



MASTER TRANSPORTATION PLAN

CITY OF PORT COQUITLAM



Factsheet – Fall 2011

OPEN HOUSE: Tuesday, October 18, 6-9 pm at Wilson Centre, 2150 Wilson Avenue

Tell us your vision for the future of transportation in Port Coquitlam. View the display, ask questions and fill out a questionnaire!

Community input will help build new MTP

The City of Port Coquitlam is updating its Master Transportation Plan (MTP), a long-term multi-modal transportation strategy guiding the development of our pedestrian network, bicycle network, transit network and road network.

The new MTP will be developed from fall 2011 to spring 2012 through a three-phase process (see graphic below). It will reflect the community's input on key transportation issues and the long-term vision for the transportation system. Please see the back page for more details about the public consultation process.

The current MTP was adopted in 2000. Since then, the City has undergone

significant growth and has developed a more efficient and sustainable transportation system.

The new MTP will address the following questions:

- Where are we now (existing conditions)?
- Where do we want to be (goals and objectives)?
- How do we get there (preferred solutions and phasing)? and
- What steps are needed (strategies for each mode)?

To prepare for the new MTP, the City has been observing all modes of the



transportation network, including the impact of local, regional and provincial improvements. The City has also commissioned Urban Systems, the consultants who wrote the 2000 Master Transportation Plan, to assist with the development of the new MTP.

MTP UPDATE PROCESS

Phase 1 – Fall 2011	Existing Conditions & Strategic Goals	<ul style="list-style-type: none"> • Summarize 2010 conditions • Consider strategic goals • Initial community input
Phase 2 – Early 2012	Preliminary Strategies & Solutions	<ul style="list-style-type: none"> • Potential transportation improvements by mode • Confirm strategic goals
Phase 3 – Spring 2012	A Preferred Plan	<ul style="list-style-type: none"> • Refine transportation improvements • Prepare 20-year transportation network plans • Prepare five-year implementation plans



Road network

The 2000 MTP recommended a number road network improvements and new connections to enhance connectivity and address key areas of congestion. Many of the improvements have been implemented, including:

Coast Meridian Overpass (CMO)

- New connection between north and south Port Coquitlam.
- Improved access to/from downtown.

Broadway Street Reconstruction

- Widened to four lanes between Mary Hill Bypass and CMO.
- Improved access to industrial areas.

Dominion Avenue Project

- New road serving Dominion Triangle.

Pitt River Bridge Project

- Improved Lougheed Highway operations.
- Improved Mary Hill Bypass operations.

Traffic Signal Network improvements

- New intersections at many high-traffic intersections.
- Improved safety for drivers, cyclists and pedestrians.

Existing conditions

A recent review of the City's road network revealed:

- Most trips in the morning peak period are for work or school.
- The proportion of trips outside of the City has declined since 1996.
- Cars continue to account for the majority of trips.
- Peak-hour travel between north and south Port Coquitlam has grown by almost 20% in the last decade.
- North-south mobility has improved significantly as of 2010.

Challenges

Challenges facing the road network today include:

- Regional traffic growth.
- Mary Hill Bypass delays and capacity limitations.
- Lougheed Highway delays and capacity limitations.
- Access to Dominion Triangle commercial and industrial areas.



Transit network

TransLink is responsible for planning/funding all transit services for Port Coquitlam and the region, while its operating subsidiaries (e.g. Coast Mountain Bus Company) operate the services, which include buses, community shuttles, HandyDART, West Coast Express and SkyTrain.

In a 2010 customer survey, transit users gave Port Coquitlam's bus services an average overall rating of 7.6 out of 10 (10 being "excellent") and gave West Coast Express an average rating of 8.6 out of 10.

In the last few years, the City has made numerous bus stops accessible for people with disabilities, and will continue this project in partnership with the Coast Mountain Bus Company.

Existing conditions

A recent review of the City's transit network showed:

- 2.3% of all daily trips are made by bus and about 1% involve SkyTrain.
- Primary destinations for bus trips are: Coquitlam (35%), Port Coquitlam (31%), Burnaby (14%) and Vancouver (9%).
- 1% of Port Coquitlam residents use the West Coast Express.
- Most of the City's developed areas are within a five-minute walk of a bus route.
- Most bus stops downtown and on Prairie Avenue, Coast Meridian Road and Lougheed Highway have some amenities (e.g. shelter or a bench).

Challenges

Challenges identified by the public and City in 2010 include:

- Lack of rapid transit service within the Tri-City area.
- Limited operation of the West Coast Express.
- Indirect bus connections between the north and south sides of Port Coquitlam.
- Low frequency of bus service and overloading of buses.
- Multiple transfers and length of time to access post-secondary schools.
- Long walking distance to bus routes in some neighbourhoods.
- Minimal nighttime transit service.



Bicycle network

Cycling is a popular activity in Port Coquitlam for both commuting and recreation.

The Master Pedestrian and Bicycle Plan (MPBP), adopted in 2007, identified the development of an integrated system of bicycle and pedestrian pathways throughout the City.

Guided by the MPBP, the City has achieved significant improvements to the bicycle network.

These include:

- Marked bicycle lanes on the Coast Meridian Overpass, Dominion Avenue and Broadway Street,
- Signed bicycle routes on Wellington Street, Langan Avenue, Taylor Street, Pooley Avenue and MacLean Avenue,
- Cyclist-activated traffic signals on Pitt River Road at Pooley Avenue, on Prairie Avenue at Wellington Street, and on Broadway Street at Langan Avenue, Cameron Avenue and Industrial Avenue,
- Improvements to the 46-km network of off-road trails and pathways, including the Traboulay PoCo Trail, and
- Paved shoulders.

Existing conditions

A recent review of Port Coquitlam's bicycle network showed that:

- About 1% of daily trips are made by bicycle.
- Nearly 60% of all bicycle trips are 4 km or less in distance.
- Primary destinations for bicycle trips are: Port Coquitlam (56%), New Westminster (30%) and Coquitlam (14%).

Challenges

Challenges facing the road network today include:

- Limited connectivity to downtown Port Coquitlam.
- Limited east-west bicycle routes.
- Limited crossings of the Coquitlam River and the Canadian Pacific Railway yards.



Pedestrian network

In addition to being a specific mode of transportation, walking is part of every trip, whether it is made by car, transit or bicycle.

The Master Pedestrian and Bicycle Plan (MPBP), adopted in 2007, identified the development of an integrated network of pedestrian and bicycle pathways throughout the City.

Facilities to support walking include:

- Sidewalks and off-street trails and pathways,
- Cyclist/pedestrian-activated traffic signals,
- Signed and marked crosswalks,
- Sidewalk bulges at pedestrian crossings,
- Lighting, and
- Accessible sidewalk ramps.

Guided by the MPBP, the City has implemented many of these improvements.

The City has also given priority to pedestrian access to and from schools, and is planning for additional pedestrian improvements (e.g. Downtown Pedestrian Circulation Study).

Existing conditions

A recent review of the City's pedestrian network showed:

- About 9% of daily trips are made as a pedestrian.
- About 94% of all pedestrian trips are 4 km or less in distance, with most between 1-2 km.
- Primary destinations for walkers are: Port Coquitlam (90%) and Coquitlam (10%).
- Most pedestrians are going to/from work, home or school.
- The City has about 124 km of sidewalk and 46 km of off-street trails.

Challenges

Challenges identified by the public and City in 2010 include:

- Some areas have limited or no sidewalk coverage.
- Steep hills in some areas making walking difficult, especially for the elderly or people who use mobility aids.
- The scope of a full sidewalk upgrade program exceeds the City's existing financial capacity.



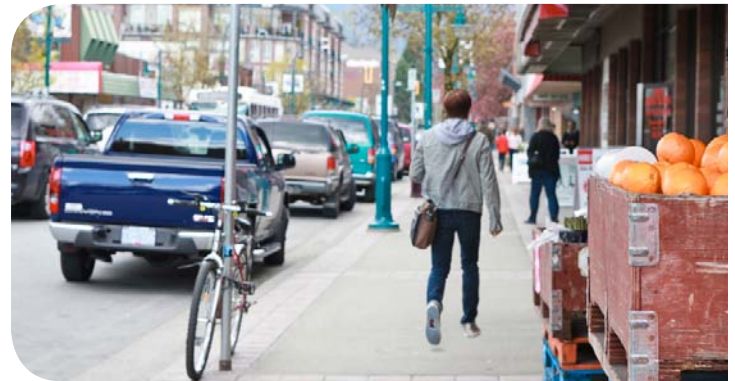
Looking ahead to the next 20 years

The City's aspiration for a livable, sustainable community means investments in the transportation system must reflect the changing values of the community.

Over the next 20 years, several factors will shape and influence the transportation needs of the City and the opportunities that will be explored in the MTP Update:

- **Other regional initiatives will shape mobility and travel patterns throughout Port Coquitlam.** The Ministry of Transportation and Infrastructure will complete the Port Mann/Highway 1 project in 2012/2013. These improvements will significantly improve traffic flow on the Mary Hill Bypass.
- **Population and employment growth over the next 20 years is projected to increase** to approximately 76,000 people, from 57,000 people today. At the same time, employment within the City is expected to increase by over 50% to 35,000 jobs by 2031. Local and regional investments in transportation infrastructure are needed to address the increased pressure on the transportation network from a growing population.

- **Most people will continue to drive, but walking, cycling and transit ridership will grow significantly.** Today, close to 75% of all daily trips generated in Port Coquitlam are made by car, while transit and walk/bicycle trips make up 25% of the total trips. By 2031, transit and walk/bicycle trips are projected to increase to almost 30% of the total daily trips. Over the next 20 years, it will be important to invest in walking and cycling throughout the City.



Have your say

Each phase of the MTP process will include public consultation. Input and feedback from the community will help shape the future of the City's transportation network.

Public consultation

Phase 1 – Fall 2011:

Community understanding of the existing transportation network and the MTP's overall goals and objectives, and input into the working draft MTP. Activities will include information in the media and online, and an open house on October 18.

Phase 2 – Early 2012:

Community feedback to the working draft plan, developed based on input and research from Phase 1. Activities will include information in the print media and online, an online survey and an open house in January.

Phase 3 – Spring 2012:

Community feedback to the draft final plan. The report will be posted online, and feedback will be collected through online or written comments and at committee and Council meetings.

How to participate

Open houses:

- **Tuesday October 18, 6-9 pm at Wilson Centre, 2150 Wilson Avenue:** Learn about the MTP process and existing transportation network, view the display, ask questions and share your vision for the City's future transportation network.
- **January 2012 (watch for details in early January):** Review details of the working draft MTP and provide your feedback.

Online surveys:

An online survey will be posted on the MTP Update website, www.portcoquitlam.ca/mtp in conjunction with each open house. Input from the surveys will inform the development of the new MTP. The first survey will be posted on October 18.

Get informed:

Learn more about the MTP process and the City's transportation network at www.portcoquitlam.ca/mtp.

FOR MORE
INFORMATION,
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