallen trees are removed timely after a storm. Well done!

More community involvement keeping our paths clean of garbage.

Trails in my area are poorly maintained.

Better trail maintenance

Not well Maintained; overgrown, icy in winter, zero lighting for safety at night (motion activated lights would be good in these passages ways. This would be minimally invasive for people that live beside pathways.

We love the trail system in PoCo. One minor but important request is that there is a walkway from Hyde Creek Community Centre to Oriole Avenue at Regina St (next to the Middle School track). This is a well frequented route and is used by middle school students and the broader community to access both the Rec Centre and the trail network. It would help to have one or two solar lights as it is pitch black at night and makes walking at night undesirable. This is especially important as there is no road (with sidewalk and street lights) travelling from anywhere to the east of the Rec Centre so this is the short cut for people to the south and southeast of the Rec Centre. I find riding around Port Coquitlam actually quite annoying. Pathways begin and end. The Traboulay Trail is disconnected. Leaving the dyke at junction of the Pitt River Bridge is bizarre, trying to ride beneath the train trestle has its narrow challenges, then riding back up onto Kebet, you are faced with riding against traffic & then there is no access point to get up onto the dyke, well, you can but the grade is completely bizarre. You cannot re-connect until you meet up with the four way stop street. Leaving the dyke at Cedar & Victoria heading back towards Prairie is a SIGNIFICANT nightmare. I always ride AGAINST the traffic as that roadway is far too narrow, including that it doesn't even have a sidewalk. As a bike rider this is terrifying, as a wheelchair user it's an absolute no. The access point from Devon to the dyke is in need of some type of grade resurfacing, as we, my gawd, could we add some stability to the slope or a handrail? As well, can something be done to the dyke entrance at Prairie onto the dyke. I understand the level of the dyke, and the need for a gate, however; large exposed rocks on either side of the gates make accessing this for anyone in a wheelchair dangerous. Even using a four wheeled walker is quite horrific. I would love to see clear access points for people to safely make it through. I have watched an older man try and push a wheelchair up to the dyke. People with canes also have a tough time accessing this part of the dyke. The reason I point this out: abundant & accessible parking, as well as the view is stunning from this vantage point. Older folks with less abilities would benefit greatly from seeing this view if it was easier with accessibility.

Very good idea; but, it may mean expropriation or defining trail use over utility right of ways. Logistic issues?

1. Trail Maintenance: Regular upkeep of trails is crucial to ensure safety and preserve their natural beauty. This includes clearing debris, repairing erosion, and marking clear signage for directions and warnings. 2. Accessibility: Consider making trails more accessible to a wider range of users, including those with mobility challenges. Incorporating graded slopes, rest areas, and ADA-compliant facilities improves inclusivity. 3. Environmental Sustainability: Implement eco-friendly practices to minimize the impact on the surrounding environment. This involves erosion control measures, waste management, and using sustainable materials for construction or maintenance. 4 Variety and Diversity: Create diverse trail experiences catering to different skill levels and interests. This includes hiking trails, biking trails, nature trails, and interpretive trails that educate visitors about local flora, fauna, and history. 5. Partnerships and Community Engagement: Collaborate with local communities, conservation organizations, and volunteers for trail maintenance, programming, and awareness campaigns. Community involvement fosters a sense of ownership and stewardship towards the trails. 6. Safety Measures: Ensure adequate safety measures such as emergency contact points, first aid stations, and regular patrols, especially in remote or less-traveled areas. 7. Promotion and Information: Effectively market trails through websites, guidebooks, and visitor centers, providing comprehensive information on trail conditions, difficulty levels, and nearby amenities.

The poco trail has had some work but wish they would do more along the creek beds, removing trees that may be a hazard in storms

Safety/Shared Use

Need more lights and safety. Lots of homelessness on our trails.

More lighting would be good on the trails if possible.

Many of our walkways are not lit and become unsafe to travel at night. We need appropriate lighting that welcomes trail users.

Lighting a long some of the pathways would provide more safety and accessibility

Ensure adequate lights to provide safe trails

Love the winter lights. Most of the PoCo trail is unlit so it's useless for getting around at night.

I would like to see some lighting added on the walkways/paths (e.g. along the river on the other side past the McAllister bridge... the path could be improved/lights/paving?)

Key component is safety, especially on trails and walkways that are in dense forested areas. Not sure if lighting would be useful and may not be good for wildlife/plants living in the area. But perhaps patrols? Especially in evenings and at night.

illuminating some of them would be nice for night time exercise and dog walking etc

Additional considerations: lighting for use of paths at night.

Ensure safety/comfort by enforcing no overnight camping and providing lighting at night

Lights along the Traboulay trail between Pitt river road and Freemont village would make cycling at this time of year safer.

the Traboulay trail between Pitt river road and Freemont village could use some lighting so people who cycle to work can feel more comfortable. Currently I don't cycle to work at this time of year purely because I can't see well ahead of me even with a bike headlight. I would prefer to be able to see if there is a foraging bear or a walker ahead me.

More focus on trail safety, like adding lighting to the poco trail so it can be used after dusk.

Please make sure if trails are part of transportation route that they are paved, lit and maintained. Especially lit since it can be scary walking and biking through woods when it gets dark.

Trails are in a decent state already. I'd really like to see better lighting across the trail system. For a large portion of the years, the excellent facilities are under-utilized due to the lack of lighting - it doesn't feel safe to walk by the river at 4:30 in December when it's after dark already. Introducing lighting to some of the more heavily used portions of the trail would help maximize the value of this great community asset.

The trail behind Kilmer elementary is poorly lit and has unsafe conditions. This is a an area for excessive drug use and potential violence. It needs to be cleared for further visibility. People are living in those bushes at times

I notice that by day pedestrians are happily using our new paths. By night, the criminal element likes them, too. They can go from neighbourhood to neighbourhood where police cars cannot follow.

The trail on Chelsea Avenue, hidden by the bushes, on the other side of the creek needs pavement, and pole lights . Kids are molested on the trail, because is hidden and dark.

There are virtually no emergency trail markers on the west side of the Coquitlam river between north of Patricia on the poco/coq boundary to Lougheed at Metro Ford Motors. There's only one on the east side of the river, at Patricia and Shaughnessy, not on the trail, but nothing from there past the dog park to the Lougheed Highway in between where our dear Brianna was murdered so many years ago. I see many along the south side, please remember us here on the north side :)

Safer and more trails would encourage more walking as walking to school would become a possibility.

I don't think "New trails fill gaps in the network and provide connectivity to key destination points and other active transportation routes." is a very realistic goal. It is now winter and the trails get dark quite early. While I can regularly walk to Hyde Creek rec centre in the summer, in the winter it gets so dark in the forest so early that it's not realistic. In the summer, there are often bears on trail and that can limit how useful they are if you have to turn around and walk away to avoid confrontation with a bear. Trails are great for mental health, exercise, dog walking, a beautiful community, supporting nature and enjoyment but there are too many months of the year where they become too dark (or filled with bears) to use safely when most people are home from work. They should be an addition to our Active Transportation Network, not part of it.

I know with all the bears and coyotes in the area it's hard to get out and enjoy the nature. It's scary in our own yards with the amount of bears in the area.

Safety issues: such as crimes or bears, request more police patrol.

I walk the Greg Moore trail often and am comforted by some of the signage as points along the way and reminders of interface with wildlife - can this also be a feature on trails noting how close we are to wildlife and how climate adaptation (fires) seems to bring the big mammals into more frequent interactions with urban life.

I appreciated the presence of park workers at Minnekhada this season providing information on areas with bears and generally being informative and helpful. As previously mentioned the Colony Farms/Traboulay Trail needs to be re-opened or the public should be informed on the plans for its reopening. Since the Burke mountain development bear activity seems to have increased dramatically in other areas on this side of Poco, making it less safe during all hours.

Some of our beautiful river side trails are in areas where I as an older single woman, would not feel safe using slime. I don't think that's a problem but u don't use those areas unaccompanied

What's with your obsession with "safe"?

ensure that they are safe and do not actively pose safety concerns for those using the pathways - clear sight lines as need be

The poco trail is very accessible but the dike is not very safe to cross to from the poco trail

On busy days the poco trail can be somewhat sketchy for safety. Would be helpful to have some etiquette signs on the pathway - i.e. walk on the right side, pass on the left. Cyclists - use your bell, be mindful of pedestrians, etc.

There needs to be further investigation in to PoCo trail use between cyclists and pedestrians. There is still many conflict's happening between cyclists going too fast and frightening pedestrians (many with their headphones in) and in the summer even some dirt bikes accessing Hyde Creek trail. (Perhaps entrances are TOO accessible. Perhaps building sections that are pedestrian only and keeping bikes to paved roads in certain sections? removal of buffers may work for strollers and mobility scooters but opens the area up to unwanted vehicles like Motorbikes (have witnessed this first hand)

An assessment of trail users/types need to be re adjusted. Motorized bikes are using the trails as a highway, without slowing down for detours or pedestrians. Speed limits or user types need to be added to the requirements to use the paths. Benches should have similar rules to cemeteries, with personal items and flowers needing to be cleaned up by certain dates. While many families look after their memorial benches well, others keep adding more without cleaning up old/ plastic and environmentally unfriendly items that either break come winter or are knocked into the bush due to weather or animal.

Bells/horns for warning about approaching from behind need to be mandatory on the trails, as well as signage to educate.

eliminate e-bikes - too fast

My previous comment applies here too, bike riders are mostly responsible, but many are oblivious to anyone else but themselves

All good except the Traboulay Trail, which would be safer for pedestrians if the bicycle and walking were separated.

Trails might work better if we separate the bicycle and walking paths. Not all bike riders announce their presence.

Again, walkways should be separated from cycles by a physical divider.

There needs to be staggered barriers by the PoCo trail underpass at Kingsway/railroad tracks, to force bike riders to slow down!! Almost been hit there by speeding bikes more times than I can remember.

Signage is required to remind people no motorcycles and to keep to the right on Hyde Creek trail.

See comment in Question 8. The same safety concerns about speeding cyclists occur on city recreational trails.

Too many bikes still on walkways...people to the left, bikes to the right??

As a person who walks the trails in Port Coquitlam I have found they are becoming a race track for e-bikes and e-scooters as well as becoming unbreathable from the dust kicked up by passing e-bikes. There needs to be a different surface material used on the paths in the summer, I have many older friends that will not walk the trails because of the dust.

See my previous comment about speed and attitude of a few bikers and the majority of speed cyclists.

Trails and walkways should not be race courses.

Sidewalks/trails are unsafe walking areas for pedestrians.

Same observations as last question, bike's need to be respectful and responsible

My previous answer about Coquitlam River Trail being dangerous for walking due to many unsafe aggressive cyclists

Again, powered vehicles on trails do not mix well with foot traffic. A trail cannot be for all uses.

Cyclists, e-bikes, e-scooters, e-unicycles are forced to use rock trails, making it unsafe and kicking up dust for pedestrians.

The Coquitlam River trail walkway that extends from dwtm to the other side of Lougheed is extremely dangerous for walking, for walking dogs, or pushing a stroller with a baby, as all these times, I and others have nearly been knocked over by speeding cyclists who pass, who do not always follow courtesy or safety protocol.

No e-bikes on the trails

The e-scooters and e-bike riders are rude and go way too fast. Most riders are teens and young adults that don't care about anyone but themselves.

There needs to be clear signage as how to use the trail, move to the side for cyclists, do not ride double or triple and block the path for others and dogs must be leashed. I know the dog one is old but I live by the trail and people allow their dogs to run in my yard and up to me. I am afraid of dogs and this has caused me to go inside and also please clean up after your dogs. I hate seeing poop bags hanging in trees, seriously why bother, there are bins use them. Cedar is a problem area by the dyke. People need to learn to slow down before someone gets killed there. Use the cross walk and bright clothing, reflective ware or light clothing. Also people there is a trail along Cedar put up signage for it

Get the goddamn motorized bikes off the trails and dykes as they are largely INCONSIDERATE of walkers and the dogs of the walkers

Enforce leash laws on trails

CROSSWALKS

How well does the MTP achieve the goal to provide enhanced crosswalks on direct routes to key destination points (e.g. crosswalk paint, streetlights, flashing beacons, raised crosswalks, bulb outs)?

Supportive/More Needed

Excellent!

Flashing beacons are great.

Crosswalks intersections would benefit from delayed green light for cars as there are drivers who do not see pedestrian starting to cross and many preventable injuries and deaths.

We need more crosswalks in poco. Many areas that I see should have them but don't. It's nice to FINALLY see one at Fraser and Oxford after 27 years of living here. I would cross that street to go to outdoor pool as a young child and it was terrifying. Glad kids now don't have to do that. More pedestrian controlled crossings because frankly, drivers are too impatient to stop for pedestrians

We need better signage especially around schools. Specially Minnehada middle school with clearance and in ground pilons to keep cars away

I like the recent addition of the elevated crosswalks. This signals to the drivers that they're on the pedestrian territory. I noticed that in a lot of cases, even though the cross walks are elevated, they are still lowered at the edges of the road. Why is this necessary?

Crosswalk on Citadel drive at the middle school is dangerous. Recently built flashers on Shaughnessy are good

This is one of the few things in the MTP that is well done and the city has done well over past few years

Definitely needs to be some more pedestrian controlled crossings on the north side. Along very dangerous and high speed areas along Cedar and Prairie.

The flashing lights on many of the crosswalks should have at least a 5 second delay. Not all vehicles can stop instantly, especially during inclement weather. I do wonder though - why there is a certain flashing light intersection that has cul-de-sacs on either side. In the past 20 years, I have stopped for more wildlife at this particular intersection on a yearly basis, than people in 20 years. Guess it was put there for Casper the ghost.

Implementing a delay or longer red light at the larger crossings at busier intersections near schools to allow persons crossing a little more time to safely cross.

Our crosswalks are not great. Probably better than most cities in BC but not great. I don't feel safe crossing them with my kids and would never let my kids cross them alone. It feels safe to jaywalk at times. Car speed and road length is the main issue. Roads are wide so driver speed on them. Also, as pedestrians, you have to look out for traffic from both sides. I wish there was an island where you can stop and continue. This would allow pedestrians to only focus on one side of the traffic at a time.

City is doing a lot of work for safe crossing, but still more work needs to be done, not sure why raised crosswalk are not being implemented everywhere around schools! Riverside is still super dangerous, and it is with 2 schools around

Much more lighting or raised crosswalks need in school zones or close to schools of all levels

You could also make sure that the crosswalks are safe for e-scooters and e-bikes.

Crosswalk across prairie to Rae Street for safety

Would like to see a crosswalk across Riverside Dr at Parana. This is currently a very dangerous place to cross as it's on a curve and drivers regularly speed along this strip. Pedestrians, cyclists etc. naturally walk along the Greg Moore out onto Amazon, and then, if travelling east, continue along Amazon Dr to Parana Dr. There is no safe option to then continue east or north as there is no sidewalk on this side and no crosswalk. The options currently are to jay walk across Riverside Dr to the sidewalk across the street and then step up the curb (there's no little ramp between the sidewalk and road) OR to backtrack along Riverside Dr (travelling south) till you reach Riverwood Gate (approx. 250m).

I haven't seen anyone using a bulb-out to cross the road, they cross everywhere else. Having bus stops on a bulb-out blocks traffic behind the bus, making drivers angry and more likely to do stupid things. Speed humps need to be more dramatic, so drivers actually slow down.

Given that this city is a mix of old and new, some things work and some do not. Since I am a very regular user of the paved pathway at Prairie from Fremont to Burns, some kind of indication for drivers/bike riders at Prairie and Devon would be a benefit.

I already discussed this with the walking question, but all intersections should be crossable in all directions from all corners. Lougheed/Shaugnessy, Lougheed/Westwood, and Lougheed/Oxford all fail this. Even smaller places like the Downtown zebra crossings along Shaughnessy and even Mary Hill/Kelly do not achieve this. It is unfair to ask everyone to cross the street as many as three times when they should only have to cross once.

Add traffic light on crosswalk for person to active for safe crossing

we appreciate the many changes that have been taking place, but some of the problematic intersections are still very problematic.

Not in it the flashing lights across walks are great!

Remains to be seen - depends on enforcement

As stated earlier, the crossing at coast meridian and Robertson, is super dangerous for students crossing back and forth to Terry Fox. Cars turning Left onto coast Meridian heading towards Lougheed, cut in front of pedestrians crossing or carve behind them so close. Surprised no one has been hurt or worse. I see it all the time. They don't wait for the crosswalk to clear and be safe to turn. Hope something is done before the worst happens. Hate that it sometimes takes the accident to make change.

Over and underpasses i.e. non collision intersections would be best except for the high cost.

Probably have more traffic calming like raised crossings and extended curbs

there is only one crosswalk I can think of that terrifies me always. during the day and night. The intersection of Ponderosa and Lincoln avenue by Henderson mall. I don't know what it is exactly but it is too dangerous, maybe it's how fast the cars are coming off Lougheed or pine tree. or the visibility of the flashing crosswalk is really bad. I don't know. but almost always I get too close to causing an accident by hitting a pedestrian. I think it's my visibility that is compromised there. I always so stupidly slowly but still my heart races every time.

the lighting and sight lines on some crosswalks are still poor

I've often seen drivers speed through crosswalks, even with painted lines and flashing beacons Often some crossers don't even push the button for the beacons. If possible, further enforcing slowing down for those when there are pedestrians etc. would be beneficial (like a red light camera etc. or tickets for those who still drive through when someone is crossing)

More flashing sidewalks please

The Westwood St.-Davies Ave cross does not seem to be listed as one to be worked on. This is high car traffic during peak hours and dangerous to pedestrians and cars alike (seen many accidents in recent years)

I wish there was an option for - somewhat well. I've definitely seen improvements in the twelve years I've lived here, and appreciate that the city responds to requests for specific areas that have been dangerous - especially one in my neighbourhood that I advocated for years to have fixed and it finally was this year. I think there are more areas that could have improved crosswalks - especially the flashing beacons are helpful.

So many areas in the eastern side of the city where sidewalks are lacking. And where they are in place, the intersections are so dangerous due to lack of lights or stop signs that it makes passing sketchy.

Flashing beacons, speed limit signs in more busy areas, etc. All matters in regards of people's safety

I would prioritize crosswalk improvements over other initiatives in this plan such as slow streets, some sidewalks.

Hand out reflectors for clothing at night. Insist that bikes have some reflectors on them. People dress in black and are so hard to see in the dark rainy nights

The raised crosswalks designed to slow traffic are a good idea, but as constructed they are ineffective. On numerous occasions I have tried to cross Cedar Drive and many vehicles (especially trucks) don't slow down. Since many drivers don't give pedestrians the right of way, the raised crosswalks should be higher. The speed bumps on Lombardy (next to Evergreen Park) are effective, and their design should be used when traffic calming is needed. Given the extra traffic Coquitlam is channeling through Poco, crosswalks on those busy roads require additional attention.

The roundabout at Newberry is great at slowing traffic down and keeping the flow from the side streets. I have noticed though, when crossing as a pedestrian, the vehicles coming from Cedar side, don't see the pedestrians crossing the cross walk. Many times, the cars have gone through the cross walk while I am half way through it. Perhaps a crosswalk flashing light indicator would help make them aware someone is about to cross.

The pedestrian overpass at Lougheed and Shaughnessy actually blocks sight lines down Shaughnessy to pedestrians trying to get to the pedestrian triangle in preparation to cross either Shaughnessy (east to west) or Lougheed (south to north)

Appreciate Port Coquitlam's approach to crosswalks including areas that have curbs that bulb out to prevent cars from going around a stopped car e.g. Prairie and Toronto. Much safer for pedestrians! Also appreciate that PoCo doesn't hesitate to put in additional crosswalks, lights, flashing beacons etc e.g. Coast Meridian. Helps prevent the roadway becoming a speedway

There is virtually no tactile crossings for the seeing impaired. Attention or "blister" paving patterns — Raised, flat-top dome patterns that warn of an upcoming drop-off from a curb or platform. There are two types of attention patterns: grid and offset. These patterns are sometimes called "blisters" because the flat dome shape is similar to a blister. Grid paving has two rows of raised domes to assist visually impaired people cross a road. It also helps warn of any upcoming curbs. Offset paving is similar to the grid pattern, except that the raised domes are in a staggered assortment. Offset paving is normally used on the edges of train platforms. Guiding or "corduroy" paving patterns — Rounded, rod-shaped lines that run across or alongside pavement. These patterns are sometimes called corduroy patterns because they resemble the lines found in corduroy fabric. Rods that run across pavement alert visually impaired pedestrians of an upcoming trip hazard, such as the top or bottom of a ramp or staircase. Rods that run alongside pavement guide visually impaired pedestrians safely along a route. You may find this type of tactile paving along the side of a cycleway. Lozenge paving patterns — Lozenge-shaped tiles that warn of high-speed transportation ahead, such as trains.

Could add flashing lights at crosswalks

The flashing lights in downtown area are a great improvement.

OK but could be closer

Raised crosswalks with light indication are fantastic for drivers to see pedestrians

BC in general has gone about this in the wrong way. There is no standard crosswalk configuration. (any intersecting through roads are deemed crosswalks, marked or unmarked). All crosswalks should be physically demarked with signs, painted road strips and controlled flashing lights that are activated by the pedestrian. Further, pedestrians should be responsible too and indicate intention of crossing by activating a light or point arm into crosswalk with their intent to cross (this process is used in other Provinces...you don't need to reinvent the wheel here.)

The new flashing beacons on Shaughnessy St In the downtown area are not as visible at the traditional stop lights for busy car drivers to notice. Drivers do not stop as they would have with a red light.

Better crosswalks in the shopping areas - near Save on and Walmart - but honestly it is more the pedestrians not using the crosswalks that are there.

Just look at Pitt River road, who in their right mind walks across that death trap without getting run over...

if crosswalk are constructed, ensure that the pavement markings are clear and visible and that they are not left to fade (to ensure they remain visible) as many of the roadway lane markings are rarely repainted and are left to fade away

There should be speedbumps by every playground. The Sun Valley playground, for example, has no speed controls, and it definitely needs them.

I'm glad to see that the collector crossing at Cedar Drive and Cedar Pump station (3930 Cedar Drive) is a priority 1 with the installation of a overhead pedestrian flashing beacons. This crossing is in a blind spot, particularly for vehicles going north on Cedar Drive. What about the crossing at Cedar Drive and Victoria Drive (near Traboulay-PoCo Trail and public washrooms)? I haven't found it in Appendix B. This is another dangerous crossing, as vehicles approach from both directions (downhill on Victoria Dr.) and don't always see people wanting to cross from the Huber Dr. side.

Few mentions of safety measures in the plan. Certain crosswalks described in appendix B addressed select description of lighting and safety improvements, but overall description of streetlight plan outside of crosswalks is underdeveloped. Would like to see significant change to use of existing streetlight lighting - transition to LED has been effective at increasing pedestrian visibility and safety and decreasing municipal costs in other jurisdictions.

There have been some improvements on the north side, but more needs to be done

Needs to have speed humps and flashing beacons at all schools (i.e. Ecole Irvine Elementary) and parks/playgrounds.

Noticeably harder to see smaller humans crossing, especially in harsh conditions, such as heavy rain or fog, flashing beacons would be an asset. Also, smaller humans are more unpredictable and may jet out in to the street suddenly and lack of speed humps cause parent/neighborhood traffic to continue at full speed and not slow to the 30 km/h sign as posted.

These are good; however, the lights should be synced to the normal traffic lights so that it enables traffic to flow properly.

Pedestrians should not expect to press the button for the lights to change and immediately cross. They can wait for a light to change in their favour the same as for a normal traffic intersection that has traffic lights.

More flashing crosswalk alerts needed at most intersections

Flashing lights are fantastic

Love the new flashers for pedestrian safety

Crosswalks are not lit enough

We are not that convinced that pedestrian activated flashing beacon crosswalks are that safe or effective -for pedestrians or drivers v

Same issue with the PoCo trail exit from Argue street to Shaughnessy. It's incredibly dangerous for walkers with strollers because the crosswalk leads to a thin stripe of the soil along the creek where a part of the side walk is absent and you have to walk through the mud or on the busy road if you decide to leave the trail at this point.

More lighted crosswalks are needed

No coordination of crosswalks on streets like Victoria drive that border our city.

Citadel and Confederation ends a traffic light I have been almost hit walking by cars not stopping at 4 way stop at school

People are clueless to the roundabouts, though they are effective

It took the death of a young woman to get crosswalk lights at Lobb and Shaughnessy after repeated requests.

I think the timer for cross-walks for people (e.g., at intersections) should not be too long. They seem like the right length of time in Port Coquitlam - they seem longer (excessively so) in some other places.

CrossWALKS are by their very definition for walking pedestrians. I for one am sick and tired of speeding cyclists using sidewalks and cross walks travelling on the WRONG side of the road flying through intersections using a cross walk designed for the speed of a pedestrian. They do NOT automatically have the right of way. In many cases there is limited visibility of a cyclist traveling down a sidewalk at near motor vehicle speeds. these only serve to add yet another degree of hazard in an already chaotic at times environment. Bad enough we have transit buses operating under their own rules that vary from everyone else.

Riverside/Riverwood area continues to be quite dangerous when trying to cross the street; thanks for all the efforts thus far. Perhaps police can start patrolling the area;

Flashing lights at crosswalks are a great idea.

Except in our neighborhood, there's signage saying that the crosswalk in front of Minnekhada Middle is a raised crosswalk and it's definitely not raised at all.

Come crosswalks on Prairie are very difficult to see pedestrians waiting - additionally lots of jaywalking. In conjunction with street-parked cars, this can be really dangerous.

Excellent response time through the Sort and Report App with replacing a burnt out set of bulbs on pedestrian crosswalk blinker!

Make all major intersections LPI

See earlier comments about Prairie Ave. Not an improvement and do not make this error again.

I think a crossing light should be put in on McAllister near the Poco Heritage near bowling alley as when crossing, because of the angled parking for parked vehicles, it creates limited visibility for pedestrians trying to cross there, and you must walk almost half way across the crosswalk to assess if any cars are coming before crossing the crosswalk as the parked cars block your view to oncoming traffic and I have almost been hit few times by some vehicles driving way too fast and unable to stop in time

Just make it easier for cyclists to activate crossing lights, put a switch closer to the curb

As mentioned previously, crosswalks that could be improved are: near Pitt River Middle School at the Tyner and Pitt River Road intersection (very dangerous for pedestrians and vehicles going south bound!), and the crosswalk on Mary Hill Road between Kelly Ave and Wilson Ave (the cars parked along the road block visibility especially for vehicles exiting the underground parking lot at the Community Centre).

Painted lines on the roads for crosswalks are in good condition year round

Good flashing lights at crosswalks

Flashing beacons are awesome for crosswalks. Please install more.

Focus on schools and park areas where high volume roads crossings

Cars continue to speed through intersections and not stop at stop signs. Intersection of Riverwood Gate and Riverside Drive for example.

Need all crosswalks with some sort of mechanism to identify when in use

This is an area that has seen noted improvements all over the city. Keep up the good work!

Additional crosswalks or pedestrian overpasses in commercial or high density areas. Fremont village could use additional crosswalks to encourage people to park in one spot and walk to various shops in the area.

crosswalks should have more lights

In order to reduce the "conflicts" between motorist and those using crosswalks there need to be more education of ALL parties. Too often I see pedestrians, cyclists or others using mobility devices failing to look after their OWN safety by failing to make themselves visible.

On Riverwood Drive, there is a section of the street that only has sidewalk in one side of it, but there are no crosswalks to be able to safely cross the road to the other side and it becomes dangerous when I have to run across the road with my daughter, OR stay on the street as in walking.

unfortunately, even with the blinky yellow lights, there are many drivers that will plow through the crosswalks. Crosswalks near Terry Fox and Kwayquitlam are both still hazardous and should be assessed for full pedestrian controlled red lights. Police presence also needs to be in school zones more as a whole and really cracking the whip on the people that are excessively speeding through school zones.

Doing a good job especially with the very busy cross-walks in busy traffic areas. Also, PoCo should make a very 'smart' program/ad about the Be Safe, Be Seen! as pedestrians/bicyclists. E-scooters dressed in black makes you VERY difficult to be seen by drivers. Seriously, it would be easy and other cities would probably use the same 'idea'. Maybe ICBC could do something. Reflective patches on umbrellas, backpacks, armband, etc. We are ALL part of the problem. ;)

Need more of these, for example along Cedar Drive to get to the Poco trail.

Very important to choose top locations

Flashing beacons are great. It gives me, a driver, a chance to see there is a pedestrian crossing the street.

I absolutely love the crosswalk beacons!! I would like to see many of them!

The pedestrian crossings on Shaughnessy in the town centre are fantastic for pedestrians..... however there needs to be an improvement. At peak times these crossing affect traffic turning south from Lougheed onto Shaughnessy. Maybe the crossings could all be linked so the traffic could flow in pulses at peak weekend times. Maybe the crossings could have a small delay in them rather than reacting instantly giving traffic a few minutes to flow.

Flashing lights for Shaughnessy and Patricia

I would say crosswalks without the blinking lights are not effective. Also, if you are making a crosswalk on a bike route could you please include a bike button as well on the edge of the sidewalk. Thanks.

Making sure crosswalks sound to help hearing impaired people.

We should have flashing beacons at all crosswalks

There are several crossings in the Fremont area that feel unsafe and dangerous to cross.

Additional flashing beacons required at major crosswalks (Night and rain driving)

do your best to reduce car speed to keep pedestrians safe
make pedestrian commuting safer

Well-marked crosswalks

I find a lot of the new flashers for the sidewalks are hard to see in the daylight

Many of the crosswalk cutaways are not flush with the road surface and create a unsafe bump to wheelchairs, skateboards
cyclists and scooters

Drivers will be more likely to notice stoplights, flashing beacons, etc. and stop as required.

It's getting better. The flashing beacons are great especially when vehicles notice them. But there are long stretches of major
roads with no designated safe crossing place, which is hard on anyone with mobility issues - so people end up crossing in
undesignated places.

As a driver, I very much appreciate the many flashing beacons that have been installed throughout the city, making the
crosswalks & pedestrians more visible, especially in dark & inclement weather!

Very supportive of these flashing crosswalks for safety. I wonder if at busier 4 way stop intersections that these flashers be
there too.... For example, it is still dangerous to cross Fremont and Prairie.

The flashing beacons has certainly provided a higher degree of safety and certainty for pedestrians.

To give more information to pedestrians and those with mobile units on what their roll is at crosswalks

Victoria drive has not kept up with development. Needs way more pedestrian controlled crosswalks with lights - especially for
at night. Cars speed down Victoria all the time. Comer by the Dyke- Victoria to Cedar - someone is going to get killed here.

The way people race down Victoria to cedar. The hedges on the private property blocking the view up Victoria and from
Victoria to the crosswalk in on cedar. The crosswalk is not large enough here and people risk their lives walking along the
cement wall on the east side of Cedar to get to the Coquitlam side of the Dyke. Crosswalk on cedar by G&M market. There is
going to be a accident/rear-ender there someday. People speed down this road after the speed bumps and then have to slam
on their brakes to finally spot the person that is on the crosswalk because the cross walk is on a corner - needs a pedestrian
activated light to cross to be safe.

The city should take more feedback from Vision Zero.

Love all the ideas for making these safer! Would love to see more bollards to protect pedestrians from turning cars. Plus,
daylight intersections using barriers so cars can't park too close to crosswalks

Aim high and don't compromise.

Making sure the paint used is reflective even in rainy weather.

The development includes all measures, so there should be no inconvenience to residents.

Key intersections are missing cross walk enhancements

Still need more enhanced crosswalks and street lights. At night , some areas in north poco are dark , no lights at night

Similar issue to other things, downtown Port Coquitlam has the majority of the safe cross walks while the rest of the city has cross walks that don't have advanced walk signals and sometimes not even a marking. The most dangerous crosswalk by far is the one crossing Coast Meridian Road and Greenmount Avenue where there is no pedestrian light and you have to pray that the drivers going 60-65 km/hr (because nobody follows the speed limit) slow down and don't kill you while crossing. Hence why I've never seen anybody use that crosswalk, it's a literal death sentence.

More enforcement of drivers.

Dark in some area hard to see crosswalk when drive at night People should wear brighter clothing

Pitt river road recently had flashing lights installed at more pedestrian crossings and I think it's fantastic.

I have no complaints in this area, after living in Mission, and Surrey, Poco is the best for transportation.

More crosswalks with lighting needed and reduce speed around city core areas and neighborliness streets

Very important

More flashing beacons

Never been an issue in my opinion

The city seems to have done well already

The crosswalk at Toronto and Prairie is a bit dicey currently and MANY middle school students and people walking to the shops cross here. Cars turning from the south side of Toronto left onto Prairie going westbound are often in a rush to cross, making it a bit scary for pedestrians. My son walks to Terry Fox across this crossing and I walk there frequently and both of us has had to put out our hands to get the cars turning left to slow down and/or recognize that we are walking across. I've also seen other people impacted by this.

I'm also happy to finally see more signaled crosswalks. Crosswalks at some locations such as Kelly Avenue and Mary Hill Road can become completely washed out by sunlight and drivers cannot see if they are flashing. Perhaps adding a shade to the existing lights can increase visibility.

Control the bikes better.

I like the idea of flashing beacons and raised crosswalks. Twice I have nearly been hit in crosswalks and both times it was from distracted drivers making a turn and not watching what was happening in the crosswalk. Incidentally, both times I was also on a walk signal and wearing a reflective vest. Not sure what more can be done to improve safety at crosswalks. More public outreach, advertising campaigns aimed at drivers and pedestrians, perhaps, as both have a role in safety.

This is central to safety since our city is in darkness so often. I am wearing lights when I walk in the dark and some drivers still don't see me at an intersection when I am crossing (I've had some scary moments crossing legitimately when cars that turn do a last minute full stop when they finally do see you; Coast Meridian/Salisbury for example). Should the lighting be even better? Should there be more lighting that is movement-triggered on side streets?

Maybe add more crosswalk

Missing a lot of areas away from the major streets

Lights

I would like to see speed bumps before all school cross walks. Far enough from them to ensure vehicle is low enough to stop. Would also help distracted drivers are aware they are in a school zone.

not sure

There are areas in poco, mainly near terry fox heading towards Costco that is used as a throughway for people, constant running of stop signs, near misses of cars and pedestrians and vehicles speed through school zones blow stop signs.

Raised cross walks should be implemented more, they're rarely an issue and help traffic truly slow down. Not a problem also for emergency services access, tons of places do it and they have ambulances too.

again, it's the commuters cutting thru Poco running lights and slowing their roll at the stop signs

Well in areas other than sidewalk and trail safety for pedestrians.

crosswalks need work

Reinstate crosswalks previously removed.

Enforce laws on bicycles using crosswalks

See my previous point about Fremont Village/Walmart area. Major shopping area connected to housing with no safe crossings? Really needs to be addressed! Having said that have seen big improvements in other areas with speed humps, crossing lights, etc.

Flashing beacons are great.

The flashing lights good choice at crosswalks but could use more of them in the busy downtown core

Love the recent installation of raised crosswalks, keep them coming.

Intersection at Vincent and Prairie is not very safe as vehicles travel fast on Prairie. It's also unsafe for vehicles to turn into Prairie from Vincent if turning left

Not enough light or visibility on intersections of Langan (parking needs to be scaled back) and Cameron. As cars screech to a halt after noticing pedestrians last minute.

I like the new flashing beacons and hope more are added to the community.

The Crosswalks at Riverwood Gate & Riverside Drive NEED PROPER CROSSWALK LIGHT CONTROLS & ENFORCEMENT!!! THIS AREA IS A DISASTER ZONE at Terry Fox Secondary OPENING & CLOSING TIMES, with Students Completely Ignoring Traffic Flow, Talking In Groups, and Staring Down at their Phones, Paying Little, or No Attention to the Traffic Jams, that they are Creating. Whatever Happened to: STOP, LOOK, & LISTEN??? Students Need Proper Community Instruction & Enforcement on USE of the Neighborhood Crosswalks!!!

New flashing light crosswalk at Wellington and Patricia is a great addition.

I noticed that some intersections like Shaughnessy and Wilson allow the pedestrian traffic light to turn on multiple times. It may seem friendly to pedestrians. But it's actually dangerous for the pedestrians as the traffic nowadays is much busier than maybe two years ago. Vehicles that try to make left turn usually focus on the traffic light and the incoming traffic and once they find an opportunity to turn left safely, sometimes suddenly pedestrians are crossing the intersections. It's a bad design.

The flashing lights are great we need many more. Drivers and pedestrians need to pay more attention at crosswalks etc. Certainly! Improving crosswalks is crucial for pedestrian safety and enhancing walkability in communities. Here are additional comments on proposed crosswalk improvements: 1. Visibility Enhancement: Improve crosswalk visibility through high-contrast markings, bright colors, and adequate lighting, especially in areas with low visibility or during nighttime. 2. Advanced Crossing Signals: Implement advanced crossing signals like pedestrian-activated beacons or countdown timers to alert both pedestrians and drivers, ensuring a safer crossing experience. 3. Raised Crosswalks or Speed Tables: Consider installing raised crosswalks or speed tables, which not only indicate pedestrian crossings but also encourage drivers to slow down, enhancing safety. 4. Accessibility: Ensure crosswalks are accessible to all individuals, including those with disabilities, by providing curb cuts, tactile paving, and appropriate signage compliant with ADA standards. 5. Education and Enforcement: Conduct educational campaigns to raise awareness about crosswalk safety for both pedestrians and drivers. Coupled with strict enforcement of traffic laws, this can significantly reduce accidents. 6. Location Assessment: Assess crosswalk locations to determine if they are strategically placed based on pedestrian traffic, proximity to key destinations, and visibility. 7. Community Engagement: Involve local communities in decision-making processes regarding crosswalk improvements to address specific needs and concerns. By enhancing crosswalks, communities can create safer environments for pedestrians, encouraging walking as a mode of transportation, and promoting overall community well-being.

Please also consider a traffic light at Cedar drive and Lincoln Avenue

Crosswalk needed by colony farm entrance on Shaughnessy near eastern.

We need crosswalks around Kwayquitlam Middle School. With the new housing developments occurring this should be implemented during the permitting of the removal and building of a home. This is especially needed along Dorset Street and the others connected to the school.

Consider placement to ensure users won't take shortcuts by Jay walking elsewhere

I'm honestly a little concerned about the safety of the flashing beacon crosswalks--a lot of motorists still don't pay attention or slow down and I think particularly near schools where you have a lot of kids crossing frequently at different times of the day, actual pedestrian controlled stoplights would be a better choice. More raised crosswalks are definitely a good move since those force motorists to slow down.

The pedestrian crosswalk on Wilson could use a flashing pedestrian sign. The pedestrian light on Shaughnessy near Atkins could probably be upgraded to a pedestrian controlled stop light

I have suggested a raised crosswalk on Maple Street at Elgin Ave

Make the e-scooters and e-bike riders dismount and walk instead of being a hazard for pedestrians.

flashing beacons should be used at all school crosswalks. ALL.

In very busy intersections please consider diagonal crossing.

Love flashing beacons. Keep it going.

Please make Riverwood Gate from Terry Fox Secondary all the way to Blakeburn Elementary an entire school zone to be inclusive of daycare. Too many speeders

I chose I don't know because there are still many places that crossing beacons need to be put in. Too many times I witness someone almost being hit when driving around Port Coquitlam. Not in the downtown core.

It's tough to understand what the MTP will actually deliver for crosswalk safety. I also notice that the intersection of Pitt River and Lougheed isn't addressed. That intersection is a disaster of pedestrian safety. The sidewalk ends, becomes a rough shoulder, intersects with a right turn, and then becomes a poorly marked crosswalk across Lougheed. This intersection is due to be upgraded as part of the grade separation project, but depending on where that lands simply rehabilitating the existing design to improve pedestrian safety and implement a better right turn lane that separates earlier should be considered as an interim.

I think more crosswalk paint is needed in many areas to help ensure cars stop to let people cross.

Coloured crosswalks have done nothing to improve the safe crossing along Prairie Avenue. Many motorists fail to stop for pedestrians waiting to cross or even while in the crosswalk. 4-way stop signs are not abided by either to allow safe crossing of pedestrians.

Too many drivers not stopping at crosswalks with flashing lights. The crosswalk on Mary Hill from Kelly is particularly bad. Many people use it to get to the PCCC.

This area needs a lot of work and enforcement

The increase of lit crosswalks and pedestrian crosswalks are noted in the past couple of years, however it does not take into account driver behaviour. There have been multiple instances where my young family and I have been crossing at a red light at Pooley and Pitt River and had cars run the red light while we were crossing as recently as November 20th. Traffic has increased in this area and driver patience is at an all-time low. Drivers see no issue with putting children's safety at risk. Only crosswalks with known incidents and are reported as problematic should be improved. Capital should be used where it does the most effective good.

I can see that some of my concerns are taken care of in this plan. I only wish there would be flashing beacons for cars that turns left and need to look for pedestrians to make them aware.

The MTP continues the great work done by the city on improving pedestrian safety. I would like to see more focus in the future on continuous sidewalks/MUPS/cycle tracks as a key safety improvement for vulnerable road users. Good to see two mentions of continuous sidewalks in the MTP.

The crosswalk at Harbour and Pitt River road, right by the Shell gas station is long overdue. It is one of the unsafest crosswalks Port Coquitlam has, it has always scared me as a pedestrian crossing it and a driver. There are way too many parked cars blocking the crosswalk entrance and exit points, it is not lit up at all and very hard to see as many people speed off the bypass past it. Even worse, a child was just hit by a car there and it is only a matter of time before someone is killed there. I am not sure what else needs to happen to have this crosswalk updated. This needs to be a top priority.

We need a proper one by Shell off Maryhill bypass!

Surprised nothing for the cross walk at Pitt river Rd and Harbour street has not been address. it is very dangerous and needs to be updated with at least flashing lights before more people get hurt

Provide enhanced sidewalks to any sidewalk proven to be dangerous, specifically at Pitt River & Harbour where a child was hit by a car last week.

Slow work, many areas need to be addressed i.e. Pitt River both directions, and Maryhill intersections

Where did this idea that crosswalks are dangerous come from? I have lived in PoCo for 39 years and I have never heard of a problem with people getting hurt crossing a street. I think this is just the city looking for non-existent problems in order to rip up perfectly good streets just for something to do.

The city needs to design better guidelines on implementing good quality crosswalks. The crosswalk activation should be accessible by cyclists and pedestrians, and the timing should be easier for pedestrians.

Most effective when combined with Slow Street speed limits.

Been adding lots of crosswalks the last few years. This isn't an issue

Curb bulb-outs and raised crosswalks are great - but it sounds like the plan considers them expensive. I think that there is almost no point adding signage or paint as drivers will still ignore it. Even in the photo on page 33 of the report in the section on crosswalks show it is pointless. You have a picture of a vehicle that is stopped IN the crosswalk. The street light seen in the photo is yellow, implying that the flow of traffic is turning from green to red and it will soon be the grey SUV's turn. Yet it is still waiting past the stop line in the crosswalk where pedestrians would be. I see this all the time everywhere - no matter the signs or paint colour. Physical barriers, making it illegal to turn right on red, and traffic law enforcement would help make crosswalks safer.

Pedestrian activated cross walk are a great improvement

Could use improvements in some low visibility areas such as the corner on the dike where many speed and the sidewalk is very narrow and cars are blind to pedestrians

A cross walk that comes to mind is Patricia and oxford. It is a bike route and to cross this street is very dangerous and very awkward as the street does not continue in a straight path and there is a potential blind spot for cyclist and drivers when coming from the east. People tend to speed here. Make this a better crossing please. and less dangerous.

Please add some well seen in the dark/ rain signs and features for crosswalks to be more visible

I nearly get hit by a car at least once a day on zebra crossings especially. More lighting/flashing lights

Giving pedestrian a signal priority would also help as it would allow the pedestrian to start crossing before vehicles making them more visible.

Flashing beacons are really useful

Not direct enough to cross a street with a light while walking. Have to cross in an L shape to cross straight.

Too many already where I am. It impedes and frustrates drivers of all sorts. It reminds me of putting bus stops every block. It just makes everything take longer and makes drivers want to do possibly unsafe things to get past. Sidewalks where they are needed is 100%. More sidewalks so folks don't have to walk an extra block is not a good idea.

Safe pedestrian crossing is also fundamental. As an example, the 4 way stop on Dominion and Fremont Connector is extremely dangerous and traffic lights are needed there.

For the safety of our students, parents, grandparents, caregivers: flashing beacons should be used at all school crosswalks. We, at Irvine Elementary, have been trying to get these installed at the 2 main crosswalks at Wellington Ave/Myrtle Way and Wellington Ave/North of Kent Ave at the already existing crosswalk. There have been multiple close calls with drivers going at an excessive rate of speed and narrowly missing pedestrians already in the crosswalk. Flashing beacons could help alert drivers to pedestrians using the crosswalk, especially during school drop-off and dismissal.

There are many improvements that could be made here. One example is having zebra crossings combined with speed bumps, but actually build them so they are level for anyone crossing the street. For example, near the Coquitlam River Trail on Maple St, there are crossings where people must go down to street level but then abruptly rise back up again. Making this level will greatly increase accessibility to those with mobility issues. Beyond this, there are many areas of the city where walking infrastructure is not treated with respect. There should be a crosswalk on all sides of the Lougheed and Shaughnessy intersection, but it is impossible to cross north to south on the west side of the intersection. It is disrespectful to those walking if we have to cross the street three times to get to an area we should only have to cross once. Fixing this intersection and others will greatly improve the walkability of PoCo.

I live near Fraser Avenue and Cambridge. Children walking to school across Prairie, have to walk on the road. There is no cross-walk across Fraser from Cambridge. The sidewalks were added on Fraser which is awesome but Fraser is extremely busy and I have seen many near misses. Suggest either a 4 way stop sign at this intersection, speed bumps or a cross-walk.

Some intersections can be signed better for walkers, and maybe even look at implementing the cross intersection pedestrian walking signals like those found in Banff

Everyday people cross the road by the ford garage not on a crossing

I like the addition of caution lights that are controlled by pedestrians, to many crosswalks. They are very helpful for drivers in dark/wet winter conditions. Please consider adding these lights at more crossings - particularly at/near Gates Park.

Near to signals, even if pedestrian walk signal is ON and people are walking, cars taking left or right turns. Many times it was scary and parents with baby strollers are in much more facing troubles. Walking pathways should be flat, not to be slope. Only when it gets intersection it should be slope to slide down, but not on walking way. It is more difficult to walk when carrying a luggage, or moving a stroller, and during rainy and snowy days.

The crossing at Victoria east of Mitchell does not meet this requirement. Nor is it safe. Anyone using wheels cannot use that crossing to/from Coquitlam.

The pedestrian overpass at the corner of Shaughnessy and Lougheed highway, is never used. It should be removed if there is a cost to maintain it. There is no need for this since there are accessible crosswalks.

Crosswalk bulges and raised crossings are a welcome improvement in many places, including Maple Avenue and the Donald Pathway. I look forward to further improvements as listed in the MTP.

There are concerns around "safe" routes as some of our crosswalks that kids use are not safe.

Could have more intersections with pedestrian lights for extra safety

See previous comment re: traffic lights for safer crossing.

The City has been too aggressive in laying out speed humps, and there are too many signs and markings making for too much visual clutter. The bad intersections, like the ones near Coast Meridian and Prairie remain places where pedestrians take their souls into their hands when trying to cross the street.

More lighting to small streets

I find the intersection at Coast Meridian and Robertson dangerous for pedestrians. Kids cross to head back and forth to Terry Fox School. Cars turning left on to Coast Meridian heading towards Lougheed have no regard for the kids crossing. They try and speed in front of them or carve it just behind them. I am so surprised no one has been killed yet. Not sure what can be done to make it safer for them. Also bike lane on Robertson to Terry Fox would be great too.

Make sure high traffic areas are safe for pedestrians (ie. near schools, community centres, shopping centres) such as implement traffic lights at high traffic intersections, and make sure parked cars and shrubs do not block the view for people in vehicles. There are a few dangerous intersections and areas that could be fixed such as: Tyner and Pitt River cross walk; it's difficult for vehicles going uphill to see traffic running perpendicular, plus this is at the corner of a school where a child was hit and killed around 20 years ago, this intersection needs to be made safer for everyone and should have a traffic light. Another area is the cross walk near the new Port Coquitlam community centre, specifically on Mary Hill Road between Kelly Ave and Wilson Ave, cars tend to speed here and don't pay attention to pedestrians; also the visibility is very poor when exiting the underground parking lot from this community center and this is also right beside the crosswalk! The Kingsway Bridge (over the Coquitlam River) could have a railing as crossing this as a pedestrian feels very unsafe; cyclists going underneath this bridge tend to go very fast too as visibility isn't great so there could be a railing too (no one dismounts here). The roundabout at Tyner and Kingsway is a great improvement for that previously awkward area; the delayed traffic lights at Shaughnessy and McAllister is also great since vehicles often don't want to let pedestrians through. These two areas have been improved greatly in my opinion.

Pedestrian crossing nearby bus stops

Look at movement across PoCo borders as well. There ZERO safe places to cross Victoria Drive east of Soball.

Improvement projects should be focused first and foremost on the safety of our children crossing the street when going to/from school

Surprised nothing for the cross walk at Pitt river Rd and Harbour street has not been address. it is very dangerous and needs to be updated with at least flashing lights before more people get hurt

Safety needs to be at the forefront. Please address the intersection of the Maryhill bypass adjacent to the gas station. Last week a 12 year old was hit, 100% because of a lack of proper lighting and crosswalk safety measures. This needs to be addressed before there is a loss of life above all else.

Please fix areas known to be dangerous, whether on popular or destination routes or not. Specifically, the crosswalk where a child was hit by a car last week, at Pitt River and Harbour Ave. This sidewalk is poorly lit, and an ongoing concern for this neighbourhood. It needs pedestrian controlled lights, similar to ones installed further on Pitt River Road.

Pitt River both north and south and east and west have become such heavy traffic areas. There are a few school zones to pass through, many crosswalks not lit and when there is an accident on Lougheed or Maryhill, the traffic is increased putting more pedestrians at risk when crossing.

There should be more lighted crosswalks on busy roads

Focus should be on dangerous and difficult intersections of which there are so many.

the lack of detail regarding lighting and cross walk design in the MTP make it difficult to identify if the proposed sidewalk projects are going to provide sufficient safety for our local areas. in addition to overall poor sidewalk availability, where there are sidewalks/MUP/cycle tracks/etc, streetlights are woefully inadequate for anything but automobile based transportation

There are still many crosswalks that are extremely dangerous for pedestrians/school-aged children to use

Improved street lighting if possible.

We need more street lights in the Kingsway area in front of Saputo and the chicken facility. Lots of people work there and have to cross the street in pitch black weather, it's really unsafe for both drivers and pedestrians. Even large trucks from Saputo and other trucks in this area have a hard time turning as there are not enough lights for them. It's really dangerous.

One specific area that needs to be improved very soon is at Fremont Village. There are not enough safe crossing points from the retail area to the residential area. This was a BIG oversight for a location that is supposed to be all about live/work/play.

Some of the crossings don't feel safe to cross even with lights, because cars are able to turn left while pedestrians cross the road. There should be an extra light or sign for drivers to make them aware.

Green crossing from Patricia across Shaughnessy causes confusion for drivers and conflict for cyclists, should be a 3 way stop Kelly Ave is designated as a cycling route. Could we put bike accessible buttons in to activate the road crossing lights? Right now, you have to ride up onto the sidewalk to activate the pedestrian lights and it is inconvenient and hard during busy times.

Please add more pedestrian/wheelchair crossing bridges along the Lougheed Highway to make it more convenient/efficient for people to cross from one side to the other without waiting for traffic lights. Thanks so much!

crosswalk at the shell!

Surprised nothing for the cross walk at Pitt river Rd and Harbour street has not been addressed. it is very dangerous and needs to be updated with at least flashing lights before more people get hurt

Clarity Required

Why are some crosswalk areas painted green and others aren't?

Less Supportive/Opposed

Too much visual clutter.

I don't see improvement, just more visual clutter and distraction. Some downtown intersections could use "scramble" crossings where traffic is stopped all four ways at once to allow pedestrians to cross in any direction. Other intersections could benefit from staggered crossing signals that allow pedestrians to cross before the traffic green light. Let's face it, PoCo drivers aren't the best, and no matter what you do to dress up an intersection, a distracted, harried driver will still ignore pedestrians.

Roadways are designed for automotive transportation, paid for by tax dollars derived from fuel taxes, etc. Pedestrians walking on the sidewalk should pay attention to vehicular traffic instead of walking and texting at the same time. Skateboarding, inline skating, scooters, bikes, etc are dangerous by design because they offer no bodily protection and require balancing skills that can easily be disrupted. They should be nowhere near pedestrian traffic, motor vehicle traffic, nor infrastructure that supports these methods of transportation.

We already have a sufficient number of crosswalks and pedestrian, controlled lights in our city.

If you really want to improve safety take out from the roads bicycles, scooters, skateboards, inline skates. That will be solution

Many of the traffic calming devices added around the city are not needed. I realize we want to keep people safe, and we do. But we should really ask ourselves if each device is really needed.

STREET DESIGN

How well does the MTP achieve the goal to design select streets in the City's more urban, commercial areas as attractive 'people places' that support: local businesses; walking/wheeling/rolling; a healthy environment; places to gather, and; less congestion, speed and noise?

Support/More Needed

Excellent!!!

Great idea

Big priority!

Love it! This will build community, enrich outdoor spaces and put PoCo on the map.

Yes to streetscapes and urban design!

Wonderful goals. Now spend the money to make this happen.

I really like to see the ideas for improving sidewalks and beautification of the City with more trees and banners/artwork.

The city should prioritize greener modes of transport.

improves mental wellness

I like the idea of promoted health and wellness. Wondering if there is an opportunity to include street furniture and/or additional waste receptacles at strategic points along the way for both user respite and litter management, while taking into account ease of public works maintenance.

Getting ppl out and walking is very important for long term benefits. It's still surprising that ppl don't know their neighborhoods very well, what businesses available what restaurants open, what attractions and events going on. If ppl were to be out and around more often, they'd learn those better

Now with greater focus on reduction of car use all the routes beside good paths, sidewalks etc should consider the environment surrounding the route: 1. Green space, trees, shrubs, wild spaces 2. Noise and views, berms, hedge 3. Rest stops and destinations, cafes, viewpoints, mini meeting spots, sports areas. Long ago Vancouver had "Livable region" plan. It was a good idea. Do not force people into anything but encourage and provide incentives.

Complete Streets Approach: Embrace a "complete streets" approach that accommodates diverse users, including pedestrians, cyclists, public transportation, and vehicles. This approach aims to design streets that are safe, convenient, and accessible for everyone. 2.

Pedestrian-Friendly Features: Implement wider sidewalks, pedestrian crossings, refuge islands, and accessible ramps to prioritize pedestrian safety and encourage walking.

I'm loving the new planter additions! Poco has come a long way in the last few years

As a city we are definitely getting there. The improvements year on year are really good.

I do believe that more can be done to improve the outdoor space. Cities like Bentonville provide an excellent example for us to follow in implementing urban and greenspaces that are attractive.

Hard to find a place in poco that is not noisy. Lots of sound pollution from roads but that could just be me on Coast Meridian
Before I got my license, I took transit everywhere, Mr. West was not the mayor until I was an adult sadly. But taking transit was boring and our city was ugly. Mr. West has done an excellent job at reviving the culture and spirit of Port Coquitlam, making it truly feel like a *community* and a place to call home. Makes me once again proud to call my hometown Port Coquitlam

Down town PoCo is looking better

Downtown Port Coquitlam is a great example how improving Urban Street Design can benefit everyone. The MTP plans to bring better street design to other parts of Port Coquitlam which is good news. I hope the Kingsway improvements near Westwood bring it to closer alignment with the Urban design of downtown Port Coquitlam. I prefer the Figure 9.1g design over Figure 9.1f. The current number of lanes feels like a waste of space on Kingsway, but reducing the lanes would require dedicated right turns lanes at intersections.

I believe the work in the downtown core has been excellent, and I am excited to see further developments in that direction.

At first, I wasn't sure why the renovations to the grounds around City Hall were necessary. After the renovation was completed, it is clearly a more beautiful & useful space. Job well done!

I think the city is doing a good job of this and I appreciate the effort

Keep It Up & Involve Input from Local Residents, Users, and Businesses.

Again, I see this as a work in progress

Please expand further on these opportunities in the current and future plans wherever possible.

The "walkability" of the downtown core has proven this is a sound concept that should be expanded upon.

Better complete streets type of design within the downtown that increases safety, promotes a more active lifestyle, encourages a sense of community and supports local businesses.

There should be a greater focus on walkability of these select streets.

Need this to be more noticeable and recognizable

As long as it's classy and doesn't make an area too gaudy or "busy". More nature influenced to compliment the natural beauty of the city. Nothing that would impede safety as there is "too much" going on visually and distracting to drivers. Consultation with neighbourhoods on gathering spots should be considered, not everyone wants people congregating nearby.

The pop-up gathering place on Shaughnessy is a great area and meeting place. I did prefer the area now under construction near City Hall, though. It had lots of shade in the summertime, was quiet and a great spot to take photos.

I would like to see more places to gather and sit along intersections much like those along Maple Street and at Villaggio.

More car-free streets would be amazing

I like having pedestrian areas, free of traffic. PoCo has always enjoyed its 'small town' feel and this helps.

Look for opportunities to make existing retail streets or to incent future development so as to encourage pedestrian only zones. The space south of the new Community Centre where the farmer's market is held is a good example although the area could benefit with more greenery to help with shading and cooling during hot summer days.

Just turn downtown into a pedestrian precinct.

It's a start but would love to see more businesses that welcome dogs inside

Removing parking spaces would be a good start to making places more people-friendly. Even if that is not achievable, charging people for parking would encourage them to travel without the car, and even if they do still want to park, it is an easy revenue generation opportunity for the city.

And the need to use crime prevention through environmental design principals in creating walkable locations.

Again, good goals, same as my own comments. Let's see how well it works out. Best plans and intentions may require adjustment, plan for it.

I love the city wraps and banners - they are a cheap and easy way to make our city look even better. I appreciate that our city is small and the improvements are easily spread among the residents. I like the streetscape improvements along Prairie east of coast meridian, but I don't think enough room was left for cars - a better balance could have been found that didn't make the lanes and parking so narrow. More room could have been taken from the grass areas in the blvds. As much as we want to encourage people to walk, ride, and stay local we cannot forget that we are in a suburban environment that is and will continued to be dominated by cars - the density of the poco population, and their reasons for living here are not going to change, and we need to provide alternatives that don't improve active transportation at the expense of the utility of our car based infrastructure. I think we can have both - we just need to make sure the pendulum doesn't sway too far one way or another.

More work is needed in all these areas

Though I think improvements are needed in this area, I still think the congestion with railroad crossings and more sidewalks should be prioritized

I think this is important but safe streets with sidewalks and speed bumps are higher priority

Love the idea! Especially Rainwater Management, Public Art. Not sure what Street Trees are - is this like tree-lined streets? If so, I'm definitely in favour of. The more trees, the better.

I think PoCo is one of the best cities for this, but I would like to see more greenery/vegetation included in areas otherwise dominated by concrete

The MTP should prioritize improvements that align with greening. Pathways can include greenery that encourages biodiversity, low water plants during dry months, and native species. Start campaign to highlight green initiatives and encourage green choices for transportation.

There is no quality urban street design without the planting of substantial trees. Urban canopies are required to use those spaces in the heat of summer. More trees please.

Kudos to the team that does the plantings in flowerbeds around the city - always looks fantastic. The improvements to downtown poco have been good in some ways - more open, feels safer, looks attractive, but I do, like many residents, regret that so many trees have been cut down in the downtown area in the last few years. It was always so pretty in the Spring with cherry blossoms and mature trees. I wish more could have been done to keep more trees. The Donald pathway is a gem in the city and I look forward to seeing the new Leigh square.

If we could plant a billion more native trees and plants to help shade and beautify the streets that would be awesome.

Plant more trees, and refrain from chopping down trees that "may fail" if you are concerned about the amount of carbon in our atmosphere. Many trees in or around Chelsea park were needlessly removed recently. Expand/add lanes to existing major roads if possible.

I just miss some of the trees that were removed for the shade that provided from the hot sun on scorching hot summer days while walking, sitting or waiting for bus

You have cut down and removed trees on Mary hill which did not need to be cut, only to waste the taxpayer money putting in new ones I see improvements being made, but I also see many healthy mature trees being removed which are completely unnecessary-use your imagination to create winding paths and walkways to create an artistic blend with nature, instead of the straight line (when not mandatory) which take out rows of beautiful trees which could enhance any project. City Hall project is an example where it could have been beautifully enhanced without the loss of green space replaced with cement.

Been disappointed so far with all this planning. Trees was just mowed down to fill in the Atira location and just saved 3 mature trees. The vacant lot on Dominion beside Costco was also levelled and that was full of mature trees. The front of city hall had beautiful Cherry Blossom trees that are now all gone. Now we have this stupid metal Christmas tree on the corner.

There is a major lack of ANY street trees on most of the street boulevard of residential streets in North PoCo. This is a huge opportunity for the City to take leadership and plant deciduous shade streets on the street boulevard that it owns. I would recommend that the City work with the Cities of Coquitlam and Port Moody to jointly apply for the 2 billion trees program of the Government of Canada for grants. The minimum number of trees per year for a grand is 10,000 which is probably too much for PoCo, but the City could jointly apply and likely manage planting a few thousand trees per year on the street boulevards. This is good for active transportation, resiliency to the heat island effect and for wildlife habitat.

More greenery and functional green space needed along with commercial building code design requirements to help the city develop into an attractive urban attraction. Think Guadalajara, Mexico and Canmore, AB. Quant and designed with a vision in mind to keep our city beautiful

I absolutely appreciate how the city landscapes and maintains all the green spaces.

Please do not spend any more money on banners. They are not pretty, they are a waste of money. I would way rather see the city plant more trees, gardens with native plants & eco-friendly spaces like the pond over near Blakeburn. More public art. Especially in more residential areas and not just downtown. Utility wraps are great and deter graffiti. I don't think Reeve ave needs upgrades.

It was very hard to read some of the maps here. I would like to see more attention to the walking routes in and around the commercial area around Prairie and Meridian. Street trees are really key as they are not consistent which makes it very hot in the summer as the temperatures increase with climate change.

Be careful in the trees, etc planted - they grow disrupting sidewalks, infrastructure etc

Focus on principles of transportation first in this plan. Streetscape, trees and storm water are not part of the MTP focus (moving people). That said, I support using green boulevards to have trees and storm water solutions over bike lanes or cycle tracks. Sidewalks first priority then trees then MUPs then cycle tracks

A good area to explore would be downtown PoCo. I love the city atmosphere, but I think it is too small and there aren't too many options. We could have more attractive areas in downtown to gather people, like restaurants, pubs, playgrounds, etc... Not sure if street design would help on that, but it is my opinion.

Ensure the businesses on these selected streets are consulted and have the opportunity to participate.

I live on Prairie and am thrilled with the improvements made to our street.

I really love the MUP along Prairie and look forward to its extension further westward.

The bike route along Prairie is a model for other neighbourhoods - completely separated from car traffic. I'm impressed by this and use it often. More of this model please!

Beautify the main streets in our city like Prairie Avenue. Think beyond just 'downtown poco'.

McAlister changes have been great

I like the section of McAllister Ave that was redone and made into a one-way street with a multi-use path, between Shaughnessy and Mary Hill Rd. But why are there any bicycle racks, except for some that were installed in Veterans Park. Bicycle racks should be installed along that path so cyclists can lock their bikes near the business they want to go. I'm all for rainwater management and street trees. I think that more of this should have been done for the section of Prairie Ave that was redone between Coast Meridian and Fremont Street. There are not enough trees/shrubs/perennial flowers that were planted along Prairie Ave, and roadside rain gardens should have been created instead of simply putting grass over a thin layer of topsoil. It is a much more sustainable and drought resistant option, plus it significantly improves the curb appeal. We definitely need more patios and sidewalk cafes in downtown Port Coquitlam. This would embellish PoCo and make it more appealing for people to come and eat/drink.

The improvements to the entrance of Downtown just past the tunnel make for a safer and more predictable environment for all road-users. It would be great to see improvements around the Oxford Connector, particularly the curve by the Esso/Safeway seems like a potentially dangerous area that could be controlled more effectively.

McAllister street is a great transformation along with the City Hall courtyard and future rec area adjacent.

Kudos here to the Donald Walkway improvements. A real gem in our downtown! Still like to better understand the overall vision for PoCo downtown. Will more one way pedestrian friendly streets like McAllister be coming?

Will be great to have more public markets and festivals in the future.

Consider events such as a cultural crawl to encourage use and highlight design elements within the city

PoCo Public Art lags far behind GVRD municipalities. There are First Nations bands that have public art budgets that eclipse that of Poco the way a mountain will eclipse a candle. PoCo routinely gets chosen for film crews to stand in for American cities on the decline: zombie movies, crime movies, horror movies, etc. Think on why this is. Why does PoCo make a good stand-in for Detroit? Our Council is completely blind when it comes to Public Art, and has been for so long that it's impossible to make them care.

I like the initiatives to add art and attractive spaces in the community.

we need more public art/colors/murals... The plan is OK but we need even more emphasis on urban beauty

More indigenous art. Love murals

I am an artist who has created public artwork for various municipalities in the Lower Mainland and would love to see more public art in Po Co, I do feel Port Coquitlam falls behind other cities in the Lower Mainland when it comes to Public Art. For example, Vancouver and Richmond have a great program for public artwork on utility boxes, it's great for emerging artists and showcases vibrant and varied artwork around those cities. The artwork on the utility boxes in Port Coquitlam look like they were photographed by one amateur photographer (sorry if they are reading this), it would be great if these utility boxes could be used as a canvas for other artists too. I have also applied to a public art call for Lion's Park a few years ago and am disappointed to see that this project has not gone ahead yet with whoever the selected artist was. I know the artist (Sandeep Johal) who created the crosswalk artwork at McCallister which I think it's fantastic and would love to see more of this, though I do think Port Coquitlam should do this through open public art calls so people who have a connection to the area have an opportunity to enliven this growing city, rather than pre-select an artist. The artwork at the underpass on Shaughnessy underneath Kingsway is very dirty and either needs to be cleaned or replaced with fresh work. The pop-up park between Elgin and McCallister along Shaughnessy is great and could be used as an area to invite artists to create temporary artwork on a rotating basis. Surrey has a great street banner program that Port Coquitlam could also look at and adopt. Rotating, smaller scale public artwork would be a great beginning step for creating a public art program in Port Coquitlam, offering local (lower mainland) emerging artists opportunities to engage and enliven the community. The gardens around Port Coquitlam area really great and colourful.

This has improved but it would be great to see more murals and art.

More markets and support for local farmers

Spend more time on engineering designs to make sure vehicles can make the turns safely. I'm thinking specifically of McAllister where trucks couldn't get out of the lane behind the police station without hitting the stanchions or pulling off their mirrors. They were removed later but one wonders why they weren't tested in the first place before installation.

Your focus is heavily skewed to downtown poco.

Expand this urban design approach to beyond the downtown Shaughnessy corridor.

The street design is getting better in the downtown core but that needs to expand. Consider it everywhere.

Again, a plug for the MUP on Prairie from Shaughnessy to Coast Meridian to be moved up in priority (and/or replace Wellington MUP priority) to improve urban use along a major corridor and connect multiple routes more efficiently. Historical emphasis on car-traffic in north PoCo and recent large scale improvements to the downtown core have shown preference to areas with very specific business/urban goals. The upcoming largescale development and future plans based on the OCP suggest that it's time to place emphasis on the Riverwood area and areas along Coast Meridian/Prairie

Feels like there are even more opportunities for this when I look at the map.

The south side gets all of the attention so it is nice to see some effort allocated to the north side in the plan

The north side needs an urban street design

There is a North side of Port Coquitlam. There is no Urban Street Design here.

There is a divide between the north and the south side with more money spent on the south side and the downtown core than the north side.

I only see a couple of streetscape routes on the MTP map and they don't seem to be in areas of higher density, which is conducive to local businesses, places to gather, and more walking/wheeling/rolling

Downtown poco is great you guys are making strides forwards this. Please don't forget about us north side folk. Let's make Prairie and coast meridian more like this urban area

Would like to see downtown poco more walkable with shops, services and places to stay for food and drink

Concerns/Design Considerations

ensure that urban street design does not negatively impact transit and transit operations - ie corner bulbs that make the roadway impassible for a transit vehicle to use

Light

urban streets are packed with parked cars. you design a street system then pack it with parked cars and the result is a one lane maze.

I like the idea of this but the examples are still steeped in car-centric planning. Both the Lincoln and Dominion blurb include "more parking" as a point. Why? The Freemont area is one big parking spot to the south of Dominion. Why do residents need more parking? And if the issue is the townhouse complex not having enough spots, then it seems like the city isn't requiring developers to have enough spots/home and is now downloading the cost on to citizens. Is the city increasing their parking requirements for developers to make sure this doesn't happen again? Would it make more sense to rent some of the thousands of parking spaces in the unused commercial lots for the residents to use, rather than building more infrastructure around cars and parking? The houses and schools listed in the Lincoln write up should all have their own parking - why would we prioritize more public parking? How are people ever going to move away from having multiple vehicles per household if we are still designing our urban areas around parking as a priority? In the sidewalk section you were prioritizing walking and aren't local schools and parks supposed to be walkable? Why would we need additional parking here? Will the homeowners be paying the city to park their private vehicles on public land if they have more vehicles than can fit on their private driveways? Or is this another example of the city having too low of requirements for developers to have off-street parking?

The lack of street parking makes shopping, dropping kids off an ordeal. With money people can get around this problem. The problem is a large part of the city is on a grid and covered by transit.

The parking on the road block the view of pedestrians crossing the roads and causes huge risk to the pedestrians

Terrible street parking available to downtown poco and terrible street parking available to community rec centre. residential street parking in front of one's residence needs to have a shorter, limited parking time. Take a look at port moody rules for instance.

Poco should concentrate on figuring out how to add more parking spots in downtown Poco and quit building condos as the roads cannot handle the traffic.

Port Coquitlam, please keep parking downtown free! Understand for transit like West Coast express there needs to be a fee but keep the rest of the city free parking - it makes for a friendlier, easier to visit town center. I would rather shop in PoCo than Coquitlam because of the free parking. Thank you for all you do to keep our city fantastic.

Downtown PoCo is too crowded and there isn't enough parking

Problem is that people who don't live near the downtown core needs/wants to drive there and if there is too much congestion, it discourages us from going there. If we're already there, I agree that walking and cycling would be great, but I usually rely on my car to get to various places in the city where I would then walk and explore.

The streets in poco are congested and the major arteries are too limited.

Seems congested just prior to downtown. Downtown itself seems good.

This all sounds good in the planning stage. It remains to be seen how well this all works. Congestion is going to be a major challenge in the future. Lots of traffic cuts through PoCo rather than go around via MH bypass or Lougheed Hwy that would need to be addressed

Please don't sacrifice efficiency of the streets for beautification projects. This makes no sense.

design should incorporate separation between cyclists and others to increase comfort and safety. e bikes and e scooters need to be managed carefully due to high speed.

Should also think about noise levels especially in areas with single family homes.

Use colour etc when same cost. If more expensive, redirect funds elsewhere. We all have to tighten our belts, and this includes government. Council should think of costs as if this was coming out of their personal bank account, would they do it? If not, don't do it. Is it a nice to have, or a need to have?

The plan needs more street furniture, more places to lock a bike, more canopy for rain. Wider sidewalks when available.

Water fountains need to be considered. Washrooms or directions to washrooms should be considered.

You must look beyond streets to the zoning of properties throughout the city. Commercial zones should exist in every neighborhood.

More roundabouts, and clearing bushes by existing ones for better vision when approaching them.

I've heard some semi-truck drivers have had significant issues with a few of the traffic circles that have been implemented

Do not agree with some of the traffic circles design you installed. ex: the giant one by Rec Ctr. Also, that turn from Pitt River Rd up Eastern Dr. is way too tight for big/delivery trucks, plus when snowy all vehicles need a bit of extra room to make that turn. I think whoever designed that extension of sidewalk/ramp has never driven that way in their life at all especially in snow.

Get rid of the circle on Prairie and re widen the road -- causes backups too many drivers do not know how to use traffic circles.

Roundabouts are needed with pedestrian crossings away from roundabouts. Roundabouts are safe, eco-friendly and encourages the free flow of traffic with less possibility of accidents. Pedestrian crossings should be away from roundabouts as it would hamper traffic flow and is defeats the purpose of the added pedestrian safety that roundabouts bring

Prairie with the idiotic traffic circle ... it is NOT a true roundabout by any stretch. Go to the UK and see how a real roundabout is constructed and works. Prairie is SO narrow now, and to put bus stops where the pavement at the side veers into the road is utter stupidity. How does that help traffic flow?

I have never been a fan of the roundabouts but they seem to be working,

Roundabout (or any other solution) at Reeve and Wilson, since a U turn is not allowed.

I agree with some of it. Patios, meeting points, the pop up park is nice. Some of the banners and beautification doesn't seem very high impact to quality of life and enjoyment of the city. Port Moody has become a cool place to live with fun areas. Meanwhile, we have a lame downtown with an old bowling alley and the shutdown giggle dam. Why aren't we bringing interesting businesses into the downtown Shaughnessy area?

Need better restaurants to encourage people to want to come walk around. Options are pathetic.

Gentrify downtown. Do something with that useless space downtown with the rubber flooring. Should use that space for food trucks and picnic benches. More dog friendly places

Downtown poco should be bulldozed and rebuilt

Please overhaul downtown Port Coquitlam. It has so much potential to become an attractive quaint, and desirable destination for families to come to. Craft restaurants and breweries, etc with plazas where the community can enjoy the area late into the night. Think Latin towns with their plazas and a more interactive culturally rich vibrant place for all to enjoy

I went down to the dollar store on Shaughnessy last week. I looked around as to where I could go to look around at something else first. There was nothing of interest that even peaked my curiosity as to where I would like to go. Lots of little businesses, which had nothing to offer, only services. (Hair salon, printing, restaurants that were not open). I just stood and stared at the now expanded concreted veterans park. I had considered riding my bike over, and decided that riding along Prairie & then Shaughnessy was simply not a viable nor safe option for me.

encouraging more smaller local businesses throughout neighbourhoods would be nice. our area if between two large commercial sections but has no small coffee shops etc within a 10min walk.

I think Port Coquitlam has a lot of potential. It could turn into the Granville island of the Tri-Cities. We need a lot more independent shops, restaurants - art spaces. I think any new builds should include street level public service shops etc. And make the downtown core truly walkable and enjoyable. Also, don't keep building boring shaped rectangular buildings. Make things funkier to give Port Coquitlam a unique feel.

This is a vague area of the MTP and should be more clearly indicated where in the city you want to enhance public space.

The urban street design improvements do not include spaces to gather that I can see.

Examples?

I've had communication with the city over the lack of a second asphalt lift on Dominion Ave. The response I received was that there were plants, banners & kiosk wraps planned. In no way does any of these items make cycling safer on Dominion from Nile Gate to the east end of Dominion. There is a 1" to 2" lip on the right side of the marked cycling lane. VERY dangerous!

Less Supportive/Opposed

"Downtown" Port Coquitlam has been ruined by this concept.

But this is not necessary. it does not add to safety. safe trails increase safety. I do not support money, effort or resources on this. our city is already very beautiful. I would like to pocket this plan and activate it as a final phase. First more than anything our roads, transit and trails is serious updating. this plan is only good if I take someone on a visual tour and how them these couple nice things that got "pretty". but for actual living. with kids and dogs and working from home. Roads/transit/Trails need improving. majorly

do we really need this?

Is this really important?

It's fine, but I personally don't care. Function > Form.

Do you see people walking or cycling on the mess that you clowns have laid out...

How about we maintain what we have now and quit wasting tax dollars on this stuff.

I don't like planter boxes and wraps.

Not sure of the value to be gained from street banners...maintenance

It is evident that a lot of thought and care has been put into this MTP. I'm relieved to see that the "pain points" our family currently encounters have all been addressed. My only concern is regarding the street banners along Hastings St between Patricia and Davies Ave. I can understand banners being hung along streets with more commercial establishments or along larger roads but it seems out of place along a residential street that is generally not very busy. I don't see it as a necessary expense for the city. Thank you to all the folks who are working to make our city better. It is much appreciated!

Focus more on needs and not wants from a neighborhood prospective and if you could do one thing - get rid of the banners - worst visual clutter on the planet.

Not a fan of improving aesthetic features. Not really a transportation improvement.

Over achieving in design and expecting people to meet there is not very constructive. People already meet in their own neighborhoods and seem to like it that way.

By creating these nice "people places" are you also going to reroute vehicle traffic or prevent the efficient use of transportation? There are already issues with traffic in the urban parts of PoCo which will get worse with all the high density housing going in and now you want to reduce traffic in the busiest areas? I would ask that you have a plan for managing traffic better.

Less congestion, speed and noise?? These (except local businesses) all contribute to this! We have many parks and trails so not a priority. Getting traffic to flow smoothly will destress all drivers all promote calmness and safety on the streets. Personal transportation is not going away, so stop trying to block and hamper vehicles.

spend money on getting people by cars to their destination is the first priority in Port Coquitlam, Don't start spending a ton of money that our taxes go up too fast for other things in Port Coquitlam. We have a good community now and in the future look at improving things one step at a time.

Spending money on art and dazzling up the city center is less important than working on making it more accessible with cars. Most people do their shopping on their way home from work. They Want to drive to the grocery store straight from work, and then get home so that they can make dinner and put the kids to sleep and then get some work done. They do not have time to have a leisurely walk to get their groceries on a day-to-day basis.

"...encourages more people to walk, cycle, take transit..." More people means more cars whether you like it or not. My wife and I require a vehicle for work, taking our kids to soccer, dance, the pool, etc that is across the city. I'd say 95% of our activities within the city are not walkable and I could not think of one person who could drive would chose to take the bus. Also, we get a LOT of precipitation in the city. I don't see residents using those outdoor areas for transportation or any sort of enjoyment during the rain. It's one thing to beautify but don't take away road infrastructure to try to entice people to get out there.

The only businesses that benefit from this are ones that provide services or good small enough to carry while walking. I'm not doing major errands without my personal vehicle. I'll never use transit. Again, the weather is too wet and cold for this nonsense.

Seems all these improvements result in narrower streets and less parking. I avoid these places now.

I'm opposed to more gathering spots were turns into people late night gathering, drunk on drugs, etc.

No more places to gather needed. We have made enough!!! Maybe more benches on the trail by the river in Downtown PoCo.

Less parking = no downtown PoCo businesses in the future. Too far to walk from PoCo Rec Ctr. Just wait until the Elks Hall area starts to get being developed/built...good luck to local businesses!! Less congestion=keep the vehicle traffic moving!

This is more of an urban planning / land use exercise and not relevant to transportation / movement of people.

Some of the street art around town is kind of ugly or messy looking. and seems pointless waste of money. Like years ago, they put in those metal may pole children dancer's art in Leigh Square. its hideous (sorry) and what a waste of space and money

Local businesses less of a concern. Places to secure bikes in shopping area's important. More traffic will help businesses. This isn't the reason they are being put in place.

As long as Shaughnessy has the constant traffic flow it has, it's never going to feel like a healthy environment, or a place I would want to gather with friends and family.

Prairie roundabout is a white elephant.

Turning McAllister into a one way street has totally ruined Elgin street traffic flow, no parking best of times, Raceway at night. It is a Gong Show most of the afternoon, and a Stop sign at Shaughnessy. Great Plan.

The one way new construction street on McAllister and Shaughnessy is a total disaster, could potentially cause car accidents when backing out from the one way parking stalls. The street got much narrower and absolutely no need to have such a wide bike and pedestrian walkway.

The redesigned McAllister Ave is a disaster. One lane, one way and what's with all the metal poles in the ground? It's the only street in PoCo that has them.

See previous comments re: the disaster of the McAlister Av redesign

McAllister street angle parking terrible to back out of parking spots, thruway very narrow for larger vehicles.

We spent a lot of money on rearranging downtown poco near city hall when other areas need upgrades or money put towards it. The increase densification to downtown causes a lot of bottle necking on Shaughnessy.

Yes, I feel that some recent projects were not cost efficient, were very time consuming, huge inconvenience for local residents for long time, and for traffic, and were a bit unnecessary in my opinion, and some of them caused huge ongoing worsening rodent problem that has lasted nearly 3 years now, mainly in the downtown core impacting hundreds and hundreds of residents and local businesses in a negative way with no end in sight

All the “urban street design” just creates visual clutter and detracts from the natural environment. If you must have “urban street design” find someone with a natural visual lens as a designer. So far, the mess on McAllister and the City Hall redo is a fail.

The only one I can think of is downtown and it turned out to be terrible

McAllister Avenue redesign is a disaster. We've given up half the road to create a parking lot, leading to further congestion at Shaughnessy and additional time for traffic on the south side to get to Lougheed Hwy. We should instead broaden or create additional corridors from South to North and vice-versa, and limiting movement of traffic creates bottlenecks, pollution and waste of time of everyone overall

Time and expense (\$4 million plus?) to McAllister upgrade and referencing it as the start of other upgrades is concerning. Looks nice but the functionality of a one-way street was a step back in our opinion.

Do not plan any more one-way streets in downtown PoCo area. One way on McAllister was NOT a wise idea...or that whole idea of McAllister 'plan' -whoever thought of it and everyone who voted it in. One-Way streets could be problematic if there ever is a major problem on the main train tracks, certain streets, etc. Ex: it was very difficult to move through downtown PoCo when Wilson St. was closed due to fire, etc. Do not overspend!!!!!! Do not spend any tax-payers money on electric vehicle chargers unless you ensure they will 'pay for themselves'.

Not a fan of the road work done on Prairie Ave., very narrow/ less easy to maneuver and ppl don't know how to use roundabout

The increased widening to both sides of Prairie (unnecessary for the number of pedestrian and cycles that use them) has caused most of the traffic backup as vehicles wanting to turn hold up vehicles behind. Also, the ridiculous decision to have bus stops in the main traffic lane and not in a recessed section needs to be urgently attended to.

I do agree that we need walk ways/bike lanes, but on Prairie Ave the walk ways and bike lanes are as wide as car lanes that it's hard to drive a car on Prairie Ave without a fear of hitting the parked vehicle. Even people who drive bikes they ride bikes on the road so what's the point of these wide lanes when cyclists are not even using them. Widening the walkways on one side was still ok but it's done on both sides and now it's very very hard to drive on prairie. I am hoping you dont follow the same pattern in rest of Port Coquitlam as it will be very hard to drive.

The improvement project done on Prairie recently is not what many would call an improvement at all. The bike lane is okay. The curbs that curve in and out are a pain. It has cut down on parking availability. When the bus stops, all traffic has to stop until the bus goes again. The roundabout is nothing short of ridiculous. It is far too small to be useful. There is no time for drivers to signal so other drivers know which way they are turning. If anything, it will promote accidents.

The multiuse pathways on prairie drive crossing Skeena street is a nightmare for both the driver and the pedestrians. Making a left turn from Skeena onto prairie is concerning due to the parked cars facing East on Prairie—there is no line of sight and cars block the multiuse path. Something has to be done **THIS IS A SCHOOL ZONE**. Someone will get hurt. There are angry pedestrians and insolent drivers, entirely due to the road “improvements from 2022. **DO NOT DO THIS AGAIN IN POCO**.

Please learn from your mistakes in Prairie Avenue multiuse pathways, road safety and visibility. It has been an awful experience—especially for new drivers.

I am a middle aged woman that up until 8 years ago, I walked about with two legs. I make my way through the streets and now see with a different lens as to how inaccessible things really are. As I stated, I also ride my bike a fair amount, and equally look at how inaccessible things are if I were to be using my wheelchair. I would seriously take a good hard look at the building of the new pathway along Prairie and hope that the design build for the pathway/street bump will be scrutinized. It seems trivial, but trust me, it isn't. If we consider stroller users, chances are the kids weigh less, and probably will not complain as to the massive bump they have just been pushed over.

I have utilized the new Prairie pathway numerous times. In the direction heading east from Fremont to the dyke: At Devon and Prairie it's a bit risky rolling up, and the drivers do not stop, nor do bike riders. Heading west off of Devon onto the path at Prairie the stop sign is too tight to the path which makes accessing the pathway on Prairie dangerous, including the rocks that filter along the path. At Burns and Prairie (still speaking of the pathway) the building of that pathway was only invented for walkers/joggers. The skim around of the poles & posts make clearing the objects with a bike fairly scary, and let's not even think about a four wheeled scooter, or wheelchair. Not a very good design. Hoping that once the building starts for the new bike /shared pathway on Prairie there is a serious hard look building the connecting point from the path that connects to the road (I do not know what they are called), as a wheelchair user these bumps/ curbs are horrendous to power over, and if you were to ever sit in a wheelchair and be forced to maneuver over one, it is mighty scary & unnerving.

The project on the East end of Prairie fell short of these goals in my opinion.

Prairie Ave has turned into a mess. Ulster Ave is a mess as well.

I think overall PoCo is getting it right. As a lifelong resident I have seen the changes that have occurred over 50+ years and I feel the direction is a positive one. That being said there is always room for improvement and I hope the city continues to listen to its residents when it comes to issues such as this and will be open to suggestions from the people these decisions affect. Prairie Ave East was one project that I felt came up short and I hope the lessons learnt from that section will make the West end of the project take a somewhat different direction in design and implementation.

ROADS/AUTO

How well does the MTP achieve the goal to ensure roads, corridors and intersections are constructed and maintained to support traffic, new development and population growth so that people and goods can flow through the city?

Supportive/More Needed

If you follow and execute The MTP plan well, you can expect good results.

New infrastructure seems well thought out.

Movement of vehicles/transport of people and products must be paramount

I'd say well here

Continue current levels

For the most part I find traffic moves alright. Meridian connector has helped but at times getting downtown poco can be tricky.

Roads are not just for cars.

Work still needs to be done to make sure the commuter roads all have bike lanes

Unsafe sidewalks and trails for pedestrians.

Passenger car use must be deprioritized and de-incentivized

Less focus on moving private autos, more on moving PEOPLE.

I think we should structure the road system to prioritize pedestrians and cyclists over motorists to decrease car use to create a more sustainable city.

Walking, rolling and transit improvements should take priority to increase their use and move people away from using private vehicles as a form of commuting.

Defer road repaving and use that money to fund the connections for a basic safe cycling and walking network.

After decades of the automobile being prioritized in every transportation plan, the MTP allocates just over 8% of the total budget to direct road investments. Well done! Automobile congestion is not solved by building more and/or bigger roads. Giving people safe and accessible alternative transportation choices, like the MTP does, will do more to reduce congestion than any road additions.

Nice to see cycling and pedestrian infrastructure will be included in each of the proposed projects.

It is extremely difficult to navigate main roads in PoCo safely by bike at the moment. Please think about designated, safe bike lanes when building. Thanks for fixing the long wait times at the Coast Meridian/Salisbury intersection for pedestrians and cars approaching from Salisbury in the early morning. Makes a huge difference.

Roads are not well suited for other modes of travel throughout the city. They are very car centric

The roads in Port Coquitlam are not very good at being multi-use, most of the city is very much car dependent I still don't feel comfortable cycling or walking in PoCo as the main mode of transport.

Roads should be available to rolling and cycling. I should not be afraid of cycling on the road.

Where roads are shared by vehicles and cyclist/micro-mobility transport, they need to be designed to protect the most vulnerable users.

More education to all drivers and mobile users and pedestrians for everybody's safety

More focus on safety for people walking rolling and cycling please. I like the focus on reliability of transit times.

Not that many sidewalks

It looks like this area has been addressed to a good degree but can always be a focus with alternative transportation i.e. bikes, scooters etc.

Rolling and cycling should be separated from autos.

need to create corridors for truck and car traffic and keep it away from core areas, where pedestrian friendly streets can be created

Again, I would have selected somewhat well if that was an option. I think it's fine for cars for the most part. There's often congestion in downtown but I'd hate to see more lanes of traffic there, and it would just fill up with more vehicles if expanded. I think more dedicated space for bikes, improved transit routes would help to thin out vehicle traffic.

Both sides of Lougheed Hwy between Shaughnessy St and the Pitt River is extremely hostile to pedestrians.

Less roads, more buses

More frequent public transit is needed to keep environmental impact on vehicles down.

We should discourage people from driving and have more public transportation options and more walk ability within cities

Safety first, traffic speed and flow second

The projects identified are largely funded by others, so I would say that many of these are optimistic at best. I do agree that these projects should be borne by the city, but people that didn't get to the end of the plan may not fully appreciate that these projects are almost entirely dependent on external sources of funding that may or may not have the same transportation goals and timelines.

This is / should be the primary objective of the MTP but it is the lowest considered aspect as the plan focuses solely on moving people via cycle tracks / MUPs and no critical intersection improvements nor road widening. Get Back to Basics per the City's slogan and please share this specific feedback with mayor west and Council

I think one of the critical things that need to be done ASAP is the Fremont Connector. More and more building is being approved and done on Burke Mountain and the area and the north side of Port Coquitlam traffic is getting more and more challenging.

Build the Fremont Connector!

Build Fremont connector now.

The Fremont Connector needs to be done to get control of traffic on the North side of Port Coquitlam.

Please build the Fremont-Burns Road-Victoria Drive Connector. There were a number of public consultation meetings I believe in 2015 (eight years ago!) to avoid the congestion that has resulted on Cedar Drive from Coquitlam's development of Burke Mountain. I had hoped the new culvert on Burns Road at Dominion Avenue would at least have been designed/built to accommodate 4 lanes but I was disappointed. The Fremont Connector south of Dominion Ave is 4 lanes. Burns Road needs to have the ditches culverted so it too can be 4 lanes and then connected to Victoria Drive. Burke Mt is not yet fully built out so more people, cars, congestion will result on Cedar drive which was never intended to be the high density "freeway" that it has become. The four raised "speed bumps" / crosswalks have done nothing to slow traffic or discourage the use of Cedar Drive so the only solution is to provide the alternate route from Victoria Drive to Burns Road.

Expedite Fremont connector. Our neighbours are full of accidents off coast meridian due to traffic from Coquitlam.

Build the Fremont - Burns Road - Victoria Drive connector as a 4 lane road. This and the 4 lane Coast Meridian Road are/will become the major North/South routes through Poco.

why does the Fremont connector not go through the massive empty lot of fill?

Need more major arteries to get from poco to Coquitlam.

Better access to the top of Burke Mountain and Harper St is needed from Port Coquitlam.

traffic in the road that reach to Coquitlam is the most important thing

We need another road system between North (Burke mountain too) and South Poco. Coast meridian is ridiculously busy in rush hours with traffic off Burke mountain using Port Coquitlam's facilities. I also feel Coquitlam needs to add infrastructure for their residents on Burke mountain to alleviate some of the traffic issues.

I strongly support to complete '10.3 a project' as soon as possible. I believe that building a new road connecting Coquitlam and Poco as quickly as possible is the only way to solve traffic congestion on Coast Meridian Rd which is North Poco's main road. Many people in Poco will be able to use Coquitlam's SkyTrain closer, which means less car use, which is better for the environment in the result.

-we need an alternate route to Coast Meridian opened up; what happened to the Fremont connector?

Traffic on Cedar Drive needs to be looked at. Whatever happened to the Perimeter Road that was talked about 10 years ago and nothing has happened.

Burns road needs sidewalks and widening.

Coast Meridian has been very congested since the development of the Burke Mountain area in Coquitlam. Perhaps the City of Port Coquitlam can work with the City of Coquitlam to develop alternate routes?

We need improvements to intersection movements and road connections as only have 2 north-south connections.

A big problem is Coquitlam residents living above north Poco who only have two routes to get to the Lougheed hwy. Coast Meridian or David. I notice that construction is not slowing down so the problem is only going to get worse. Thankfully I live in South Poco and trying to get closer to the city center so I can leave the car parked more now that I am retired. Once the industrial area is completed Pitt River Road between Shaughnessy and the Lougheed will become very difficult especially with the trains using the track at various times during the day. A suggestion may be an overpass for traffic coming into PoCo and getting onto the Lougheed hwy.

We need to ensure the city of Port Coquitlam is not becoming a highway for citizens/traffic coming from Burke mountain / Coquitlam. This happened to New West and the citizens of the town. Let's not allow our city to become a highway for commuters of Burke mountain. Route that traffic elsewhere through Coquitlam.

Port Coquitlam's infrastructure cannot handle the constantly growing Coquitlam development on and around Burke Mountain. Having the residents Of Coquitlam in the Burke mountain community driving through Port Coquitlam puts a heavy burden on Port Coquitlam residents in these neighbourhoods. We don't need more roads going through Port Coquitlam to serve the residence of the continuously growing development of Burke Mountain. The roads already in place that serve Port Coquitlam and the Coquitlam residents of Burke Mountain need work. The quite slower moving neighbourhoods of Port Coquitlam now look like a fast paced highway.

Thanks for the voice. Lobby Coquitlam before they completely butcher Burke Mountain and ruin our community.

Traffic calming through neighborhoods. Coquitlam residents on Burke Mountain use our streets as shortcuts to get to Costco, etc. Another corridor (i.e. Freemont) needs to be fast tracked to service them and get them off our side streets.

What can be done with Burns Road as a safe fair access point for travellers on foot / bicycle? The single lane travel is incredibly unsafe. The alternative is Fremont Avenue, which has a fairly huge grassy area, but not enough space to travel with a bicycle safely. Is the intersection at Prairie & Fremont complete? The narrowing of Prairie has not done us any favours with reducing car's filtering through. People still do not understand that the outset of the stop sign at Fremont and Prairie is quite set back, and a visual hazard.

There are some definite choke points in the city that could use addressing. Kingsway being one of them. And Prairie/Fremont/Burns turning into heavy traffic/speed corridor trying to support all the Burkies that are tired of using Coast Highway and David Freeway.

Only concern is that we in Port Coquitlam residential areas on the north side are not overrun by Coquitlam's need for development up Burke mountain and subsequent use of Port Coquitlam neighborhoods as mere busy traffic corridors for travel to their destinations.

Unfortunately, with the amount of development up Coast Meridian and Burke, Coast Meridian has become a freeway. I'm fearful walking my children along this corridor.

Coast Meridian is getting very congested with new homes at Burke, I think something here should be focused on.

We need to ensure our city does not become a highway that caters to Burke mountain residents who pay no taxes in Poco. How does the city of Coquitlam plan to address traffic with the substantial development projects and residential developments on Burke? Where will these commuters travel? This is not clear and we shouldn't be sacrificing our roads for non Poco tax paying Burke commuters.

Poco is a gateway city that has become extremely congested due to other municipalities traveling through us to get home. An example is coast meridian to Burke mountain. It's a complete traffic nightmare on Northside now and its not even our citizens

We need to ensure our city does not become a highway for Burke mountain residents, they don't pay taxes in our city. Coquitlam is building more and more housing on the Burke Mountain which makes the roads like Coast Meridian Rd much busier and getting ever busier. City need to be mindful of that and coordinate with Coquitlam to figure out a solution. Same applies to the facility like rec center courses. Way more challenging to register kido to lessons at Hyde Creek with many registrants from Coquitlam.

Projects that need the support of Coquitlam to proceed I believe this is one of the stumbling blocks. If we didn't have three different municipalities perhaps these joint projects would proceed more smoothly.

The Lougheed highway stretch from Port Coquitlam to Coquitlam is often congest.

As Port Coquitlam grows, the volume on highway 7B is becoming excessive. Need to evaluate options to access highway 1 to head to Vancouver and options returning from Vancouver at the end of the day.

I am happy to know that future road links, such as the Lincoln bridge and Fremont Connector, will have accommodations for human-scale transport built in.

I support the Lincoln connector and the streetscaping with the sidewalks and cycle tracks planned for the area. Agree that it probably needs to acquire property for a 25m ROW. I support transit priority measures on Lougheed Highway and elsewhere in the City, including road space allocation where there is a high volume of buses. I support improvements to the Shaughnessy underpass to make it more pedestrian friendly.

The Lincoln Connector should be prioritized given its strategic location connecting Coquitlam Central and northern Port Coquitlam. This additional connector would alleviate significant congestion along the Lougheed Highway and also reduce the time/cost to travel/transport goods and people between the two cities at a critical junction.

Traffic volume on the Lougheed between Pitt River Bridge and Coquitlam River is very bad with no alternate routes available unless you divert to David, Pitt River Road or Mary Hill by-pass.

The development of Burke Mountain put traffic constraints/congestion into PoCo, hoping the Lincoln Ave project helps the problem, however, there are concerns with the nature trail access and development around Coquitlam River habitat.

Start limiting Burke mountain development as the residents are causing excessive congestion on Coast Meridian and Apel Dr.

Lincoln Connector and Lougheed improvement projects are excellent developments, hope to see them soon.

The ideas are good - I'm curious to know timeline on these projects - especially the Lougheed crossing and potential Lincoln crossing.

This answer assumes the widening of Lougheed highway bridge as well as the Lincoln connector bridge are deemed a high enough priority to actually happen.

I think it would help to reduce pinch points (Coquitlam river crossing) but am against further highways expansions. No need to induce additional demand for traffic.

Seems like we are past due on the Coquitlam River Bridge(s) replacement at Lougheed between Shaughnessy and Hastings. I understand it's a major project but is critical for the city and Regions transportation needs. Would like to see this be prioritized to take steps towards replacing these bridges.

Recommend increasing Lougheed Highway to 3 lanes each way to make it match Coquitlam. Recommend having a separate bike path/sidewalk. The highway is frequently very congested.

My hope is that you can preserve the heritage feel of the truss bridges by making the new bridges match the historic ones. Especially with the Kingsway bridges that used to be double truss bridges with the railroad bridge, it would be nice if the truss bridge could be brought back on the Kingsway traffic bridge, that being the historic neighbourhood. It would really add character and to our story.

Need to widen some key roads such as Lougheed highway to six lanes in Poco and widen the shaunnesey underpass
Widen the number of lanes on the Lougheed. People already go back routes, it's the major route that needs to be improved.

The need to make more lanes on the Lougheed from Pitt Bridge to Skytrain in Coquitlam. It takes so long to travel to Skytrain, or even get threw that section because traffic is constantly moving slowly and it's always a lot of traffic.

Lougheed highway between Oxford street and Westwood street is incredibly slow. Needs additional lane or better timed lights to move traffic better. (Addressed in MTP which is good)

Lougheed from Oxford to Westwood is brutal. Cedar road should be widened.

Lougheed is a Deathtrap waiting to happen. Improve traffic flow from Oxford to Westwood. And Improve safety especially for pedestrians along the whole stretch.

the corridor between Coquitlam and Port Coquitlam has too heavy traffic

I'm so tired of the congestion on Lougheed Hwy and Coast Meridian. Traffic and peak times has become horrendous to even want to be out but without any other options what is a person to do when you need to go to work and pick up/drop off kid at school. A vehicle is required but there are just not enough lanes or roads for the number of vehicles out there. How can this be improved?

How could the congestion on Lougheed highway heading west before and after Shaughnessy be made better

Lougheed highway needs a minimum 2 extra lanes to handle the flow of traffic. With population growth and infrastructure not keeping up with demand, this has seen constant heavy and slow traffic throughout all arteries that lead to and from Port Coquitlam. With this in mind, our city needs multiple ways to get around the railroads. Tunnels and bridges to bypass these points of access will help improve traffic flow. More roundabouts and less lights and 4 way stops. Free flow of traffic coupled with safety should be at the forefront of planning and city goals. Please keep cross walks a little way away from roundabouts, this defeats the purpose and function of free safe flowing traffic around them. Again, Choke Points & Bottle-Necks Need to Be Improved. Lougheed Highway Westbound continues to be Congested to Oxford Connector, Shaughnessy, & Westwood. It has been for the last 35 Years or More!

It's so congested all on the main routes, Maryhill and Lougheed

Lougheed Highway Westwood to Hastings and Oxford to the Pitt river bridge could use sidewalks, safety barriers, etc. The backup on westbound Lougheed from Shaughnessy to Westwood is also hell. Those lights or lanes should be improved

The most important thing is a heavy traffic that is now in the Lougheed Highway that connect Port Coquitlam to the nearest skytrain station in Coquitlam Station

Need the highways with extra lanes. This is a city you need a vehicle and we hate sitting in traffic. I'm very concerned the added population will only congest our roadways more

improve Lougheed highway corridor to be more walking, rolling friendly and less stressful. improve road drainage so walkers and cyclists are not splashed and misted with dirty road water

Mary Hill and Shaughnessy needs improvement.

I feel like at some place we need bridges so ease off traffic. One area is at the Shaughnessy / Maryhill bypass intersection.

The Fremont connector project looks great. It is unclear to me what is being done at the Broadway / Maryhill bypass intersection but it needs immediate attention - at least once a week I feel like I narrowly miss an accident or witness one. There are no flashing lights warning a change of light in that stretch either so cars run the yellow or red because they can't slow down in time and cars getting into the bypass cannot accelerate in time and it comes in at an angle so you have to turn almost 180° in order to see if cars are even coming

Two issues to mention here. 1. Shaughnessy merge to MH bypass. Absolutely hazardous approach angles, especially for people with stiff necks. I realize this is a shared issue with BC. 2. Fremont connectors to Burke Mountain. Improvements made but still pretty sad for what should be a significant arterial route.

More consideration should be given to Mary hill bypass traffic / pedestrian safety issues. Especially the Traboulay crossing at Shaughnessy/Maryhill bypass

Mary Hill bypass - cars race along this stretch. People are on the roadside to catch the bus which isn't safe. Hard to merge on to MHB from Broadway during rush hour. (Addressed in MTP which is good)

Traffic coordination through the bypass is not good especially around Shaughnessy. A red light speed camera is needed at Broadway and the bypass.

The intersection at Mary Hill Bypass and Shaughnessy warrants significant investment. It appears that this intersection is singularly responsible for rush hour congestion on the Mary Hill Bypass. The City should also take a more ambitious approach to adopting electric scooters since they are a sustainable and relatively affordable alternative for local transportation, which is inadequately provided for in the City by TransLink.

I don't know whether we are fixing the BC's deadliest intersection of Broadway & Mary Hill Bypass (as per ICBC crash stats) and the entire MHB stretch where you may know people are driving 100 kph and suddenly cramming breaks on an intersection with no warning signal light and opposite side vehicles are scared to take left turns or are we still going to wait for the feds to take up the bill?

Broadway and Mary Hill Bypass area urgently needs to be addressed and should be a priority area for improvements. The safety of the pedestrians commuting in this area should be the cities priority.

Lougheed highway and Maryhill bypass should be minimum 70km per hour if you truly want traffic to flow more quickly AND safely. Both are possible with sidewalks and flashing warning lights when lights are about to change. Need to double wide the left hand turn off Mary hill bypass onto Shaughnessy

Mostly good. The ability to get off of the Mary Hill Bypass and onto Shaughnessy when traveling eastbound towards Pitt Meadows is a challenge. It backs up and blocks a lane for people trying to travel further east. I didn't see any research into this.

There needs to be a merge lane off Shaughnessy unto Mary Hill Bypass which is a busy major thoroughfare. The visual angle makes it awkward to see on-coming traffic. This is the scene of a lot of rear-enders.

As always, a major problem is that PoCo has two provincial highways cutting through it and it can be difficult to get the Ministry of Highways on board - they are slow to act.

Traffic congestion on the rise in poco, more planning should be done

I think based on the existing road structure going into downtown Poco it is as good as it can be with the congestion.

Significant improvements are needed to handle high traffic and around railway crossings. Don't attract higher density in population without first thinking about if our roads can handle the higher number of vehicles on the road. More people = higher traffic

Road widenings serve to increase demand and should not be seen as "solutions"

I didn't see any increase in the number of lanes. Densifying the city will only lead to more congestion. Sure there would be people walking and cycling but a large number of people will still rely on cars.

Bottleneck. Not understanding the amount of traffic from new builds. And be rec centre

Fixing existing bottlenecks is crucial

Please Identify Current "Bottle-Necks" & "Choke Points" along with Efficient Emergency Evacuation Routes, Needing Upgrades & Improvement.

Flow through our city is compromised by overcapacity during peak periods. The Mary Hill Bypass (provincial highway), Lougheed Highway and many arterial routes (Coast Meridian Rd., Nicola Avenue, Prairie Avenue, Lougheed Connector) are over saturated each day in all directions.

Look at major traffic problems congestion

Traffic congestion is absolutely horrendous, and is getting worse, and needs to be addressed. (No thanks to our neighbouring city of Coquitlam and their greedy developments!) Start with the Mary Hill Bypass and Shaughnessy intersection please!! This needs an overpass badly.

We need more infrastructure within PoCo since we only have 2 main roads each (north to south and east to west) to move around and the congestion is getting worse every year as more units are becoming available for people to own or rent.

Avoiding road congestion will help to ease the frustration of drivers who have difficult employers who do not understand.

Widen roads where there is clear traffic congestion.

Generally, I think Metro Traffic has much to be proud of. The minor, or nearly so, issues are perhaps better blamed on speedy growth. They can be adjusted with attention and appropriate remediation.

Slow the development. We love our wonderful city the way it is, further development reduces desirability.

I think the biggest problem with Poco is that traffic congestion is not decreasing. In addition, exchanges with the neighboring city of Coquitlam should be promoted.

Coordination between land use and transportation should also be a key element of the approach. This is even more important now with the Province's legislation for allowing higher densities around the main PoCo bus exchange/West Coast Express and frequent transit routes.

If zoning allow higher density residential use, there should be a higher priority to build sufficient roads and walkways for that area.

If the goal is a livable community how about we stop piling people on top of each other. The drive for density is only going to bring in the same problems all big cities have. Maybe the mayor could stand up the provincial government and say no, we're not going to build four houses on a single family lot.

Drivers and their automobiles are taking over our streets. Due to population growth and very little other transportation options there are so many cars on our roads that the front of most homes has become mini highways. This is leading to noise pollution and dangerous environment for us to raise our kids.

Unfortunately, when single homes get demolished and a new 4-5 storey building is built, with 30+ units, that only means additional 30+ cars (at least) on the road, causing even more congestion, especially DT poco. Getting from Shaughnessy and Wilson to Shaughnessy and Lougheed can be an absolute nightmare, especially during rush hour! Not sure how that part of the road can be improved, but would love to see it coming as it is only going to get worse.

How does the City plan to improve the road network in conjunction with growth? There are many congested chokepoints in the city - e.g.: Coast Meridian Road, Prairie Avenue, Nicola Avenue from Ottawa Ave. east, the south end of the Coast Meridian Overpass west exit and merge to McLean, Shaughnessy St. entrance to the Mary Hill By-pass, left turn lane options from Broadway on to Shaughnessy St and Broadway east to Mary Hill By-pass.

The maintenance and improvements to roads are fine. With the plan in mind it is clear that Port Coquitlam cannot sustain further development of multi housing residences until major interchanges and rail under/overpasses and bridge widening happens. The plan merely identifies areas of priority and focus with no timeliness or actual projects to reference. The anticipated growth of the population by 30% cannot be supported until these issues are resolved. It can be appreciated these solutions are not fully in the City's control and as such the City needs to avoid the lure of development and focus on other manners of investment and ways to increase housing options for residents.

When doing such plans think of cities that were able to expand their lanes when suddenly 35 towers came in for 10 years and how they are doing today with double the population compared to last 10 years on the road

The city struggles in areas that apply to all Metro Vancouver municipalities. Higher density housing such as apartments being placed in areas designed for houses causes major issues when it comes to parking as well as existing in these areas as a pedestrian during any of the peak traffic hours. This is true in areas in Downtown POCO as well as areas on the North Side that have been redeveloped.

Kudos to the City Administration to present this plan, however confidence of these plans occurring is low due to population and housing changes. Suggest more region wide planning as POCO is not the dominate population in the area. Not related to this study, however it would be good to amalgamate the Tri-Cities - with POCO management and leadership of course.

There are way too many new high rises and town homes with still limited road access. The traffic is getting so much worse now.

Feeder routes to a freeway out. Rather than having to fight traffic and traffic lights all the way

Need to future proof any additional road projects to account for the massive increase in condo development and population increase

I think Port Coquitlam is going to see a major population boom soon with how much construction is going on in the downtown section. Shaughnessy already doesn't fare well with our current population density. Is there any plan to potentially improve infrastructure for a rising tide of new residents?

population growth should be curbed- through less immigration-so we do not need any more roads

There needs to be an improvement from Lougheed Hwy towards Brunette. It's highly congested bumper to bumper everyday going westbound. With all the new immigrants and more cars on the road it's such a congested artery trying to get off to exit on Brunette going towards McBride.

Population growth is huge nowadays but it seems to me that the city is still slow to update the busy intersections. Po Co is surrounded by railways so I guess there is not much the city can do to reduce traffic congestion. So, the city should not build condos in the small downtown area. I hope you can open your eyes and go out to see the traffic around rush hours.

A tax on single delivery of goods. Better postal delivery

Soooo much traffic!!

Traffic has increased school zones and parks zones have increased spending. Enforcement is needed

Good luck with this goal. You can see how this is a struggle with the highway to Vancouver during rush hour and bumper to bumper traffic crawling along.

There are not enough main roads to accommodate the fast growing population in the city. We also have a number of train crossings that stop traffic throughout the day. The traffic within the downtown corridor is getting more and more congested all the time.

It definitely needs to be looked at. The road situation needs to be expanded and widened as the amount of growth we have had with population outweighs the number of Verona the roads. Even consider sky train connections through Port Coquitlam this would allow other ways of transport for people.

As population density increased, the movement of cars, etc through the city has become more cumbersome. The infrastructure cannot keep up with the increase in traffic. As much of this is through traffic, public transportation will only alleviate this slightly.

We have a couple exits to access highway, but any improvement would be welcomed since the number of people moving to the city is growing

Lots of congestion around Lougheed and Shaughnessy heading downtown Port Coquitlam

Improve Coquitlam center traffic

Given that our area is bounded to coastal mountains some prior road choices are less than logical or efficient. These should be assessed for alterations for better design and efficiency.

Coast Meridian bypass was a great idea - however I have followed numerous vehicles on my way home that still use my street as a short cut to get to the bypass, instead of keeping on Coast Meridian and following through to the end where it meets up the bypass. Maybe the thought of traffic congestion is scaring them away. With the numerous development projects slated for downtown Port Coquitlam, I wonder how on earth the traffic congestion is going to be relieved. It just keeps on getting worse, instead of better. Perhaps an overpass over the train tracks could be an answer? Those flashing light operated pedestrian thingies have also slowed down traffic during rush hours - now starting at 2pm on most days. ALSO, I would like to know why there is only 3 left-hand turn lights at the major intersection of Shaughnessy and Pitt River Streets, instead of 4. There are 4 left-hand turn lanes - so please co-ordinate this, as the way the lights are now is STILL confusing drivers. We just had a major crash hear this past week and many more have been documented.

I'm very concerned with the amount of traffic on Kingsway west of Maple. It gets very backed up and with the addition of new housing in the area, will soon be very unsafe. The curve between Dixon and Maple needs to be seriously looked at. We live in the west side of PoCo near the Coquitlam limit (surrounded by Lougheed Highway, Westwood, Davies, Hastings) and I couldn't notice too many improvements in the MTP for this area. The Westwood St.-Davies Ave cross is mentioned only for improvement conditioned funding (to build an underpass), however this is not very realistic in the short term? This crossing is high car traffic during peak hours and dangerous to pedestrians and cars alike (seen many accidents in recent years), hopefully something can be done before the underpass is a reality (e.g., restrict dangerous turns during peak hours?)

The Shaughnessy underpass is highly used for vehicles and pedestrians. Wheelchair users struggle to pass other pedestrians

With higher density some areas need to see major improvements, such as the railway underpass on Shaughnessy in the downtown area.

Downtown

Bottle necks for the Shaughnessy Street underpass. These two intersections cause bottle necks when the traffic signals work against one another: Kingsway & Broadway and Kingsway and McLean

Bottle neck on Shaughnessy due to densification.

Going through Shaughnessy street towards Lougheed Hwy really gets bottlenecked at the underpass that goes underneath the railway. If there were a way to widen it even by one lane would make it more accessible

Shaughnessy is congested much of the day

The single-lane downtown poco bridge is very disruptive to the flow of traffic

Downtown Port Coquitlam (along Shaughnessy) is a bottle neck, especially underneath Kingsway. The roads around Costco (around Dominion) do not seem like they were designed to handle the amount of traffic that currently exists there.

Traffic in downtown does not flow well through the business area

Downtown core gets so congested at rush hour. Public transit would help with this

Shaughnessy street has become a clogged artery. Being the only road to go under the railway tracks it's heavily used.

Shaughnessy Underpass. Fix it!

The Shaughnessy underpass is a problem and expansion or alternate routes are required if Port Coquitlam is to expand.

The area to enter/exit Port Coquitlam under the bridge is not feasible at all for the amount of traffic being added every day. How can a large city such as Port Coquitlam only allow one vehicle at a time to enter downtown. This definitely needs a review with the amount of new buildings being built.

Wish the Shaughnessy underpass wasn't such a chokehold-I see there is a plan, but it doesn't solve the issue of traffic congestion even during light traffic.

This plan does not address the Shaughnessy underpass gridlock.

Again, Shaughnessy street clogged up

The biggest and most unique challenge to our transportation is the Shaughnessy Underpass Gridlock. The next biggest challenges are the City of Coquitlam and the rock quarry - both have added huge traffic numbers, including many tandem dump trucks (& the dump trucks will double once the provincial government green lights their expansion request). Have we even been collecting the fees for trucks?

Improve the Shaughnessy St. two lane underpass to 4 lanes. This will be a major project that needs implementation for future growth.

4 lanes needed on all of Shaughnessy, including underpass!

How about you enlarge the Shaughnessy passage under the train rail. That should be your nr.1 priority...not scooters on the road

The road that goes through downtown PoCo (Shaughnessy) has only 2 lanes: the traffic lights at Lions park road gives preference to 2 strip malls, which does not make any sense, and these lights are not synchronized with the lights at Shaughnessy and Lougheed. So, there is a long wait to go through the lights at Lions park road, and another long wait at the Shaughnessy and Lougheed lights; this has to change to have a faster exit from downtown PoCo. None of the many previous Mayors and councilors of PoCo had a vision nor the common sense to build a 4 lane road going under the railroad lines.

Need a traffic flow fix to exit Downtown core, all the Condo's being built just getting worse by the Day.

Shaughnessy Street can get very busy. It is often very difficult to drive onto Shaughnessy from the side streets. Implementation roundabouts would greatly alleviate this issue and also serve as a traffic calming measure.

One of the biggest problems is access to downtown PoCo from north PoCo for wheelchairs, cyclists, skateboards scooters and strollers. That underpass is too narrow.

Trying to do too much on streets, many of which are 125 yr + old. What plans are there to widen the Shaughnessy St underpass under the CPR tracks and Kingsway to 4 lanes Cars, trucks and busses are not magically going away.

I think that Kingsway gets too bottlenecked during peak traffic times and delays from the train, would like to see that area close to Kingsway and Westwood have an overpass to prevent long traffic delays from train, or widen it somehow or create an alternative alternate route

Fix the train crossing issue!! Either at Kingsway or Pitt River. An over pass is needed. Also! Dump those pedestrian crossing signals that are don't walk and then immediately change to walk when pressed. Wilson and Shaughnessy is a great example. I was turning east bound onto Wilson from southbound Shaughnessy when a pedestrian walked up and hit the button as I was halfway through a turn. The pedestrian kept on walking without looking. They almost became a hood ornament!!!

What is the use of these roads when they are blocked by CP Rail? The Lougheed Hwy has very narrow shoulder spaces, and a short lane to turn into the Pitt River Road: when CP Rail is blocking the road, sometimes the lineup of cars extend beyond the short turning lane, and onto a Lougheed Hwy lane: this is dangerous, because vehicles are traveling on the Hwy at 70-80 kms per hour, including big trucks.

I would prioritize grade separating the railway crossings on Westwood and Kingsway. I recall Mayor West stating that this was one of the city's future transportation goals, but I have not seen (to my knowledge) any concrete plans for how this will be completed. Maybe this could be a Point #7 to go along with the other six.

If you actually did it. Poco is surrounded by obstacles. There are three ways to get out of city going west. Trains further delay them. The street design and construction of apartments are a joke.

Trains stopping traffic is a pain, but not much can be done about it.

If possible, find ways to avoid getting stuck by trains. Overpasses work but are probably expensive. What about an app (added to Google maps) with up to date train schedules/movements?

By pass the railway system

We need overpasses over train tracks. We need transit to continue its train extension to downtown poco.

Not as well when they are restricted by other entities with jurisdiction (such as the Mary Hill Bypass or Translink/CP Rail)

If you do not get traffic moving, there will be more pollution as the cars idle trying to make their way through PoCo. Most people cannot afford electric vehicles, as well as sheer increase in population coming. Major examples: Shaughnessy Underpass!!, as well as the 2 railway crossings on Kingsway. Shaughnessy St.-THAT is something that will be worth fixing along with the Railway Companies? CP? /Burlington/Kansas...??? Burke Mountain population has really affected traffic flow through PoCo....as you know.

I'm disappointed that for Westwood and Kingsway, "an option was not identified that would offer a considerable advantage over the existing at-grade crossing condition". PoCo is cut off by trains in numerous directions, finding feasible long-term solutions to this will become increasingly necessary as train and vehicular traffic both pick up. Today train traffic is already an unpredictable grenade waiting to explode on your morning commute. I can't imagine what it might be like in 50 years. Solutions need to be considered, even if they are not implemented in the next 20 years. I was also disappointed that a solution was not identified for the horrendous bottleneck that is Shaughnessy St during rush hour. I feel the MTP is insufficiently addressing this major pain point in accessing the PoCo downtown core. "Providing additional lanes for vehicles at this crossing is undesirable as it would introduce more traffic into the already busy downtown corridor which is constricted to two lanes and restricted speeds of 30 km/hr. Widening the underpass to provide additional vehicle lanes would also be very costly and not achievable without a complete replacement of the underpass" - why is complete replacement of the underpass being entirely discounted and written off? An upgraded underpass would not necessarily lead more traffic down Shaughnessy as it could be redeveloped to intersect with Kingsway, potentially offering outlets onto Maple or Mary Hill as alternatives to progressing straight down Shaughnessy, better load-balancing traffic. Another alternative could be to offer an overpass coming straight through Mary Hill, connecting to the Oxford Connector. This would offer the opportunity to offload traffic from Shaughnessy onto Mary Hill, and Mary Hill has opportunities to be widened to a 3-4 lane road through removal of on-street parking. Overall, I was disappointed in the lack of thoroughness and creativity in addressing some major bottlenecks that will need to be reckoned with at some point in PoCo's future.

CP Rail, a private transnational co. has abused PoCo for many years. Enough, is enough!! Something has to be done to stop the abuse: very long trains that can block up to 3 exits of south PoCo (which is an inconvenience especially at rush hours, and safety concerns because it blocks emergency vehicles; sometimes it stops because someone forgot to call the rail yard to have a clear line to go through; pollution from the engines diesel; noise pollution at any time of day or night from rail cars banging, and use of loud horns (there is plenty of modern technology to replace the use of loud horns).

Yes, have a referendum for the PoCo residents to decide on giving or not giving the boot to CP Rail out of PoCo. Also, contact the federal minister of transportation to do something about the CP Rail abusive ways.

Trains. Traffic due to trains must be considered.

I think more can be done about the congestion with the railroad crossings.

Overpasses and underpasses to bypass rail crossings are desperately needing while driving and for other modes of transportation. Good to see them mentioned here, although the lack of business case for the Kingsway and Westwood crossing is disappointing.

Car access in/out of Port Coquitlam, in relation to CP railyard blockage of roadways, is the priority most discussed by our friends and neighbours yet does not appear to be in the city's plans to address while welcoming an increase of traffic in relation to increased housing density. I take it #6 is directly related to this primary issue. Shaughnessy single lane underpass Kingsway - Westwood is a daily unknown variable in commuting in and out of Poco

With regards to section 10.6 Canadian Pacific Railway Crossings, there is general support for the inclusion of work undertaken between Vancouver Fraser Port Authority (the port authority) and partners to explore at-grade road/rail crossing alternatives. While the aforementioned studies have concluded and any potential works depend on the availability of additional funding, the port authority continues to see value in these works progressing and assess applicable future funding opportunities with all partners.

Design/O&M

This should be the main objective of the MTP and cars seem to be an afterthought. Invest more in road repair and improvements: (1) at light or realign Costco/Home Depot driveway conflict (2) add left turn bays on coast meridian at Coquitlam or manning (3) widen Mary hill Road / Pitt River intersection to increase capacity as it's a bottleneck in all directions (4) fix signal timing at Pitt River / Shaughnessy (5) safety needed at Citadel Middle school crossing and enforcement (6) wider roads with curbs between Wal mart and prairie to create alternate route than coast meridian (7) Lincoln Ave crossing into Coquitlam and get federal funding for this (8) more investment in road repair (9) snow clearing is really good compared to other muni's (10) look at moving Reeve at crosswalk at Hawthorne to south side / closer to school and improve connections to school (11) riverside kids jaywalk across reeve just north of prairie . Should figure out how to force them to use crosswalk at light (visit the school between 8:30-9:00 to observe) (12) ask MoTI to build extended on-lane / taper for cars turning from Shaughnessy onto Mary hill Bypass heading west to highway 1 (13) work with Coquitlam to improve Pitt River / Lougheed intersection with right turn off Lougheed and better signal timing (14) don't build a cycle track on coast meridian overpass and use that money elsewhere (15) build Fremont connector or widen Burns road

Need more left turn lanes and/or lights, especially on Coast Meridian. Or don't allow left turns on busy routes. When there is a business entrance or street within a short distance of an intersection, vehicles turning create a disruption to the flow of traffic and many near accidents. e.g. Shaughnessy and Chester and Broadway and Mary Hill (A&W/Starbucks) Definitely needs improvement. The area by no frills, Starbucks and McDonald's - Oxford, Lougheed and the Oxford connector - no longer can support traffic and frankly, needs cement barriers and medians cause the drivers block lanes and people will get in an accident

Traffic light timing needed to be more effective, especially on busy road junctions

We need less lights. No left turns on coast meridian during rush hour times. One person wants to make a left on Coquitlam Ave heading north and they back up traffic to Mary hill. Let's increase some speeds here. We want cars in and out. Make coast meridian more like Lougheed highway and keep it moving. Fewer exits and drive through residential last 10%

Please fix the intersection and Fremont & Prairie. Living in this corner. It is so very bottle necked and over run by the traffic filtering up to Burke Mountain.

Synchronize traffic system!!!

Number one priority have to be the traffic light system synchronize, many streets have one intersection green light and hundred meters later get red because pedestrian or small traffic intersection, have to synchronize when close traffic system. Less time on the road and less pollution!

Intersection Prairie - Coast Meridian is very dangerous. Intersections in Fremont area (next to Starbucks) are crazy dangerous! Coast meridian in general is a very dangerous road to travel

Fremont and Prairie intersection is unsafe in its current form

Prairie and Fremont should be a round-a-bout. Cars blow through this intersection on the daily.

Need left turn signal on Maryhill and Pitt River Rd!!!

Pitt River Road at Shaughnessy Street is a terrible intersection that is a danger to drivers and pedestrians maybe no right turns on red lights or a controlled right turn signal for all directions as drivers rarely stop at the red light when turning right.

The traffic lights at Coast Meridian and Prairie seem to favour North/West traffic flow. This seems to be a response to additional traffic from Coquitlam residents using Poco as an access conduit. Is this a conscious decision? Are Port Coquitlam taxpayers providing commuter routes for Coquitlam residents? Does Coquitlam help pay for these road improvements?

intersections along Langan between Pitt River and Broadway are dangerous. No one abides by the roundabout principles, people drive in excess of 50km and often do not stop for the cross walks - they are in a hurry to get to wherever they are going. I have not been able to let my kids walk home from school as even I have been cut off in the cross walk by people. Those intersections need people to slow down such as speed bumps, stop signs. Give people a chance when they cross the street!

Traffic calming to discourage people from cutting through neighborhoods like Riverwood is greatly needed.

Have concerns on the speed of traffic, the amount of dump trucks etc speeding and going through red lights, mostly on coast meridian road!

The largest increase of traffic on Oxford was when both coast Meridian and Shaughnessy closed for construction at the same time. Speed of traffic though and after school zones increased with volume. Section between Kwayquitlam and Lincoln a speed way at times.

Stop the drag racing. Stop the dangerous intersections. Think about parking lot exits, before you allow developers to build. Think about parking. 90% of people do not care about bike lanes.

High crash rates, those areas clearly need to be addressed. Park zones near school/on the other side of the school, example; James park elementary school, Coquitlam avenue a portion is a park zone but majority of drivers do not adhere to the speed limits. Oxford and Lougheed, the left turn lanes both the one going onto Lougheed and the one into the strip mall where Starbucks in - people use the turn lane to the strip mall as the turning lane to get onto Lougheed, blocking the people's ability to access an open lane and driveway into a strip mall. What those drivers are doing is in fact illegal. The yellow painted medians no longer remain useful. Burke mountain traffic congestion- we have 0 control on what Coquitlam does on Burke but unfortunately, we are the ones that pay the price by sitting in traffic on Coast Meridian because that's the ONLY way to burke mountain. It now takes 30 minutes to get to prairie from Lougheed when it should take 10. Not to mention, the grocery stores are constantly packed with people and shelves are empty because poco doesn't just serve poco, it actually serves poco and Coquitlam's Burke mountain.

Too many vehicles are speeding in low speed areas

Vehicles, buses, motors and auto-truck are driven way too fast at 2071 Kingsway Ave. This doesn't only increase the possibility of fatal accidents and most importantly, it creates high volume of noise which leads the residents living at 2180 Kelly Ave (building 1000) suffered in mid night.

Evaluate ICBC and RCMP data from high accident areas and consider what changes might need to be factored in to current and future plans

City speed, driving conduct, and traffic enforcement

How about we teach people the rules of the road instead of trying to protect everyone from themselves.

provided everyone knows how to travel on same

MUPs are a good idea. Sidewalks are a good idea. Shared spaces introduces a safety concern but manageable... but as I've mentioned before, having an MUP and sidewalk on opposite sides of the road is a major safety concern. Drivers only have one side of eyes that can only see one emergent situation at a time. Don't take away road infrastructure in a growing city. If anything, there should be more vehicular only traffic where drivers wouldn't have to worry. Not very practical but that's the flip side.

Please extend distances of school zone speed limits such as entire block of Riverwood Gate from Terry Fox Secondary to Blakeburn Elementary

Shaughnessy Street is a high traffic area with people driving high speeds. More needs to be done to slow speeds. If additional residences are planned, the narrow section between Eastern and Mary Hill Lane need to be addressed. Traffic volume is increasing on Pitt Rover Road (Both east west and north south). Traffic calming needs to be ineffect from laughed to Pitt and Pitt and west to Pitt and Reeve St. This area is getting more and more congested with traffic and you have 4 schools and a Rec Center within the vicinity.

The drivers coming from the BC Christian Academy are a problem. Instead of turning left onto Lincoln they continue through Evergreen and drive through the streets. Trying to get to Prairie Avenue. The issue is that Lincoln is really backed up during peak times. I can't tell on the map but there needs to be a light put in at Lincoln and Prairie to alleviate some of the traffic issues. There also needs to be a deterrence to stop these parents from driving through the neighborhood. Once they drop their children off at the Christian Academy, they seem to forget that other people in the neighbourhood have children who we want to be safe, I have almost been hit numerous times by these vehicles while walking my dog and I have children that walk to nearby schools. It is not safe for them.

The roads around the BC Christian School (formerly Lincoln Elementary) were never intended to handle the kind of traffic they get now. When it was a neighbourhood school the majority of students walked. Now the majority are driven. The nearby streets are congested with parents' cars, dropping off and picking up children. Lincoln Avenue is often backed up at dismissal time, waiting to get on to Cedar Drive (which has more traffic from Coquitlam residents). Some have begun to drive through residential streets to avoid the congestion. If a high school is built on the property the problem will get much worse. Some attention needs to be directed to this situation.

Please study the traffic around Lincoln and Fernwood and plan for traffic if the planned high school gets built at BC Christian Academy.

I live on the Northside and work on the south side I travel to and from twice a day. BC Christian Academy is near my home and most children are driven to school. It is nearly impossible to get around safely when school is starting or over for the day. Difficult to get out onto Lincoln Avenue and huge waits at Cedar drive as most cars that drop off at the school then have to make a left onto Cedar. It's terrible. Can't wait to move next year!

I really think that the BC Christian Academy needs to be looked at and considered how to make that area more accessible to people. We can no longer walk our dogs through the field area at the back during off school hours as they have their staff members parking there. It is dangerous there shouldn't be nails and car debris in a field where children are going to play and dogs are walking. Something needs to be done with that area. The traffic created by the school is dangerous and uncaring.

Pitt River road around Pooley Ave has speed limit 30 which almost never respected by drivers. there is also poor visibility for drivers who try to turn to Pitt River from Pooley. Because of that, drivers from Pooley have to stand past stop line to see the road better and make the turn safely. It creates dangerous situation for pedestrians. This part of the road either need speed bumps on Pitt River or road sensors on Pooley road to turn the traffic lights red for Pitt River when there is some car on the Pooley Ave

I have reached out to a few of councilors to provide some on site context of the issues that we face here on Pitt River Road, none of these have been responded to. As much as the MTP puts some great ideas into action, I do believe that the plan lacks the insight of what happens in the region. There are many improvements to already decent sections of the city, but the busy corridors need substantial improvements. Raised crosswalks have created identifiable spaces for pedestrians to cross, but it doesn't take into account the increased number of drivers in SUV's that could not care less and still blast through at 60km/h. Enforcement is badly needed and the behaviour of drivers in the region or passing through the region are having less patience due to the increased traffic created by development. New housing is one aspect of growth, but the city needs to take proactive steps in focusing on safety instead of an over reliance on dated passive infrastructure. In the windy sections of Pitt River Road between McLean and Harbour, it may be beneficial to implement a 40km/h zone to slow traffic down further. In straight travel time, this would increase travel time by 1 minute, but in reality, it would make no difference. This would likely enable law enforcement officers more power to enforce the speeding in this area as the speed now is significantly higher than where it should be.

Maybe more speed signs in the 30 zones. Also, a lot of motorists don't stop when turning right on a red light. Example Pitt River East to Pitt River South. There is a crosswalk there too which makes dangerous for pedestrians.

I'd like to see more traffic calming measures. For example, I'd like to see speed bumps on Eastern Avenue between Shaughnessy and Fletcher. It would also be helpful to have a barrier of some kind separating the lanes, as so many drivers straddle the lanes to avoid slowing down.

Speed enforcement on Coast Meridian. Camera on Coast meridian and Lincoln for running the red light

I think putting highly visible speed bumps at the beginning & end of all school zones in addition to the school zone signs would be fantastic. It is easy to be driving on autopilot especially when doing a daily commute. Anything that can interrupt a driver & make them more aware of where they are is surely a good thing.

There needs to be a lot more traffic control and surveillance on Coast Meridian Road with the rude and crazy drivers that are not showing good skill. The gravel truck drivers and other commercial drivers also can be very rude and intimidating with their driving habits. Speeding and cutting you off is terrible. So is racing from point to point.

Would love to see some better transportation control along the Nicola corridor from Ottawa to Hawkins, Hawkins between Nicola and Sherling, and Ottawa between Riverside to Lougheed. There's a lot of improvement needed in the area to keep traffic safer and help keep it moving.

The plan needs to consider the dangerous traffic/ cycling situation on Pitt River road at the Kwikwetlem project. Currently the road with its curve is dangerous with all trucks entering. As the project develops, more trucks are expected in the vicinity and we need to ensure that they use Lougheed to access the site, via Shaughnessy. Shaughnessy must not be used as a shortcut for trucks to get to Mary Hill bypass

The terrible industrial waste dumping ground on river road is a shame, and the cone lane diversion is dangerous and poorly laid out, not to mention very poorly run when flaggers are out there. The businesses that benefit from this mess should have a better plan for road safety before they can keep operating there

With the proposed Lincoln connector, if it does go through, there needs to be thought given to the increased amount of traffic that will head down streets such as Oxford from David toward Lincoln and back. Oxford hill between Lincoln and Greenmount already sees a number of vehicles race through there at dangerous speeds. Apparently traffic calming speed bumps are not allowed due to it being an emergency route however there will need to be some measures take to keep residents, pedestrians safe. This hill is dangerous in winter and often sees people stuck or spinning out on icy roads. If Lincoln connector is still 20 years away, improvements will need to be done to Lincoln before then. It is in very bad condition, as well as Oxford Street.

Have you been to the Costco and tried to exit? It has been dangerous for years. Not sure why nothing has been done about it. Same with exiting Walmart on the East side. Why is there not a light there? We keep creating businesses without thinking of parking lot exits. Plan ahead, not after.

Consider the chokepoint areas in the city carefully, and work to initiate and implement improvements. What are immediate feasible solutions that are achievable in a short period of time? Infrastructure planning for Nicola Avenue east of Ottawa Ave. - what is it going to take to address the unsafe road conditions along this corridor? The City has proceeded with growth in this area of the City with little consideration of safe accessibility, and its growth has only increased its over congestion. What is the status of the Devon Connector project that was planned between Port Coquitlam and Coquitlam? Dusty report on a shelf?

Some of the older neighbourhoods could use additional attention--some streets need more lanes, some have a lot of traffic lights that make for stop-and-go traffic congestion.

Poor traffic flow areas of Shaughnessy/Lions Way also Coast Meridian Overpass/Mclean Ave also Pitt River Road/Mary Hill Rd and Mary Hill Bypass/Shaugnessy

There's a lot of closed roads even if it's a through road/street

Once again, Victoria Drive has been ignored.

Don't install speed bumps on streets that DO NOT need traffic calming, especially a quiet neighbourhood street. It's a waste of taxpayer money, time and energy. Use them only in areas where speeding vehicles are a problem. Not sure who or how that determination is made.

1. Get rid of the speed bumps around the city. Justin wasn't impressed with them. 2. Get rid of the sidewalk extensions for crosswalks. They make turning right far more dangerous.

The Lougheed/ Shaughnessy area. As with many junctions there are only pedestrian crossing points on 3 sides. Why is the bridge on the side where there is a crossing on the road. It's always struck me as odd, wouldn't the bridge have been better over the road where there is no footpath? Not sure it can be changed but it is odd having a footbridge when there is also a surface crossing.

There are still several areas with dirt roads. I would like to see the dirt road along Roland Street from Kelly Avenue to Atkins Avenue to finally be paved. Cars and trucks frequent this dirt road and kick up significant amounts of dust. During rainy days, deep muddy potholes develop and the same vehicles bring that mud and dirt onto the streets. Just eliminating these dirt roads would do wonders to the overall cleanliness and appearance of Port Coquitlam roads and neighbourhoods.

I appreciate the maintenance effort to fix pot holes, either as a city wide blitz, or when I have reported a couple via the sort it and report it app. I think the Burns and Dominion intersection is getting dangerous, maybe a traffic light or round about there.

Please eliminate all remaining dirt roads in the city. This will get rid of the muddy, sandy, rocky, dusty, and overall "brown" esthetic of the city during rainy days.

Pot holes...street pavement cracking

Quality of the routes should be considered as well. For example, several major roads in Port Coquitlam are degrading in quality, Shaughnessy Street has several very rough sections, which is surprising to me considering its a major traffic route.

I would like to see roads that need to be repaved, to fill in potholes is really a waste of tax dollars as they need to be fixed constantly

How much repair/replacement of the terrible street surfaces will there be? e.g. Pitt River Rd between Lougheed and Shaughnessy St, Shaughnessy St Eastern to Western

1. Road Maintenance: Regular maintenance, including pothole repairs, resurfacing, and proper signage, is crucial for road safety and longevity. Well-maintained roads reduce accidents and vehicle wear and tear. 2. Safety Enhancements: Implement safety measures such as guardrails, rumble strips, and reflective road markings to reduce accidents and improve visibility, especially in high-risk areas. 3. Smart Infrastructure: Integrate smart technologies into roads and traffic management systems to enable real-time traffic monitoring, adaptive traffic signals, and communication between vehicles and infrastructure for safer and more efficient traffic flow.

We don't have paved alleys and sidewalks on the north side of poco, it is like living in a village not a city. Look at Port Moody, Pitt Meadows and Maple Ridge, they have similar population, budget but have better roads and execute better on transportation developments.

Please invest more on the North East side of Poco. Cedar Drive needs pavements and new drain system. It's the only street in that corner left without new pavement and new drain system...

Many roads in Port Coquitlam need repaving, including Shaughnessy, Lougheed Highway, etc. More money should be spent on this, and less on the Mayors pet projects like a new amphitheater.

Would love to have had Western Drive repaved like we were promised by the city

Like I said before, when they put in the speed bumps on western drive, that would have been the time to repave the whole street missed opportunity

bad conditions

Cedar drive must be paved and needs more light. the trail beside needs pavement and lights.

Some of the main road's signs need to be upgraded to a lighted ones or repositioned. they are not seen when we drive, and this is quite unsafe and dangerous. IF the mayor or council members drive at night Coast Meridian, they will understand what I mean.

light

I like that we have reflectors on certain streets - they increase visibility, especially at night in the rain. (Reflectors along with dotted white lines.)

White line on road are hard to see in the dark * when raining. Why are white paint or black squally lines on highway. If you don't watch where are going you end up on wrong lane.

Can do a much better job of snow removal on the roads during winter.

In more rural areas for example a lack of sideways/roadways being cleared when it snows means disabled & elderly residents as well as those with strollers cannot access the main roads. (For example, near Minnekhada regional park & surrounding farm land etc) those roads are rarely cleared and there is little to no transit available. They are also subject to flooding.

Please ensure street sweepers work daily to keep areas clean and drains running smoothly. 😊

Roads are too narrow for current traffic. Street parking is a huge issue even in residential areas with Multi-family housing.

Due to too many street parking, it's dangerous as we can't see the moving cars in the crossings. City of POCO have to restrain the street parking.

My ranking is based on the PoCo Downtown core. There is no parking. One-way streets are too narrow to be safely practical. Some side roads leading onto Shaughnessy Street have bad sight lines at the STOP signs.

Need some Resident only parking, in the downtown, parking non existing during daytime.

Residential areas need some sort of restrictions on street parking. Commercial vehicles should not be allowed to park overnight on residential streets!

Currently in the downtown core, it is very hard to make a turn from any of the residential streets with apartments because of the number of cars parked on the main street such as Shaughnessy. Very hard to even see when you're making a left/right turn.

Parking in downtown Port Coquitlam is a major issue. There is not nearly enough parking. There is less than before and the trend will continue with the parking lot on Wilson being replaced with housing.

Where I live, sometimes, there are cars parked very close to a corner - not 6 meters from the corner of a crosswalk or sidewalk. This makes it very dangerous when I need to cross the street as I cannot see any oncoming cars and I have to step out onto the street to look past the parked car or cars to look for any oncoming traffic before I cross the street. I live on a residential street but it is still very busy as we are near Gates Park.

Roads are pretty good, although they are getting narrower. This makes getting around in bad weather difficult. On the plus side, construction normally doesn't take too long, not like in Vancouver, which is terrible.

The roads are too tight. There is a need to widen roads. Also, there many cars parking on side streets even on major roads. I think there should be a rule not to park on major streets when they are too narrow like Shaughnessy street.

There are too many cars parking on the streets. The government / police need to permit to buy vehicles only for the ones who own their parking space.

In congested traffic areas I see the need to not take away road way to support MUPs; however, along non major routes MUPs should be added (a MUP is needed on Kennedy St).

Vehicles are allowed to park way to close to corners making coming out of and turning onto side streets very dangerous. Roads in the downtown area have low sightline - close proximity of cars, trees and signs contribute to the low visibility along Shaughnessy and the smaller side streets when trying to turn out

We need a park at the old Minnekhada school site. And the visual clearance is blocked coming off ulster ave to Hyde creek. We need a no parking zone for sight lines.

The roadways do not take into account the new growth that this city has seen. Parking on roadways is not sufficient and the number of vehicles parked on Pitt River Road significantly narrow the roadway making it difficult for drivers to navigate the corners. Perhaps reduced speeds on these sections of roads along with enforcement would assist with the sheer number of accidents that have occurred.

Poco traffic is a nightmare. Adding population without parking garages doesn't solve anything

Someone went overboard in eliminating parking in the name of safety. The opposite is happening. There is no way to correct the problem. The only way it will change will be a death or serious injury. Bureaucrats seeing in black and white only.

These guidelines are slowing traffic, narrowing roads, useless roundabouts, making the roads more dangerous. the roundabouts installed are dangerous (and ugly). dangerous because they have been there a while now and I still see cars driving right over the roundabout! right through it! Something needs to be in the centre like greenery and trees. it would be prettier and stop crazy drivers driving through the centre. In this instance I am talking about pg. 45 ROADS pg. 52 - 67. I love it. This is so, so great. The only criticism that stopped me from selecting "extremely well" is I didn't see how this improves and/or relates to the Federal ERAP or Provincial Emergency Management Transportation network. Recently Coastal Response 2023 full scale exercise was completed that focused on testing the provincial transportation network capabilities. We should be double checking our roads improvement plan with a critical eye that it flows with Our and other local emergency management transportation plans. I only saw one small bullet point mentioning improving transportation for emergencies. this is not sufficient. how does this plan relate to the city of Port Coquitlam's current HRVA? I am excited to see all these improvements. but IT CANNOT HAPPEN WITHOUT THINKING ABOUT EMERGENCY SCENARIOS. Federal assistance will not be able to reach us if the roads don't function efficiently. Don't forget about Abbotsford flooding November 2021. easily avoidable is Emergency Management professionals were considered during city planning. Here is the after-action report follow Exercise Coastal Response --> https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/exercises/cr23-joint_executive_summary_2023.pdf

Maybe a roundabout at Prairie and Fremont to keep traffic moving

I know roundabouts are somewhat unpopular with lots of people, but in the areas where the plan was 'considering' implementing them I hope that they go through with it. In areas I've lived that put in new roundabouts, it did wonders for traffic and I would love to see even more than what was in the plan

Employ dedicated left turn lanes at main intersections and traffic circles/roundabouts instead of four way stops.

No more roundabouts.

No more roundabouts. Remove barrier on Prairie so Ulster street residents can turn left on Prairie or go straight to SaveOn. Coast Meridian too busy. Do Fremont Connector now so Coq people can go East.

I hate those road circles. They should have contrasting paint around the raised area so they can be seen. they seem to be an insane way to impede traffic flow and annoy everyone. If speeders are an issue ticket offender rather than punish law abiding drivers.

roundabouts don't work very well - vehicles speed up after exiting them

The new roundabout in downtown Poco is good. But PLEASE NO MORE TINY ROUNDABOUTS!!!!!! Also, the length of time it takes the light to turn on Poco trail at Coast Meridian and Patricia is too long.

Traffic circles need to be integrated enough to support them ie Newberry is too small for proper indicator use, plants in the middle are too big and obstruct view a major problem since the traffic circle/intersection is not big enough

Disappointingly poor planning by engineers

The majority of BC drivers don't understand or know how to use traffic circles. The two that have been installed poses traffic hazards and do not take into consideration the larger vehicles or emergency vehicles such as firetruck and ambulance, slowing the vehicles down.

I feel the traffic circles for traffic calming on smaller routes are not effective. People don't know how to use them properly. I find the speed bumps on some routes at times annoying but I do think they are effective at traffic calming. I do find traffic calming initiatives that reduce the amount of parking ineffective as the population is growing and we haven't improved other more environmental modes of transportation.

While I admire some of the efforts made to improve roads/traffic, I'm not sure that the traffic circles are an improvement - particularly the one by the Port Coquitlam Community Center. I suppose it's better than traffic lights. Also, it would be great if there could be more improvements made to Ottawa Street, to reduce the amount of congestion that always seems to be there. Adding the turn lanes near Costco has been a good step.

More thought needs to be taken in to design of roads around city facilities. The new community centre is hard to access if you happen to be going in the wrong direction. Some of the new roundabouts are just not designed for larger vehicles. Same with the entrance into underground parking at the new community centre. The turns at the entry are too sharp for a larger vehicle.

reroute large vehicles, tour buses, dump trucks not working in the immediate area

Congestion. Prairie roundabout is stupid

The roundabout on prairie needs attention. I love that it's there but there is nothing for pedestrians wanting to travel south on Newberry from Prairie. They are forced to walk on the road at a blind right turn for cars.

Get large trucks off of Pitt River road from Lougheed Hwy to MacLean. Far too many for that size of road, speed they are going and safety of the pedestrians (notably students). Restrict movement to certain hours another possibility.

Work with BC govt to make meaningful changes to Mary Hill bypass for added safety and assess crash/ accident stats to improve that corridor.

you located a heavy truck route past schools and designed a hazard like the Mclean/Kingsway debacle. surely this wasn't the best idea

The way that Pitt River road is designated for the trucks and cars to go into the land by colony farms is a monopoly and unfair to all local citizens who have to use Pitt River road to travel.

Remove all heavy truck traffic on Pitt River Road between Lougheed Highway and McLean. There are 4 schools within 1 block of that corridor (Mary Hill Elementary, Central Elementary, Pitt Middle and Riverside), and heavy trucks try to use it as a shortcut between Lougheed and Kingsway. Just a matter of time before we have an avoidable tragedy.

Again, no heavy trucks near schools!

With the increase in industrial parks and businesses, setting out designated truck routes for tracker trailers would be ideal. Too many heavy trucks move through residential areas to cut across town, and all the driving schools using roads during peak commute times add to the congestion in neighborhoods

Need clearer and bigger signage for large trucks turning onto north onto Cedar from Prairie. This is a smallish intersection with heavy traffic. We see during peak times large trucks and rigs turning into oncoming traffic due to the tight turn and almost crushing pedestrians because they can't see them too many times to count. This intersection is also a main intersection to an elementary school and so having these types of trucks turning to here to get to the new developments is very dangerous to our neighborhood.

Good idea... there is no "meat" to this statement. Ensure flow, yes... how?

The details of the plan were unclear on this goal.

This question and the previous two are difficult to answer because you asking our opinions on all of Port Coquitlam.

None of us travel, use, know all of Port Coquitlam in this manner. I'm sure employees of the city don't know either.

Maybe the next time, pls add " in the areas of your use and knowledge " do you support.... and so on. Then ask the general area of have a map with zones.

Less Supportive/Opposed

Priority should still be to vehicular road users. We are not a dense city like downtown Vancouver, nor do we want to be. Although road-sharing should of course be a target area, the priority should still be for cars since it remains the primary method of transportation.

More priority needs to be given to cars

The population is only growing. The primary roads are overly congested as is. Adding bikes and other modes of transportation will make this worse. The streets have to be widened before even considering the option of adding any other form of transport.

You need a balanced approach, who pays for this infrastructure, all users should pay.

Not all roads need bike lanes

Do not construct cycle only pathways on our main roads that are not wide enough and will eliminate car parking for condo residents and businesses. DO NOT TURN POCO INTO VANCOUVER!!!

"Shared spaces?" Roads should NOT be designed to support multiple modes of travel such as walking, rolling, cycling. Sidewalks are for walking - NOT roads. Rolling and cycling provide no bodily protection with the ability to travel faster and should be nowhere near roads, which are designed for motor vehicle traffic. Is it any wonder why these people get hurt in accidents with vehicles?

Who decided that roads, originally designed and built for automobiles and trucks, should now be "shared spaces"? Why should people who walk, roll, and cycle be competing with 3,000 lb - 15,000 lb machines moving at 40 - 50 km? Any idea how *dangerous* that is?

Instead of pushing people out of cars, make the roads for cars. This share the road thing is all about cycling etc and not cars.

The main theme should be ensuring roads and intersections are constructed to help traffic move faster in Port Coquitlam.

There seems to be more focused on walking, Transit, and scooters, then a focus on building infrastructure for a rapidly growing city, where people are commuting from city to city via highways and parkways.

I am not confident of the MTP's ability to bring this about

I don't drive so I am not sure!

I am very concerned about the proposed Lincoln Connector bridge going through Coquitlam River Park. This route would go through a very sensible salmon spawning area, with streams and ponds that would be greatly affected. Having only two lanes would NOT mitigate this impact. The Chum and Coho that spawn here are already very stressed. A road going through this area could wipe them out.

I'm deeply concerned about the proposed road development between Fremont and Devon. There is a massive ecosystem in there, with many species of birds and frogs that will be heavily impacted by this. I sincerely hope an alternative can be found.

I strongly disagree with the Lincoln connector project - it is unnecessary and the risk to the environment is too great. We take this route all the time. It's not that much extra time to go around.

The urban forest needs more protection, for salmon and other species. The Lincoln bridge would destroy this at the expense of moving humans faster.

I am completely opposed to the Lincoln Connector crossing of the Coquitlam River, identified as a joint road project between the two cities in Section 10 of the MTP, even if the Lincoln Connector was also identified in previous transportation plans for both cities as a new arterial route parallel to the Lougheed Highway, and the new connection provides required additional capacity to address traffic growth and congestion, in addition to that being provided with the planned highway expansion to six lanes. The housing development along Coquitlam River and north of Victoria Drive has put a lot of stress on the salmon bearing Coquitlam River (including the salmon at various stages of life and the salmon eggs), including pollution (from littering, dust) and impacted flow levels as less water is filtered through root system and finds its way into the river, due to increasing asphalt and concrete surfaces. By adding another bridge and approaches, this will yet again fragment ecosystems that are already vulnerable and fragile due to human activities. I like the proposed Pitt River Rd Interchange so the railway would pass underneath the road. It would reduce congestion on Pitt River Road by eliminating the long waiting time due to the slow going trains.

Yes, definitely. Specifically, the logic of a Lincoln bridge crossing. 60 seconds away is Lougheed Hwy a major artery designed for a large traffic flow. Cost of a new bridge and disruption to a residential community and green space. David to Pipeline is a km away, let Coquitlam upgrade David to Pinetree another km away. New planned Oxford road is already in place for Coquitlam. I see no upside to Port Coquitlam for this diversion. No business will be helped by that bridge. Only millions spent and the degrading of Poco. Spend your money on another access on the other side which has been planned for years and no work done.

Please DO NOT go ahead with the Lincoln connector bridge through Coquitlam River park. It would destroy valuable salmon habitat, as well as the much-used trail system through this area. We have to protect salmon spawning streams and ponds. Such a bridge would be very short-sighted and destructive. We cannot out ease of moving cars and humans above the survival of other super important species.

Coquitlam River park needs maximum protection.

The part of the proposal makes the most sense. It prioritizes cars and adds a bunch of new roads with foresight to the future. I am opposed to the whole section, but it does what it says. When I am walking on the Patricia bridge and looking north up the trail at the beautiful trees and rushing water I never think, "you know what this could use? Fewer trees and more cars. We should build a road here." And when I think of our protected agricultural land along Burns road I never say to myself, "this would be so much better protected by a giant road." The entire premise of these roads is based on the fact that no driver should sacrifice time or comfort for the convenience of commuting by car. The entire premise of our urban design is that no one should sit in traffic. Maybe, traffic is ok. Maybe it's ok if we are going to clear cut Burke Mountain for housing for it to be a little bit inconvenient to get to it. The plan states "Given that the transportation sector currently accounts for 40% of Metro Vancouver's total emissions, a transition to low-carbon mobility is key" and then proposes MULTIPLE new roads, through wooded/natural areas, to make it easier for people to drive single-occupancy vehicles. I also didn't notice any mention of how the new roads will affect the temperature and water management in Port Coquitlam. Reports show that areas with trees stay cooler in hot summers. Will PoCo be subsidizing air conditioning for the homes along these routes? Will cutting off more of the corridor for bears and other wildlife result in a healthier ecosystem? How does the creating these roads benefit us all and not just the people who commute to Burke Mountain? So long as we are of the mindset that the easiest and fastest way for people to commute between home and work/shopping is cars, nothing is ever going to change. This whole report makes me feel hopeless, like it's all lip service, since the most comprehensive part of the report is the part that keeps things exactly as they are and plans for a future with more cars.

Traffic is worse, less parking in downtown, killing small businesses. Pedestrian friendly? Car friendly? Business friendly? Community friendly? Only for the clowns at city hall...

Why support people in cars rushing through PoCo to get somewhere else creating traffic, noise and air pollution?

Not being achieved as far as vehicles are concerned.

TRANSIT

How well does the MTP achieve the goal to encourage the use of transit with attractive and accessible stops, and road improvements that support efficient and reliable transit service?

Supportive/More Needed

good

Good. No improvements needed that I can think of.

Again, I'd say well

This is smart

Excellent. I think as a small community, we are already doing most connection points well.

If you follow and execute the MTP plan well, we can expect good results.

I love the transportation network.

Improving transit corridors will encourage more people to leave their cars at home and use transit.

Transit improvements a must

Need greater priority to transit

this needs to continue to be a big focus because cost of driving is so high

public transits usages can be proof of usages!!!

Less emphasis on cars More on public transport

The city is investing too much on automobiles and not enough on transit.

I wish transit was put as a higher priority. above beautification of the city. There already has been quite a bit of beautification and it's very nice. I believe it is important but not above roads or transit.

We must encourage people to use public transport. Make it more efficient, faster efficient, and more attractive than riding in cars. There are plenty of old people like me who cannot drive and have to rely on taxis for comfort

Will be nice when we get to public transit being the mode of transport that moves the largest number of people, with personal vehicles being further down in the list. We are very lucky indeed to have both WCE here and SkyTrain nearby in Coquitlam.

Really helps with encouraging people to leave their cars at home.

Hopefully port coq supports the greater Vancouver bus transit plans for transportation

So glad the City is being proactive in planning. I think it's important to incorporate consideration of public transit corridors in all new developments. Hopefully when it comes to public transit, it will be a case of 'build it and they will come'.

Unsafe sidewalks for pedestrians.

Encourage easy transportation in-between transit stops. Provide infrastructure for multi-use transmitting options such as bike racks, secured bike parking and parking.

Brighter roadway easily seen to Transits locations. More easily seen visible transits locations for walkers.

Right now, I don't feel it is safe to wait for public transit due to a lack of seats (ppl sitting by the side of the road) or they are walking along a major road (Pitt River). As a mother, I worry that my daughter will get hit walking to school or biking due to the lack of bike lanes and small narrow roads along Pitt River.

Can consider lightings in bus stops. During winter seasons, they're not stopping as the driver couldn't see people waiting in bus stop. This was my personal experience when I was new comer to Canada, after that I wave a flash light to signal the driver. 2 buses didn't stop in that bus stop, after that I realized they couldn't see me. I (and my 6year old son) waited for 1hour that time, it was getting darker and very cold. That bus stop is in dark place with only the bus stop signal board. Stop # 58680 Southbound Oxford St @ Westminster Ave

I suspect more shelters with benches could be welcomed (North side)

We need to ensure Transit Shelters are well lit in the fall/ Winter so they are safe to use into the night

Given our wet weather, covered shelters are required

A would appreciate more bus shelters for those really rainy days!

More bus shelters pls

Shelters are important

Stops need benches & shelters.

Shelters and Benches are essential at transit locations. Including non-major locations.

One thing I feel would make a significant impact in the attractiveness of public transport in the form of busses is sheltered bus stops. Having a place to sit/stand while being somewhat protected from the elements is crucial considering the weather we experience on the regular.

More bus shelters are needed and, where possible, with bus pullouts. Public transit is not developed to the stage that makes cars unnecessary. Low population density is a challenge for profitability.

Why not the goal of every transit stop has a bus shelter. Spend the money!

Work in progress. More shelters needed.

My biggest complaint is the bus stops

There needs to be rain shelters at destination points (transit stops etc.)

get on top of graffiti and garbage daily, surround by low maintenance micro green space

I would like to see a prioritization of placing street trees and bus shelters at key bus stops. This is important because younger people and those of lower incomes may have no choice but to take transit. I take transit on the 173 and 172 to Coquitlam Central, Port Coquitlam WCE, the Port Coquitlam Community Centre and find that there are very few stops that are protected from the rain or sun.

If bus shelter could be shaded with trees or made in some other way to protect from the sun during would be great.

Some of the stops are in direct sun with no shade of the stop or trees nearby.

Bus shelters that provide shade during the summer is a really big request of mine. I normally like taking transit but if there is a delay when it's really hot and the only shade is a half block or more away from the stops it really sucks. Even planting more trees near stops would be an improvement over the glass shelters that only make the heat worse.

Many bus stops also need street trees. There is a bus stop across from Momentum gym that was painfully hot in the summer. Please prioritize shade trees in the street boulevard near bus stops to create a more pleasant waiting environment on hot days.

There are too many bus stops with no shelter - which is INSANE given how much it rains here! Third world countries have concrete bus shelters. And I'm astounded nobody has died while using the bus stops on the Maryhill bypass. They have to walk along the side of the highway in the dark, in the rain in winter, and then wait with no shelter. It's the worst bus stop I've ever seen.

If the improvement is intended to require some walking, such as to a bus or train, the waiting point (bus stop, train station) must have a covered waiting area, please. There must be rain and sun cover for this to be practical. I'm all for it. Just keep my head and my feet dry.

As someone who relies on transit and who suffers from chronic pain, I have been disappointed many times when I see many bus stops that do not have a bench for people who are waiting long time and have trouble walking to be able to sit down on. Also, for us living in a community that receives plenty of rainfall for about 7 or 8 months out of the year, many bus stops unfortunately do not have shelter protection from the elements, even from the extreme heat in summer due to global warming. I cannot sit on a transit stop bench if it's wet and raining, but if its covered, I can. This is very common on Pitt River Road bus stops, Mary Hill areas, South Side, and many North Side stops as well

Every time I've looked into taking the bus within or out of poco, i think the tradeoff of time makes it unappealing, but I guess that's out of the city's purview. It doesn't seem like there are a lot of bus benches around town, but I could be wrong. If there aren't many, there would be people who don't take the bus because of disability or chronic illness where they can't stand for a long time but are not full-time wheelchair users either.

In the Fremont area there are no covered bus stops—which is an impediment to taking transit during our rainy season.

Not enough bus stops and not enough covered ones. They do not support people in wheelchairs very well.

Accessible bus stops.

A lot needs to be done here. Where I live, the closest bus stops are a ten-minute walk in two separate directions. While I am not about to take transit as it is too time consuming there are neighbours that do and they have long walks in the rain and snow. Fast improvements need to be made to transit shelters - they do not always need benches but certainly some form of shelter. And along the bypass, shelters separated from traffic by barriers.

Many stops in residential areas are still simply signs on the side of roads that lack sidewalk or benches. This is true for most of Oxford St, for example. Lighting seems to be an area that has had many improvements city-wide which lends to a safer environment.

The bus station Chelsea Avenue on the other side of the Market needs a refuge with lights since is very dark and isolated, near the forest and the creek. Kids and some adults are scared to use that bus station...

The bus stop on Lincoln (by Oxford) is so close to the forest and bears are constantly coming out from the bushes there, I've seen them. You need to put a cover around the bus stop so if a bears comes out, people are protected from behind.

More security on the bus stops. There are times, especially very early when there are people sleeping in the place and it's not safe to be there

I appreciate the pressure the City is placing on governing bodies involving transit and safety on the Mary Hill Bypass. The safety of pedestrians and drivers on that road is abysmal...

Draft Master Transportation Plan section 10.7.2 Bus Stop Improvements, It is ridiculous that CMBC has concept designs developed from 2006 - obviously this project is long overdue and requires immediate implementation. People are risking their lives standing road side waiting for transit. I work for a manufacturing facility on Broadway and also live in the community, we could employ so many people that rely on transit but they cannot rely on service or safety at the MHB @ Broadway Street area. As a City representative with CMBC this should be priority. - It will depend on how much influence the City has over CMBC - good luck !!

The Maryhill Bypass bus stops should have a safer bus waiting area including a cover from the sun and rain, it also needs a pedestrian walkway including a pedestrian bridge to get to the other side to catch the bus. The traffic on the bypass is too busy for pedestrians.

Draft Master Transportation Plan section 10.7.2 Bus Stop Improvements, It is ridiculous that CMBC has concept designs developed from 2006 - obviously this project is long overdue and requires immediate implementation. People are risking their lives standing road side waiting for transit. I work for a manufacturing facility on Broadway and also live in the community, we could employ so many people that rely on transit but they cannot rely on service or safety at the MHB @ Broadway Street area. As a City representative with CMBC this should be priority.

I made a comment in question 1 regarding this question. Maryhill Bypass needs safer bus stops for pedestrians including a walkway. I see pedestrians all the time walking towards and away from bus stops... too dangerous with heavy traffic on this road. **We need a pedestrian bridge crossing over the Maryhill Bypass to catch the opposing bus. There definitely needs access for people in wheelchairs.

Thank god there will be proper bus stops on the bypass it's so dangerous. This is a priority project!

Would love to see safer pedestrian walkways along Mary Hill Bypass for them to get to the bus stops safely.

The Mary Hill Bypass area between Broadway and Kingsway is so dangerous. Pedestrians walking on the road, getting sprayed by cars, not visible to motorists. Bus stop is desperately needed near Broadway heading westbound. Many people work in that area with all the businesses. Walking along a highway for 1km to catch the bus is too far and unsafe.

How does one become visible when biking on Maryhill bypass between Shaughnessy and United Boulevard? Some people give up riding the 159 bus and feel unsafe traveling by bike or scooter to United Blvd

The lack of proper spots for pedestrians to wait for a bus along Lougheed is ridiculous. The photos of people sitting on the shoulder concrete divider at a bus stop is embarrassing.

Encouraging public transportation means making it an attractive option. By promising to build roads that keep driving as the fastest and easiest mode of transportation does the opposite of that. It doesn't matter how many lovely bus shelters are built if everything is still built with single-occupancy vehicles as the priority. I still support the goal of this section of the report, but it doesn't actually "encourage the use of transit" - it just makes it more pleasant for those who actually already use it.

No mention of bus stops. They need to be more sheltered and much more comfortable. Bus stations should be covered and a place where people can relax while waiting for buses (which could also be more comfortable). Coquitlam station is a disgrace. I froze last time I used it. I would gladly, gladly pay more taxes instead of having to use taxis to travel comfortably. I am old and it would be dangerous for me to drive a car. Most of Europe seems to accomplish this.

The need to address transit routes, times and whether more buses are needed. Sometimes there are long waits. Bus shelters need to be at all stops eventually,

Many bus stops need considerable attention.

I've already said it, Better bus stops and bus stations. The sky train is ok and the West Coast express is fabulous but not frequent enough. We must find a way to encourage people to use it more.

There are bus stops close to the travelled portions of Cedar Drive. There is high risk for pedestrians to access the bus stop due to traffic volume and speed.

See my earlier comment about the bus stop. Clearly public transport is secondary while cars are still the main mode of transportation the city pushes. Otherwise, why allow cars to park on main streets such as Coast Meridian north of Prairie Avenue, or on Shaughnessy where it's already super tight and has a 30kmh speed limit through downtown?

I answered the previous question with what I would have put here, so I'll keep it brief: full bus priority lanes and traffic signal operation. Beyond this, other priorities that are probably out of the jurisdiction of PoCo are: expansion of West Coast Express service with two-way, half-hourly all day service, the extension of the Millennium Line into PoCo, and more frequent service along the 701 and R3.

Buses still don't have their own lanes and are stuck in traffic with other drivers. No skytrain. No trains on weekends. No safe roads to use bikes to get to train station.

Provide bus lanes bus drivers actually use. On other Rapid bus lines there isn't this issue other than R3.

More fully-separated bus lanes along key corridors are important. Intersections should also have transit priority in all instances. For instance, the north-bound lane of Shaughnessy and Lions Way has a bus-priority signal, but it only activates at the start of the green light cycle for everyone else. It should be programmed to operate at any point of any cycle, as this will make transit move faster. If this is not relevant to this question, that is fine, but I want to mention it somewhere.

Poco is growing city. We will definitely have more motor vehicles using the roads. Keeping the transit as priority (bus lanes, queue jumpers, advance lights) is the most important factor to encourage transit.

Need more direct roads for buses to link to trains.

Changes to the Lougheed area with HOV lanes is a great improvement for transit.

More bus lanes where bus drivers use them. The Lougheed @ Westwood section for example (in Coquitlam) is poorly designed where bus drivers don't use them.

Gotta get a dedicated bus corridor running down Lougheed hwy. A 5th lane in the center of the road. Can change which direction buses travel as the day goes on to match traffic

Build Bus Rapid Transit along Lougheed Highway and support more bus priority.

this has already been done on the Lougheed with the buses.

Where possible, would be nice to have pull-out areas for transit stops.

Skytrain

Buses are not enough. We need skytrain stations.

PoCo needs Rapid Transit!

As a skytrain user myself, I am definitely interested in having a skytrain expansion to Port Coquitlam. The West Coast Express operates on a limited schedule and has limited stops, so not everyone is able to use the service conveniently. It's extremely hard for us to take transit regularly when we don't have skytrain that is more reliable. I hope the city has the vision and reserve the land needed for skytrain. Ideally, we can have a station at Fremont village, and one close to Westcoast express.

I know you are working on getting the sky train into Port Coquitlam and I feel that is very important to help with some of the congestion and will make it easier for people to choose skytrain over using the vehicle to get into surrounding areas.

There are no Sky Train stations in Port Coquitlam whereas Port Moody has multiple with half the population! West Coast Express should be used all day.

this is important but also Port Coquitlam ought to finance some of the cost of a Skytrain extension to Port Coquitlam

Yes, traffic needs to be improved. I would also highly recommend SkyTrain development for PoCo

We need a sky train station

Skytrain

Bring skytrain to poco please!

Make more effort in extending the sky train to PoCo

Prioritize an extension of SkyTrain to Port Coquitlam. Extension already pre started. Since extension switches already present the rest should be cheaper and easier to build.

We need a train. With all the apartments going up in downtown poco we can't continue with population growth without trains

Other than West Coast Express, I didn't know we had Skytrain facilities.

Skytrain will definitely improve the transportation a lot...

The skytrain would be nice

We need rapid transit in Port Coquitlam and a park and ride at Braid, existing buses should run more often so that we can leave our cars behind knowing that we can get to and from home reliably using public transportation.

The most important transportation improvement in our city is to extend the skytrain from Coquitlam central to our city Port Coquitlam. This will upgrade our city transportation infrastructure and eventually increase the income and revenue of our city because more housing can be built around the skytrain station and attract more people to move to our city. Skytrain can also reduce the stress of the traffic congestion.

Would the SkyTrain extension to downtown PoCo be from Coquitlam Central Station to PoCo Station, and follow the West Coast Express route? I see this option as the less intrusive and the more environmentally friendly one. Densification along the new SkyTrain route between Lougheed Mall Station and Douglas-Lafarge Station does not equal affordable housing but rather the opposite. Many affordable housing units have disappeared or will disappear to make space for new townhouse complexes and condo towers.

Would skytrain connect to poco station?

Is there ever a possibility that a sky train would connect through Port Coquitlam?

The conversion of the R3 to a Rapid Bus will require the conversion of GP lanes to bus only lanes on Lougheed Hwy. Other pieces of infrastructure like the Lincoln Ave crossing need to be in place to provide additional local EW crossings of the Coquitlam River and distribute traffic away from the one Lougheed Hwy corridor. Extending SkyTrain to Port Coquitlam would provide new opportunities to reduce the number of routes having to access Coquitlam Station as they could terminate at Port Coquitlam. That could provide an opportunity to improve local service within the same resource constraints. Lots of inter-related projects that will potentially help transit move in the area.

I haven't used public transit in a while. It would be great if a skytrain line eventually existed in Port Coquitlam, it's a necessarily thing that needs to happen with the increase of population.

Would love some extended skytrain options out near Shaughnessy and Pitt River Road.

Guessing/take skytrain but not buses

SkyTrain at poco or more bus routes to better access some areas

Do not do like Coquitlam and especially Vancouver to try to force people out of their cars. Putting aside recreational travel not all employment suits transit use except those who live and work on or near transit stops. Commuter times are near capacity and Sky Train can take 3 times the travel time depending a person's work location. Sky train was never constructed in the proper places to begin with and recent additional routes have a lot to be desired. Poco should have been connected to the Coquitlam Station before Douglas College instead of running dozens of busses collecting and depositing at Coquitlam Station.

It would be great to see part of the approach considering efficient connections to the greater Vancouver transportation network, such as sky train.

The west coast express is a godsend otherwise Poco would be isolated from the skytrain completely. It would be nice to have skytrain but the busses do a good job of filling in the missing link

There are no Sky Train stations in Port Coquitlam whereas Port Moody has multiple (plus WCE stations) with half the population of Port Coquitlam! The West Coast Express should be used all day (yes, I know it shares the infrastructure with commercial rail; but, surely with minimal disruption schedules could be shared more frequently or another track could be accommodated with minimal expropriation). It's obviously that Port Moody's additional representation in Metro Vancouver has more pull than Port Coquitlam. This isn't sour grapes on my part; but, there is something wrong here. Port Coquitlam, historically, has been and is currently a well-run municipality. It's a shame that Metro Vancouver has ignored this community!!! Cannot wait for a sky train station. Has this been confirmed? Would love an update on this

Wish there was a skytrain station a bit closer than Coquitlam Central

As I mentioned before maybe a sky train connection through Port Coquitlam should be considered.

Need skytrain

Bring the skytrain in poco

Would like to see Skytrain come out to Port Coquitlam. Commuted to Vancouver on WCE for 15 years. Wonderful and reliable service.

City of PoCo needs to advocate for the extension of the skytrain to downtown Poco.

We need a central train station. It will help with traffic and bring more people to our beautiful downtown businesses.

I hope PoCo can get a skytrain station or that the West Coast Xpress is more utilized. To me it's currently a waste of a train, since it runs so incredibly infrequently.

Bring the SkyTrain to Port Coquitlam. In the meantime, please implement an express shuttle that goes directly from Port Coquitlam station to Coquitlam Station.

Expand sky train.

We need at least 2 sky train stations in Port Coquitlam, and more buses covering North east Poco to Coquitlam and Port Coquitlam downtown.

The transportation by bus is good but not enough. Port Coquitlam needs skytrain stations

I hope a poco skytrain extension is built

PoCo needs a rapid transit system such as skytrain or a rail bus to connect to the existing rapid transit network

we need sky train stop if possible

we need skytrain

SkyTrain to Port Coquitlam. Instead of 701 to Mission run a separate express like Train Bus to mission from Coquitlam Central instead

A sky train station in the Fremont area to accommodate growth would be fabulous. As of now, Lougheed Highway is so congested that the travel time to Coquitlam is much longer than by car.

the closest station in Port Coquitlam is the west coast express and doesn't even operate on the weekends. In order to access any type of transit, it would be to go to the next city over and that takes more than half an hour without traffic by bus, and yet a 15 minute drive by car. Push for a Port Coquitlam skytrain extension or create better bus routes to other skytrain stations in the meantime

As being a bus driver, designing roads to make transit as priority is very important to run efficiently and attract more ppl use transit system. Especially westbound Lougheed Hwy after Pitt river bridge needs a bus lane and queue jumpers at some lights. Port Coquitlam bridge between Shaughnessy and Hastings street is needs to be enlarged as soon as possible.

Extending the skytrain towards Port Coquitlam would be great. I don't know if city can bear the cost of this but if needed, increasing property taxes temporarily would provide some portion of the budget needed. Which route should the skytrain is follow is another question; following WCE rails and having a stop at Lougheed and Shaughnessy, then going towards the Fremont area Ave would benefit the most ppl I guess

Port Coquitlam is quite isolated, with bus and west coast express being functional for work purposes, but without a SkyTrain station anywhere within a valid distance, it hurts the city overall, I feel.

Obviously, we still want Skytrain in PoCo but seems that will be a while. The R buses and ability to park and ride at Coquitlam Central are good in the meantime. I love that we can take a bus (159) to one of two stations. The improvements to bus stops are noted as well, but more or them need trash cans.

Weekend access to West Coast Express and Skytrain access within PoCo

Buses often operate past our house and that's good. Would like to see the skytrain stop in poco one day.

We need the sky train to come to PoCo

I can't wait for a Skytrain station. I know it's a long way off, but the dream is still there.

Not a frequent user of transit within our city, occasionally drive to park and ride for skytrain.

Skytrain is the key! Way more people will use transit if it's easy to get to skytrain. Free parking for skytrain users (even at Coquitlam or Braid Stations).

We need Skytrain to make commuting easier.

SkyTrain!!! We need it. Require enhanced bus services to and from riverside secondary.

Expansion of the Skytrain Route to the Pitt River, Pitt Meadows, and East Maple Ridge, would further Reduce, Traffic, Pollution, and Congestion along Lougheed Highway. Hey Brad West! Skytrain does NOT have to be this COSTLY ELEVATED MONOLYTH!!! "At-Grade-Rail" like the Calgary "C" Train, is Just Fine, Thank-You! "Think-Out-Of-The-Expo '86 BOX!!!" THINK ABOUT THE ELECTRIC RAIL INTERURBAN LINE OF 100 YEARS AGO!!! The History Lesson Are There!!!

Where is the skytrain station in poco

it would be nice in the coming years to have skytrain in Port Coquitlam so people can travel from Vancouver to here so we can attract more people

There is no skytrain, no west coast express access for northsiders (they're better off going to Coquitlam), and a lot of Northside transit stops are unsafe or not pedestrian friendly

PoCo lacks skytrain stations on both sides of the highway. Transportation by bus to the nearest Millennium like and also to the WCE is very slow and inefficient, and it impacts hundreds of people every day, leading to indirect costs to the city and healthcare (more cars, more accidents, need for health care spend and traffic related losses to the economy at large, etc) Plans to extend the millennium line to PoCo already exist. Perhaps the need to identify related projects with the goal of saving money is not a valid approach since the city would be saving so much money in indirect costs by building skytrain stations. SkyTrain to Port Coquitlam. More Rapid bus lines.

Skytrain needs to be fast tracked for PoCo. It's the fastest way around the region.

We need Sky Train to serve Port Coquitlam as soon as possible. West Coast Express is good but does not operate like the Sky Train (we need more service hours)

Need a skytrain through to Port Coquitlam

Skytrain into Port Coquitlam

Would like to see a skytrain stop in POCO, or the West Coast express offer more travelling times through the day.

While I think the strategy addresses transit well enough, we know this isn't within the municipal mandate and will be heavily dependent on what TransLink does. SkyTrain to downtown PoCo would be great. But we also need to better serve the entire community so that people in North side PoCo can even get to that SkyTrain in a fast and frequent way.

Continue to advocate for a downtown POCO Skytrain extension. This would be a further catalyst to creating a smartly densified and vibrant downtown.

Bring the skytrain to poco

We need a skytrain in PoCo

Port Coquitlam needs Skytrain

Skytrain into Port Coquitlam

I really, really want the train to come out here. i find busses difficult and would like to be able to get to the evergreen line so i dont have to drive if i want to go to Vancouver.

While the west coast express is handy for a select group a skytrain would support that group and almost every other resident. It would certainly help me not be reliant on my car.

The plan could be further strengthened by having more assertive language to describe a focus on making a business case to extend the SkyTrain line into Port Coquitlam.

Love all the new bus lanes and bus shelters that have been made in the last few years. A skytrain out to poco would be amazing, probably far off but saving a space for transit hubs at Shaughnessy and Lougheed, for example

Need skytrain or rapid transit to go through PoCo and further east.

Improving public transportation should help on this goal. I know it is a very expensive solution, but perhaps having a skytrain line in the future would benefit the environment and promote city growth

I really wasn't clear, other than the BRT, what specific improvements are being made. Frankly, Skytrain to PoCo is a pipe dream given the municipality's current anti-densification mentality. The redevelopment of the Oxford Connector and the Dominion Triangle with low-density housing was a death warrant for any Skytrain hopes. This continues with the approval of mid-density housing where high-density housing should be sought (like the townhouse development just east of PoCo place - that's the kind of project you approve if you want to make it clear to other Metro Vancouver municipalities that you have no interest in high-volume transit). If PoCo was serious about the Skytrain coming, the city should undertake immediate plans to redevelop Westwood Centre, PoCo Place and Shaughnessy Station, altering zoning at the Lougheed-Coast Meridian Connector, and making immediate changes to the development plans for the Dominion Triangle. All of these should be built in adherence to BC's Transit Oriented Development criteria to demonstrate proactive willingness and commitment to add density that is deserving of a Skytrain connection. But, I fear the damage of poor zoning choices to facilitate high-volume transit is already done, and I don't feel our municipality currently has the desire or will to change its mindset.

I hope we can plan further ahead for skytrain - have a vision and reserve the land needed build extend the skytrain network. Ideally there is a station close to Fremont village, and another one connecting to West Coast Express (close enough to downtown poco / recreation centre)

I really think skytrain with free parking would make so many people happy! They can still have their cars for personal freedom, but they would only have to use them for short trips. Ultimately, we have skytrain within walking distance of everyone.

I feel like a good step for better transport and connections for Port Coquitlam is to support a Skytrain extension from Coquitlam Central, by having an elevated line beside the West Coast Express track and have a station at Westwood St., current Port Coquitlam WCE station, and crossing over the Canadian Pacific railyard beside Lougheed Highway either on Ottawa St. or Sherling Avenue with some lots possible for development with the current commercial area.

Suggest the improvement projects to include a skytrain extension plan to downtown PoCo. This will help the people greatly in getting to their destinations in a timely manner. This will also help city with the densification plan for easing off the housing shortage. The current station for the Westcoast Express Line is the perfect location for the skytrain station.

Would love to see a skytrain station in PoCo

Skytrain should be a priority

Prioritize an extension of SkyTrain to Port Coquitlam. Extension already pre started.

Extend Skytrain to Maple Ridge

Skytrain expansion!

The city of Port Coquitlam is also planning to build a skytrain, and we expect rapid and positive expansion of the development accordingly.

Could use skytrain near Fremont

Skytrain stations. Can't emphasize this enough.

Port Coquitlam needs Skytrain Stations

Commercial areas by Lougheed Highway and Kingsway need more dense housing in order to be more enticing for a transit expansion like skytrain or rapid bus

Push for skytrain expansion

We need skytrain out here in poco

Skytrain into poco would help a lot!

A skytrain extension is a must. Any way to lessen Lougheed highway traffic in the coq center area would be wonderful

The most important transportation improvement in our city is to extend the skytrain from Coquitlam central to our city Port Coquitlam. This will upgrade our city transportation infrastructure and eventually increase the income and revenue of our city because more housing can be built around the skytrain station and attract more people to move to our city. Skytrain can also reduce the stress of the traffic congestion.

please develop skytrain in Port Coquitlam for the population fast growth

Skytrain stations near commercial areas on both sides of the highway please

No skytrain

Against. Skytrain.

No need for skytrain we are fine as it is

Again, we should all stay home to save the planet. Remember during COVID how pleasant and healthy the natural environment was when everyone was quarantined? And the last thing we need is Skytrain bringing density and with it less space to enjoy our neighborhoods.

Keep the West Coast Express forever! Please stop asking for the Skytrain/Crime train.

I do not support Translink skytrain extension to Poco... (terrible idea and costly one) ... Instead focus on West Coast Express improvements...

I would not like the skytrain to come to Port Coquitlam. It would bring crime

I worry an extended SkyTrain line into Poco would bring tons of crime and homelessness into the city.

Again, do not support a skytrain. We have lovely roads and paths that are safe. Bringing in too much too fast otherwise causes crime and undesirable loitering.

Just don't invest in a skytrain. It brings a lot of non-working people into town and causes more crime. We should invest more time available for West Coast express as it involves hard working people and helps alleviate rush hour. More transport and uses for remote workers too. Skytrain has caused way more crime in Coquitlam that even their community pool has signs saying the skytrain allows people to come and go faster and use that for stealing etc. Bad idea please don't do it. Poco is beautiful as it is

No skytrain. It will only bring violence, troubled folks, increased taxes and strain on policing. Trust me. Already there is an increase in disturbances and violence and bus stops- many go unreported such as the ones I've witnessed.

Service

Buses are full and transit isn't that appealing.

We need more frequent West Coast Express. Some PoCo Councillors (e.g. Mr. Washington) claim that the ridership is low based on the number of parking stalls used. However, even a recent Santa Train was jammed. Why is there no WCE on the weekends? Why can't you take a WCE to Vancouver in the evenings? Where is the promised skytrain in downtown PoCo? (1) PoCo needs better transit service from TransLink. (2) Buses are often 5-7min late, timing of buses doesn't match school bells (bus arrives 5min before bell time rather than 5-7min after). Bus routes are milk runs and not frequent or easy to get to riverside or Coquitlam center. (3) Skytrain not needed to downtown as the \$1 Billion spent better elsewhere and it would be poor service (2car train every 15min) - improved bus service would be better. (4) Don't waste money on bus speed / reliability. (5) have bus shelters at busy stops for weather (6) restructure Translink as they are top heavy and put money into service This is deceiving as transit is under TransLink and City cannot shape their plans nor service, as they have their own Board and have huge budget challenges. Most of public do not know the whole structure and this MTP didn't help explain such. I would like SkyTrain but from a regional perspective they're large cities that should get it first (Surrey, Langley, white rock) but poco before North van

I guess poco is the only city Translink seems to bully its riders. Buses are never on time, gets cancelled and the app or their mobile site is pretty much of no use if I were to use during off-peak hours. Yes, this is on 2023 not in COVID. Council, please do ask for data from Translink or would suggest to investigate if this is a silly comment. I made very hard decision to buy the 2nd car for family being in poco. When I lived in Burnaby Translink buses schedules kept me like a prince but not in Poco. Our kids can't get on Bus #172 to go to school as bus is always full at time of boarding.

Identify how many transports are canceled per month due to children being adversely affected by losing transportation to school. It is particularly challenging, especially during winter.

Please increase frequency of buses 172 and 188 in morning to allow our children to go green to get to Minnekhada Middle school. Chaser buses to alleviate morning congestion would be tremendously appreciated. We need to teach our children to go green and save or gave, mileage and time driving them to school. Thanks for considering.

Please make bus 172 and 173 larger. So, it can take more passengers. My kids got turn down lots of time due to no space.

A lot of cars on the road are during school drop off and pick up time. School buses could solve this problem

Kindly improve the bus routes to various schools. It is heartbreaking to see these young children struggling as we all pay lot of taxes.

Citadel Landing does not have any transit service within a 20 minute walk. It would be useful to have a smaller shuttle bus connect us with the Braid Street Skytrain Station (closest to us) and the PoCo bus loop. All the school aged kids currently get driven to schools from Citadel Landing.

Improvement to Translink is not within the scope of this plan I assume.

Please push Translink for expanded service

Better local service needs to occur to encourage the use of transit.

If you expect me to take transit it needs to be more accessible across neighbouring municipalities

Fremont. Skytrain. North to South Poco. Everything goes east west. I can't get from North to West Coast Express

Not enough buses and trains! Everything takes 40 mins

With bus connections from citadel being so poor I cannot rely on buses to travel but have to drive. I can't justify taking a 50min bus ride when driving takes me 12min. especially when the bus is often delayed or cancelled - making it too unreliable not much the city can do about this, but transit is severely lacking in the tri-cities.

I hope more frequent community bus available in Port Coquitlam, especially on weekends.

More transit should be available near Costco / Pitt Meadows area.

Public Transportation needs to be improved. Rapid bus to skytrain. Circle bus to local business, like Costco.

Need more bus routes or more frequent buses.

Please increase the frequency and number of routes connecting North POCO, especially Sun Valley Park and Lincoln Park, to the rest of POCO! The commute from Sun valley to Citadel Middle is just crazy, it takes 1.5 hours!!!thank you!

Make Port Coquitlam more accessible to POCO residents. All transit routes do not need to lead to the train station or skytrain. Little to no public transit along Maryhill for that works for POCO residents and businesses.

Improving the aesthetic of transit stops does not seem likely to increase ridership. Instead, the City should work with TransLink to improve routes. For example, there is no bus route from the Fremont area to the Down Town area or to the Port Coquitlam West Coast Express Station. Rather, Fremont area residents must take a bus to Coquitlam Central Station, a significantly farther distance.

Yeah, I'm going to wait 1 hour for the 160 bus at 8am, 4pm, any time of the week and non-existing on weekends. Skytrain? Maybe in the year 2123...

We need more buses that take people to large transportation hubs. For instance, for me to get to Coquitlam centre using public transportation I would take from 15 to 40 minutes, because the bus is small and when it is full, it does not stop. By car it takes around 7 minutes. So, it is hard to rely on public transportation in my case.

honestly, I know what the people in my small community need when it comes to transit. and that is more small bus routes linking to skytrain and major bus routes. thoughtfully timed. but I see here in this plan much much more thought has been taken and I am excited to see these improvements. thank you.

Burnaby and Coquitlam stations have been much busier this year. A lot of busses and trains are at capacity at peak hour. Occasionally dirty/smelly. As more people are brought in this should be addressed. I would pay more for a monthly fare to have cleaner and less cramped conditions.

The hours for the West Coast Express should be expanded and include evenings and weekends.

The West Coast Express is a great option for commuters in PoCo. It's availability should be expanded.

Need more frequent buses, more frequent two-way West Coast Express now and build skytrain station in downtown POCO within the near future.

I am currently in a location well served by transit, however Fremont Village is poorly served. As result I rarely shop there and take my business elsewhere.

Wasn't a whole lot new in this section. Generally speaking, PoCo is not well served by buses as the routes are large and time-consuming loops with few reasons to stop in between but suburban homes, due almost entirely to urban design that has been historically car-centric.

A job taking 45 minutes by car takes 2-1/2 hours by transit. In addition to an 8 or 9 hour work day, a supper to cook and preparation for the next day, transit is just not a viable option. The cost of transit is not much cheaper than running a car.

Public transportation, especially community buses, frequency needs to enhance during peak hours

There hasn't been much improvement. What we have is okay, though, but public transit if PoCo is far from winning any awards. I prefer to avoid public transit here.

The 159 route is the least dependable in all of the district terribly inefficient

Transit routes and timing are terrible. They align with the WCE only and don't consider that other commenters are also using busses. I've brought this to Translink before and it fell on deaf ears. As such, I continue to drive.

Need a line from downtown Shaughnessy and Coquitlam central

Grouping routes at the platform that link Coquitlam station to similar destinations in Poco would be convenient. Ex. Sometimes when waiting for the 159 or 160 the 174 or 175 will come to platform 12 too far away to run to catch.

The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route. Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am. If Coast Mountain keeps alternating routes for drivers to drive the 791 with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning. Poco does not seem to have as ready access to transit

I use WCE in combination with the bus 159. Going to the station in the morning is fine. Mostly the bus comes in time. Only couple times a month I have to ask my spouse to drive me to the station because the bus is late or didn't come. However, evening bus is a nightmare. When the train comes, people using buses like 170 get there instantly. 159 bus users may wait for the bus 10-20min.

20 min walk to get to a bus stop that takes you to skytrain, that seems inefficient. Old parts of poco are suffering.

I hear public transit is not very good in Port Coquitlam

Reduced transportation fees to encourage people to use transit.

I work downtown and rely on transit. The West Coast Express is my preferred mode of transportation. However, if I work late and miss the last train, getting from the Coquitlam station to my car at the Port Coquitlam station is a nightmare, especially in the dark.

The biggest help would be for greatly improved bus service to TFSS. Right now, my kids can't take the bus to school because one, the 188 bus route can't be depended on to arrive on time, two, the service is not request enough in school peak hours and lastly, the bus is usually full by the time it gets to our area and my kids can't get on. So especially in bad weather, they have to be driven.

Introduce more WCE trains in the morning, perhaps 2 more for those that have to drop off kids at school

We are somewhat at the mercy of Translink--bus routes and availability of Skytrain are limited. The number of connections and time waiting/transferring are major considerations for people when weighing taking transit versus driving.

It's not convenient to get downtown from Port Coquitlam. The West Coast Express only runs Mon-Fri during peak hours, and the Sky Train takes too long. It would be good to increase number of trains for WCE on weekdays, and possibly have trains on the weekend.

We need buses to come more often than every half hour during the non-peak hours. I'd like to see more shelters at bus stops. More transit needed and better connections. When I transit to work (a 7 min car ride) it takes me 45 to 60mins by bus because the 2 buses I would take don't connect and usually I have to walk over the coast meridian overpass instead.

Better access to Gates park

Route 159 is terrible. Increase the frequency during and off peak hours. Transit is still operating this at the frequency 20 years ago, despite a significant increase in population in the Citadel area. Expectation: once every 15 minutes

Improve travel between Fremont Village and Minnekhada Middle School. Current route before/after school times is every 30minutes and bus is often full in afternoon. Middle school kids (age10-12) should not have to wait 30min at a bus stop if they can't get on. Not safe. (Route 172).

I would like to use public transit but it is too difficult and takes too long to get where I need to go.

Please make bus 172 and 173 larger. So it can take more passengers. My kids got turn down lots of time due to no space.

Also, should increase frequency

We need more frequently scheduled west coast express (weekend coverage) and skytrain connectivity.

Broader issue around transit is that Translink has poor service, limited routes and too long of connection to Braid St station. One cannot disagree with making stops wheelchair accessible but that will not encourage transit if the frequency, hours and safety on transit is not improved. Need to think broader across the region.

We are supposed to use transit. OK. Where is a washroom at Coq. Centre skytrain station.

Can we have bus 791 stop at Mary Hill Bypass @ Pitt River Rd and Mary Hill Bypass @ Shaughnessy St?

The transit buses and their drivers are the best. Look after the stops and keep the buses running!!

Most areas in the city are transit friendly, but there are still plenty of communities that require a personal vehicle more buses routes in small/suburban areas.

What lacks in Poco public transit is an efficient means to go to the nearest Skytrain station which is in Coquitlam.

Transit needs to be better and more effective

Does not start early enough, shift work and work on weekends, or continue late enough into the night to be at all useful for our family.

Peak hour need more buses, often I see bus full board during school leave time, I need to wait for another 20mins to take the next bus. But the courses class will over in 1hr, so need to walk instead of waiting for next bus. Vice versa, non-peak hours, I have seen 2 buses going in the same route one followed by other with empty seats.

The bus drivers along Prairie Avenue are an enormous problem. They will leave children behind and tell them that they can go ahead and walk instead. This is a busy corridor and if you need to add more buses that should happen instead of drivers shaming children.

1. Bus stops should be cleared off snow/ice for passengers to get on/off buses in the winter. 2. There should be more 188 buses cruising regularly. Many times during weekends, the bus got cancelled and we have to wait for more than a hour for the bus. Also, during the peak hours when school kids get off from school, can use the long bus to operate. During this time, the buses were not able to pick up passengers on certain stops.... causing a lot of frustration, lateness for work or appointments and time wasted. Do consider improving the services of bus 188.

I'm concerned about the continued density and the proposed 8 story building on Shaughnessy. If there are any more of these high rises, transit will be worse than it already is. Especially for the middle/secondary school age group. Trans link made a huge effort to provide free transportation to kids 12 and under last two years...there are increased users as a result. Transit needs to keep up with the demand.

I would like alternate routes run to skytrain stations. The direct route from my home to Coquitlam central skytrain is about 10mins. However, the bus route takes 30mins. I will never use bus to get to sky train stations until there are more direct alternative options to get to the station

I live in Citadel, and commuting by bus to skytrain is so unreliable that I usually just end up driving... Especially to Braid Station is absolutely brutal! The bus makes a million stops, is often delayed

The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route. Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am.

If Coast Mountain keeps alternating routes for drivers to drive the 791with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning.

I keep repeating this because many people are frustrated with the 159 bus route. Not just myself: The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route. Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am. If Coast Mountain keeps alternating routes for drivers to drive the 791with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning.

The buses in the Fremont area are too infrequent

Please improve bus frequency to/from Fremont area to the rest of the city.

do everything possible to make bus routes faster for the buses, bus only lanes, advanced lights, turns to make it faster to take the bus than to drive

Overall good, but in some areas of North PoCo (namely around Cedar and Prairie) bus times can be inconsistent with the schedule, and too few bus routes are responsible for a large area. Using the 173 for example. It is often around 30 minutes between buses, and it regularly takes 30-40 minutes to get to Coquitlam Central Station.

I can drive from the south side to the north side in 10 minutes so why would I take a bus that with waits & transfers could take 1-1 1/2 hours?

The stops are nice but it still takes me three times as long to take transit to work as it does to drive.

I live close to the PoCo downtown. The transit here is amazing. Lots of buses going everywhere to PoCo areas and Coquitlam. I wish West Coast Express would add additional one or two more times throughout the morning (ie 9am and 10am). It will save us lots of time to go to Vancouver for doctor appointments or for University students.

Transit users' information is out dated and don't have the coming 5-10 years user's information.

Need a lot more direct routes on public transit that service Port Coquitlam. Doesn't make sense that a 5 minute car drive to Fremont commercial area takes 2 to 3 buses from the south side of the tracks.

The plan has everything except increasing the amount of service and frequency of local routes which takes people throughout the city. The R3 rapid bus has a total of two stops in the city and is mainly serving passengers to Maple Ridge.

West coast run on weekend

better North Side access to City Centre and schools such as riverside, terry fox

Increasing the number of bus stops to more commercial and residential areas to allow for better access

West coast express needs to run more often.

Bus stops are so far apart and buses don't go on side streets. Walking to the bus stops often takes a lot of efforts especially when it rains and snows.

Bus system in poco is very efficient.

Lack of an efficient transit route from the Pitt River road area to Coquitlam central skytrain. Currently takes two separate buses and some backtracking before arriving at destination. Could there be an option to have a more direct route that goes through Pitt river road and then onto Lougheed hwy and onto Coquitlam central skytrain?

On Lougheed Highway you can wait twenty minutes or more for a bus. Not up to snuff.

No direct routes to train. Waste of time

Cost of using transit is becoming a barrier for most. The people that generally rely on it struggle with the cost unless subsidized by their employer.

A bus route running from town hall/downtown to the new Fremont area would be pretty logical!

Highly suggest the city work to have more frequent west coast express traffic if the sky train isn't going to be extended out further east.

Bus stops needed by Broadway and the Mary Hill Bypass. Lack of bus stops is affecting the ability to staff the business in the area. Also need more frequency of the bus to get to the Coquitlam Skytrain and Brunette Skytrain from the business are on Broadway outside of the peak hours.

Improvements could be made on West Coast Express accessibility, especially from Fremont Neighborhoods. There are no bus connections from Fremont directly to the station, especially for it being so close in proximity. Also, higher frequency on the West Coast Express would be extremely beneficial as it is such a convenient link into Downtown Vancouver. Higher Frequency transit in all of Port Coquitlam would be good too. During Rush hour, the small buses to Fremont are often overcrowded and run every 15 mins. After the peak hours it is every 30 to 60 mins. This is extremely inconvenient and discouraging when choosing to take transit vs. drive.

Seems to be sufficient small and large busses for most times of day except School start and end.

One major problem is the lack of available public washrooms! All the sky train stations & bus loops should have available public washrooms.

More frequent buses like the R3 and 171 would be most helpful.

The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route. Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am. If Coast Mountain keeps alternating routes for drivers to drive the 791 with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning.

Some bus stops are not as attractive and accessible as others. Transit service is not always reliable. My daughter's been late to school due to busses being full and not stopping as well as not showing up.

Transit buses are few and far between times outside of 1-2 peak traffic periods. More frequent buses and bus routes are needed on the citadel Shaughnessy side. A bus needs to go direct on Shaughnessy to city centre from Citadel. Port Coquitlam needs a sky train to connect to Coquitlam and Port Moody including to Pitt meadows. This is especially needed with the increase in housing and increased population.

Buses are always full, and we at Minnekhada middle school would really appreciate if longer busses were put on routes 172 and 173.

Transit stinks. Literally. And their vehicles are dangerous and noisy. Plus they slow everyone down.

1. Enhanced Connectivity: Create seamless and convenient transit networks that connect various modes of transportation (buses, trains, trams, etc.) to facilitate easy transfers and improve accessibility for commuters.
2. Frequency and Reliability: Improve transit service frequency and reliability to reduce wait times and ensure timely arrivals and departures. This encourages more people to choose public transit over personal vehicles.
3. Infrastructure Upgrades: Invest in modernizing transit infrastructure, including updated stations, platforms, and terminals, to enhance passenger comfort, safety, and accessibility for all, including individuals with disabilities.
4. Integrated Ticketing and Payment Systems: Implement integrated fare payment systems and mobile ticketing options to simplify the payment process for passengers across different modes of transportation, making transit more user-friendly.
5. Transit-Oriented Development (TOD): Encourage development around transit hubs to create mixed-use spaces with housing, commercial, and recreational facilities. This fosters walkability and reduces dependency on cars for everyday needs.
6. **Environmental Considerations

The bus service in Mary hill area is travel time is time-consuming and infrequent.

We need more reliable busses, bus lanes, and better use of the West Coast express. It can be our answer to skytrain, it's in our backyard - extending the times to more trains running during the week and on weekends I believe would be huge for poco. But not sure how feasible that would be. But think of the possibilities!! We are a Port trains galore! Think outside the box and utilize "Port Coquitlam's port" to make it a plus, not just noise clanging us out of our beds at 3 in the morning.

Please work to get Translink to provide transit in areas of PoCo where the transit service is limited. People can't use it if they don't have access to it.

Poco is weirdly serviced. There's no functioning busses 2-6am. The Dominion triangle doesn't have a eastbound 701 stop. The industrial area near the Mary Hill bypass has no service on weekends or off peak hours. These are all critically underserved areas

Transit is permanently ruined for me because of the lack of policing. The times it is late. The amount of people who don't pay. The amount of sick folks etc.

Need to cover dead zones.

My middle school child has been denied entry onto buses to get home during inclement weather, buses aren't big enough to accommodate the number of students before or after school forcing them to have long waits at the stops

Not enough buses for students after School. Some bus drivers are refusing to allow students to stand and make use of the hand rails provided, closing the doors and making them wait for the next bus in torrential rain.

Transit improvements at the middle school is very helpful for my daughter to get to and from school

The city, in line with TransLink, needs to look at where better transit infrastructure should be placed throughout the community. For example, ridership on the Rapid Bus along Lougheed is extremely low because there is very little residential and commercial services within proximity, outside of Shaughnessy Station Mall.

Public Transit that takes a reasonable amount of time out of the region is non-existent in the city and has not improved.

I guess, it's not your fault, but bus 701 is not reliable at all. It's either too early or too late. Bus 107 is a lot of times already full by the time it's in Port Coquitlam. I think, Lougheed Highway needs more stops and more frequently.

There is no convenient bus from Downtown Port Coquitlam to the businesses along Nicola Ave in Fremont Village. Buses often get stuck in traffic, and lack connection to other communities other than Coquitlam. A connection to the R1 in Surrey would be a good addition. I appreciate the newer bus priority signals, such as at Lion and Shaughnessy in North Downtown Poco.

port Coquitlam continues to be underserved by transit

The buses on the school routes are extremely crowded at school times...my child hates taking the bus this is leaving a bad idea of transit for him for the future

I'm sure there are more stops that need improvement than the 4 identified in the map. People avoid transit because of the frequency and unreliability. Anything that can help these two items will be welcome

Horrendous for north side. I have 1 bus option and that's it. We need more diverse routes

Further work with Translink West Coast express should run to and from Vancouver regularly

The frequency of buses 173 174 is very low, many times it is full so kids wait after school hours for another bus, for hours. Also, there is no effective connection to Lafarge from Lincoln Park area - it's very frustrating! Same from Lincoln park to Burke Mountain- why? Commute takes ages, literally. And during weekends the frequency of buses is 1 per hour, which is just impossible. Please increase frequency and add new routes! My kid has to travel 1,5 hours from Lincoln park to his school at Citadel!!! When it's 13 min drive (I can't drive him, unfortunately). That is not right! There should be much more frequent bus service, as well as much more routes rather than 1 route.

Lots of transit mentioned in the Lougheed/North area of Poco, however, the Citadel Heights area transit routes, which I understand are beyond the City's primary control, are just not feasible for quick and efficient use in that area. People heading to Braid Station from Citadel have to go through multiple looping routes to pick up other passengers and takes almost double the time it does to drive. I refuse to take transit in that area if I'm heading anywhere other than downtown Poco.

More option or route for buses

With the way prices are and then transit keeps getting upped no one will have a place to live after all expenses

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Bus service is not frequent enough through the entire city

With many seniors living in downtown poco, it would be great to have a direct transit bus that goes more directly to Braid SkyTrain station on route to RCH at Sapperton SkyTrain station. Currently, you will need to take 2 bus which takes around 45 mins to get Braid SkyTrain station.

In regards to schools there should be more than one bus for after school pick up. By having the buses packed/crammed in with students makes it so they won't want to take the bus. They'd be more eager to get a car or have parents pick them up thus missing the point of having buses being the future mode of transportation now and in their future.

Please put a bus route from Shaughnessy St downtown directly to school bus stop at Central

Transit into Fremont to support business workers

More smaller bus routes are needed. With so much residential area the biggest hurdle is getting to a bus stop or skytrain. With even the smallest increase the short/small busses and bus routes in quiet residential areas, traffic will reduce SIGNIFICANTLY. I have family that lives all over the world. and spent much time in many different countries. This is the least impact and MOST EFFECTIVE solution. Especially with the weather where we live. It can be very difficult for many ppl to walk 30 min just to get to their 1st bus stop. I am a very healthy and active 34 year old. From running a marathon I injured my knee temporarily. there is no way I can use public transit. More use in public transit will completely transform traffic and our roads. My mother who struggles with mobility and is elderly, does everything she can to walk. and she would not have a car at all (hard for retired folks to afford here) but she can't rely on transit if her foot acts up and if the weather is bad its worse, she cannot always make the large trek to a stop. I give examples of real community members to you. I live on Raleigh street. she lives on Hawthorne. There is not enough public transit options and it is not efficient. this is the key. Should have quick commuter direct shuttles from key hubs to skytrain. Like hub in Citadel area, downtown POCO, Costco or in North POCO direct to skytrain station

Put more buses all route in Port Coquitlam especially weekend 1hour wait if you missed your bus time not really appealing towards the city and living within the city. Students going to downtown Vancouver to study are stress already on their daily commute. It helps when they dont have to worry if they will miss their or not they can still go home safely. Everything are expensive cannot afford to get rent nearby school in Vancouver. Hoping this will be given an attention and include in your future projects - put more buses in every route so every 5 to 10 minutes is good enough to wait and get to our destination less stress.

Need B line from downtown PoCo to Coquitlam central

159 bus service is the worst in the lower mainline

A direct bus to Skytrain station from Shaughnessy Street closer to Pitt River Road (and closer to the high school for the kids to get home) would be great!

Please make bus 172 and 173 bigger so lots of passenger can get in. Specially during rush hours for school and work.

we need bathrooms at Skytrain and bus loops i can have a 3 hour transit ride and i have no bathroom to use and most public places dont allow you to use them unless you are a paying customer, also if you past Vancouver and in the tri-cities area you have horrible transit and so many people use the transit system out here now, and there are no Skytrains going from Langley to surrey, and no going to maple ridge and such unless you pay extra 5 dollars most people dont have especially people on disability so it makes my transit ride longer, and then during busy hours i have to wait an extra bus at the Coquitlam loop because my shuttle bus gets packed and then people pack up the other one cause it goes the same way so it's just really difficult and just hate the transit system here compared to other provinces

Disappointed that there is not more emphasis on additional Bus Transit in Port Coquitlam, given that the SkyTrain extension is still an exploratory business case stage. The SkyTrain may never come to fruition - in the meantime as in today, people still need to go about. Folks wait long times in queues at every bus stop, as the frequency is low (e.g. Route 159 - possible the worst serviced route in PoCo. This should be every 15 minutes between 6am to 9pm, and then every 30 minutes thereafter. It's so infrequent during the day and terrible outside peak hours)

My local bus routes, the 188 and the 172 have many issues and much needed improvements. The 188 desperately needs to be a part of the frequent transit network (FTN) which means buses running every 15 minutes or better. The route is frequently crowded during peak hour and during off peak hours. This is especially a big issue on Saturdays when a lot of people are using the 188 to get to Coquitlam Centre mall to shop or to take SkyTrain and the bus runs every 30 minutes so it's very overcrowded. The 172, which runs the small shuttle buses has a lot of coverage for north poco. Monday to Saturday this bus route has to constantly pass up passengers waiting at bus stops because the shuttle buses have a limited capacity of 24 passengers. Even when passengers don't get passed up, the buses are near or at capacity. During rush hour even with the increased frequency, the 172 still passes up dozens and dozens of passengers at Coquitlam Central Station. I sometimes take the 172 bus home after school and every day at least 15-20 people including students get passed up. This route needs to have 40ft conventional buses running on it. The worst part is that in late evenings and on Sundays, the 172 runs hourly so if people that rely on this bus route miss it, they are waiting an hour. The main take away is that the coast meridian and prairie corridors have been neglected by Translink for many years and there hasn't been many changes or improvements in the area for 3 decades. The city needs to invest more into north poco.

Identify how many transports are canceled per month due to children being adversely affected by losing transportation to school. It is particularly challenging, especially during winter.

I would love to see more focus on better bus service and more transit oriented development

A bus route running from the town hall/downtown area to the new Fremont area seems pretty logical!

Some buses could add extra blocks without adding much time to the bus trip

The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route.

Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am.

If Coast Mountain keeps alternating routes for drivers to drive the 791 with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning.

Having a direct public transportation connecting Port Coquitlam to Vancouver downtown throughout the day and till late at night, eg west coast express will help in reduced traffic and people using more public transportation

I would like a bus to travel along Shaughnessy and up Eastern Dr. This is a "dead zone" for transit.

Should be child and senior friendly e.g. toilets, escalators, elevators are convenient locations

There is still no direct transit service between South PoCo (e.g. Citadel Drive area) and Fremont - both within PoCo. This is ridiculous that after so much shopping development on the North side, the residential and shopping areas aren't quite connected within the same municipality. It will take someone commuting at least 45 minutes each way to get from Citadel to Fremont - totally inefficient

Make sure shuttle buses will come ON TIME.

This plan seems well considered and invested in community insights. However, it doesn't provide enough detail on Focus Area #4- Transit. We are rapidly moving into a new reality of lower reliance on cars. I appreciate that a good proportion of this area is interwoven with other transit plans, but it is hard to discern what exactly Port Coquitlam's plan is to capitalize on existing infrastructure and a timeline. For example, what is the plan for the West Coast Express (WCE)? This option has potential to serve far more commuters than it currently does with expansion to bi-directional service out of Port Coquitlam Station. I appreciate that Translink must negotiate with CPR to allow for more track time, so how can citizens help facilitate this? What is the City of Port Coquitlam's plans to facilitate this? The current WCE schedule is inaccessible for parents who do not have before/after school care (which is most parents). Additionally, outside a brief mention on the city's attention to a potential SkyTrain route, what are the goals and timeline? How can citizens advocate for extension of SkyTrain to Port Coquitlam? For example, is there a plan to collect impact statements from residents to support the city's advocacy efforts? Some may argue that this is out of scope for the MTP, but I regard the MTP as a perfect place to outline even brief outlines of what activities are planned for outreach/advocacy, and how residents may be consulted and engaged. Of note, there is little emphasis on serving South Port Coquitlam below Wilson Ave with transit options. At the moment, this area is served by only two regular bus services (#170 and #159) with infrequent arrivals/departures. To this, there is no emphasis on North-South transit coordination, i.e.: linking Port Coquitlam to transit hubs to travel to New Westminster (Braid), Surrey etc. This is crucial for serving utmost South Port Coquitlam, which could easily take advantage of the 791 route from Haney that runs along Mary Hill bypass. However, other than a brief stop on Broadway (added in 2022, serving industrial South PoCo) this route skips South PoCo entirely. Other options include a more direct route with less frequent stops on the #159 (which between South PoCo and Braid has 40+ stops) during peak hours. I appreciate that this falls into the Translink domain again, but I suggest consideration of how the service currently falls short of meeting needs and overlooks key routes. Lastly, I did not see details on safety of Pitt River Road, which as a main route through Port Coquitlam has several concerns pertaining to speed, future intersections needs/safety (owing to new industrial and housing developments underway).

There needs to be something done about the smell. The increase in people using the system has led to some busses and sky train stations smelling very bad.

The 159 bus does not fulfill the needs of Port Coquitlam citizens as it is an elongated milk run staggered by another bus route. Many people trying to catch the 7:35 am Bus159 going to New West Station via skytrain will not reach their work by 8:30 am. If Coast Mountain keeps alternating routes for drivers to drive the 791 with the 159, then there will always be untimely schedules. The 159 often gets canceled or misses one full route because of this. Just make the 159 route go straight down United Boulevard and make a new route called the United boulevard bus to make up for Coast Mountains lousy planning.

Bigger busses on route 172 and 173

Less Supportive/Don't Use

No longer take transit

I do not use public transit.

Would not take transit under any circumstance.

Lived in our subdivision for 30 years and will never walk alone beside a forest with wild animals to go 4 blocks to the nearest bus stop. And yet, we have buses using our little street on a daily basis. Go figure!

Sure, but I'm not going to take transit.

I don't use transit.

I seldom use transit.

do not use

Avoid transit.

Do not use it, but seems alright.

Skytrain tracks and big busses are ugly, noisy and cost a lot of money to operate. While some public transportation is beneficial, if it doesn't make money, it shouldn't be provided. And forcing people to use transit should never be an option in a supposedly free country.

I don't use public transit

People don't like transit or electric vehicles. People use transit if they're unable to afford cars. Most people prefer comfort of their own space. Waste of money to further develop a failed system. Personally would never get on transit for any reason especially if its cashless

Transit is not the answer to a Community that works in and commutes from multiple cities, such as Vancouver and Burnaby.

WCE is great!

cannot speak to every bus stop but the 188 is pretty good

There need to be more transit connections to skytrain stations. Tree cover needs to be protected throughout all transportation developments

not sure how to answer with the impact of Burke Mountain developments in coming years.

Burke Mountain are very much connected and more transit options between Port Coquitlam and Burke Mountain are needed.

Some of us would rather take our cars to run errands etc instead of using public transit that takes 3 to 5 times as long. Our time is valuable. It is loads of fun carrying multiple heavy bags on transit then walking to get home - not!

Public transit is still notably slower than driving, even with all the options available. That means that people will tend to opt for driving even when there is public transit available. You usually have to drive to the sky train station, for instance, because it is located far from where people live or the buses are so spread out and infrequent.

My most pressing concern is crime rates. I don't like having an easier pathway for objectionable people to come into our city.

Next is the bus stops that stop the flow of traffic. It's possible to have pull outs for busses and it should be everywhere a bus stop. Also, bus stops every block is ridiculous and frustrating for drivers.

Design Concerns/Details

Streets will be narrower - how will that help transit vehicles?

The options that are needed in major areas seem to have no identified plan or timeline. Good job doing studies to identify the priority areas, but this isn't a plan. It's a problem statement.

many benches are on the side walk, in a way that blocks pedestrian traffic...busy stops don't have shelters, quiet stops do have shelters, the stops along Wilson Ave (Mary Hill Rd, and Shaughnessy St) are ridiculous with the sidewalks and layout (and Shaughnessy is dangerous when it gets busy). Often, there are areas right at the bus stops, that are huge puddles when it rains (which, when a bus is coming in can be scary on whether or not you will be getting soaking wet)

Details were limited in how this would be supported. Specifically, how are priority road elements determined?

Provide covered bike parking near significant transit stops to help people overcome infrequent feeder transit.

Plan does not include a statement on whether Port Coquitlam wants to have Skytrain or not. Also, no mention of possibility of increased West Coast Express services.

Not a lot of road improvements planned to prioritize transit, the city literally only owns 12 bus shelters out of 235 stops... and the MTP doesn't say how that will improve. It maps out every sidewalk project, but absolutely nothing about bus shelters...

There is one paragraph about skytrain extension, and potential for BRT. We're not serious about Transit, and to say that we "encourage" it in the MTP is lying.

I take transit, works well enough. What's an attractive stop?

Couldn't find any transit improvements on map

Transit is very dependent on the replacement of the Coquitlam River bridges and investment in transit will have limited return without solving that choke point.

Answer assumes the Lincoln connector is built and regular transit will run between Coast Meridian and Lincoln Skytrain.

"Road primarily support the movement of cars, trucks, and goods to and through Port Coquitlam." As noted, they also support transit operations and any ideas to slow down cars and/or deter truck and commuter traffic through one's community and/or repurpose needed road space for biking/cycling path also negatively impact transit travel times

The transit plan should also consider how the cities roads act as a network to convey people to places such as Pitt Meadows and Maple Ridge.

SUSTAINABILITY

How well does the MTP achieve the goal to support a healthy environment and livable community with technology and services that reduce traffic, pollution, and/or dependence on vehicle ownership?

Support/More Needed

Fully support sustainability.

it's good

it's really coming along, I've noticed a lot of change thru town to make it a more enjoyable community for all

I appreciate the detail into micro-mobility options and plans.

The city should be looking in all different kinds of mode shares that you currently see throughout the region - e.g. bike share, car share, e-scooter share, etc.

Hard to argue with the goals but the required infrastructure needs money. Raise taxes!

All of the above noted MTP actions have a sustainability benefit. However, many of the transportation levers are with more senior levels of government. So, within the context of achievability this plan is well designed.

This goal is incredibly vague, and it will be challenging given how PoCo is only one small city within Metro Vancouver. Within the bounds of PoCo, though, reducing car usage is a one-stop approach that will basically make all these goals achievable. Reducing traffic is only possible, though, by creating viable alternatives to driving, which would need to be a Tri-Cities-wide or Metro Vancouver-wide scope.

We all pay taxes for vehicles, gas taxes etc to support the roads. Other than taxes, which we all pay, how else do scooters etc pay for roads?

Not bad, room for improvement.

We have been ok. We need to follow some of the ideas to get back in track.

This is an area that needs both regulatory and infrastructure improvement. What is legal when and where is tough to ascertain.

it needs more cultural and social work

This is a failure of the transportation model as a whole, not the city itself, but public transit and e-bikes have to be the priorities for true sustainability over vehicle electrification. I've been so impressed with what this city has managed to accomplish and yet there is a lot of room for improvement.

I do not use, but seems alright.

its important I'm not sure how to achieve it

I would like to see more priority on this area given our current climate crisis. I like the addition of EV charging stations. I would like to see a concerted effort to bring Modo and possibly Evo to North Port Coquitlam near the multi-family and apartments hubs. Car sharing can provide a key alternative to buying a car and provide first and last mile connection to the skytrain and West Coast Express when bus is not available or takes too long. I would also like to see Port Coquitlam advocate for EV and plug-in hybrid rebates prioritized for suburban municipalities where transit is less frequent due to lower densities (this includes also Pitt Meadows, Surrey, Maple Ridge, Langley etc).

Destroying natural areas to build roads is not sustainable. How can you have a comprehensive section on adding roads and include adding parking to many of the plans and then say your goal is to reduce dependence on vehicle ownership? One entire page of the report is just a screen shot of the fact that there are only 3 Modo vehicles servicing all of Port Coquitlam. Figure 12.4 is just a suggestion - there is no plan. Section 12 of the report states that "80% of respondents valued sustainable transportation as important" and "the major focus of this MTP is a continued focus on the provision of basic mobility infrastructure and network, there are a few relatively well established sustainable modes in North American that should be considered." So the report itself identifies the fact that the focus is on "basic" mobility and there are ideas that should be considered, but I don't see anything in the report that actually is looking to achieve this goal of sustainability.

This is where the plan has major risks. If the MTP plan mainly focuses on improving old transportation infrastructure and doesn't get people out of cars, as a major objective/stated goal, the future will be just a prettier version of the current system. A satellite city like ours should have/do eco-friendly development, affordable housing, accommodates the smart generation, security capabilities that are carefully ingrained, plans with demographic factors imbedded, ensure heavy capital funding is available, efficiently interconnected with surrounding & distant cities, not be heavily developed as Vancouver, have reasonable affordability, and generally support the life transitions from learner to independent adult.

Not sure about the mobility hubs - want my city less car-centric

Too Many cars and pollution, no measures taken

Reducing pollution in the city will make it healthier to live here.

If there is a plan for sustainable transit, it's diluted by smoke-filled car shows, don't you think? Or did you breathe well when the Level 10+ smog hit us? Maybe you rolled up your windows and kept the air conditioning on.

Environment concerns should be one of the factors for planning.

I think that the provisions for alternate modes of transportation will have a net positive effect on GHG emissions and bring us closer to carbon neutrality. I would like to see more passive cooling options like trees with generous canopies to assist with extreme heat in the summer (most power and data lines are having to be undergrounded now, so we should have more height options. Would love to see scooter/bike sharing options in PoCo - but perhaps with noted stations, not with devices littered throughout the city seeming abandoned from the last user.

1. Renewable Energy Adoption: Increase the use of renewable energy sources such as solar, wind, and hydroelectric power to reduce reliance on fossil fuels and lower carbon emissions in various sectors like energy production, transportation, and industry. 2. Energy Efficiency Measures: Implement energy-efficient technologies, building designs, and appliances to reduce energy consumption in residential, commercial, and industrial settings, thus lowering greenhouse gas emissions. 3. Waste Reduction and Recycling: Promote waste reduction strategies, recycling programs, and composting initiatives to divert waste from landfills, conserve resources, and minimize pollution. 4. Circular Economy Initiatives: Encourage the adoption of circular economy principles where resources are kept in use for as long as possible through reuse, recycling, and remanufacturing, reducing the demand for new raw materials. 5. Sustainable Transportation: Invest in public transportation, cycling infrastructure, and electric vehicles to reduce reliance on fossil fuel-powered cars and mitigate transportation-related emissions.

Allow use of all electronic means of transport, not just scooters. Why hinder progress and development of eco friendly transportation systems.

The city should invest in more active transportation and aim to reduce vehicle ownership and car dependency.

Somehow there has to be an education component in regards to human / bikes/ vehicles that share these streets. Not sure how to get this across, except for an APP for people to access if they use the sharing services. Make eye contact with drivers if they insist on riding out into the traffic.

All for options that support a healthy environment. I will say though I think electric scooters/bikes should have some limitations to being allowed on sidewalks. When I have been walking around I have almost been hit by them a few times now because they are going too fast for travel on a pedestrian sidewalk. It is okay on a shared pathway but I think on a sidewalk there is not enough room

There needs to be electric scooter attachments available for wheelchair users also.

Provide safety sharing roadways to most popular modes of transportation.

I think it does fairly well in Poco, but I work in Burnaby and transit doesn't work for me currently. I do like to walk and enjoy the trails and parks. These are great in our area.

Sustainable neighborhoods are missing from your plan. How are you ensuring that my taxes are being spent to maintain my quality of life when the plan is all about population growth? We should be protecting less growth and better health through less density.

We don't see car or bike sharing in PoCo, not enough bike lanes

I like the inclusion of mobility hubs. I agree that the bike/e-bike/scooter share programs have been well documented internationally as under-utilized - if something like this is still required, a rent-to-own program would be a better solution.

Please improve micro mobility and public transit between poco and Coquitlam

This does not seem to have really taken hold in this area yet. There are just not that many convenient options in the suburbs.

Please yes do bring car share programs. Poco needs this new baby after Modo brother. And ask for better rate from these companies to residents. They pay 5 figure amounts to each parking lot in downtown. At least we don't charge them for parking so they should give us price breaks. That's business.

Bring on car sharing! Game changer!

Have car sharing services

North PoCo needs a Modo location. Currently there is only one in south PoCo.

There are no share cars in the neighborhood

Modo is good but we need more options.

Ride sharing possibilities could be expanded to include EVO or others to the market.

It would be great to see the introduction of EVO car into Port Coquitlam.

Modo car share was taken away by Translink and now offered at much more expensive price, why? To commute from Port Coquitlam to UBC and back for work purposes.

More car-share options would be helpful--we considered getting rid of our car in favour of transit, walking and occasionally using a car-share service, but services like Modo have designated stops for car pick-ups and drop-offs, and those are too far away from us to make it accessible. More bike-sharing options I think would also be great. I think ride-sharing is great in theory but in practice it ends being pretty exploitative for the people who are doing the driving because companies like Uber and Lyft do not have business practices that benefit their employees.

You need a car to live in Port Coquitlam. It would be nice to see more car sharing programs here as owning a car and paying for gas is very expensive. For those living in apartments, it would be great to have more areas to charge electric cars as it can be tricky figuring out how to charge unless you have your own driveway with power.

We need additional options for car sharing, bike/scooter sharing.

Car sharing is not very visible in the city. Need to encourage more people to work and play in the city so they don't have to drive away.

I don't see dedicated areas for car shares around the city which would be a huge benefit.

Share vehicles must be placed appropriately & safely

Increase Uber access and promote more ride sharing and provide easy options.

I like the idea of mobility hubs, particularly in concert with the proposed walk/roll/bike upgrades in the MTP. Offering more choices for ways to get around without a vehicle based on micro-mobility and bike/scooter share programs is a good idea. One thing I would have loved to see in this section is whether there is any specific plan to petition Evo to bring its services to Port Coquitlam (or to work with PoMo and Coquitlam to bring Evo to the tri-cities in general). Modo is great and all, but unfortunately, it's a round-trip only service which just isn't what I need sometimes - sometimes I need a P2P transportation option, as is offered through Evo. Having Evo available could cut down on personal car ownership needs, which would allow for more residential developments with lower parking minimums, which would lower the cost to develop housing and increase housing supply. It all starts with the availability of options.

I haven't seen much about this in the plan. I didn't find anything about electric scooters. I am hoping that car and bike sharing improves or gets reinstated!

I recently switched to an electric vehicle from gas-powered. The city is well-served with public charging stations, although I also opted for a charging station in my strata complex. Looked at car sharing before buying the new vehicle. While I completely understand that the extent of car sharing in the area is determined in large part by demand for vehicles, as far as I could tell there were only two cars available in my area and both were gas-powered. Hopefully in a few years, more EV vehicles will be available for car sharing.

I'm wondering if more charging stations would help improve and give people the incentive to buy electric vehicles. Don't see any car sharing here.

More electric vehicle public charging stations are needed. Every shopping center should be required to provide charging stations. The city should provide more charging stations in public areas, like parks and Hyde Creek rec centre, and street parking downtown.

There are simply not enough EV charging stations, we built an amazing community complex with tons of parking and only installed 4 charges? always busy, impossible to charge the car, there should be at least 10 stations there. Tesla supercharge is all over Coquitlam now - BUT 0 in poco? can we think about it?

Install more electric vehicle chargers or mandate multi-unit dwellings must have them or allow people to install them.

Everything looks great, except the number of proposed EV charging stations, we simply dont have enough right now

More fast charging stations for electric vehicles! Maybe installing a two charger station at existing gas stations could help the electric movement!

We need more EV charge points that are cost efficient and provide consistent energy

Install more ev stations throughout the community including parks and Hyde Creek pool

I live in an older townhouse complex. We bought a hybrid vehicle instead of plug-in electric because there's nowhere to charge at our complex. i wonder how many people are in the same situation and if having more charging stations around would encourage more people to go full electric.

There are very few EV chargers in Port Coquitlam city and some of them are already damaged. No one checks the status and repair. Besides, more EV chargers should be installed.

Consider charging stations within the city to encourage the switch from gas vehicles to EVs.

Install more EV stations in community i.e. Hyde Creek, parks etc.

The choices should include "Well", and this would be my preferred answer, instead of not very well. There is a big jump from "Not very well" to "Very well". Are there enough charging stations for electric vehicles?

I am not aware of any EV chargers supported by the city at this time.

More electric charging stations in Port Coquitlam so people can charge their cars and shop in Port Coquitlam. More patio and cafe so people can come and enjoy.

Improve EV infrastructure, more charging stations throughout Port Coquitlam. .

I have owned an electric vehicle for 5 years and my experience is that level 1 and level 2 charging is a waste of time. It works for overnight charging, but people can do that at home. What people need when they are traveling away from home is something more like a gas station (level 3 charging or higher). If I'm at the grocery store for 45 minutes, it isn't worth the effort or tax payer dollars to have/use level 2 charging. I also don't believe PoCo has a proper layout for e-scooters and e-bike transport. I've traveled to other cities where it makes sense - I was recently in Austin Texas and uses it. I can't imagine PoCo being a good fit for these.

See comments about bike lanes. The only car sharing company is not friendly to dogs (at least bigger ones), and the four charging stations at the community centre are fabulous but hardly adequate- maybe install some at parks?

Could we have more e-card recharging stations?

Encouraging the use of ride sharing and scooters may work. However, I am very much against increased fees/taxes for those of us who must use personal vehicles for work and some travel. I can envision taking a greener mode of transportation (not my personal vehicle), if available and cost-friendly, for short trips and running local errands, I love the idea of public bike and scooter sharing but not everyone owns a credit card to rent one of these transportation devices, as I cannot use them, even though I would like to sometimes

Not sure why you are asking this when you know ridesharing outside of Uber/Lyft is basically non-existent in PoCo. Expand the scooter rentals Coquitlam does to downtown poco and prairie/coast Meridian areas

Allow electric scooters/onewheel

Consider how e scooters fit into the ecosystem

Why do we not have scooters like Coquitlam?

I do not see any bike sharing or electric scooters around this city yet. I do see car sharing services such as Modo around the city.

Implement a bike share or have Mobi Bikes operate in Port Coquitlam

I would love to see e-scooters in PoCo similar to what they have in Coquitlam.

Please let those bike and scooter share companies to have business in POCO

I dont see any bike or e-scooter sharing facilities along parks or denser areas

Would love to see electronic scooters like the ones ive seen Coquitlam put in

Louder for the people in the back: EVs are not sustainable mode share. The language in this plan around e-bikes/e-scooters and shared services is SO vague it gives Council an easy out. The Province has regulated e-scooters and it's time for PoCo to step up and pass a bylaw allowing them. Putting shared e-scooters in key commercial / urban areas (e.g. downtown PoCo, Coast and Prairie) would 100% be successful. And then looking at the mobility hub / bike EV charging, there are serious gaps in where the communities are being served. Nothing down Prairie. Nothing in the Riverwood area. Nothing in Oxford Heights. Recognizing your survey data shows that these areas were "less important" than others - but that's because you mostly heard from people 30+. Go look at Coquitlam's City Centre area and you will see it is young people who are depending on e-scooters/e-bikes as connections to transit, commercial areas, etc. They are also the ones who are less able to outright buy an e-bike, so rely on shared opportunities. I feel there's significant room for improvement in this area of the plan.

I see most intersections in Richmond already have Lime scooters and e-bikes for rent, but not many car sharing spots. I think PoCo should have more of these scooters, e-bikes and car sharing. Until now I don't know where to rent these.

For last mile connectivity, need to consider e scooters or e bikes. Where I live to get to the poco station I have to take a 15minute walk one way to reach the bus stop to get the bus. The same walk could be cut down to 4-5mins on an e scooter. As of now I am having to drive down to Poco station daily. I would completely avoid driving and use buses if last mile connectivity would be available to and from bus stops. Bus stops should include stands to park your e-bikes.

I'd love to see a bike share/scooter share program in Poco, but only if there is the safe infrastructure for those modes. No point in having scooter share program if they have to use the sidewalks. Also: EVs are still (largely) private autos, which is at the BOTTOM of the hierarchy of transportation.

The MTP makes it clear that the City has not plans to allow, and is not seriously considering allowing, electric scooters. These are a sustainable and affordable alternative to private vehicle usage and can help reduce congestion and the use of vehicle parking. Port Coquitlam is not well served by TransLink, and so the City should be eagerly adopting this sort of alternative local transportation. I was very disappointed by the tone of the MTP with respect to electric scooters.

share bike/scooter programs, safe places to lock bikes at major locations, keep bikes away from lanes of traffic

You could provide incentives on using sustainable transit options.

Have a car-share, electric scooter loyalty card to reward residents for going down this route

I would be more willing to use my e-bike for quick trips to the store if there was a secure place to leave it so it will still be there when I come out.

Sustainability is a tricky choice - i feel like a majority of sustainability options are offset by the significant impacts of construction work to be done. It would be better if construction methods (e.g. selection of contractors that use sustainable methods, such as just-in-time delivery or lean methods) were prioritized in the contract award system - rather than offset in the plan.

Keep sustainability in mind (free ev chargers). Encourage healthy habits by providing means and subsidizing tools (more SAFE bike routes and allowance for bike fenders, rain gear etc.)

Again, this all sounds great. How do you plan to do this? For those of us that cannot afford electric powered cars and do not have a place to charge them. What do you plan to do?

Where are these?

I have not heard of this in Port Coquitlam.

I don't see how the MTP relates to this goal

Less Supportive/Opposed

I would think upgrading transit is more of a priority to car sharing

Not giving up my car no matter what you do or implement. My quality of life trumps all environmental concerns

We still need provision for cars.

We need cars still.

I couldn't live here without a vehicle and I try to drive as little as possible

There will always be dependence on personal vehicles. PoCo to Richmond via transit is over 2 hours, to South Delta/ Boundary Bay, three hours.

I do not agree with this goal. There are way too many families in the city, and these alternative modes of transport are not viable options for them.

100% no. No one is considering those who REQUIRE vehicles. I require a vehicle for work. So does my wife. So do my next door neighbors and on and on it goes. My neighbourhood is not unique in that aspect either. If it was an option, I would love to find alternatives but personally (and a LOT of people in the city) require to transport both themselves AND work equipment/tools. This city is growing and more people who rely on vehicles for work are coming. It's not practical to try to rid the city of traffic. Consider me opposed.

Your plan seems to be geared to eliminating personal vehicles. This is not wise, nor is it practical. Our community councils should not be trying to focus or funnel their citizens through provincial or federal agendas. Rather they should be paying attention to the needs of their citizens and supporting their current requirements. And keeping up with their preferred choice of transportation. As long as the vast majority of the city is zoned for single family homes only and as long as it's car dependent, it's impossible for the city to be "sustainable"

Most urban planning in the city is done with a reliance on car ownership in mind. Most of PoCo is still inaccessible without a car. It is very hard to be in this city and not have a car. Buses are relatively infrequent with 30min between buses so I end up either being really early or late to most commitments

I am able to live in PoCo while attending SFU and working in Coquitlam all without owning a car, but the fact that an over 1 hour transit ride could be cut down to 15 minutes if I owned a vehicle makes money the only thing stopping me from doing so.

I lasted 6 months in poco before I had to buy a car

This is textbook thoughts. Most people in the lower mainland live and work in different areas of the city because interest rates and cost of living is so high. This means many people cannot rely on transit and bikes.

Cars are not going away. Cycling and e-everything are not viable modes of transportation for the majority of people but are more recreational. The percentage use will have negligible impact on pollution and will be traffic disruptive.

Electric vehicle industry is losing billions. Don't spend taxpayer dollars on supporting infrastructure while this trend continues. Car, ride and bike sharing are nice concepts, but do not have much of an impact as they are not practical for most people. Most people need a car as long as public transit is under-developed.

The only point important here is reducing traffic. Please do that. We live in a society that requires vehicles. If you wanted to fix that you would have had to go back in time 100 years.

Life is already hard enough and all this setting up and organizing is getting close to "over the top"

Nice dream for next ??decades

"ride sharing, bike sharing, electric scooters and electric vehicles" This is a goal only in a mind of a 7 year old...

Who decides what "sustainability" is? When will Port Coquitlam know when "sustainability" has been reached or is this yet another endless war carried out by the governments of Canada, needing endless amounts of money?

Bike sharing. Carpooling just don't work.

Sharing & electric vehicles are not options for many & do not take you to your desired destinations

Scooters, bikes, e-bikes and such are fine in climates where there is much less rain/cold. This mode of transportation is not for our rainy & cold climate. Maybe a good option in the summer only

It's not conducive.

Creative solutions are available to parking but the city is one size fits all. I have lost my respect for the city listening or resolving problems. Reasoning is not in even in the vocabulary.

we should back off on this one as it gives a poor return on the effort and money spent

Admirable goal, not very realistic in all areas of PoCo.

Be realistic, these options don't shape change in mode share. Use actual data and historics to guide your plan

I will always use my car to get around when shopping as this is the most convenient and don't believe it makes that much of a difference when you have multi-millionaires constantly flying private planes/jets whenever they feel like it and cause much more pollution than our cars.

Honey, at my age, I can barely walk as it is - my car only has 33,000 kilometers on it, keeps me dry when I grocery shop, picks up my grandchildren after school on school days, is 14 years old and takes me 6 - 8 weeks (sometimes 10 weeks) before I need a fill. Pretty economical for a senior on limited income, and is extremely efficient during snowstorms.

After question that does not give me an option to answer or indicate that I do not support the need for scooters or bike share as solutions to congestion. I understand the concept and trends but reality is that even Vancouver can only achieve 5-7% bike share and they have better land use planning to make that work - but still 93% of people want other investments to commute and cars are needed to get kids to school, sports etc

No interest in bike or e-scooter sharing and have no need for car sharing at this time. Just would like transit in Citadel Landing.

I think the provision of scooters and bikes is not practical in our communities. They are only practical in good weather. I can't see myself ever using them as a senior.

No scooters

I would not utilize bike sharing or electric scooters. I walk or drive. I would like cities to stop taking money from developers in exchange for required parking spots. There will be more not less parking needed in the future as it seems every house has to have so many people living within to help pay the mortgages. Revise your bylaws so it is not illegal to park your car on your own property and have to park it on the road instead.

The rental program for scooters and bikes are a mess. Thrown everywhere like garbage. People ride way too fast and we need a limit as well as a helmet rule.

Too many scooters left in random places. Make drop off spots

Electric scooters left all over the place is not a good look. Unless we all work downtown poco, we need a vehicle. Promoting electric vehicles could be made easier with a subsidy for home chargers.

NO electric scooter rentals!!! Look at Coquitlam - they are 'littered' everywhere!!! But how about a few vehicle charging stations but not specifically Tesla only!

Electric scooters are a nuisance and litter David avenue they should not be brought to poco

I do see scooters that appear to be haphazardly parked on the sidewalks, sides of the road or sometimes in a driveway into a strip mall. It can be unsafe for pedestrians walking or cars trying to enter a driveway to get to a location.

ensure that as part of any e bike/scooter rental programs that there are sufficient and dedicated areas for docking the e bike/scooter to avoid conflicts with docking them ad hoc-ly in accessible bus stop pads

Please do not encourage electric scooters in the area, especially on the sidewalks.

Electric scooters and e bikes can travel too. Dangerous.

E-scooters and e-bikes go too fast and are dangerous for pedestrians. The riders do not care. A lot of cyclists have the same attitude. No matter what you (City of Port Coquitlam) do in this regard PLEASE DO NOT allow the electric Scooter Programs like they have in Coquitlam and some other BC municipalities. Electric scooters are very dangerous to those using them (just ask any ER nurse at Eagle Ridge Hospital or RCH). The users of these devices typically have little or no regard for others using the same route.

I don't see ride sharing apart from south of Lougheed on Shaughnessy. What bike sharing are we talking about here? I don't see any of that in our city. Electric scooters are a nuisance not because I don't like them, but rather most of the riders don't follow basic rules. I don't know how many times this winter I almost ran over a electric scooter rider because they were going through an exit lane on the WCE parking, counterflow to traffic without any visible lights while wearing all back attire

Scooters are not the solution to fewer trips via car if there is not a destination to go. Need more jobs in PoCo and connections to said employment. Don't get caught up in movement of scooters

Need skytrain to make a true impact. Electric scooters are dangerous to the people that use them and others around them. There is no regulation or accountability on the operator

People do not want to rideshare!

car sharing and ride sharing do not work. most people do not work or live near the same place. In my 50 years of working only once did I work with someone who could ride share. Every city has this dream of everybody in their borders walking or cycling a few blocks to work, It's just not reality and this leads the city to allow the building of high-rises or condos without the proper amount of parking of infrastructure to support them

Sustainability is a marketing buzzword. None of these options are sustainable, children still have to mine Cobalt in Bolivia to make batteries for all this electric junk.

Nobody really cares about pollution or they would avoid electric vehicles. Think about the toxins from creating those batteries and the child labour involved. Plus, BC Hydro says there is no power left in the grid. I can't in good conscience be a part of that.

Would like people to realize "electric energy" comes from somewhere. BC is very fortunate that most of ours comes from hydroelectric. But electricity is also a resource so if everyone converts to electric then will need many more Site C dams. In many areas in Canada electricity is produced using fuels. Electric isn't a magical solution. Should look toward efficiency instead e.g. making community hubs so do not need to travel as far to get things. As well as making transit consistently accessible to people with mobility challenges

A person can only do SO MUCH. This generation is paying for the damage caused by the early generations, everything that's being done now, frankly will not *fix* anything because it's too late. All this should have been done a decade ago. But no, no one believes it was happened until it was too late. Cause children are none sense thinkers. And now, we are paying out of BUTTS and being forced to do things and buy things that isn't going to justify their action. Frankly, the federal government overreached and the court ruled so.

Forcing people to drive EV vehicles is dictatorship and I don't see anyone forking the money to install the charging stations into the homes.

I don't really support a bunch of charging stations and preferred parking for people driving \$50,000 electric cars. The city should not be subsidizing this infrastructure for these people. Electric cars are not limited by range in normal city driving because range is now in the hundreds of kms. If people want these they can charge them at home and not download the costs of their environmental choice to the rest of their community.

I'll never do "share". Stop trying to make Canada communist. Electric vehicles are not new technology. It was invented in the late 19th to early 20th century. They went the way of the Dodo bird because they don't work. Furthermore, they're bad for the environment. Why don't you look up the destruction of the earth that's needed to mine rare earth minerals that go into the batteries. Why don't you read up on how dangerous electric vehicles are if they catch fire. If you want to help reduce congestion - you should make motor vehicle travel easier.

No e-chargers for cars unless they can 'pay for itself'. I do not want to subsidize anyone's electric vehicle nor would I expect it IF I could ever afford an electric vehicle. E-scooters are a 'big lawsuit waiting to happen'. Encourage helmet use. I have seen many extremely irresponsible e-scooter riders on roads.... mainly teenage boys. Traffic will NEVER decrease as bigger condos, more houses/lot, etc. happen... with families moving in. Just plan for it now.

Electric cars are very expensive & take too long to charge. Can't see them being a viable alternative for now. OK as 2nd car but not primary. For this reason, I do not want to see large amounts of tax money going to support them. Pay for meat & potato & basic modes that benefit the majority of people- not elites.

Electric vehicles should not use HOV lane.

GENERAL COMMENTS

Is there anything further you would like to comment on?

Supportive

Thank YOU.

Thank you for asking!!

Thank you for the opportunity to comment

Thank you for allowing input.

Thanks for sending out a survey

Thank you for offering the survey

No additional comments on the developing the MTP. Thank you for sending out this survey. Very much appreciated.

Thank you for reaching out to the Poco community.

Thank you for asking for input from your citizens! The due diligence is being done and we see and appreciate your work! Excellent job folks, have a good rest of your year.

I love that the city asks the people for their thoughts. Who knows better than the residents.

Good to get the people involved. We deserve a day of where are hard earned tax dollars go. Should do more engagement surveys for everything going forward. The people deserve a say. We work very hard to support these projects with our taxes

Thank you for considering our feedback and for allowing us to be part of this project. We appreciate all your work to our community! God bless, good luck. Looking forward for this MTP!

Thank you for engaging our community in these consultations using modern methods.

Thanks for the opportunity to provide feedback on this crucial initiative. My hope is that council initiates concrete steps as soon as possible.

Public surveys are a good start. Would identify people's concerns likes and dislikes of the current situation

I would like to see the fulsome outcome of this survey presented in public and online, including commentary fields as I often observe that city staff bury these comments from the politicians and ignore public desires as they promote their internal opinions

I would like the actual public feedback, including the populated field responses, shared with and discussed with mayor west and council in a workshop forum and public rather than city staff hiding this feedback. I have spoken with over 20 other residents and nobody has confidence in city staff to share this feedback to give a true perspective of our community

I'd like to see definitive action and documented results. This type of questionnaire doesn't feel as if any quantified change will take place. I'd like to see real results provided.

Thank you so much for allowing input. I hope that there will be a summary of all of the contributions submitted to this survey, and responses made public.

Please to note that responses to the survey will be posted

Would be nice to have a townhall - highlighting (summarizing) key aspects as it is a comprehensive plan and obviously a lot of thought and work has gone into it. Good luck to staff I hope you get the support and resources you need.

I am not sure how well I answered these questions. I mostly complained about issues that I have about how PoCo is planned, and as a current urban planning student, these issues are very noticeable. PoCo does have potential to improve in the future, and I am curious to see how this survey informs the City Council for how to move forward. Thank you for reading my ramblings.

I would have added 'Well' as one of the answer options. The draft MTP is a long document to read and digest. The survey is also long and takes time (more than 12 minutes) to answer, if one adds comments to support their answers. Thank you!

Being able to report new improvement projects in between MTP surveys via Sort It & Report It would be helpful

Letting the people help influence the MTP is a good idea but city and transit planning should be done by qualified professionals.

Personal engagement. Talking directly to people in the areas being considered for improvements would be a start

Listen to and encourage residents to submit feedback and ideas on simple improvements

Without thorough study of the plan by knowledgeable, educated person the best you can achieve from this survey is an opinion on ideas and goals. Knowledge needed here is multidisciplinary not easy to achieve.

When rolling out (pun intended) the work schedule, please inform all affected households in the area of work - provide notice of the intended work. And walk the areas where the work is proposed with local residents. We have the knowledge and provide input on how this may actually work or affect the neighbourhood. Such as one of the sidewalks proposed is on the side of the street where the driveways are steep - the other side is flatter, also that flatter side works better for the sidewalk terminus. Again, may look good on paper, or that is how the manual says it should be done, but in reality, it is different.

Not enough thought into safe improvements and communication directly with affected residents and home owners.

Port Coquitlam isn't in a bad position, but it won't take much to tip transit into a disaster. The City needs to be more proactive, but also better at communicating plans to the public.

I feel The City could do a better job of communicating plans with the public. The last Council term seems to have adopted a "shoot first, ask questions later" approach to planning. Honestly, some of the decisions have been good, while others could have been better. Either way, stronger public engagement and support would be best.

More consultation with users of facilities is suggested

When citizens are not included in the improvements provide an explanation why and if they will be included in future improvements

You have any pathway renovation plan for summer, but the route was blocked and demolished happened in fall. The pathway route will be blocked during winter and spring, and pedestrian has to use very small lane arranged from main road, it will be very difficult to extend it for one long year. Demolition plan should start just before the renovation in hand.

Ensuring ample signage ahead of time when doing roadwork so people going to work can plan their route

One on one meeting and direct input from affected on residents living on or near the implementable improvements.

Less Supportive

This survey was painful to do! Way too much writing and it felt kind of rigged with the type of questions asked

The wording of this survey was weird. How well does the MTP support this feature? Weird. Shouldn't the survey say, "How important is this to you?"

Doesn't the MTP version imply the gov't only plans to do what is in the MTP, and are just planning for backlash? Bizarre.

This is a terrible survey and you will receive almost 0 public feedback from it. Honestly, the consultants that put this together should likely get an "F" for the "public engagement" portion of the project. You need an engineering degree, and 1-2 hrs to read the MTP and understand these questions. There is no summary for the survey, the information in the MTP is poorly visualized, and almost all of it is just a wall of text with transit project hidden in road projects etc... Somehow you have to put the slow streets, cycle lanes, trail, sidewalk maps together in your head to figure out if it's comprehensive or not? The city needed to either better define the RFP, or pay more to make this document look like it wasn't put together by some 4th year students with Microsoft word and a standard document template. What feedback do you expect from the public on this? Get it together. You should probably just scrap this, make a new ~5 page summary of the MTP, and a new survey. Please don't waste any more money on a "Public Engagement" report for this survey, because garbage data in is garbage data out.

Random surveys for gaining insight into citizens priorities isn't very effective. Most often those with specific leanings tend to respond. I have a hard time believing roads isn't a priority for the vast majority of those who drive a vehicle.

Multi-Point or Location Specific

We are impressed with the TLC given to paths and the roads are well maintained

I'm a newer resident (2 years) to Port Coquitlam after living in Coquitlam for 28 years. I like what I see in Port Coquitlam, even though the politics of the mayor and others are too left of center for my liking. Regards, Len Leonty

The downtown core on Shaughnessy Street is looking much more inviting with the new upgrades. The installed pedestrian crossing lights are a good low profile and effective addition. The pop up park doesn't really fit with the overall look of the downtown, neither are the outdoor seating areas beside the Dairy Queen and Patinas alley blockade and temporary tent. Should the alleyway be eliminated a wooden patio structure would look much better. The updated walking / biking trail system is very well done. A lot of work and planning have gone into drafting the MTP, which looks well executed. Port Coquitlam is looking more "Home Town" which is appealing. The obvious challenges for traffic are due to train crossings and the underpass. Fiscal responsibility is greatly appreciated as the plans for the city are worked out.

It is critical to work with adjacent municipalities to ensure that infrastructure across municipal boundaries link well and they meet the needs of regional transportation routes.

To have the older areas of poco (like Maryhill), have the same level of development as new areas (like citadel and riverwood). Like sidewalks, street lights, traffic lights, etc.

Please pay more attention to north side. We don't have anything and all our tax dollars benefit the other side of town but rarely us I would like The Plan to include the North side of the city. Not everyone lives near City Hall or is physically able to skateboard and cycle and scooter their way to shop.

I would like to see these improvements all over PC not just the core of the city close to the municipality. Thank you for your time
My final request is that the investments and improvements are equally distributed throughout the city, not just kept within downtown Port Coquitlam

The major issue for most residents is the ability to move by vehicle (car or transit) within the community and around the region. The major hurdles including the changes needed at rail crossings and major interchanges are in no way addressed. Spend all the time you want putting in speed bumps and traffic circles but it will not solve the issue of aggravated residents trying to get where they need to go. Our focus should be on making progress with: 1. One or two major railways over or underpass 2. The development of at least one overpass interchange with Lougheed Hwy (either at Pitt River Road or Mary Hill Bypass) 3. Ensuring all residents can access major roads via sidewalk safely and without having to cross the street to maintain access to the sidewalk system 4. Ensuring proper lighting and cross walks at all intersections 5. Ensuring safe pedestrian and bike access as well as traffic calming (and directing off traffic away from the area) along Pitt River Road to ensure children and families can safely navigate to Pitt River Middle, Central Elementary and Riverside High School. Pitt River Road is a traffic nightmare and someone's child is at risk of injury or death.

It's all there in black and white. Shaughnessy Street needs better efficiency for vehicles. Intersection at Shaughnessy and Pitt River Streets need 4 left turn lights all coordinated, walking paths need to be safe for walkers, streets slated for speed humps and slower speeds should NOT impact neighbouring streets that will have rat-runners avoiding them and placing more congestion, noise and pollution on ours. Thank you!

we need to keep the infrastructure in good condition and continue with the multi-use pathways to and from the Pitt River Dyke trail system.

More billboards to advertise using buses, skytrain, bicycles and scooters to get to work along with being kind and share the road. Also, more street lights on the Maryhill bypass as well as new neon paint to mark the lanes. It's very hard to see the road when it's dark and raining.

Bring in some kind of rapid transit. Provide some kind of walking access to west coast express for northsiders (like from the northside) Don't make major arteries zig-zaggy

Please consider improving older neighborhoods to match the basic things the newer ones have...like sidewalks, lights. Also, a traffic light at corner of eastern and Shaughnessy.... like the newer area of citadel has at citadel and Shaughnessy.

See above ref bikes on walking trails, especially e-bikes. Paint school and speed signs on the road - LARGE

Many goals in this plan are very laudable and obviously needed - Mary Hill Bypass improvements, rapid bus, improved bus stops, Lougheed bridge over the Coquitlam River etc, etc. But some specifics I don't understand e.g adding a sidewalk on a stretch of Gordon Avenue and Raleigh Street (I focus on this because I live nearby) - to what end? Especially as the city spent the whole summer digging up those roads, replacing all the drainage, repaving and putting in expensive new curbs - and now you want sidewalks? This seems like a waste of money, so I just hope other aspects of the plan are not like this.

Make the Freemont interchange a priority and take out the round-about at Prairie (unless it is of reasonable size (as the one on Kingsway). The one on Prairie and Newberry is a joke. Educate drivers using a roundabout that signals are required ie turning left or right ---same as signaling to make a left or right turn at an intersection. Remove the 30 KPH School Signs on Prairie between Regina and Toronto (activated signals are at each end)

Please consider the following: more lights on Kingsway in front of Saputo. Sky Train for Port Coquitlam. re-introducing the Modo Car Share between Port Coquitlam and UBC

it's not really about infrastructure but it is about cars. if there is any way to regulate how bright headlights can be that would be good. its dangerous to drive at night when the ultra-bright led headlights blind everything. also encouraging small shops in communities would help so less driving is required.

thank you for taking my comments and hope that you consider my information. In thinking about safety on the 2300 to 2500 blocks of Pitt River on the South side, a barrier to keep pedestrians safe from the Eastbound traffic would be very welcome. Dare I suggest a Red Light camera

The coast meridian overpass is great but the entrance/ exits on both ends are a traffic nightmare. Also, the newly configured Tyner street/ Kingsway roundabout is badly engineered. Actually, Kingsway is a mess needs widening from start to finish. Major capital improvement needed there.

Light up pathways. Make downtown more walkable with parking to attract outside visitors. Create a destination in downtown poco where people come to visit, shop and eat. Bring the skytrain! Have better routes around downtown poco so we don't have to commute through it. Improve the Mary hill bypass so there's no stop lights. Create turning lanes so vehicles turning off the Mary hill don't hold up traffic. Add another lane in both directions on the Mary hill. Build the Fremont connector to the expansions on Burke mountain. Add another lane on lane on Lougheed. Widen the Lougheed bridge over the Coquitlam River (it looks old).

1. Integration and Synergy: Strive for interconnected improvements that complement each other. For instance, transit enhancements could support walking/cycling initiatives, creating a seamless and sustainable transportation network. 2. Community Engagement: Involve diverse stakeholders, including residents, businesses, and local organizations, to ensure that proposed improvements align with the community's needs and aspirations. 3. Flexibility and Adaptability: Recognize that needs and circumstances evolve. Design solutions that are adaptable to changing demands and future challenges, ensuring their long-term relevance and effectiveness. 4. Monitoring and Evaluation: Establish mechanisms to regularly assess the impact and efficacy of implemented improvements. This facilitates adjustments, ensures accountability, and guides future decision-making. 5. Resilience and Equity: Prioritize resilience against potential risks, including climate change impacts, while ensuring equitable access to the benefits of improvements across all socio-economic groups. 6. Sustainability Commitment: Embrace a long-term commitment to sustainability. While immediate gains are essential, focus on enduring solutions that promote environmental stewardship and social responsibility. By approaching improvements with a comprehensive outlook, emphasizing community involvement, and aiming for sustainable, resilient, and equitable outcomes, you can create a more vibrant, inclusive, and thriving environment for all.

In cooperation with other levels of government and CP Rail - widen underpass on Shaughnessy or redevelop completely and secondly build a 'sound wall' along Westwood from the bridge over Coq River to Mary Hill Rd

PoCo is a beautiful place to live I just want it to be taken care of

You may notice a theme to my comments, stop wasting money on make work projects. Stop tearing up perfectly good streets and making the curb an obstacle course. Stop removing parking where there's no other choice but to park on the street. I have not seen so much reckless spending since I moved here as I am seeing with the current mayor and council.

Change zoning near Sky Train so developers aren't penalized for increasing density there when that is where you need it

I am glad to see consideration of a SkyTrain extension into Port Coquitlam - my only "concern" is the City's consideration of how residents will travel/access the potential Port Coquitlam SkyTrain station(s). But of course, the focus on multiuse paths and non-car transportation is a great inclusion and hopefully will incentivize folks to take non-car transport to transit stations/stops. The impending conversion of the Lougheed Rapid Bus (R3) into a BRT line is fantastic, and I do not think it would contend with a potential SkyTrain line in a negative way. I think this sort of redundancy would work well, considering the length that the R3 line is. Every day I see a plethora of my fellow Port Coquitlam residents walking or cycling, more so than the other Lower Mainland cities I tend to frequent. What can the City do regarding secure bicycle storage around town? Places such as transit stations/hubs, grocery stores, shopping areas - if we want to encourage non-car transportation, we need to have people feel okay with leaving their bikes unattended for long periods of time. Bicycle theft is rampant in the Lower Mainland, and with the adoption of electric assist bicycles, people tend to be more cautious about leaving their bikes unattended, at least in my observation. Has a multi-lane roundabout at the intersection of Shaughnessy Street and Lougheed Highway been considered? From my understanding of urban design and traffic management, roundabouts tend to be a great option for vehicle throughput opposed to typical traffic lighted intersections. I know that particular intersection leads to a lot of traffic snarls throughout most of the day. Might be a silly idea based on the surrounding intersections, but I think it's worth exploring. That being said, I know us Canadians are not as familiar with roundabouts, but I am sure we will learn just fine.

The roundabouts have been great, adding one to the intersection of Fremont and Prairie could be beneficial. Also adding a bike lane on the other side of Burns road, the current one helps with South bound traffic but not having one on the north bound lane leads to cars crossing over into oncoming traffic lane to get around bikers. Unfortunately, many drivers don't leave enough room when pulling this maneuver creating close head on collisions or hitting the open ditch. With Cedar Ave I've noticed the bus stop at Lincoln has no dedicated side walk on the sound bound side due to there not being enough room, widening Cedar could also be very beneficial especially given the extensive development on Burke Mountain I could see that road getting much busier. We are quite impressed with all the trails and bike routes that you guys have built, partly why we moved to Poco! Keep up the good work.

Your plan ignores Victoria Drive. It's a shared route with Coquitlam, as is Westwood, which was included in the plan. This is a route used by truck traffic to and from the rock quarry. Port Coquitlam council is aware that the quarry has filed an application to the provincial ministry to increase their production. It would be naive of council to think that it will not be approved. Council has access to RCMP data on traffic tickets issued. They should also have access to CVSE truck inspections conducted along this route. Staff should also be able to access any traffic counter data gathered by the City of Coquitlam. Ignoring the importance of the Victoria Drive route seems deliberate.

I live on north side off Glade. I would like to see road signs for school zones made larger and better placed. Also why not paint wide white lines and school and 30 right on the road as they do in many other areas?

The privacy should be protected and provided for existing residences near the public parks, trails; development should be compatible with tree retentions; existing wildlife habitats should be respected as much as possible.

I believe that revisiting residential areas with a high concentration of new development with a focus on improving safety with their new, higher density should be a top priority.

Why not provide a summary in point-form? Expecting residents to read through a 175 page detailed and sometimes technical document really feels like you are not welcoming meaningful input. Here's my input (without reading the 175 page report): 1. stop wasting money paving over downtown. Parties are fun, but not at the cost of maintaining critical infrastructure (e.g. bridge over Coquitlam River). When replaced, this bridge needs to have bike lanes. 2. make walkable and rideable, connected shaded paths a priority 3. consider making Shaughnessy Street one-way or pedestrian only 4. ditch the disaster that used to function as McAllister (convert to either pedestrian-only or turn it back into a two-way street). It is currently unsightly and dangerous 5. Hire a consultant to sort out the mess in the Dominion Triangle and Fremont Village - make both walkable/rideable. 6. Properly maintained street trees that don't die after a couple of years would be a nice touch. 7. Looks like a lot of work has gone into developing the Transportation Plan. Now spend less \$\$\$ on silly parties and give staff the resources they need to do their job. Hopefully some of these issues are addressed in the Master Transportation Plan.

Greater and more frequent connectivity for people in the tri-city areas

Densification without parking to match units will make the need for transportation pathways to be fast-tracked. We are years behind other cities and countries in addressing these needs.

Although I think it's important to prioritize high-traffic routes, and agree with the above, please don't forget about the less travelled residential areas. For example, Kelly Ave. is in desperate need of sidewalks and cleanup as construction sites and street parking have made it less walkable than other areas.

Impact on existing communities, especially residential, needs to be considered as well.

I don't like that some lower density areas continue to get ignored when I think safety improvements could help.

There is not enough parking to get cars off streets. Shaughnessy should be four lanes from Pitt River to bypass. Bike lane should run beside it.

The transportation plan should also include plans to allow better zoning for necessary services throughout the city to promote walking. For example, allow more corner stores and small produce stores/small grocery stores, and zone new developments to allow commercial uses on the ground floor with residential space above. I end up driving more than I would prefer because I live just far enough out from downtown PoCo that access to groceries, pharmacies, etc is more of a stretch--it's at least an hour roundtrip for walking to get to the grocery store and back, but I'm right by the industrial and warehouse areas on the south side and often there are available empty spaces for rent--allowing something like a produce store or a pharmacy, etc would provide walkable access to such services for people in my neighbourhood and reduce the amount of driving we'd need to do.

100% agree with identifying key routes. Would like to see a level of safety also applied to major routes as well as accessibility design components (i.e.: sight line improvements so cars see pedestrians and micro mobility users easily and/or slower modes of traffic on these corridors emphasize their ROW). Consider adjacency of slower modes of traffic to get to mass/rapid bus transit when included in major truck access points (i.e.: Coast Meridian @ Riverwood/Robertson all the way to Prairie does not feel safe as a pedestrian when several semi-trucks are whizzing past - could a wider boulevard or a strip separating sidewalk from vehicular traffic make those getting to transit feel less vulnerable?). Noise levels. Routes have intersections and will incur some level of stacking of cars during busy times. Can an overarching policy on noise levels (super traps on vehicles; loud motorcycles; boom/tweaked out cars) have a) an awareness of the impact on residential neighbourhoods (i.e.: dB counter at intersections telling drivers that their vehicle exceeds a certain level); and b) and enforcement policy.

Many residents work, shop, and dine in Port Moody and Coquitlam. I think it would be beneficial for the efficacy of the MTP for all three cities to also work on an interconnected transit plan to support safe travel between cities, without cars. Unfortunately, it's difficult to safely travel by bike from poco to Coquitlam or Port Moody.

The MTP survey does not disclose what the tax impact is of this plan, let alone specific projects. For example, rather than a MUP on Nicola Ave why not fix the intersection at Home Depot - Costco driveways and the savings in peoples time could easily be quantified using data whereas it will cost more to build the proposed MUP and serve/improve less people's lives

Pretty much densify areas with good commercial and transport access to help with accessibility and ease off traffic when people live closer

Curb cut outs, street crossings, visibility, traffic management, street cleaning, signage, should have a higher focus.

Good results will be achieved if we understand the development plans and progress plans of the nearby city of Coquitlam and apply them to implementation.

I do think that adaptations to the changing driver dynamics and pedestrian safety need to also be considered. Housing has increased many fold but the city has lacked planning in terms of parking infrastructure.

1. Universal Design: Aim for infrastructure that caters to all individuals, including those with disabilities. Implementing curb cuts, ramps, wider sidewalks, and tactile paving not only aids wheelchair users but benefits parents with strollers, elderly individuals, and others with mobility challenges.
2. Safety Measures: Enhance safety by incorporating well-marked crosswalks, audible signals at intersections, and proper lighting to ensure pedestrian safety, particularly for those with visual impairments.
3. Community Engagement: Involve the community in planning walking/wheeling improvements. Local input can provide valuable insights into specific needs and challenges faced by different neighborhoods or groups within the community.
4. Technological Integration: Explore technological solutions such as apps providing information on accessible routes, real-time updates on sidewalk conditions, or smart traffic signals that prioritize pedestrian crossings.
5. Public Awareness: Educate the public about the importance of inclusive walking/wheeling infrastructure. Increasing awareness can lead to greater respect for pedestrian rights and encourage more people to utilize these facilities.
6. Policy Support: Advocate for policies that prioritize pedestrian-friendly environments and ensure compliance with accessibility standards in urban planning and development projects.

Since school busing has ended - there needs to be consideration given to geo kids to schools that are far away - since there has been a lack of slow development of schools in some local communities.

There are so many examples of "improvements" that didn't really improve anything or just made it worse. As an example, there was an island constructed on Dominion Avenue to prevent left turns from the Costco parking. That made the street narrower AND the island itself is the same colour as the road which makes it harder to spot. The sidewalk construction on Prairie Ave going east to Coast Meridian, the curb accommodates resident parking BUT does not adequately provide space for passenger curbside pickup which causes the bus to block traffic. How is this logical???

1. Design flexibility built into the choices and options that are available is key. The future is unknown. 2. efficient traffic flow and good geometric design of roads is paramount. Creative thinking is essential. 3. optimizing for maximum impact and minimum cost are very often opposing forces and poor compromises result. Impact is for the users and low cost is for the political impact. 4. Wise choices can be low cost but capital infrastructure are a heavy financial burden and our population, as a whole, WILL accept these larger costs IF the projects are clearly communicated (repeatedly) and maximally beneficial. Look at our healthcare cost and service level and hydro delivery, etc. Most citizens willingly accept these infrastructure cost burdens. We should NOT made choices in the Master Transportation Plan that are a series of poor compromises. 5. Build wisely and build it for very long term durability, adaptability, functional efficiency and effectiveness

Speed enforcement

Signage

With the latest major accident that occurred this week, knocking out 3 power poles - we could not even get out of our driveway, due to the traffic congestion. We don't have the luxury of laneways, like most of the older streets and are at the mercy of one way out of our driveway. I sincerely doubt that any of the improvements in our neighbourhood will get us to our desired destination point, unless we walk (which is NOT an option for this senior with mobility issues). We will be spending far more time trying to just get out of our driveway and onto the arterial street than ever before, due to the increase of rat-runners that will be avoiding streets with speed humps.

As Residents of Riverwood, we are VERY Concerned about Traffic Congestion, Flow, and UNNECESSARY SHORTING-CUTTING along Riverwood Gate, Between Coast Meridian Road and Terry Fox High School. Currently, It Stands as a Traffic Engineering Nightmare! The Residents On & Off Thames Crescent, ONLY have one Road Out in Case of an Emergency, due to a Severe Case of NIMBYISM, that is PHYSICALLY Blocking a Southern Exit, from the Neighborhood, at the end of Bennie Place, onto Dominican Avenue!

Removing slip lanes at intersections, forbidding right turns on reds at very busy intersections, and more leading pedestrian crosswalks on red lights would improve pedestrian safety for low cost. Compared to Coquitlam and Port Moody, improvements to active transportation have been slow and unenthusiastic. I assume this is at least in part due to the frugality of the council, which has upsides and downsides.

I am all for additional routing to aid not only affordability, but also commuter and goods traffic for our local economy. BUT... noise. Additional traffic OK - its the other, almost user induced noise issues - car modifications to purposefully make cars/motorcycles louder; loud music; etc... (we manage air brakes - why not this too?); (we are supposed to be inclusive and accessible - permitting this kind of 'look at me' behaviour is impacting those with neurodivergent challenges and making it harder for those with sensory (hearing) challenges to detect aids meant to assist them (i.e.: audible road crossing signals). Still very concerned about rat racing through neighbourhoods (i.e.: Burke Mtn residents cutting through Riverwood neighbourhood to get to Fremont Village and/or Costco).

Not Transportation Related

One municipality instead of three

Port Coquitlam should build more high rises near Coquitlam border

We need to increase the ratio of commercial vs residential areas to allow for better urban designs.

Please don't develop more along the Mary Hill! It's congested enough already, and with losing Hazel... where are kids going to go to school?! Leave it as it is!!

I don't think this area should have condos!

Continue to increase density in the downtown core, and in the Coast Meridian/Prairie areas

Need more multifamily residential house.

Just keep the UN and WEF etc out of our town. Thanks

Been living in poco since 1985. So much busier. Really need to keep our outdoor areas and access to them a main focus. Seems more and more stress in the world these days. We all need to decompress somewhere.

Where is our Terry fox statue that was in front of our previous library? Ontario put a beautiful stopping area off hwy. 1 just east of thunder bay with a statue and plaques.

I don't like that Port Coquitlam is taking away so much green space. Leigh Square, Gates Park.

Glass Recycling pickup is needed. The surrounding cities all do glass pickup, so why not PoCo?

The pickleball courts at the PoCo recreation center are very popular. Other areas/parks can include them. For example, Lions Park. This will promote fitness.

Japanese Beetles treatment can be done more thoroughly. Crows are destroying lawns because of the grubs.