

Strategic Transportation Plan

On May 31, 2023 the Strategic Transportation Plan held an expert panel discussion on [Reimagining Coquitlam's Transportation Future](#).

This document provides staff responses to the top unanswered Slido questions (ones that had at least three upvotes) during event. These questions have been taken verbatim from Slido and have not been modified.

Are there any plans to move towards 15 minute communities, if not are there any plans to zone in a way that will allow corner stores, or smaller local grocery stores? Easily accessible transportation and multiuse pathways are great, but they don't help when your closest grocery store is 5+ km away.

One of the proposed key themes in the Strategic Transportation Plan is *Complete and Connected Communities*, which aims to create communities with a mix of land uses and compact development that will enable residents to access key destinations, services, amenities and transit stops within a short journey and without having to depend on a private car.

Currently, the City's Official Community Plan provides guidance for developing small-scale, local-serving commercial buildings in many residential areas. In July 2020, the Commercial Zones Review resulted in more types of shops and services that could locate in these local commercial buildings close to where people live.

The City will continue to look at ways to integrate transportation network planning and land use policies, including support for more services and amenities within neighbourhoods, to support its broader transportation and climate action goals.

What is the latest plan to connect United Boulevard corridor for active transportation?

The City recognizes the importance in completing the regionally significant United Boulevard gap between King Edward Overpass and Fawcett Road for people who walk, cycle and roll safely along this corridor. The existing United Boulevard right-of-way width is limited and the corridor is full of design challenges including relocating utilities and potential property acquisition. Despite these challenges, the City recently started a functional design process for a multi-use path (MUP) on the north side of United Boulevard. This MUP facility is in the City's five-year capital infrastructure plan. The south side will also see improvements over time with redevelopment.

Cars are heavily subsidized by the city. Free parking, wear and tear on the roads, etc. Has anyone considered determining the average cost to the city of Coquitlam of every car registered in the city?

Driving imposes costs to society, such as emissions (including tire particulate matter, which will continue to be generated by electric vehicles), infrastructure provision and maintenance, noise pollution, congestion and vehicle collisions. While the City has not calculated the average cost to the city of every car registered in the city, a [cost of commute calculator tool](#) was developed in 2015 to compare the societal costs of driving (i.e. beyond costs to the City) against other transportation modes in Metro Vancouver. Through the Strategic Transportation Plan process, the project team will look at additional strategies that improve access to sustainable travel modes (walking, micromobility and public transit) and reduce reliance on private vehicle use.

Does the Strategic Transportation Plan team include diverse ability members?

The Strategic Transportation Plan project is managed by the Transportation Division. The project team is supported by a variety of subject matter experts from our consulting team and staff from various departments during different stages of the project. The project manager and project lead also act as staff representatives to the City's Universal Accessible Advisory Committee, who have also been involved providing feedback to the project. Given the City's emphasis on Equity, Diversity and Inclusion (EDI) initiatives, City staff have also taken EDI training, such as accessibility awareness courses.

To ensure that the Strategic Transportation Plan process has a wide reach to all members of the public, including diverse ability members, the project team has conducted targeted engagement with equity-deserving groups (e.g. visually impaired population, new immigrants and youth) to understand their barriers and challenges getting around the city.

Is Coq considering speed limits for ebikes and scooters when using multi use paths? As an avid cyclist I find some e assisted users create unsafe conditions on these paths.

The City of Coquitlam's [Street and Traffic Bylaw](#) includes regulations specific to e-bikes and e-scooters. It states that every person riding an e-bike or e-scooter on a street or multi-use pathway (MUP) must do so in accordance with the Motor Vehicle Act of British Columbia (which specifies maximum e-bike speeds of [32km/h](#) and maximum e-scooter speeds of [24km/h](#)). The [shared e-bikes and e-scooters](#) (launching in City Centre in late June 2023) will also have their speeds capped at 24km/h.

The City recognizes that MUPs can be challenging given they require people who are walking, cycling and rolling at a range of speeds to share the same space. Design practices continue to evolve and recommend separating people based on speed when it is feasible to do so. Through the Strategic Transportation Plan process, the project team will look at additional strategies to improve and separate user groups by the speeds that they travel.

Has the planning committee looked at other countries and how their transportation system accommodates seniors and PWD? (ie. Singapore: pedestrian crossings and Greenman plus)

The project team regularly keeps track of transportation best practices and policies in Canada and access the world. During Phase 4 of the STP, which focuses on identifying plans, policies and actions to achieve the proposed 2050 goals, we will assess which local and global best practices are relevant and applicable to the Coquitlam context.

The [Green Man+ scheme](#) in Singapore allocates a longer crossing time of between 3 to 13 seconds (dependent on crossing width) for the elderly and Persons with Disabilities (PWD) at selected intersections and requires the user to apply for a special transit concession card and tap it on a special device at the traffic signal pole. Similar schemes in other countries include the [PUFFIN crossing signal](#).

In Coquitlam, one way we accommodates seniors and people with disabilities is by implementing the Leading Pedestrian Interval (LPI) measure at selected intersections to give all pedestrians a five-second head start when entering an intersection with a walk signal. This increases the visibility and safety of pedestrians in the intersection as pedestrians can establish their presence in the crosswalk before drivers can start turning, and does not require the application for a concession card or the need to tap this card onto a device.

There are over 70 locations where the Leading Pedestrian Interval measure is implemented, including The High Street/Glen Drive and Johnson Street/Coquitlam Centre mall access, which tend to be used by more senior pedestrians. The City reviews locations to determine where Leading Pedestrian Interval measures should be implemented based on evaluation of public requests and safety studies. Where there is a request for longer pedestrian crossing times (e.g. from seniors or people with mobility challenges), the City also reviews the requests and make any necessary adjustments to the crossing times. Through the Strategic Transportation Plan process, the project team will look at additional strategies to improve accessibility at major intersections.

More people need to take the SkyTrain and public transit, but these modes of transportation are already at capacity during rush hour & peak times. Will SkyTrain and public transit capacity be improved and increased to meet the demand of a growing population in the future?

TransLink is responsible for transit services in the region and in 2022, it developed the [Transport 2050: 10 Year Priorities document](#), which identifies focused actions over the next 10 years to improve public transit. Some of the priorities for the next decade include: a 10% increase to Expo and Millennium Line service (in addition to Broadway Subway, Surrey-Langley SkyTrain, and the Millennium Line extension to UBC) to reduce crowding and pass-ups; the provision of a fast and reliable bus service directly connecting Coquitlam City Centre with Surrey; and a 130% increase of TransLink bus service over 2022 levels across the region. Through the Strategic Transportation Plan process, the project team will look at additional strategies to improve access to fast and frequent public transit.

Are the city mobility goals linked to the percentage share of the transportation budget spend? I.e. by 2050, we will be spending 50% of the transportation budget for micromobility trips?

From 2017 to 2021, approximately 30% of the City's transportation-related investments have been on sustainable transportation infrastructure, which is consistent with the City's 2012 Strategic Transportation Plan 30% sustainable transportation mode share target. The City also has been able to supplement its own capital investments with grants and cost share opportunities to fund projects within the City.

\$69 million is currently allocated to expansion of new transportation-related infrastructure from 2023 to 2027, of which over 64% (or more than \$44 million) is for sustainable modes of transportation (walking, micromobility and transit infrastructure). During Phases 4 and 5 of the Strategic Transportation Plan, we will revisit this figure as the long-term transportation network plans for various modes are further developed, near-term priorities are confirmed and a review of potential funding sources is done (the City anticipates more grant funding for sustainable transportation modes to be available in the future given the greater emphasis on climate action).

Often, it feels like the walking connections in the neighbourhoods are afterthoughts. The city does respond to citizen feedback, but it would be better to have it built right in the first place. Are there process changes being proposed to make sure that pedestrians are being adequately considered?

The City provides new sidewalks through the land development process – which means that when land along most streets is redeveloped, the developer is required to build the street frontage(s) to the City's current standard. This typically consists of sidewalks, curb and gutter, landscaped boulevard and streetlights. In areas with little or no development activity, the City also has a capital program to provide a limited amount of new sidewalks each year, which are prioritized based on factors such as expected pedestrian volumes and safety. The City has also recently installed new multi-use paths (e.g. Gatensbury Street, King Albert Greenway) that accommodate people walking, rolling and cycling.

During Phase 2 of the Strategic Transportation Plan, the Mobility Snapshot identified significant gaps remaining in the sidewalk network, with over one-third (33.5%) of all streets without any sidewalk or multi-use path. Depending on funding, the City will continue to address these pedestrian infrastructure gaps to reduce barriers to walking. Earlier this year, City staff also conducted a citywide review and started the process to remove unnecessary bollards/gates along multi-use pathways and walkways to improve accessibility, especially for those using mobility aids. Through the Strategic Transportation Plan process, the project team will look at additional strategies to reduce the number of sidewalk gaps more quickly.