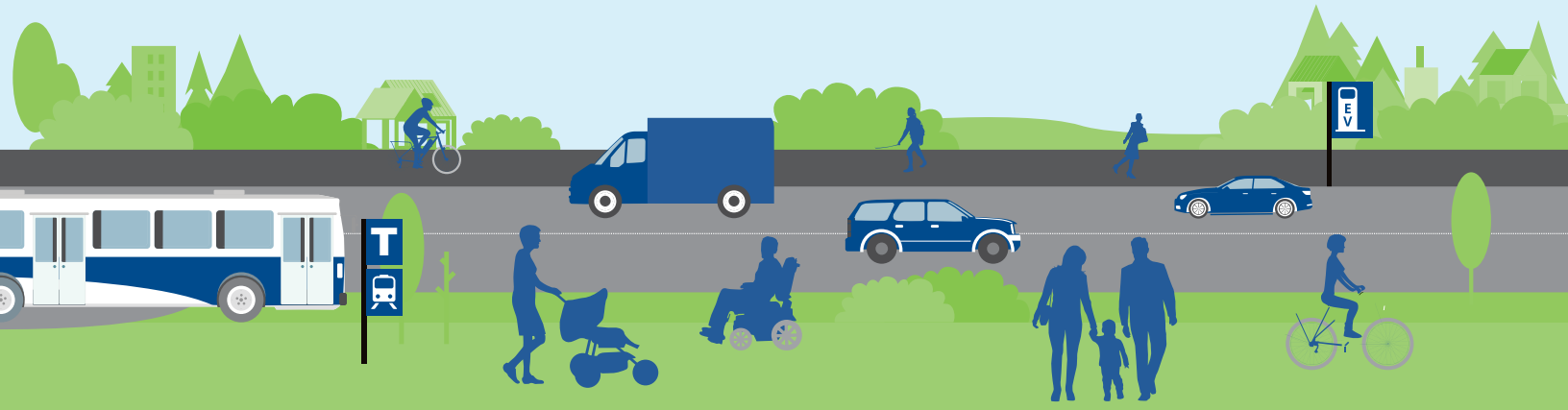
CITY OF PORT COQUITLAM

CITY OF PORT COQUITLAM
MASTER TRANSPORTATION PLAN



NOVEMBER 2024

PETER TRUCH

IN COLLABORATION WITH

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EXECUTIVE SUMMARY

The 2024 Master Transportation Plan (MTP) is a roadmap for prioritizing and implementing practical, cost effective improvements over the next 20 years in order to provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

The MTP can be used to guide decisions on new transportation infrastructure, as informed by City Council and staff, community members, and interested parties. It aligns with Council priorities to improve customer service, invest in infrastructure, and enhance community safety. It responds to a continued demand from residents for more infrastructure to support safe, comfortable and efficient travel options for users of all ages and abilities. It supports the City's focus on 'getting the basics right' – planning and providing core municipal services that matter to residents and business such as roads, utilities, infrastructure, safety and recreation. It builds on existing City programs, plans and policies to ensure that transportation projects continue to be practical, cost-effective, technically sound and supported by the community. It also supports several other plans, aligning with federal, provincial, regional, and local policies, goals, and objectives.

A review of documents, programs, policies, regional objectives, past surveys and community input was carried out first to identify existing conditions, key issues and opportunities. The information was used to develop a vision, mission, objectives and goals for the MTP to keep the plan on track with the overarching goal and to vet transportation requests received during the plan's development and implementation in future years.

Transportation Goal: To provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

MTP Vision Statement: Port Coquitlam's transportation system is a connected network offering a range of travel options to safely move people and goods while supporting the well-being of residents, businesses and the environment.

MTP Mission: The Master Transportation Plan is a roadmap for identifying, prioritizing and implementing practical, cost effective improvements to achieve the Vision for Port Coquitlam's transportation system.

Focus Areas represent areas where the community identified that improvements are needed most. Goals define what is to be achieved in each focus area while Objectives are the actions needed to achieve the goal. The Goals and Objectives were used to develop a prioritized implementation plan with specific actions and costs to achieve the MTP Vision.

Focus Area #1: Walking/Wheeling

Goal: Ensure people have safe, direct and comfortable routes to walk or wheel to key destination points.

Focus Area #2 – Cycling/Rolling

Goal: Provide safe, comfortable and attractive cycling/rolling facilities that encourage people of all ages and abilities to cycle/roll through the city.

Focus Area #3 – Trails

Goal: Provide a trail network that connects to key destination points and encourages people to get out in the community and enjoy nature.

Focus Area #4 - Urban Street Design

Goal: Use streetscaping and placemaking to design streets as attractive 'people places' that support: a vibrant local business community; walking/wheeling/rolling; a healthy environment, places to gather; less congestion, speed and noise.

Focus Area #5 – Transit

Goal: Encourage the use of transit with attractive and accessible stops and road improvements that support efficient and reliable transit service.

Focus Area #6 – Auto

Goal: Ensure roads, corridors and intersections can support traffic, new development and population growth so that people and goods can flow through the city.

Focus Area #7 - Sustainability

Goal: Support a healthy environment and livable community through the use of technology and provision of services that reduce vehicular congestion, pollution, and/or dependence on vehicle ownership.

Engagement is critical in developing a transportation plan that is supported by the public, staff and Council. Communication on the plan was established through the development of a city webpage, mail-outs to residents, reports to Council, and meetings with committees, organizations and interested parties. An early engagement survey was also used to vet the goals and objectives for the MTP before developing it to ensure it aligns with Council, stakeholder and public input.

Port Coquitlam is essentially fully built out, but will see increased density through redevelopment. Since the transportation network is already established, there are few new roads that remain to be constructed. This allows the City to direct funds toward the maintenance of existing infrastructure, while building on the existing network to support multiple modes of travel in a practical and cost effective way.

A considerable focus of this MTP is on expansion of the active transportation network. This is a shared regional, national and international objective that was also reflected in the local survey results. Active transportation offers multiple benefits and is an important consideration in designing a transportation network that is comfortable, convenient, safe, and attractive for everyone, regardless of age or ability.

In general, the following approach was used to identify, plan and prioritize projects:

1. Identify key destination points where people want to travel to/from (e.g. schools, parks, facilities, transit stops, commercial areas, employment areas).
2. Identify routes and existing infrastructure to support travel by various modes to key destination points, and determine how they can be improved or built on to expand the network.
3. Select direct routes for efficient travel times and maximum usage.
4. Plan projects to benefit the greatest amount of people (ages and abilities) for the least expenditure and impact (e.g. tree removals, pole moves, parking losses, frontage impacts).
5. Identify related projects that can be constructed together for cost efficiency, construction coordination, and connectivity.
6. Avoid projects with implementation challenges such as high costs, private land impacts and conflicts with other infrastructure.

Individual projects were categorized per the list below:

- Sidewalks
- Multi-use and Cycling Facilities
- Crossings
- Trails
- Urban Street Design
- Roads
- Transit
- Sustainability/New Mobility/Technology

Projects were mapped in the PoCoMAP Geographic Information System (GIS) with fields showing key attributes such as location, cost, priority, destination points and related projects. Existing infrastructure and previously planned projects are also mapped to provide context for the proposed MTP projects within the overall network. Individual project costs were determined using local cost estimates from City projects in 2023 dollars.

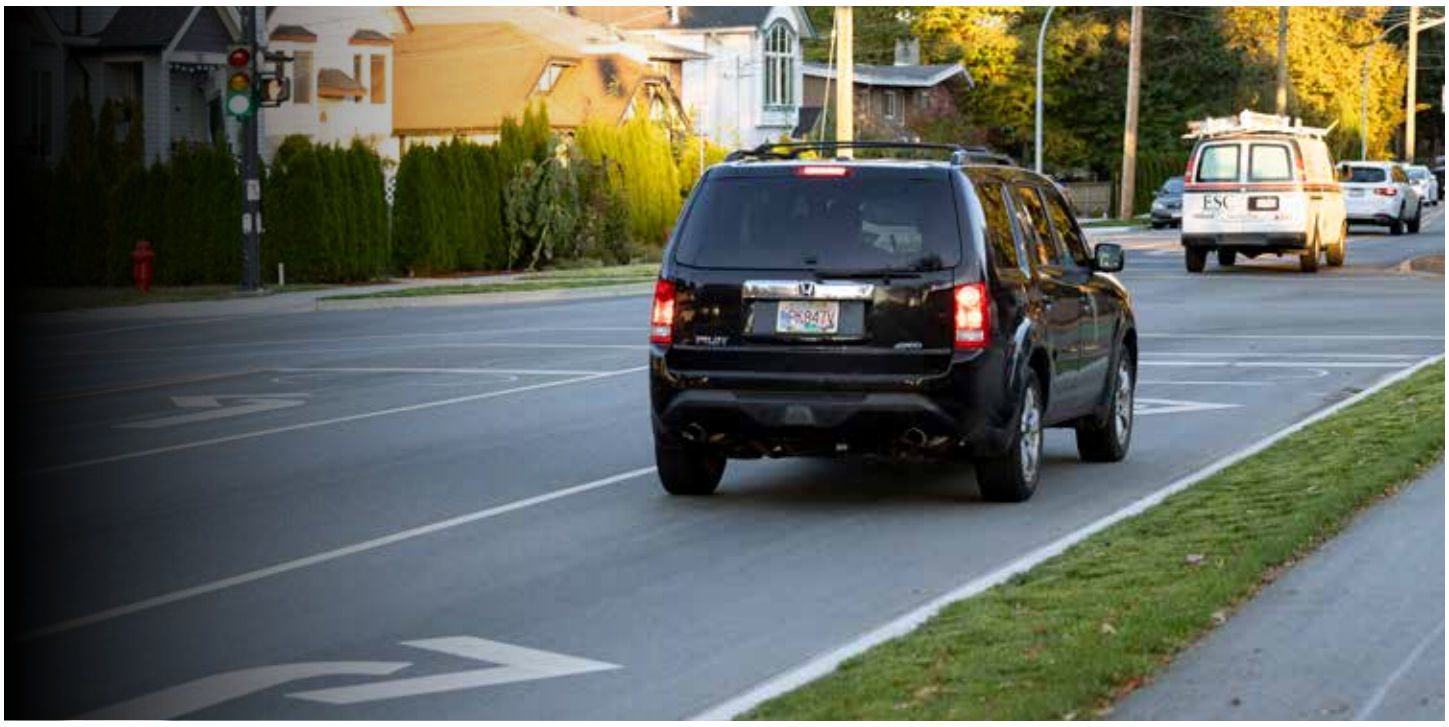
Priority 1 projects provide a basic but connected network and are planned for implementation with this MTP over the next 20-year period at an overall cost of $60M or $3.0M per year.

Priority 2 projects build on the basic network to provide a more comprehensive network and are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP.

The MTP is structured to allow for the easy transition of identified projects into the annual capital planning process. Each project has undergone a conceptual engineering level of assessment and been scoped in sufficient detail to facilitate coordination and avoid conflicts (e.g. parking impacts, utilities, private property).

Some streets in the city will not see transportation infrastructure changes or additions with this MTP. However, there will be many strategically planned corridors that provide people with safe infrastructure, within a short distance from their home, to desired destination points within and beyond Port Coquitlam using their preferred mode of transportation.

There will always be more requests for transportation improvements than the ability to fund or implement them. The MTP vision, mission, objectives and goals can be used to keep the plan on track and vet transportation requests. A plan that tries to achieve too many things cannot be funded or implemented in a reasonable timeframe. Similarly, requests that do not align with the plan will steer focus and funding away from key objectives, and compromise its successful execution. Accordingly, some requests should be considered for a future MTP to ensure that the focus can be maintained on achieving the key objectives with this one.



SECTION 1 - INTRODUCTION

1.1 Master Transportation Plan Purpose

A Master Transportation Plan (MTP) is a planning document that will guide decisions on new transportation infrastructure for the next 20 years. It is envisioned to be a practical, cost effective and technically sound plan that is informed by City Council and staff, community members and interested parties.

1.2 Why is an update needed?

The last MTP was completed in 2013. In recent years, the City has been focused on providing basic transportation infrastructure and Getting the Basics Right. This has been very well received by the community, but the City continues to see demand from residents for more infrastructure to support safe, comfortable and efficient travel options for users of all ages and abilities.

A number of programs have been introduced to deliver localized transportation improvements such as: sidewalks, cycling, pedestrian safety, traffic calming, streetlight expansion and transit shelters. However, a long-range strategy is needed to create a connected transportation network that gives people safe and direct routes to key destination points (like schools, parks, transit, facilities, shopping), using their preferred mode of transportation (walking, cycling, driving, transit). The 2023 MTP builds on these programs to develop a safe and connected transportation network that supports a range of travel options to key destination points, recognizing that not every street across the community can be prioritized for upgrading in the next twenty years without exponentially increased funding.

This practical, thoughtful and strategic plan will be used to guide improvements and funding of the City's active transportation, road, and transit networks in the years to come. The 2024 MTP:

- Identifies and prioritizes future transportation projects
- Builds on existing transportation plans and programs
- Complements the City's focus on the delivery of core municipal services and rehabilitation of existing infrastructure
- Is based on research, community input, and practical solutions
- Includes an implementation plan with specific actions and costs

The MTP aligns with Council's priorities to improve customer service, invest in infrastructure, and enhance community safety. It also builds on existing City programs, plans and policies to ensure that transportation projects continue to be practical, cost-effective, technically sound and supported by the community.

1.3 MTP Goal, Vision and Mission

Strategic documents involving built environment planning, in this case focused on transportation and mobility of citizens, are best guided by a goal with vision and a mission.

The overarching goal represents the desired long-term view of the transportation system, informed by Port Coquitlam residents desires and the needs of the entire community.

Port Coquitlam Transportation Network Goal

To provide a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

The vision statement reflects what we hope to achieve with this MTP, in other words, what we want to be able to say when the plan is fully implemented. The mission reflects, in a sentence, how the MTP document will get us there.

MTP Vision Statement

Port Coquitlam's transportation system is a connected network offering a range of travel options to safely move people and goods while supporting the well-being of residents, businesses and the environment.

MTP Mission Statement

The Master Transportation Plan is a roadmap for identifying, prioritizing and implementing practical, cost effective improvements to achieve the Vision for Port Coquitlam's transportation system.

The following section (Section 1.4) outlines more details about the specific focus areas contained with the MTP that will achieve the overarching goal, vision and mission statement.

1.4 MTP Focus Areas

This section provides details on how, and in what seven areas the MTP achieves its mission.

As shown below, Focus Areas represent areas where the community identified the improvements are needed most. Goals define what we want to achieve in each focus area while Objectives are the actions that help us achieve the goal. The Goals and Objectives were used to develop a prioritized Implementation Plan, outlined in subsequent sections, with specific actions and costs to achieve the MTP Vision.

Focus Area #1 – Walking/Wheeling

Accessible forms of walking such as wheelchair, stroller, mobility aids. Supporting infrastructure includes sidewalks, trails and pathways.

Goal: Ensure people have safe, direct and comfortable routes to walk or wheel to key destination points.

Objective 1: Identify locations and costs to establish a network of sidewalks, multi-use trails and pathways that provide safe and direct routes to walk/wheel to key destination points.

Objective 2: Identify locations and costs for providing a sidewalk on at least one side of streets that provide a direct route to key destination points.

Objective 3: Identify locations and costs for providing enhanced crosswalks (e.g. flashing lights) on direct routes to key destination points.

Objective 4: Identify locations and costs for adequate lighting at high risk locations to key destination points (e.g. crosswalks, intersections and trailheads).

Focus Area #2 – Cycling/Rolling

Other forms of human-powered and electric devices such as bicycles, scooters, skateboards, inline skates, etc. Supporting infrastructure incudes multi-use paths and trails, bike lanes, and bike parking.

Goal: Provide safe, comfortable and attractive cycling/rolling facilities that encourage people of all ages and abilities to cycle/roll through the city.

Objective 1: Identify locations and costs to establish a network of multi-use paths, trails, and cycling facilities to ensure people have safe and direct routes to cycle or roll to key destination points.

Objective 2: Identify locations and costs for providing wayfinding stencils, maps and/or signage to help people navigate the network easily and safely.

Focus Area #3 – Trails

Goal: Provide a trail network that connects to key destination points and encourages people to get out in the community and enjoy nature.

Objective 1: Review the trail network to identify gaps and needs, such as missing connections, safe routes to schools, accessible paths, and routes that need to be expanded.

Objective 2: Identify locations and costs for providing items on the trail network that make it more safe, comfortable and easy to navigate, such as: surfacing upgrades, wayfinding/interpretive signage, lighting, pocket parks, benches, waste receptacles, etc.

Objective 3: Promote Port Coquitlam's trail network as a tourism/recreational destination to draw more people to the city to support local businesses and economy.

Focus Area #4 - Urban Street Design

Goal: Use streetscaping and placemaking to design streets as attractive 'social places' that support:

- a vibrant local business community
- walking/wheeling/rolling
- a healthy environment
- places to gather
- less congestion, speed and noise

Objective 1: Identify streets and locations for urban street design improvements.

Objective 2: Identify opportunities and locations for patios and sidewalk cafes.

Objective 3: Identify opportunities and locations for street trees, rain gardens and public art.

Focus Area #5 – Transit

Transit: Regional infrastructure includes RapidBus stops, West Coast Express and SkyTrain stations. Supporting infrastructure includes transit shelters, benches, and transit priority road elements (bus lanes, signals, queue jumpers).

Goal: Encourage the use of transit with attractive and accessible stops and road improvements that support efficient and reliable transit service.

Objective 1: Identify locations and costs for direct connections to frequent transit through the provision of sidewalks, trails, paths and bike lanes.

Objective 2: Identify locations and costs for implementing transit priority improvements at select locations to support bus speed and reliability (e.g. bus pullouts, advanced signals for buses).

Objective 3: Provide bus stop amenities that make transit more accessible and inviting (e.g. pedestrian/wheelchair pads, benches, shelters, lighting, etc.).

Objective 4: Advocate for an extension of the SkyTrain to Port Coquitlam.

Focus Area #6 – Auto

Auto: Includes cars, trucks, and other private motorized vehicles. Supporting infrastructure includes roads and intersections that allow traffic to flow and accommodate volume/growth, and allow trucks to move goods to and through Port Coquitlam.

Goal: Ensure roads, corridors and intersections can support traffic, new development and population growth so that people and goods can flow through the city.

Objective 1: Plan and budget for major outstanding corridor and bridge projects such as the Fremont Connector, Lougheed Highway Improvements and Lincoln Avenue Connector.

Objective 2: Review the road network to identify routes and improvements that facilitate the efficient movement of vehicles, goods, and people while supporting population growth.

Objective 3: Update City design standards for arterial, collector and local roads to safely accommodate all travel options.

Objective 4: Continue to monitor and plan for intersection improvements based on demand, safety, and efficiency.

Focus Area #7 – Sustainability

Goal: Support a healthy environment and livable community through the use of technology and provision of services that reduce vehicular congestion, pollution, and/or dependence on vehicle ownership.

Objective 1: Identify opportunities to expand car share and bike share programs.

Objective 2: Evaluate opportunities for electric vehicle charging stations.

Objective 3: Identify opportunities and risks with emerging technologies (e.g. electric scooters and bikes).

The MTP vision, mission, objectives and goals are used to keep the plan on track with the overarching goal and allows vetting of transportation requests received during plan development and implementation in future years. Requests that do not align with the plan's vision or mission will steer focus and funding away from key objectives and compromise successful plan execution. Accordingly, some requests may be considered for a future MTP to ensure that the focus can be maintained on achieving the key objectives with this one.

1.5 Coordination with Other Plans and Documents

The MTP supports the goals and objectives of several other plans, aligning with federal, provincial, regional, and local policies, goals, and objectives. While this list is by no means exhaustive of how the MTP meets all of the respective goals and objectives from each document, this section is intended to demonstrate how the MTP aligns with each.

Canada's National Active Transportation Strategy: to make data-driven and evidence-based investments to build new and expanded active transportation networks and to create safe environments for more equitable, healthy, active and sustainable travel options to thrive.

Province of BC's CleanBC Roadmap to 2030: Transportation: reduce emissions for cleaner air, less congestion, better health, clean jobs and economic development – reduce distance travelled, increase mode shift, improve vehicle efficiency, adopt zero-emission vehicles, use clean fuels.

Metro Vancouver's Metro 2050 Transportation Goal: support highly connected walkable, bikeable and transit-supportive mobility networks for people and goods.

Metro Vancouver Climate 2050: Transportation Roadmap goal: personal travel within the region made by active transportation or using zero emission technologies powered by clean, renewable energy.

TransLink's Transport 2050 Goal: convenient transportation choices that are reliable, affordable, safe, comfortable and carbon-free

Transport 2050 10 Year Priorities:

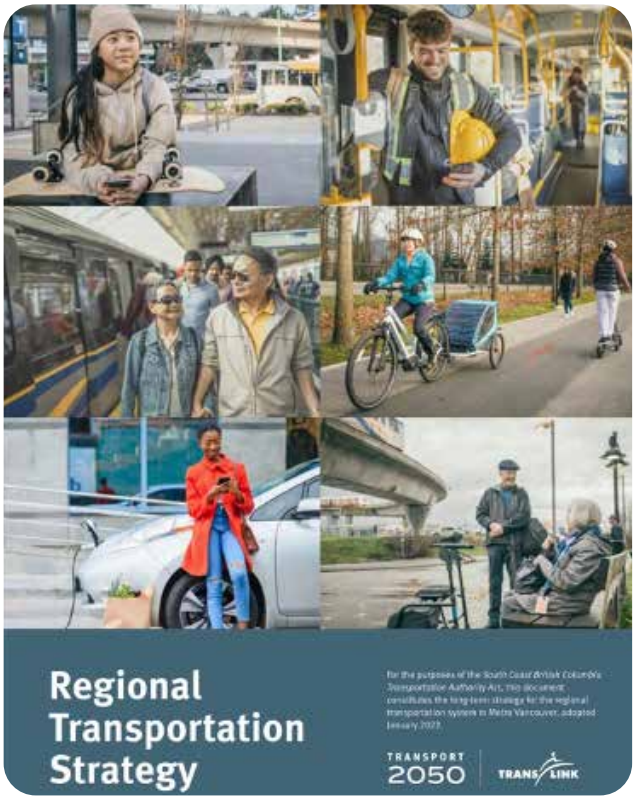
Road Safety: Support people-first streets with funding to help re-design streets for safer speeds.

Sidewalks: Complete 66% of missing sidewalks in areas near transit.

Cycling: Complete 75% of the 2050 Major Bikeway Network

Transit: Upgrade the R3 RapidBus line into a fully separated Bus Rapid Transit (BRT) line with dedicated bus lanes and Transit Signal Priority.

Transit: Undertake an exploratory business case to extend SkyTrain to Downtown Port Coquitlam



Port Coquitlam Official Community Plan (OCP): Transportation – ensure that the transportation network is safe and efficient, and accommodates different modes of travel for pedestrians, bicycles, bus and rapid transit, trucks and passenger cars.

EnviroPlan Transportation Goal: *Develop an environmentally friendly transportation system that meets the needs of all users.*

Climate Action Plan Transportation Goal: *Infrastructure investment to support a shift towards more transit, walking, and biking as primary modes of transportation.*

City Council Priorities: The MTP supports Council priorities of safety and infrastructure, as well as the City's focus on getting the basics right – planning and providing core municipal services that matter to residents and business such as roads, utilities, infrastructure, safety and recreation.

From a technical perspective, the MTP used several technical documents for reference, including:

- Transportation Association of Canada (TAC) Design Guidelines
- Institute of Transportation Engineers (ITE)/TAC Traffic Calming Guidelines
- TransLink Design Guidelines
- BC Active Transportation Design Guidelines
- National Association of City Transportation Officials (NACTO) Guides (Several Documents)

SECTION 2 - COMMUNICATION AND CONSULTATION

Engagement is critical in developing a transportation plan that is supported by the public, staff and Council. Communication on the plan was established through the development of a city webpage and mail-outs to residents. Staff took a report to Council outlining the MTP process on December 15, 2020. Following that, staff engaged with the Mayors Roundtable on March 24, 2021, HUB on May 4, 2021. Several interested parties were contacted directly.

The project included an early engagement survey to propose goals and objectives for the MTP based on known information and issues, as well as Council, stakeholder and public input. This included a review of documents, programs, policies, regional objectives, past surveys and community input to identify existing conditions, key issues and opportunities. The information was used to identify Focus areas – these are areas where we heard improvements are needed most, and review the goals and objectives listed in Section 1.4 above to develop a prioritized Implementation Plan with specific actions and costs to achieve the vision for Port Coquitlam.

Communication materials for the MTP included:

- MTP email address (mtp@portcoquitlam.ca)
- Postcard mailouts to residents
- Transit shelter advertisements
- Surveys
- MTP web page with links to the Draft MTP, Survey, and MTP Projects Map

Copies of the media releases, survey postcards, survey questions and results, and interested parties list are available in **Appendix B**.

An early engagement survey was issued in April 2021 and collected 816 survey responses. The project team used the survey results to confirm the direction and scope of the new plan. The input helped ensure delivery of a plan with projects and improvements that matter most to the community. The public has a further opportunity to provide feedback with this draft MTP.

Overall, results confirmed that the public was supportive of the proposed MTP goals and objectives (generally 75-80% in favour). **Figure 2.1** graphically shows the results of question (Q21), ranking the importance of each transportation related area. The results indicate that walking/wheeling, cycling, trails, transit and sustainability are of importance to the majority of survey respondents, while auto and urban street design were considered relatively less important.

Following the presentation of the Draft Master Transportation Plan to Committee of Council in November 2023, staff solicited input on the Draft Master Transportation Plan from Council, the public, and interested parties. Staff also held meetings with council members, staff, organizations, interested parties and individual residents

A second survey was issued in November 2023 and collected 713 responses to survey questions asking how well the Draft MTP met the goals and objectives it set out to achieve. The survey responses indicate 92% of respondents agree or very much agree with the MTP approach to identify and prioritize projects. Consultation with interested parties and Council was also supportive and showed strong alignment of the MTP with strategic objectives

Figure 2.1a: Survey Results – Transportation Area Importance

SECTION 3 - DESIGN PRINCIPLES AND GUIDELINES

A considerable focus of this MTP is on expansion of the active transportation network. Port Coquitlam is essentially fully built out, but will see increased density through redevelopment. Since the transportation network is already established, there are few new corridors that remain to be constructed. This is advantageous as it allows the City to direct funds toward the maintenance of existing infrastructure, while building on the network to support multiple modes of travel in a practical and cost effective way.

The anticipated increase in density in all corners of the city as a result of Provincial Housing Legislation changes will put additional strain on the existing road network. The focus on active transportation will help alleviate some of the strain by providing residents with safe opportunities to access key destination points by means other than a motor vehicle.

Active Transportation is a shared regional, national and international objective, that was also reflected in local survey results. This section describes active transportation and its benefits, as well as the importance of designing a transportation network that is comfortable, convenient, safe, and attractive for everyone, regardless of age or ability. The design principles and guidelines align with regional and provincial guidelines, in particular the BC Active Transportation Guide, and were applied in developing the MTP.

3.1 Active Transportation

Active transportation in the urban environment includes any form of human-powered transportation such as walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms. A balanced transportation system with active transportation infrastructure is more accessible, cost-effective, and equitable for all residents. There are also significant environmental, economic, health, safety, and societal benefits associated with active transportation.

- **Environmental benefits:** Investing in active transportation infrastructure reduces motor vehicle trips, congestion, air pollution, and GHG emissions. This supports climate change mitigation and environmental protection objectives.
- **Economic benefits:** active transportation infrastructure provides choices for people who want or need to spend less on transportation or do not have access to motor vehicles. A connected active transportation network can also attract more visitors to support local businesses.
- **Health Benefits:** active transportation supports increased physical activity and healthier communities. Exercise improves both physical and psychological well-being. Active transportation is one of the most affordable and accessible ways for British Columbians to add exercise to a daily routine.

- **Societal benefits:** active transportation encourages social interaction and creates opportunities for face-to-face interactions that build trust, respect, understanding, and a sense of co-operation among community members. These connections are particularly important for youth and older adults. Social interactions have been shown to diminish with an increase in motor vehicle volumes and decrease in walking infrastructure.
- **Safety benefits**: selected active transportation infrastructure reduces the risk of collisions, serious injury and death for pedestrians and cyclists.

3.2 Design Principles

Active transportation facilities should be comfortable, convenient, safe, and attractive for everyone, regardless of age or ability. This is often referred to as 'All Ages and Abilities', 'AAA', or 'Triple A' facilities in active transportation design. Not every consideration may be achievable in all contexts, but can be applied to create the best possible facility within the unique constraints of each site.

- **Equitable:** whether the distribution of benefits and impacts for a transportation system is considered fair and appropriate. Equity impacts include things like the variety and quality of available transportation choices, indirect and external costs, transportation expenditures, and public resource allocation.
- **Age-Friendly:** a transportation system should be welcoming for people of all ages, and those with unique travel needs, such as seniors and children. Both have an increased reliance on active transportation or transit for travel and are vulnerable in the road environment. Seniors may have slower reflexes and walking speeds, vision loss, difficulty hearing vehicles and decreased cognitive abilities while children are less visible, have under developed depth perception and are less adept at identifying hazards and assessing the speed of motor vehicles.
- **Accessible:** transportation facilities should accommodate people of all ages and abilities, regardless of any type of physical or cognitive impairment
- **Safe:** active transportation facilities are directly correlated with increased safety for all road users and more people will use active forms of transportation if they have safe places to walk, roll, and cycle. A lack of infrastructure forces people to choose between being safe or following the rules of the road when walking or cycling (jaywalking, wrong way cycling, riding on sidewalks).

SECTION 4 - PROJECT IDENTIFICATION, PRIORITIZATION AND COST ESTIMATES

4.1 Project Categorization

Individual projects were categorized using the goals and objectives developed under each of the focus areas to achieve the overall transportation network vision of providing a connected transportation network that gives people safe and direct routes to key destination points, using their preferred mode of transportation.

Sidewalks
- Arterial
- Collector
- Local

Multi-use and Cycling Facilities
- Slow Streets
- Multi-Use Paths
- Cycle Tracks

Crossings
- Arterial
- Collector
- Local

Trails
- Upgrades
- New

Street Design
- Corridor projects
- Streetscape projects

Roads
- Lougheed Highway
- Lincoln Connector
- Fremont Connector
- Shaughnessy Underpass

Transit
- Transit Stop Improvements
- Transit Priority Improvements
- Skytrain Extension

Sustainability
- Car and Ride Sharing
- Shared Micromobility
- Mobility Hubs
- EV Charging Infrastructure

Projects were mapped in the PoCoMAP Geographic Information System (GIS) with fields showing key attributes such as location, cost, priority, destination points and related projects. Existing infrastructure and previously planned project are also mapped to provide context for the proposed MTP projects within the overall network. The following sections offer further discussion of each category.

4.2 Project Identification

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

In general, the following approach was used to develop the MTP:

1. Identify key destination points where people want to travel to/from (e.g. schools, parks, facilities, transit stops, commercial areas, employment areas).
2. Identify routes and existing infrastructure to support travel by various modes to key destination points, and determine how they can be improved or built on to expand the network.
3. Select direct routes for efficient travel times and maximum usage.
4. Plan projects to benefit the greatest amount of people (ages and abilities) for the least expenditure and impacts (e.g. tree removals, pole moves, parking losses, frontage impacts)
5. Identify related projects that can be constructed together for cost efficiency, construction coordination, and connectivity.
6. Avoid projects with implementation challenges such as: high costs, private land, conflicts with other infrastructure.

4.3 Project Prioritization and Budgeting

Individual project costs were determined using local cost estimates from City projects in 2023 dollars.

Priority 1 projects provide a basic network and are planned for implementation with this MTP over the next 20-year period at an overall cost of $60M or $3M per year (in 2023 dollars).

Priority 2 projects build on the basic network to provide a more comprehensive network and are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP.

All project costs include base cost for construction, plus an additional 40% markup following the typical industry standard of 10% for engineering and design and 30% for contingency. The cost estimates have been provided in a form that allows for adjustment to base costs and inflation in future years.

Some streets in the city will not see transportation infrastructure changes or additions with this MTP, but will be maintained with what exists today. However, there will be many strategically planned corridors that provide people with safe infrastructure within a short distance from any household to desired destination points within and beyond Port Coquitlam using their preferred mode of transportation.

There will always be more requests for transportation improvements than ability to fund or implement them. The MTP vision, mission, objectives and goals are used to keep the plan on track and vet transportation requests received during plan development and implementation in future years. A plan that tries to achieve too many things cannot be funded or implemented in a reasonable timeframe. Similarly, requests that do not align with the plan's mission will steer focus and funding away from key objectives, and compromise successful plan execution.

Accordingly, some requests should be considered for a future MTP to ensure that the focus can be maintained on achieving the key objectives with this one.

Getting the basics right means planning and providing core municipal services (such as roads, utilities and other infrastructure, safety and recreation) that matter to residents and businesses. These are the building blocks for a safe, family-friendly community with affordable places to live at all stages of life, good-paying jobs, thriving businesses, and desired amenities and services. With implementation of this MTP, the future state is that Port Coquitlam's transportation system is a connected network offering a range of travel options to safely move people and goods while supporting the well-being of residents, businesses and the environment.

A detailed list of projects is located in Appendix B. Maps with project details are also available on the MTP webpage and the MTP layer of PoCoMap at: www.portcoquitlam.ca/pocomap. Additional information on the MTP Implementation Plan and Monitoring can be found in Section 13.

The following sections provide more detailed information about the projects within each category and how they were scoped.

SECTION 5 - SIDEWALKS

Sidewalks support walking and accessible forms of walking such as wheelchair, strollers or mobility aids. Along with trails and multi-use paths, sidewalks provide the backbone for walking across a city. Walking or wheeling is the most basic form of human mobility, and also the least impactful mode of travel with respect to the environment. Most people need to take a walking or wheeling trip at some point over the day, even if it is to access another mode such as a car or transit.

The sidewalk network was planned to meet the MTP goals and objectives:

i. establish a network of sidewalks, multi-use trails and pathways that provide safe, direct and comfortable routes to walk/wheel to key destination points,
ii. provide a sidewalk on at least one side of streets that provide a direct route to key destination points.

The resulting network provides a connection to major destination points in the City from each direction (N, E, S, W). This does not result in a sidewalk on every street in Port Coquitlam, but does provide a pedestrian facility connecting to key destination points within close proximity of any residence.

MTP sidewalk projects are organized by road class (arterial, collector and local). Priority 1 (P1) sidewalk projects provide a basic sidewalk network and are planned for implementation with this MTP. Priority 2 (P2) sidewalk projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 basic network to provide a more comprehensive network to key destination points. Sidewalks on major arterial or collector roads carrying larger volumes of traffic and higher risk of injury to pedestrians should generally be prioritized over those on local roads during the annual budgeting process.

Effort was taken to ensure that recommended sidewalk placements preserve existing trees and landscaping, avoid conflicts with utility poles and other obstructions, allow for planting zones/boulevards, consider parking, provide a 1.8m clear width, and are situated within the existing City rights-of-way.

Sidewalk projects were scoped with the following information:

Project Code, Priority (1 or 2), Road Class, Side (of the road), Extents (From and To), Length, Cost, Destinations/Connections, Related Projects, and Notes.

Figures 5.1 and **5.2** show the Priority 1 and Priority 2 sidewalk projects across the City. A detailed list of P1 and P2 Sidewalk projects are located in **Appendix B**. A map with project details is also available on the MTP webpage at: portcoquitlam.ca/mtp

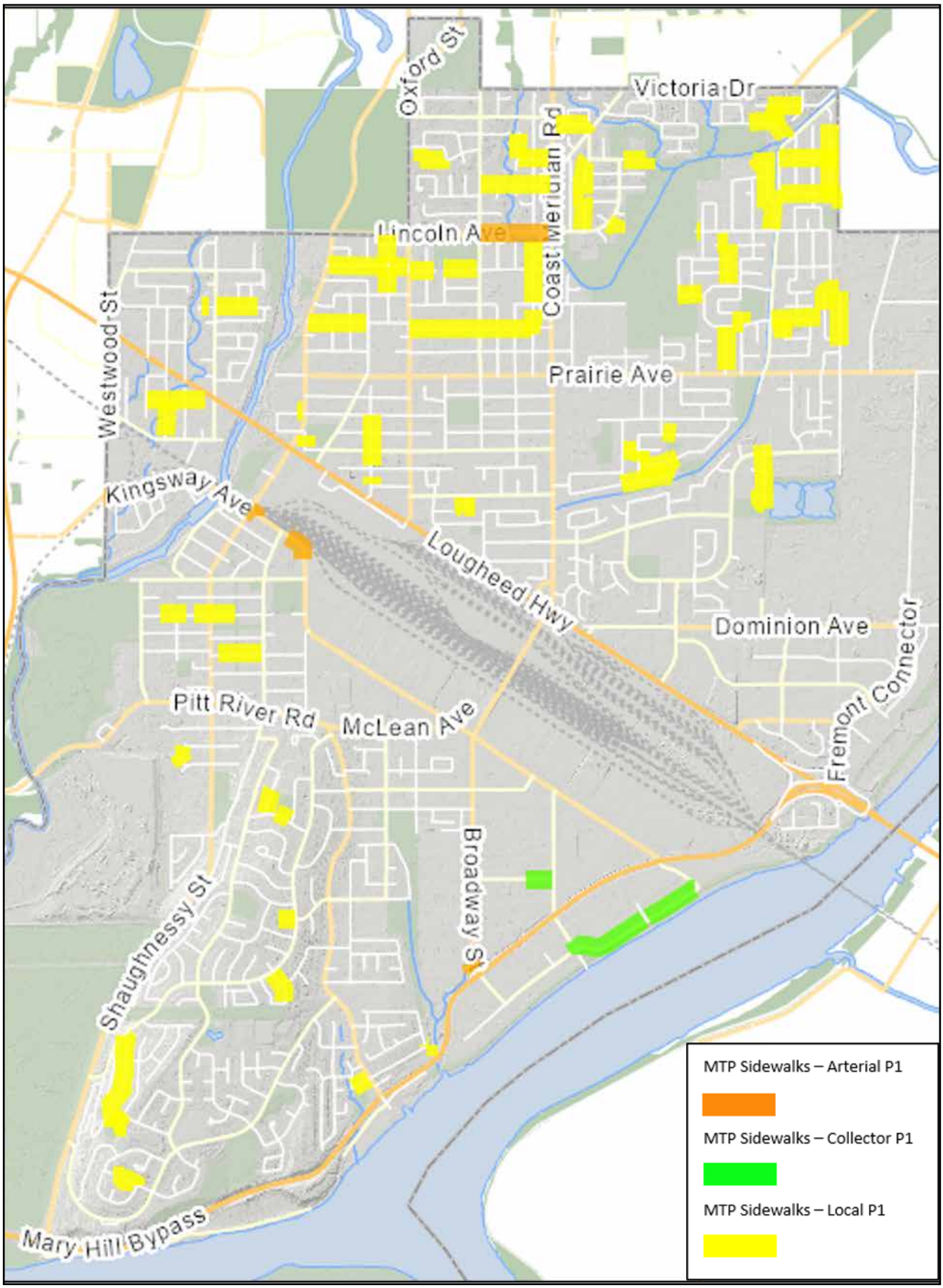


Figure 5.1 – Priority 1 (P1) Sidewalk Projects

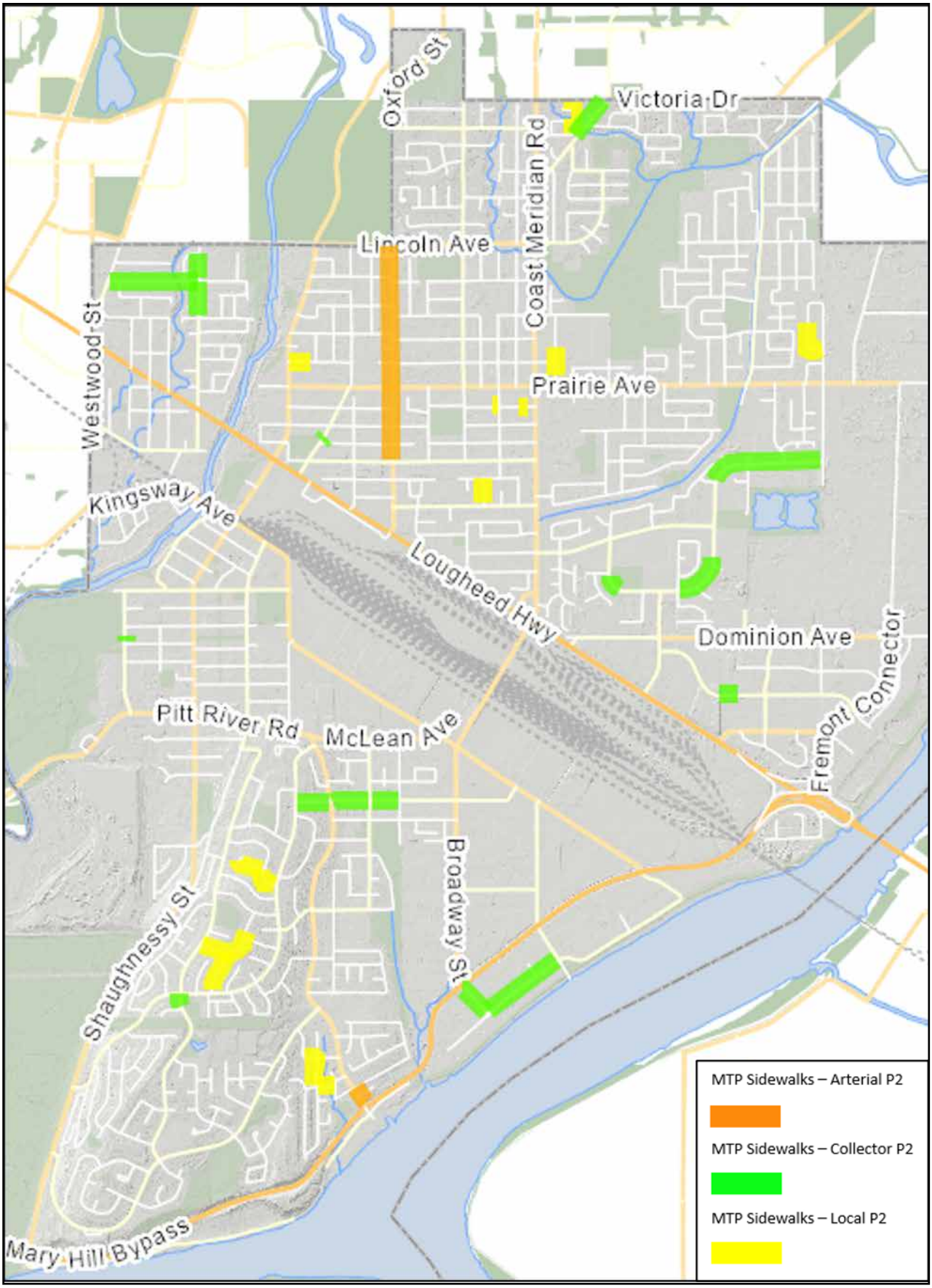


Figure 5.2 – Priority 2 (P2) Sidewalk Projects

SECTION 6 - CYCLING/ROLLING

Cycling/rolling includes human-powered and electric devices such as bicycles, scooters, skateboards and inline skates. Cycling trips of comfortable length for all ages and abilities to generally is within five to six kilometres. With the advent of electric powered bikes and scooters, this can double or triple and also reduces topography barriers such as large uphill inclines.

The cycling/rolling network was planned to meet the MTP goals and objectives:

i. provide safe, comfortable and attractive cycling/rolling facilities to encourage people of all ages and abilities to cycle/roll through the city,

ii. ensure people have safe and direct routes to cycle or roll to key destination points,

iii. provide wayfinding stencils, maps and/or signage to help people navigate the network easily and safely.

The MTP divides cycling/rolling infrastructure into the following three categories, with each further described below.

- Slow Streets
- Multi-Use Paths
- Cycle Tracks

In addition, the Trails network is used by cyclists and can also be used by rollers when paved.

6.1 Slow Streets

Slow Streets serve as safe and comfortable multi-modal corridors for all forms of active transportation, while still facilitating vehicle traffic. They are designed for use by pedestrians and all cycling and rolling modes (human powered and electric assisted).

Slow Street projects proposed for the MTP are almost entirely on local streets, designed with:

• restricted speeds of 30 km/h

• traffic calming and pedestrian safety infrastructure (speed humps and raised crosswalks)

• sidewalk on at least one side of the street

• pavement markings – to support on street cycling and rolling

• signage – bike routes, speed limits

Roads designed for slower motor vehicle speeds are safer and feel more comfortable for users. Slower motor vehicle speeds also decrease the probability of serious injury and death for active transportation users.

Priority 1 (P1) Slow Street projects provide a basic network and are planned for implementation with this MTP. Priority 2 (P2) Slow Street Projects are planned for implementation by development, with capital project coordination, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 basic network to provide a more comprehensive network to key destination points.

Figures 6.1a and **6.1b** show the P1 and P2 Slow Street projects. A detailed list of the projects is located in Appendix B. A map with project details is also available on the MTP webpage at: portcoquitlam.ca/mtp

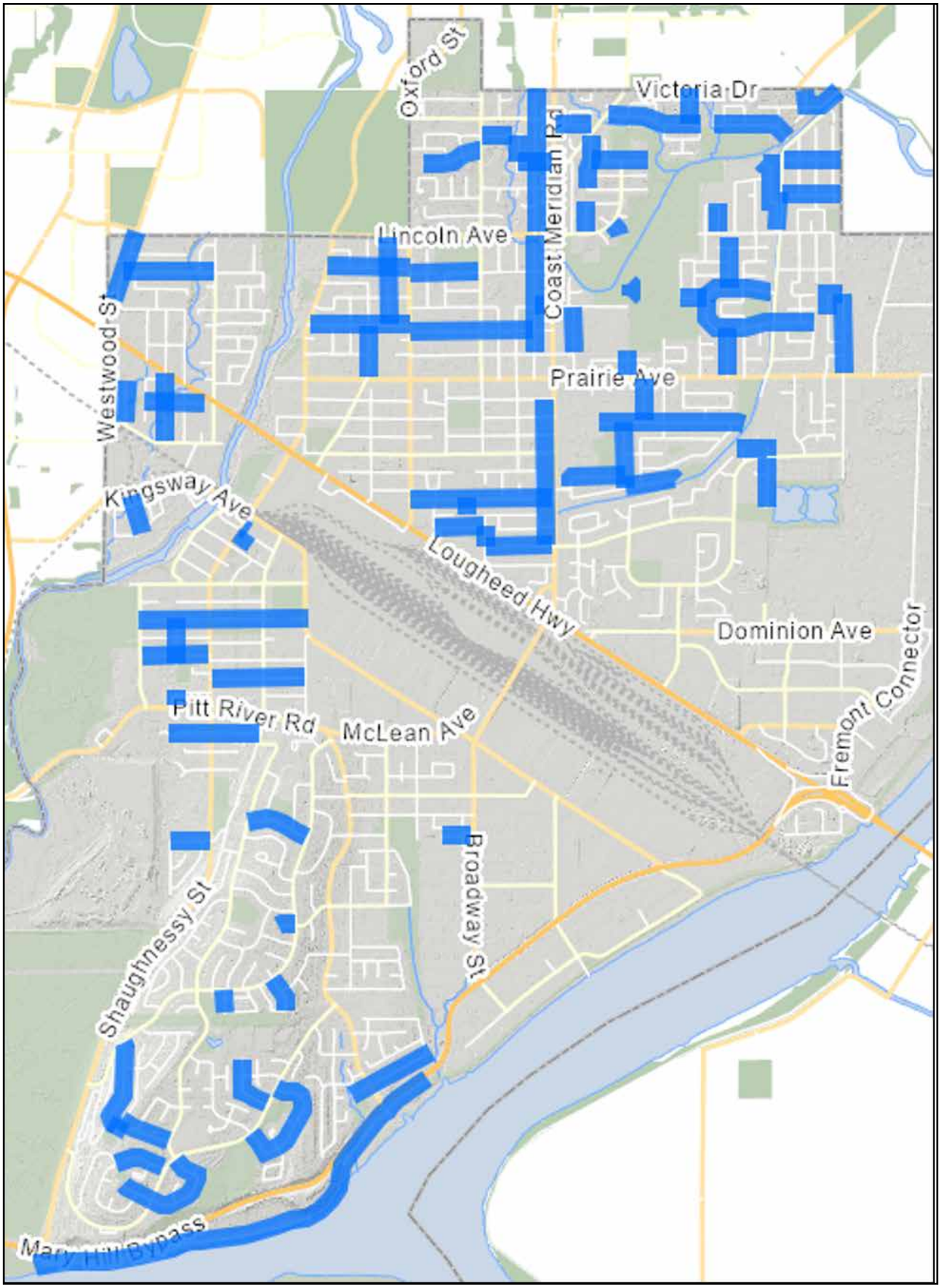


Figure 6.1a – Priority 1 (P1) Slow Street Projects

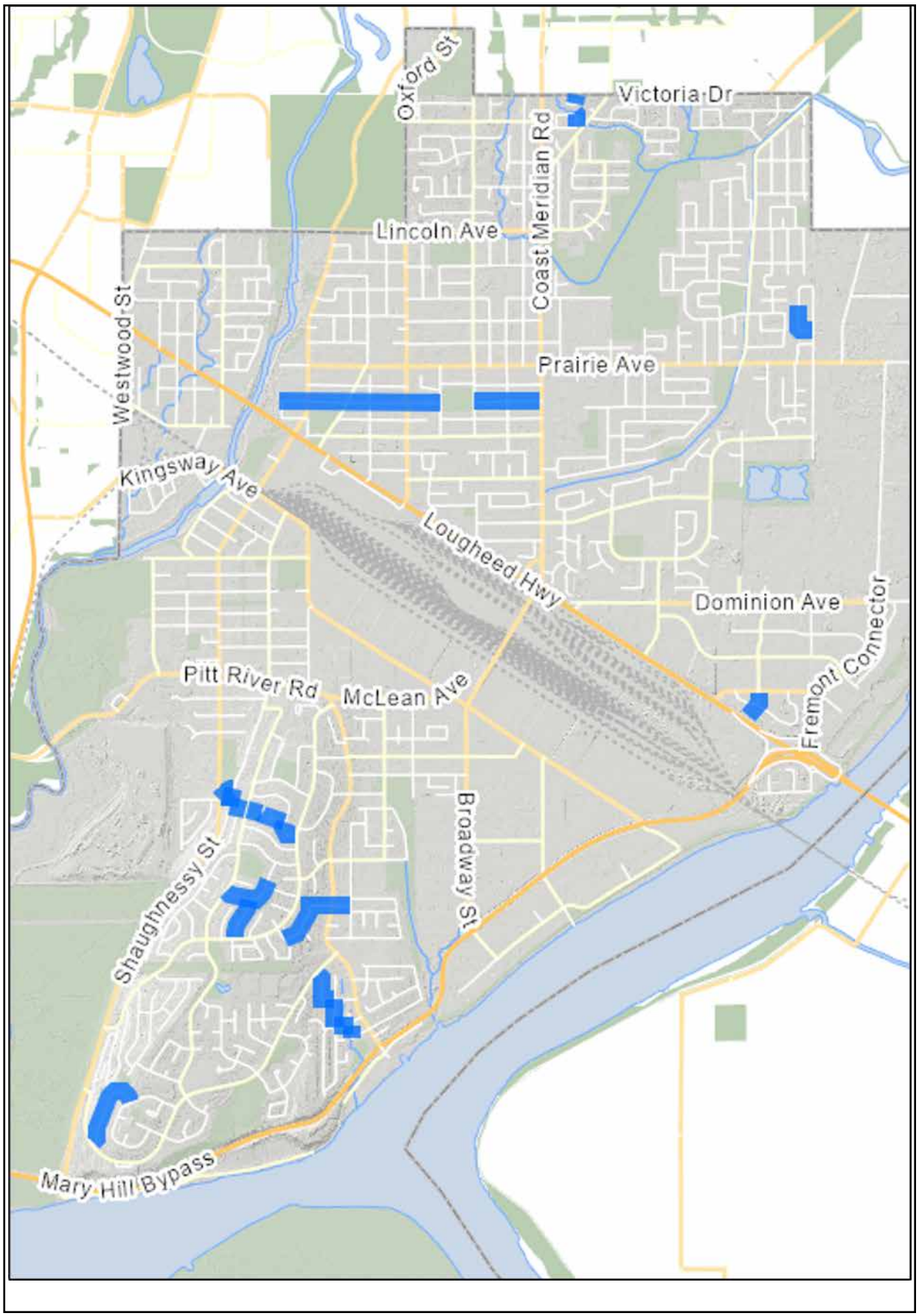


Figure 6.1b – Priority 2 (P2) Slow Street Projects

6.2 Multi-Use Paths

Multi-Use Paths (MUPs) accommodate all ages and abilities including pedestrians, wheelchairs, strollers, cyclists, scooters, electric bikes, electric scooters, and other micro mobility modes. Given that MUPs are shared facilities, they are generally intended for recreational users traveling at slower speeds, but can also be used by commuters (typically offset from recreational use times).

Multi-use paths have the following elements to provide consistency, safety, and a space that can be shared by multiple users:

- A width of 3-4m
- Clear of obstacles (e.g. poles, vaults, lights)
- Consistent surface treatment; typically asphalt as it provides a smoother running surface for wheels and is cheaper to construct and maintain. However, concrete, decorative blocks, or other hard surfaces may be used in settings where aesthetics are considered part of the design (e.g. social spaces)
- Placement in the boulevard space behind to avoid impacts to travel lanes and on-street parking
- Buffer space to prevent dooring when a MUP is adjacent to parking lane, and to prevent conflicts with mirrors when a MUP is adjacent to a travel lane.
- Wayfinding signage, pavement markings and courtesy signage to indicate that the facility is shared between multiple users, and to connect users to different routes in the network

Education and public messaging is recommended, in addition to signage and pavement markings, to encourage the courteous use of shared facilities by: reminding cyclists to slow down around pedestrians, alerting others of their approach by using their bell or calling out, and asking all users to stay to the right to allow others to pass on the left.

Upgrades to existing multi-use paths and cycling routes were also identified to bring them up to current standards that are safer and more comfortable for all users. Upgrades include bike route signs, shared use stencils, courtesy signage, streetlighting, crossing improvements and pole relocations.

Priority 1 (P1) MUP projects provide a basic network and are planned for implementation with this MTP. Priority 2 (P2) MUP projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 MUP basic network to provide a more comprehensive network to key destination points.

MUP projects were scoped with the following information:

Project Code, Priority (1 or 2), Road Class, Street Name, Extents (To and From), Side (of the road), Length, Width, Requirements, Cost, Destinations/ Connections, Related Projects, and Notes.

Figures 6.2a and **6.2b** show the P1 and P2 MUP projects. A detailed list of the projects is located in **Appendix B**. A map with project details is also available on the MTP webpage at: portcoquitlam.ca/mtp

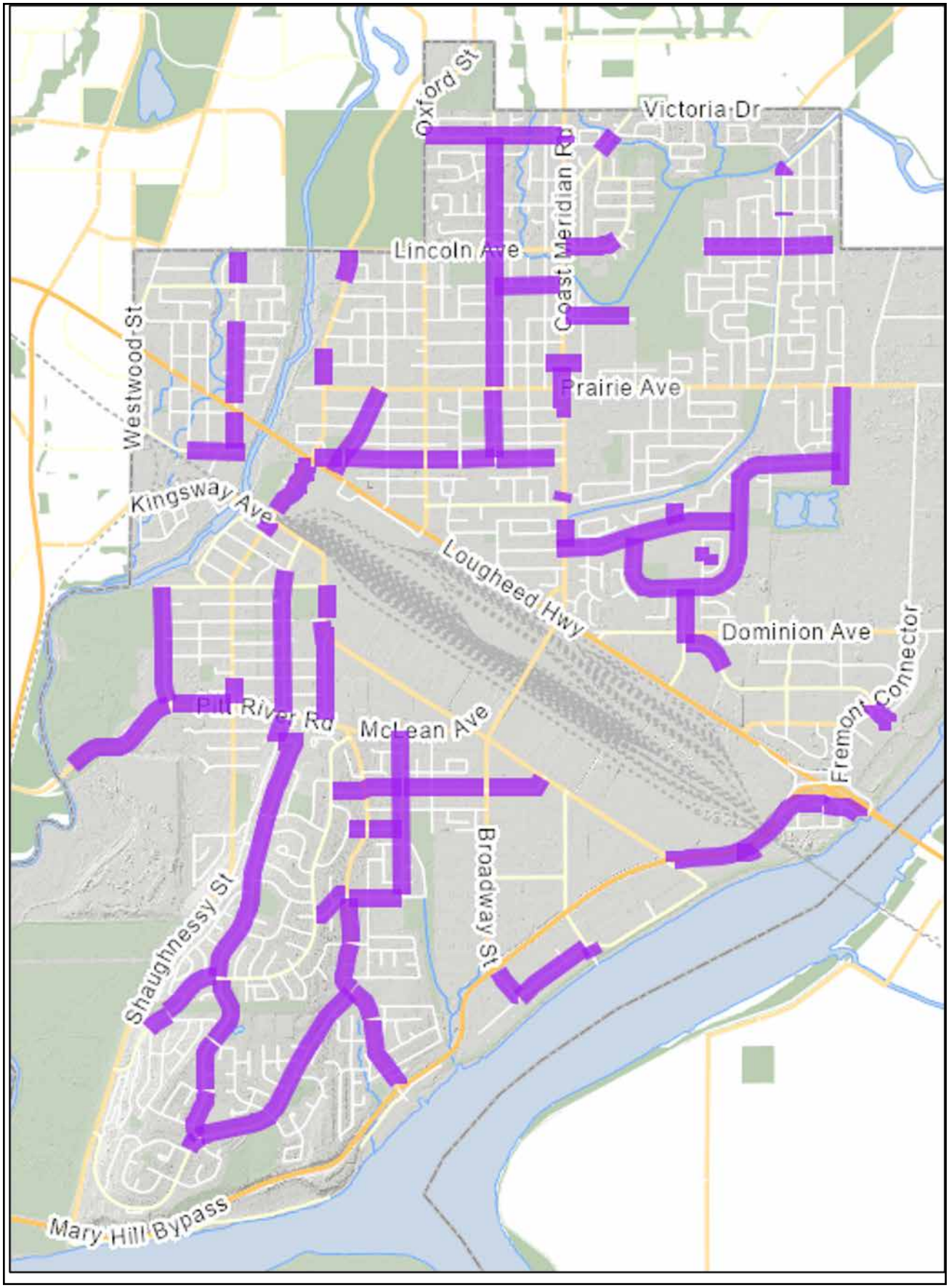


Figure 6.2a – Priority 1 (P1) MUP Projects

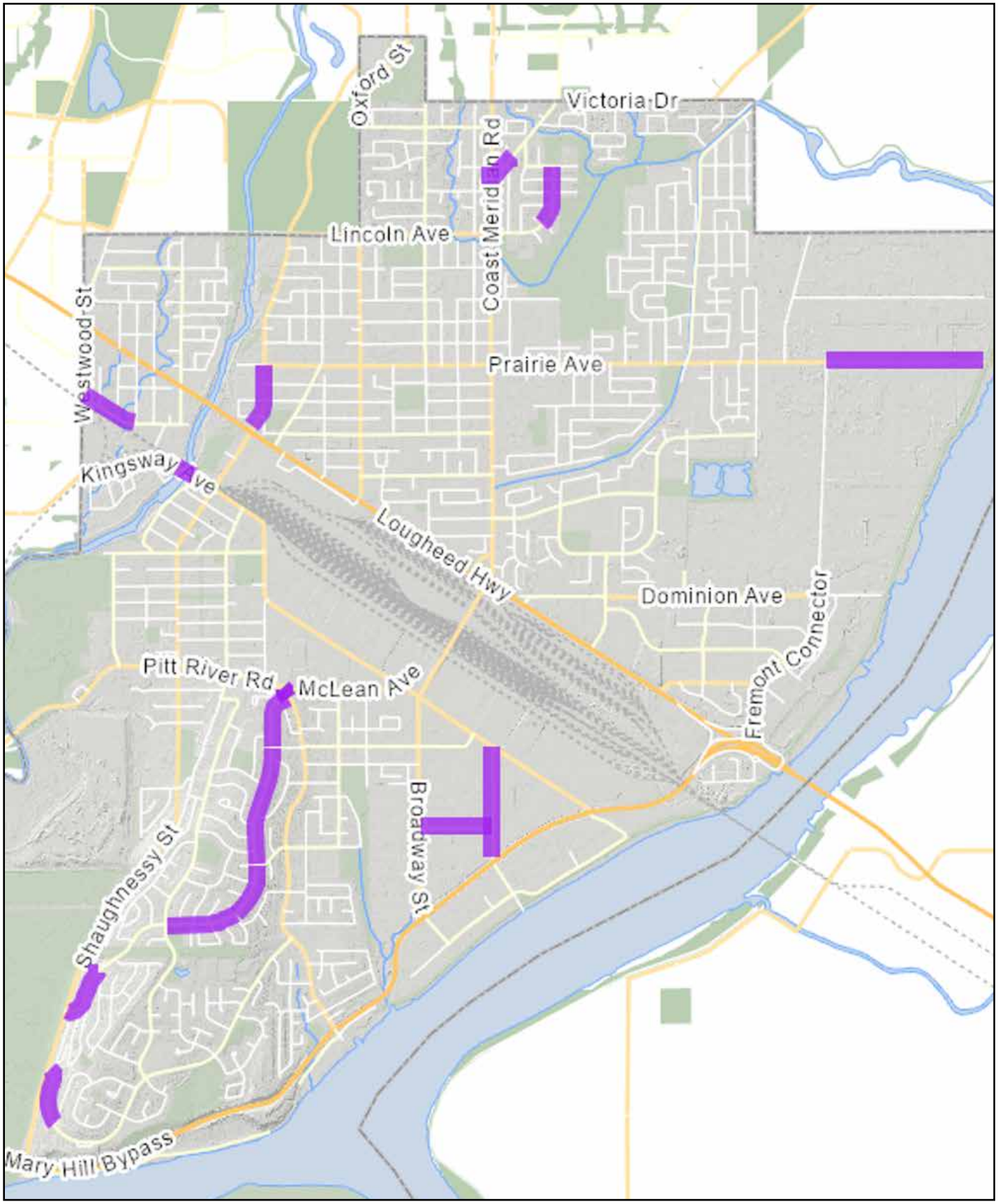


Figure 6.2b – Priority 2 (P2) MUP Projects

6.3 Cycle Tracks

Cycle tracks are facilities for cyclists and micro-mobility devices (e.g. e-bikes, e-scooters). They are typically used by commuters, for longer distance 'through' trips, and those traveling at higher speeds. However, cycle tracks accommodate all ages and abilities of cyclists as they are protected from vehicular modes and pedestrian/wheeled modes.

Providing a network of cycle tracks on select routes to key destination points provides infrastructure for people wanting to travel quickly at higher speeds from point A to point B. This reduces conflicts on other facilities designed for slower or more recreational use (MUPs, trails, pathways). There is a growing need to provide safe infrastructure to support the uptake of e-bikes and e-scooters in the community and across the region while reducing impacts to other road users. Most of the Cycle Track projects proposed with the MTP upgrade existing on-street bike lanes to protected facilities. Effort was taken to fit cycle track projects within the existing roadway surface, with only the addition of pavement markings and physical barriers such as curbing, blocks, posts, rails or panels. Shaughnessy Street is a new route, identified as part of the regional Major Bike Network in TransLink's Transport 2050 plan. Some Cycle Tracks fronting parks or schools are proposed in the boulevard space behind the curb, and are separated from pedestrians, to avoid conflicts due to higher cycling and pedestrian use in those areas, and protect vulnerable users.

Priority 1 (P1) Cycle Track projects provide a basic network and are planned for implementation with this MTP. Priority 2 (P2) Cycle Track Projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 Cycle Track network to provide a more comprehensive network to key destination points.

Cycle Track projects were scoped with the following information: Project Code, Priority (1 or 2), Road Class, Street, Extents (To and From), Side (of the road), Length Width, Cost, Requirements, Destinations/Connections, Related Projects, and Notes.

Figures 6.3a and **6.3b** show the P1 and P2 Cycle Track projects. A detailed list of projects is located in **Appendix B**. A map with project details is also available on the MTP webpage at: portcoquitlam.ca/mtp

Figure 6.3a – Priority 1 (P1) Cycle Track Projects

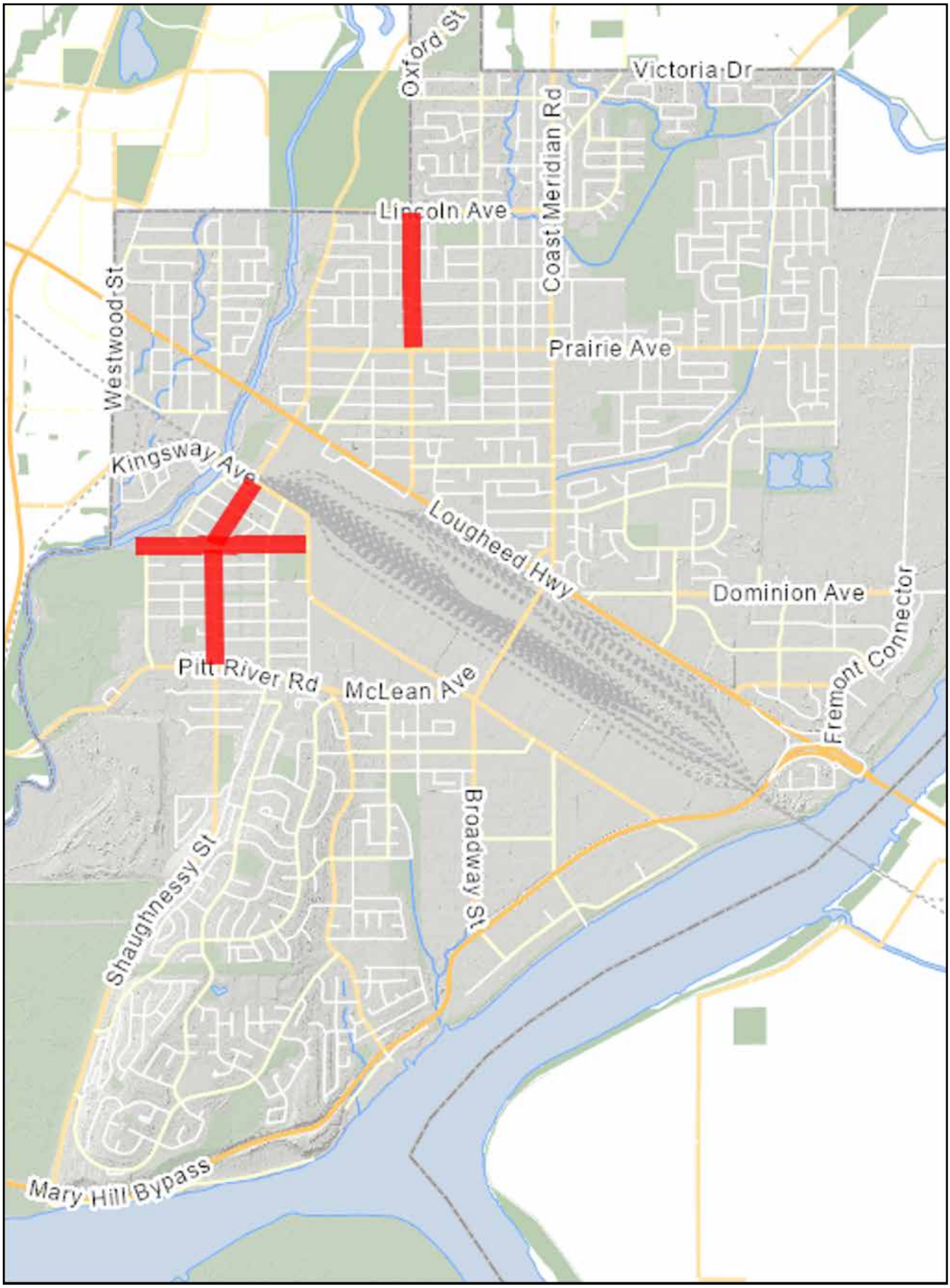


Figure 6.3b – Priority 2 (P2) Cycle Track Projects

SECTION 7 - TRAILS AND WALKWAYS

Port Coquitlam has an extensive network of trails and walkways through natural spaces and parks. Although typically for recreational use, trails also provide important, off-road links to connect users to key destination points and other active transportation routes. Trails provide comfortable routes for a variety of users, free from the conflicts experienced in built up areas and roadways.

Walkways typically provide community-based short cuts that people can use to connect to key destination points quicker than the road network accommodates. They also provide safe, car-free routes to schools and parks for children and vulnerable users.

Trail projects were planned to meet the following MTP goals and objectives:

i. Provide a trail network that connects to key destination points and encourages people to get out in the community and enjoy nature,
ii. Identify gaps and needs, such as missing connections, safe routes to schools, accessible paths, and routes that need to be expanded.

The following actions are beyond the scope of the MTP but were supported by survey respondents and are recommended as follow up actions for the City's Parks division:

- Identify locations and costs for providing items on the trail network that make it more safe, comfortable and easy to navigate, such as: surfacing upgrades, wayfinding/interpretive signage, lighting, pocket parks, benches, waste receptacles, etc.
- Consider promoting trails as a tourism/recreational destination to draw more people to the city to support local businesses and economy.

There are a number of pedestrian bridges in the trails system. As these bridges are replaced due to age or condition, it is recommended that new structures have a width of 3.6m-4.8m, crossings and smooth running surface to accommodate multiple users and travel modes.

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. New trails fill gaps in the network and provide connectivity to key destination points and other active transportation routes. Priority 1 Trails projects are planned for implementation with this MTP and provide a basic network to key destination points.

Priority 2 Trails projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects build on the P1 Trail basic network to provide a more comprehensive network to key destination points.

Trail projects were scoped with the following information: Project Code, Priority (1 or 2), Type (New or Upgrade), Location, Extents, Length, Width, Surface Type, Cost, Destinations/Connections, Description, Related Projects and Notes.

Figures 7.1 and **7.2** show the P1 – Trails Upgrade and P1 – Trails New projects. Figure 7.3 shows the P2 - Trails New projects. No P2 Trails Upgrade projects were identified. A detailed list of P1 and P2 Trail projects are located in **Appendix B**. A map with project details is also available on the MTP webpage at: portcoquitlam.ca/mtp

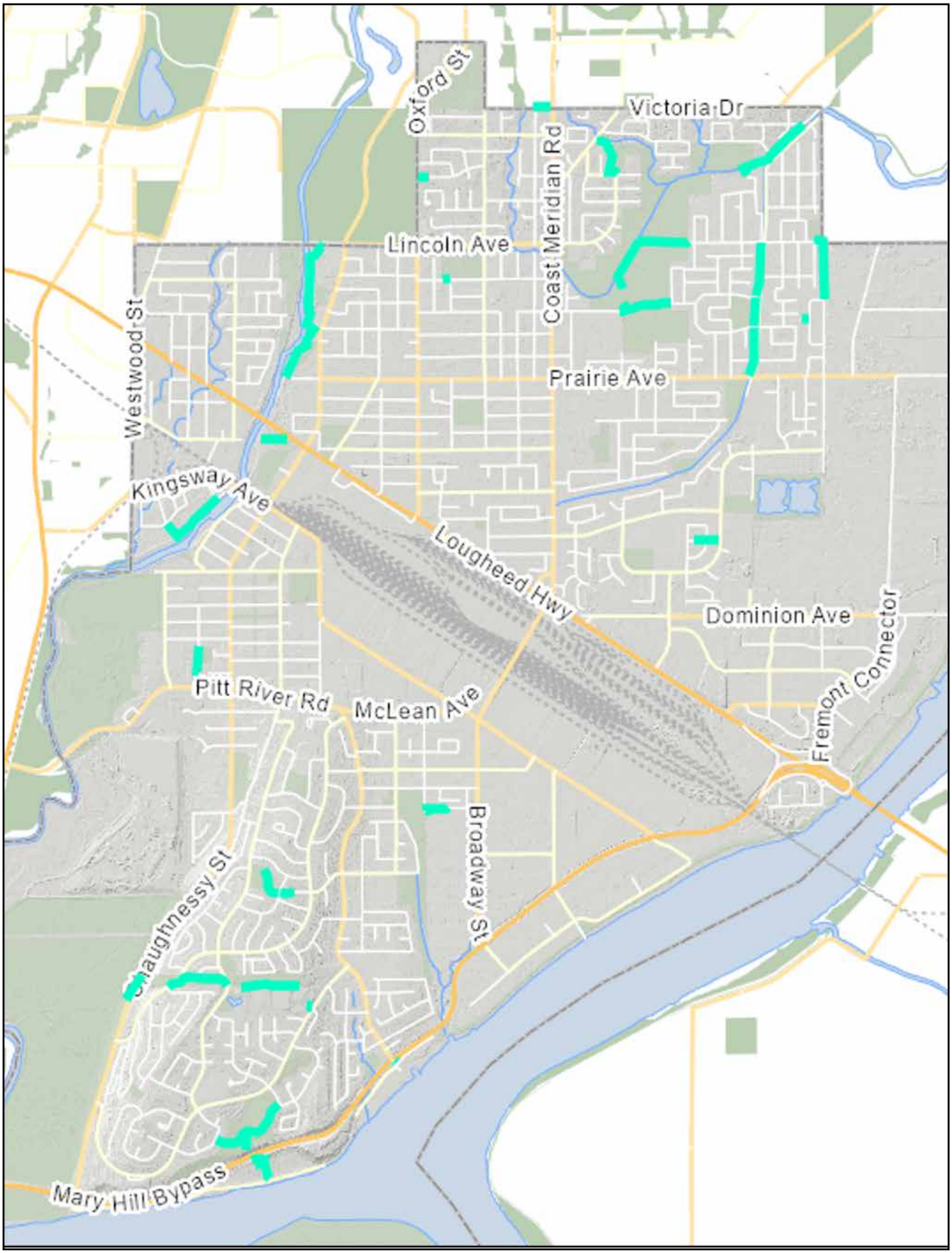


Figure 7.1: Priority 1 (P1) Trails – Upgrade Projects

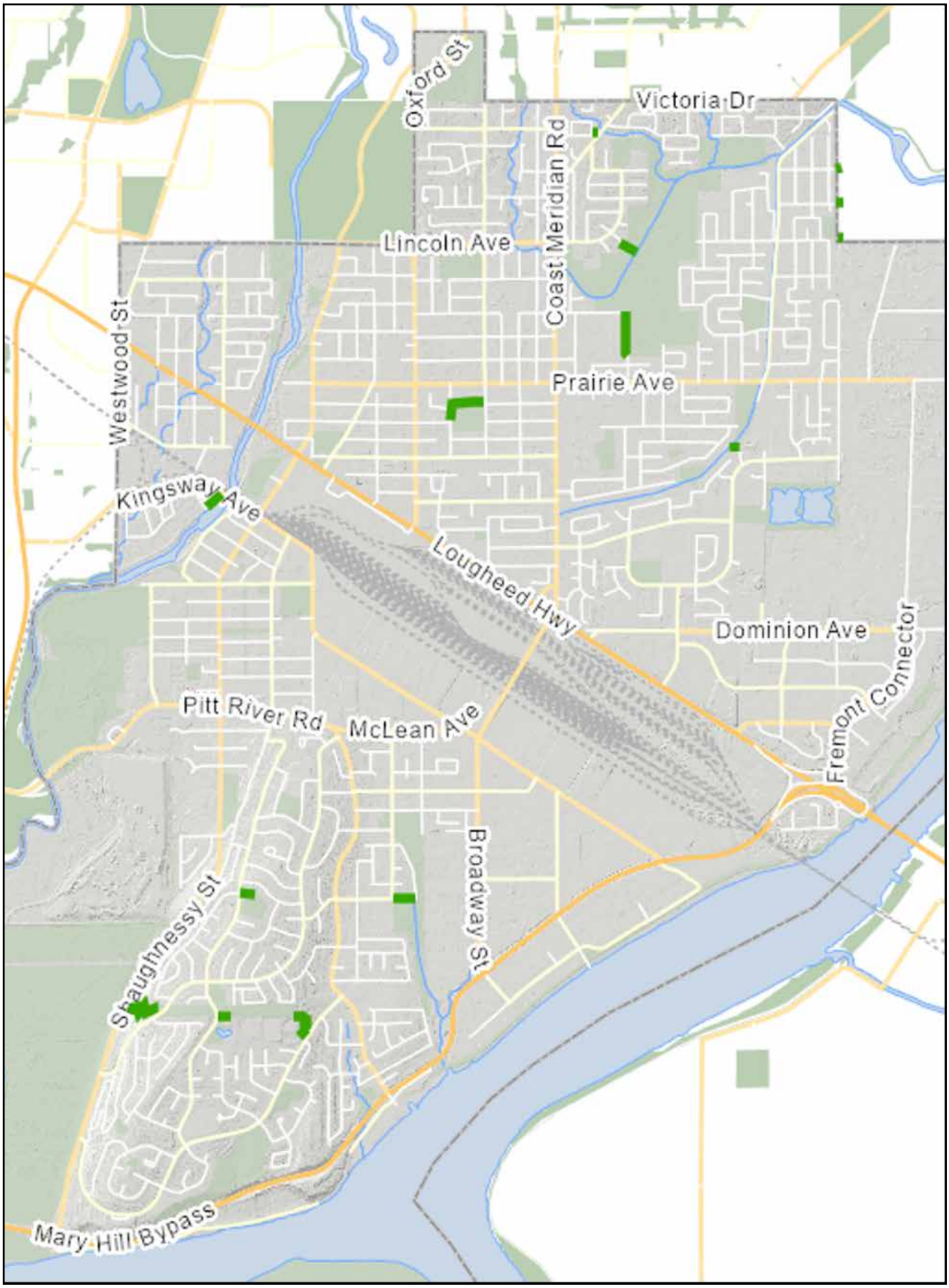


Figure 7.2: Priority 1 (P1) Trails – New Projects

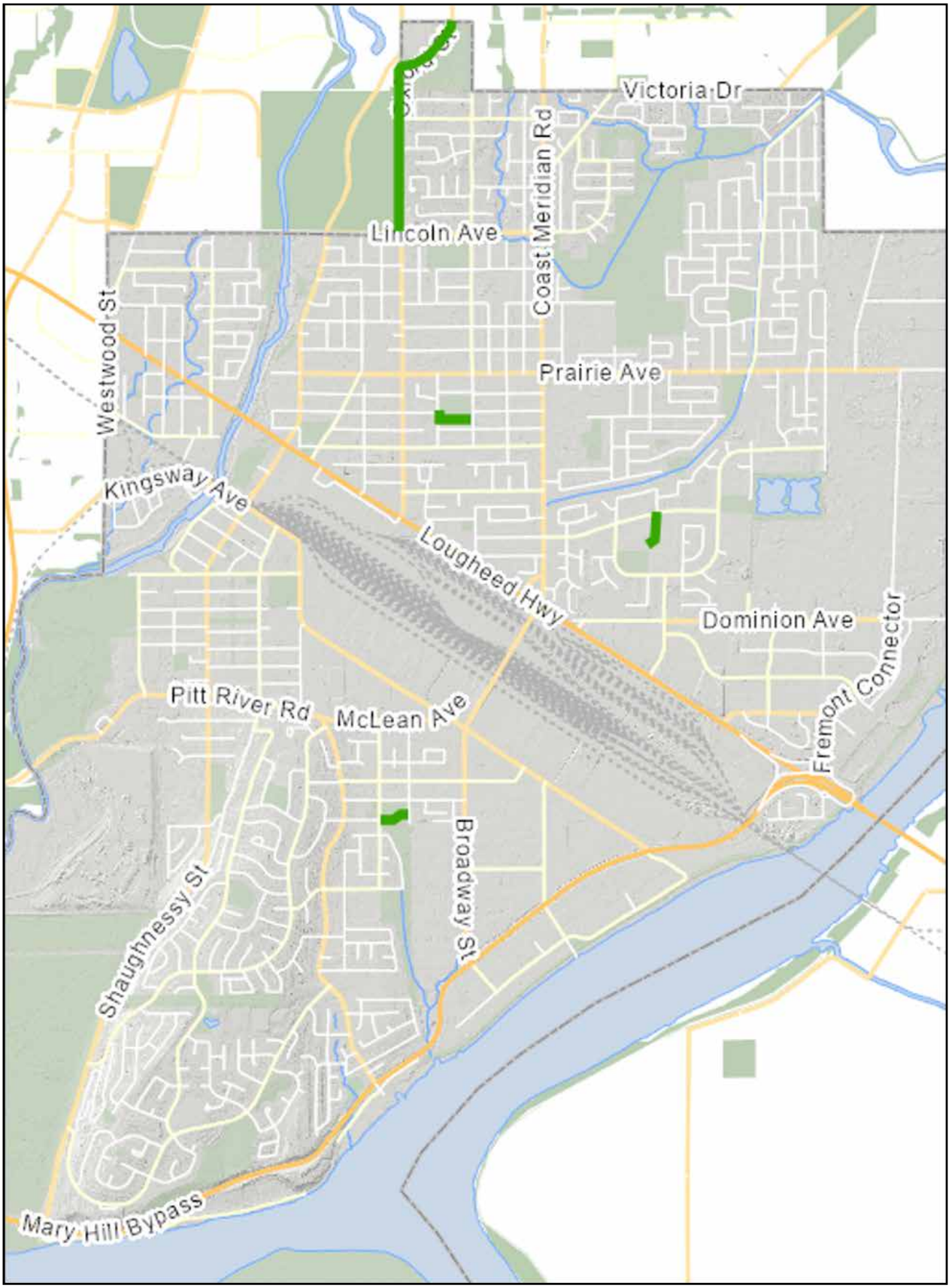


Figure 7.3: Priority 2 (P2) Trails – New Projects

SECTION 8 - CROSSINGS

Crosswalks and intersections are typically where the greatest number and most harmful conflicts occur. Accordingly, they are one of the most critical points to enhance to improve the overall safety of the transportation network.

Crossings projects were planned to meet the following MTP goals and objectives:

i. Ensure people have safe, direct and comfortable routes to walk or wheel to key destination points in the city,

ii. Provided enhanced crossings on direct routes to key destination points (e.g. paint, lights, flashing lights, raised crosswalks, curb bulges).

Given the extensive number of crossing points across the City, providing significant upgrades to each is cost prohibitive and would take many years to implement. Instead, a practical and cost effective approach was taken by providing basic crossing improvements that deliver high value and safety improvements through the addition of street lighting, pavement markings and signage.

Additional crossing enhancements are costly and must be considered carefully to ensure that all crossings can be provided with a basic level of enhancement, and that application is consistent across the City based on the type of crossing and treatment warranted.

- Raised crossings were applied on local road crossings in speed restricted zones such as schools, parks and Slow Streets. Raised crossings serve dual purpose to slow vehicle speeds and improve pedestrian visibility.

- Rectangular Rapid Flashing Beacons are reserved for uncontrolled crossings on major roads with larger volumes of vehicles traveling at higher speeds. They provide advance warning and braking time for drivers to come to a stop when traveling at higher speeds, and higher stopping compliance on major road crossings which present a higher risk of injury or death.
- Curb bulges are used for uncontrolled crossings on major roads with a crossing distance or more than 12m, or if visibility is obscured of the typical landing. Curb bulges serve to shorten the crossing distance and enhance pedestrian visibility.

- Cycling crossings are equipped with additional markings such as elephant feet and green thermoplastic reflective paint. This helps drivers anticipate when cyclists may be coming through a crossing at higher speeds than pedestrians.
- Half signals and signals are used on major arterial roadways with more than two travel lanes.

Priority 1 Projects are planned for implementation with this MTP and relate to existing crossing points or P1 route projects. Priority 2 Projects are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP. The P2 projects relate to P2 facilities and build on the P1 basic network to provide enhanced accessibility and convenience. Crossings on major roads carrying larger volumes of traffic and higher risk of injury to pedestrians should generally be prioritized over those on local roads.

Crossing projects were scoped with the following information: Project Code, Priority (1 or 2), Street 1, Street 2, Street 1 Class, Street 2 Class, New or Existing, Connections, Requirements, Cost, Related Projects, and Notes. Crossing projects are organized by road class, with the first listed as the road being crossed, and the second road reflecting the junction road. Abbreviations used for the crossing requirements are show in Table 8.1 below.

Table 8.1: Crosswalk Legend

Legend
M-P: Parallel Crosswalk M-Z: Zebra Crosswalk EFGreen: Elephant feet and green paint (cyclist crosswalk) S&M: Signage & Markings B/O: Bulbouts RRFB: Rectangular Rapid Flashing Beacons SL: Streetlight PB: Push Buttons Cardinal Directions: N, E, S, W, NE, SE, SW, NW

Figures 8.1 and **8.2** show the P1 and P2 Crossing projects across the City. A detailed list of projects is located in **Appendix B**. A map with project details is also available on the MTP webpage at: portcoquitlam.ca/mtp

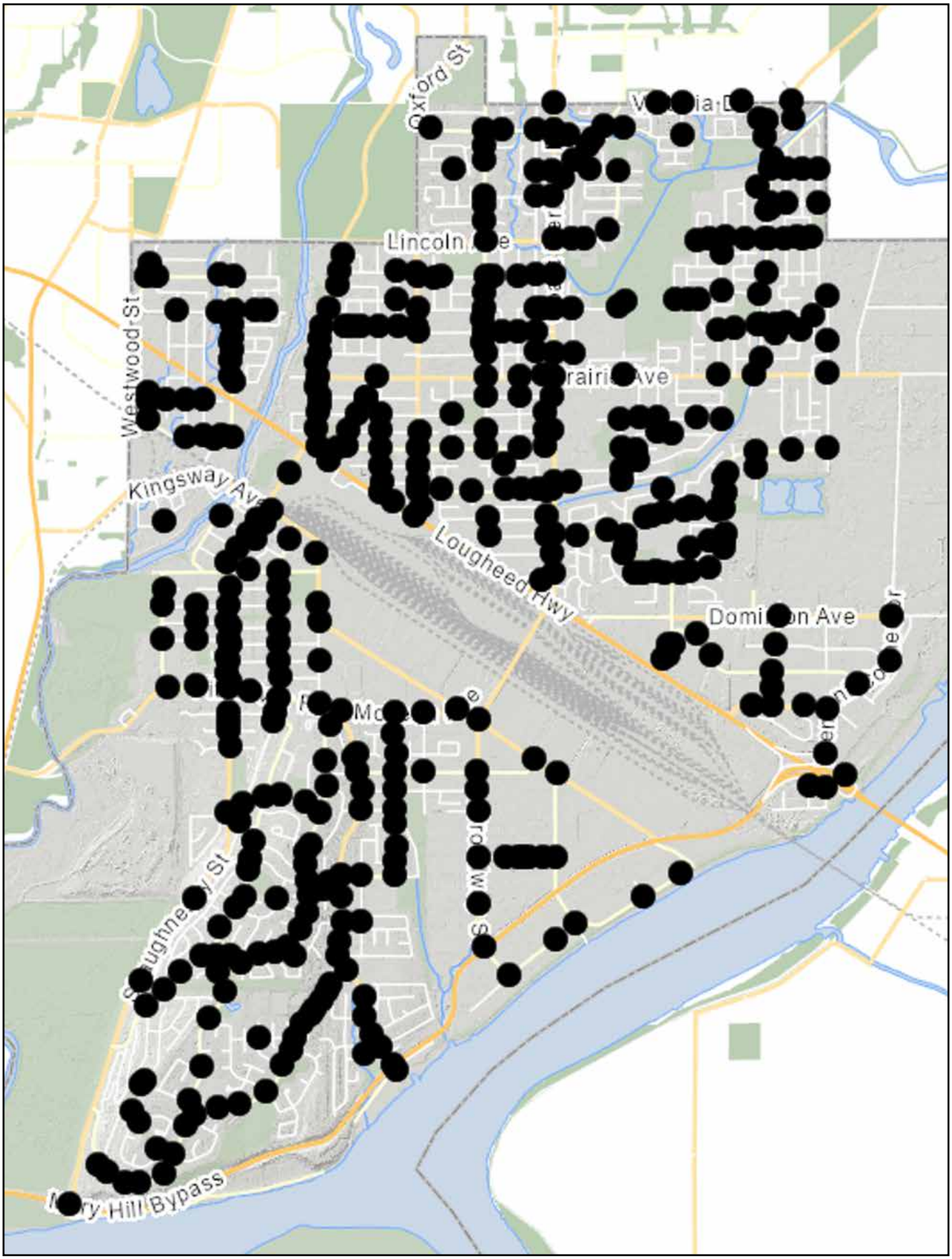


Figure 8.1: Priority 1 (P1) Crosswalk Projects

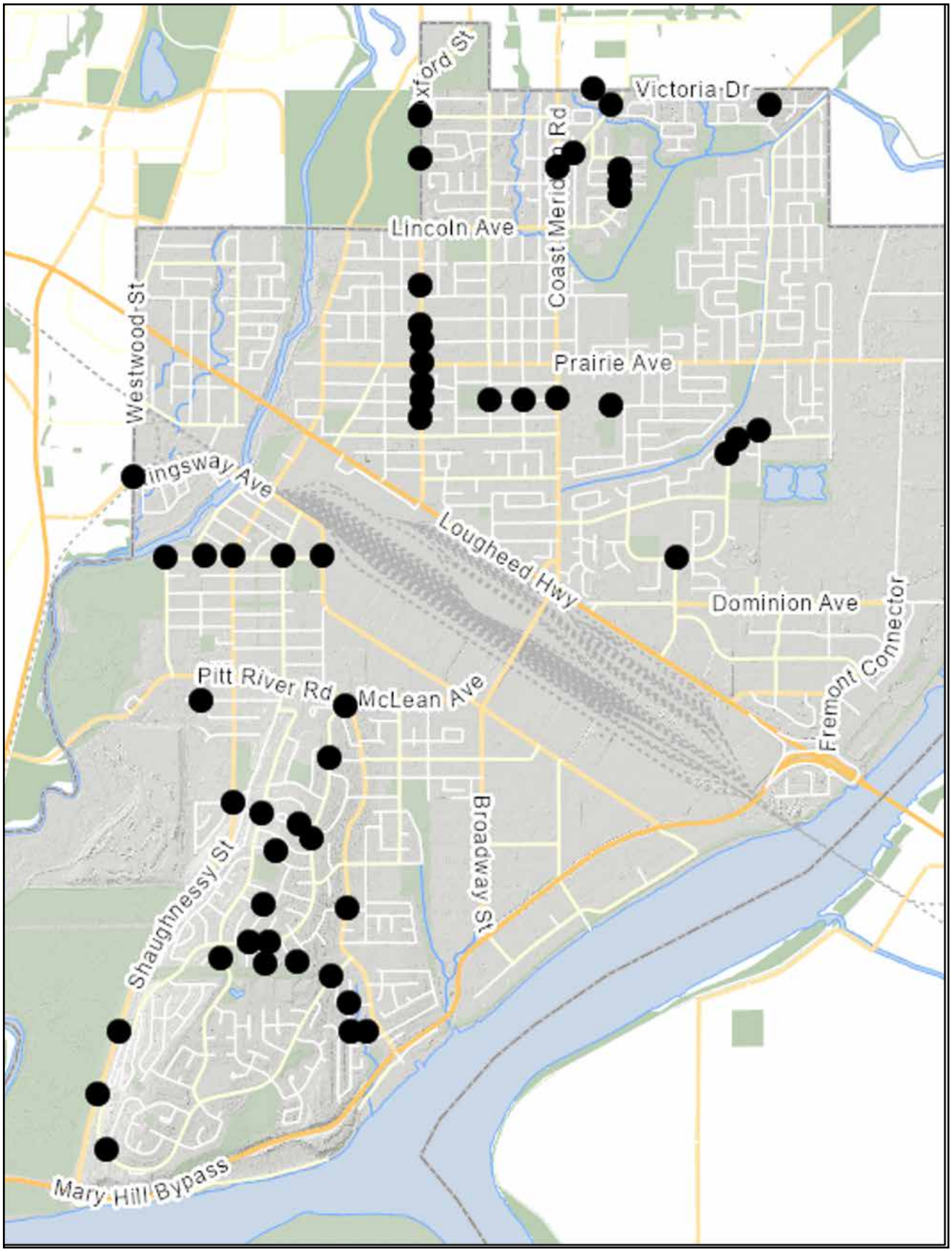


Figure 8.2: Priority 2 (P2) Crossing Projects

SECTION 9 - URBAN STREET DESIGN

Streetscaping and placemaking projects meet the MTP goals and objectives to create streets as attractive people places that support:

- a vibrant local business community
- active transportation
- a healthy environment
- places to gather

Urban street design incorporates elements that bring functionality, colour and a sense of place to corridors within the City that connect to key destination points such as parks, schools, facilities and commercial areas. Creating comfortable, attractive and inviting spaces encourages more people to walk, cycle, take transit, and to get out and spend time in their community. 65% of survey respondents identified it as important for the City to plan for street trees, rain gardens and public art.

Urban Street Design projects include Corridor projects and Streetscape projects, with additional recommendations provided on incorporating Public Art and Social Spaces. Details on each of these are provided in the Sections 9.1 to 9.5.

9.1 Corridor Projects

Corridor projects involve redesign of the road right-of-way space to incorporate walking and cycling facilities, street trees, streetlighting, banners, utility box wraps, public art, benches, garbage/recycling receptacles and other placemaking elements.

Lincoln Avenue, Dominion Avenue and Kingsway Avenue are identified as Corridor projects for implementation with this MTP.

Projects were scoped with the following information: Project Code, Priority, Location, Extents, Length, Elements, Destinations/Connections, Cost, and Notes. A detailed list of Corridor projects is located in **Appendix B**. A map with project details is also available on the MTP webpage at: portcoquitlam.ca/mtp

9.1.1 Lincoln Avenue: Shaughnessy Street to Coast Meridian Road

Lincoln Avenue is a key east/west arterial connection for the north side of Port Coquitlam and provides an important link to the SkyTrain in Coquitlam, as well as commercial areas in both cities. The west end of Lincoln Avenue at Shaughnessy Street is planned to tie into the Lincoln Connector crossing of the Coquitlam River, identified as a joint road project between the two cities in Section 10.

The Lincoln Connector was also identified in previous transportation plans for both cities as a new arterial route parallel to the Lougheed Highway. 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. Figure 9.1a shows the project extents for the Lincoln Avenue Corridor project.

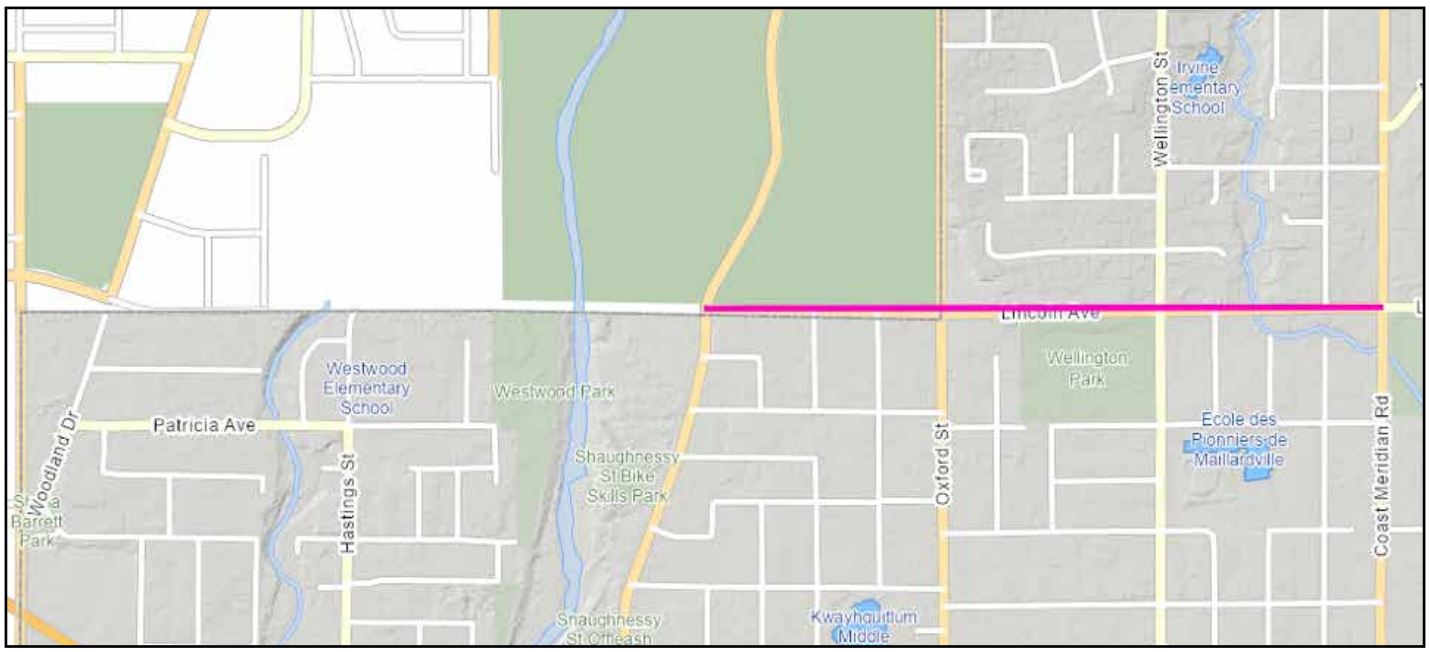


Figure 9.1a: Lincoln Avenue Corridor – Shaughnessy Street to Coast Meridian Road

In addition to providing connections to the Skytrain, and commercial areas PoCo Place and Coquitlam City Centre, Lincoln Avenue provides a route to several other key destination points: Irvine Elementary, Pionniers Elementary, Minnekhada Middle, Hyde Creek Recreation Centre, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, McLean Park. The cycling and pedestrian facilities on Lincoln Avenue also connect to the other planned routes in the overall network: Shaughnessy MUP, St Anne Slow Street, Oxford Cycle Track, Wellington MUP, and Sefton Slow St.

The segment of Lincoln Avenue within Port Coquitlam, from Shaughnessy Street to Coast Meridian Road is planned as a Corridor project that incorporates a 2-way cycle track and sidewalk on the south side, and a sidewalk on the north side. The design includes paving, parking, street trees, banners, kiosk wraps, streetlighting, and crossing improvements. The project will fit into the existing 20m right-of-way, but it is recommended that a 25m right-of-way be secured through redevelopment opportunities along the corridor to reduce conflicts and costs. **Figure 9.1b** shows a typical cross-section for the Lincoln Avenue Corridor project.

Figure 9.1b: Lincoln Avenue Corridor - Typical Cross Section

Existing infrastructure is incorporated into the design where possible. Sidewalks are proposed on the south side of Lincoln Avenue from Wellington Street to Coast Meridian Road as P1 Sidewalk projects in the interim to provide a basic level of safety for pedestrians using this busy arterial road with high volumes of traffic traveling at higher speeds.

9.1.2 Dominion Avenue: Lougheed Highway to Traboulay Trail

Dominion Avenue currently incorporates road, cycling and sidewalk infrastructure, but is inconsistent along the corridor. The road includes dedicated centre turn lanes which are no longer required, and never received a top lift of paving. Residents are concerned with speeding and want additional street parking. Figure 9.1c shows the project extents for the Dominion Avenue Corridor project.

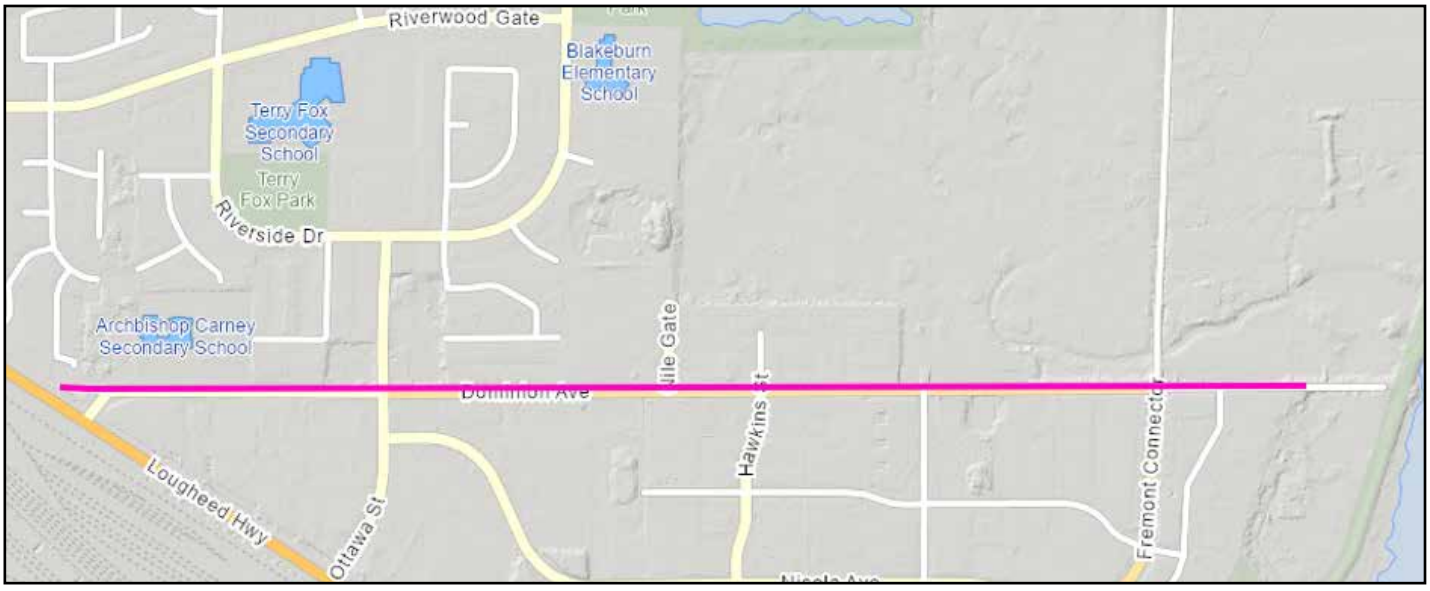


Figure 9.1c: Dominion Avenue Corridor – Lougheed Highway to Traboulay Trail

There is an opportunity on Dominion Avenue to reallocate the road space to provide consistent active transportation facilities, add parking, control speeds, and provide a more attractive and functional corridor.

Dominion Avenue, from Lougheed Highway to its terminus at the east end, is planned as a Corridor Project that incorporates a unidirectional cycle track and sidewalk on each side. The design includes paving, parking, street trees, banners, kiosk wraps, streetlighting, and crossing improvements while reutilizing as much of the existing infrastructure as possible. **Figure 9.1d** shows a typical cross-section for the Dominion Avenue Corridor.

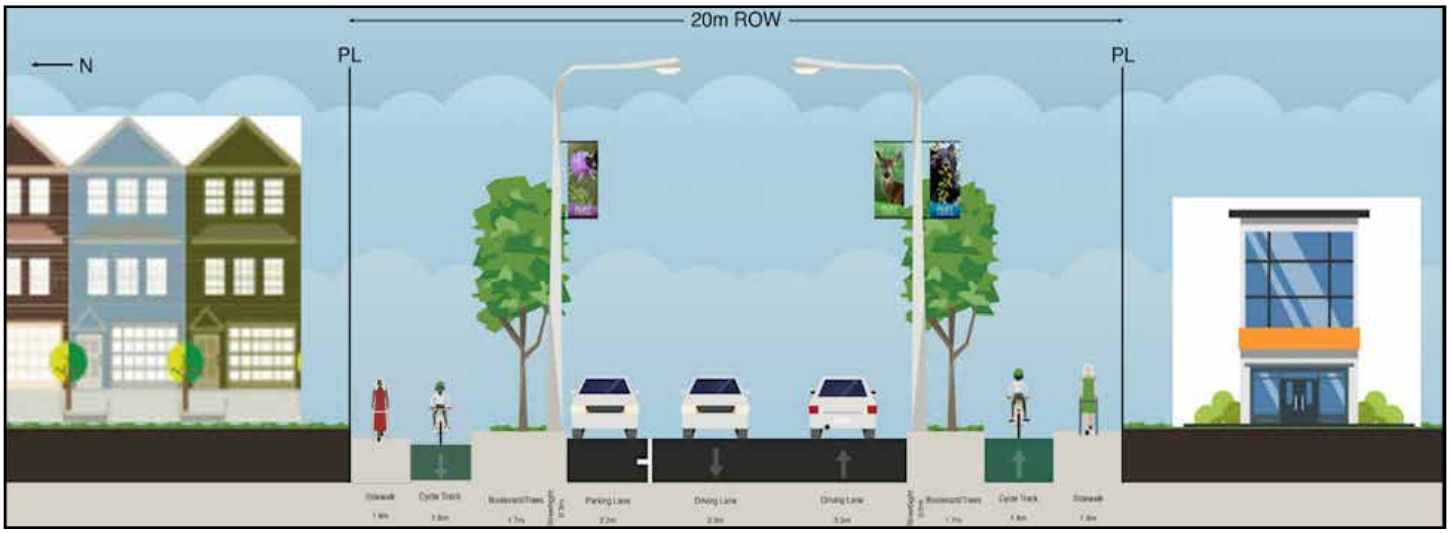


Figure 9.1d: Dominion Avenue Corridor - Typical Cross Section

In addition to providing connections to commercial, industrial, and employment areas in the Dominion Triangle, Dominion Avenue provides a route to several other key destination points: Terry Fox Senior Secondary, Archbishop Carney Secondary School, Blakeburn Elementary, Blakeburn Lagoon, Dominion Park. The cycling and pedestrian facilities on Lincoln Avenue also connect to the other planned routes in the overall network: Fremont Connector MUP, Lougheed MUP, Ottawa MUP and Hawkins Cycle Track.

9.1.3 Kingsway Avenue: Westwood Avenue to Ticehurst Lane

Kingsway Avenue is designated part of the TransLink Major Road Network, serving as an entry point to Port Coquitlam and connection to Coquitlam and Lougheed Highway via Westwood Avenue. With redevelopment along the street and in the area, it will need to serve many functions. **Figure 9.1e** shows the project extents for the Kingsway Avenue Streetscape project from Westwood Street to Ticehurst Lane.

Kingsway Avenue provides connections to commercial, industrial, and employment areas, as well as downtown Port Coquitlam. The cycling and pedestrian facilities on Kingsway Avenue also connect to the other planned routes in the overall network: Westwood MUP, Burleigh Slow Street, and the Traboulay Trail.

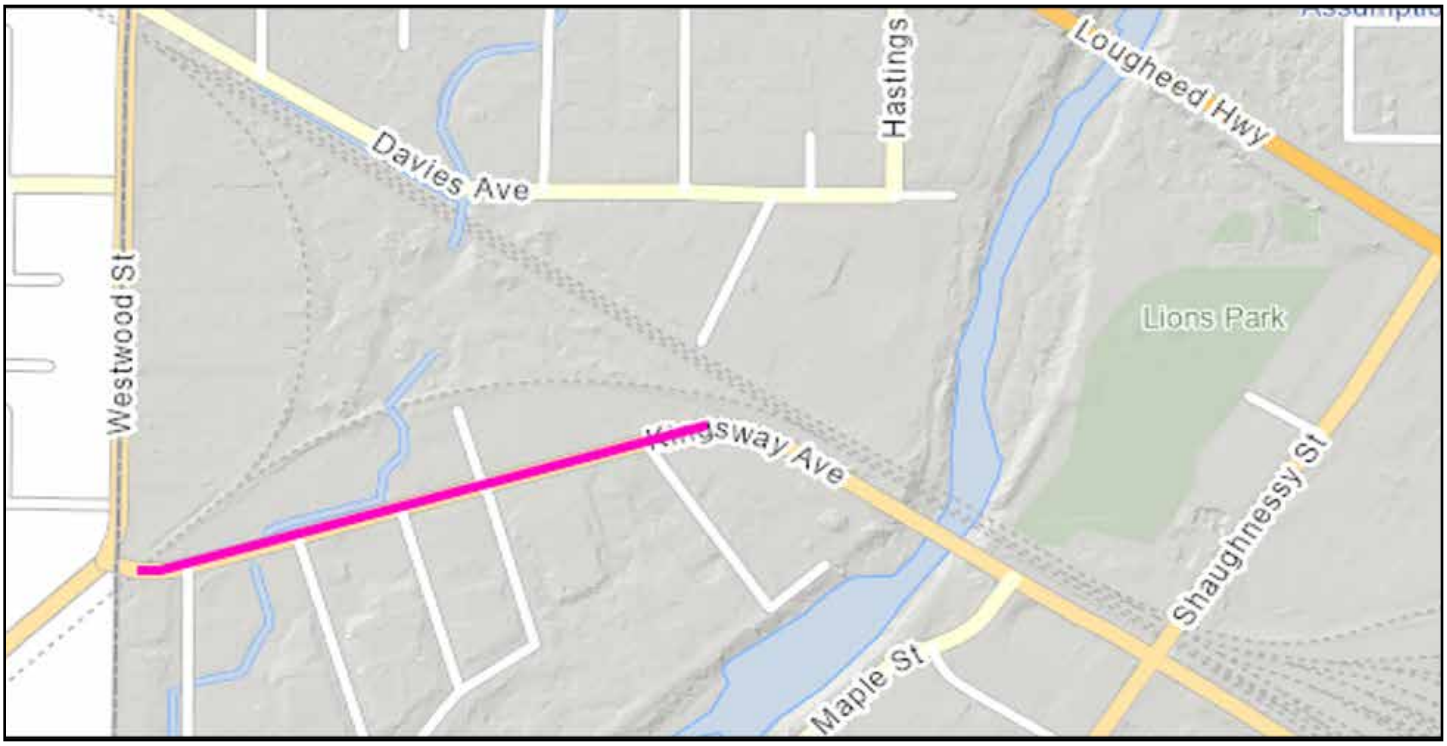


Figure 9.1e: Kingsway Avenue Streetscape Project – Westwood Street to Ticehurst Lane

Reutilizing as much of the existing infrastructure as possible, Kingsway Avenue is planned as a Corridor project that incorporates a sidewalk on the north side, and multi-use path on the south side along with street trees, banners and kiosk wraps. **Figure 9.1f** shows a typical cross-section for the Kingsway Avenue Corridor project.

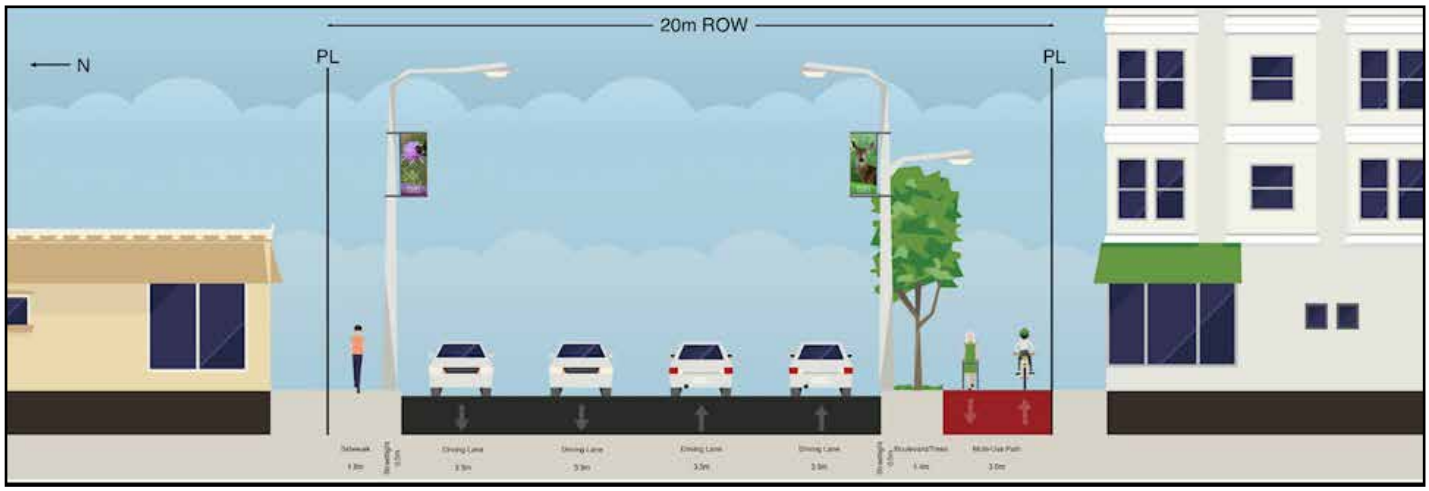


Figure 9.1f: Kingsway Avenue Corridor - Typical Cross Section

A three lane cross-section should be considered during the design phase to reduce overall costs while improving the overall safety and comfort for all users. This design would include a through lane in each direction and shared centre turn lane. **Figure 9.1g** shows a typical three-lane cross-section for the Kingsway Avenue Corridor project.

Figure 9.1g: Kingsway Avenue Corridor - Typical Section with Shared Centre Turn Lane

A shared centre turn lane configuration will have effectively the same auto capacity as the existing four lane cross-section, given that Kingsway Avenue is currently restricted on either end to one through lane in each direction.

9.2 Streetscape Projects

Streetscape projects include the installation of street banners and utility box wraps along major streets that connect to key destination points in the City.

9.2.1 Street Banners

The City's Street Banner Program is a municipal beautification initiative that showcases Port Coquitlam's community spirit, pride and the artistic talents of residents. Banners offer a relatively inexpensive way to bring colour and a sense of place to corridors within the City that connect to key destination points such as parks, schools and facilities and commercial areas. Creating comfortable, attractive and inviting spaces also encourages more people to walk, cycle or take transit.

Street banner designs often feature natural elements through photographs and artwork submitted by Port Coquitlam residents. They can also include branding, events, historic references, and milestones.

The City has over 225 street banners installed on streets and facilities. Interior banners are installed at City Hall and the Port Coquitlam Community Centre. Exterior banners are currently installed at the following locations:

- Coast Meridian – Prairie Avenue to Laurier Avenue
- Coast Meridian Road - Riverwood Gate to Lougheed Highway
- McAllister Avenue – Shaughnessy Street to Mary Hill Road
- Elgin Avenue – Maple Street to Shaughnessy Street
- Maple Street – Kingsway Avenue to McAllister Avenue
- Shaughnessy Street – Lougheed Highway to Kelly Avenue
- Donald Street – Wilson Avenue to McAllister Avenue
- Coast Meridian Overpass – Lougheed Highway to Kingsway Avenue
- Port Coquitlam Community Centre Entrance
- Hyde Creek Parking Lot

Street Banners on Pole

The banners are printed on recyclable material with eco-friendly inks. When they are removed, they are recycled into shopping bags and other useful objects by schools and non- profit groups. Locations proposed for additional street banners are listed in **Table 9.2**.

Wildlife Banners in Port Coquitlam

9.2.2 Utility Box Wraps

Expanding the application of utility box wraps is another way to bring colour and a sense of place to streets throughout the City. Wraps are wonderful opportunities to visually activate necessary infrastructure in an artful way while providing an anti-graffiti function. Like street banners, utility box wraps help to create a comfortable, attractive and inviting space that encourages more people to walk, cycle or take transit.

Similar to street banners, wrap designs can incorporate resident photographs or artwork and feature branding or municipal milestones. Street banners and utility box wraps are included in the scope of the corridor projects on Lincoln Avenue, Dominion Avenue and Kingsway Avenue in Section 9.1.


Utility Wraps in Port Coquitlam

Additional streets are proposed for street banners and kiosk wraps as shown in **Figure 9.2** and **Table 9.2**. In general, these focus on major streets that connect to key destination points in the city. They are also streets which are relatively hardscaped and would benefit from aesthetic improvements.

Table 9.2: Streetscape Projects - Street Banners and Utility Box Wraps

Street	Extents
Broadway Street	Kingsway Avenue to Mary Hill Bypass
Coast Meridian Road	Victoria Drive to Riverwood Gate
Fremont Connector	Dominion Avenue to Lougheed Highway
Hastings Street	Patricia Avenue to Davies Avenue
Hawkins Street	Dominion Avenue to Sherling Avenue
Kelly Avenue	Reeve Street to Mary Hill Road
Kingsway Avenue	Kelly Avenue to Mary Hill Bypass
Nicola Avenue	Ottawa Street to Fremont Connector
Ottawa Street	Dominion Avenue to Lougheed Highway
Oxford Street	Prairie Avenue to Lougheed Highway
Pitt River Rd/McLean Ave	Lougheed Highway to Kingsway Avenue
Pitt River Road	McLean Avenue to Mary Hill Bypass
Prairie Avenue	Shaughnessy Street to Fremont Connector
Reeve Street	Wilson Avenue to Pitt River Road
Shaughnessy Street	Lincoln Avenue to Lougheed Highway
Shaughnessy Street	Kelly Avenue to Mary Hill Bypass
Terry Fox Hometown Square	Mary Hill Road to Kingsway Avenue

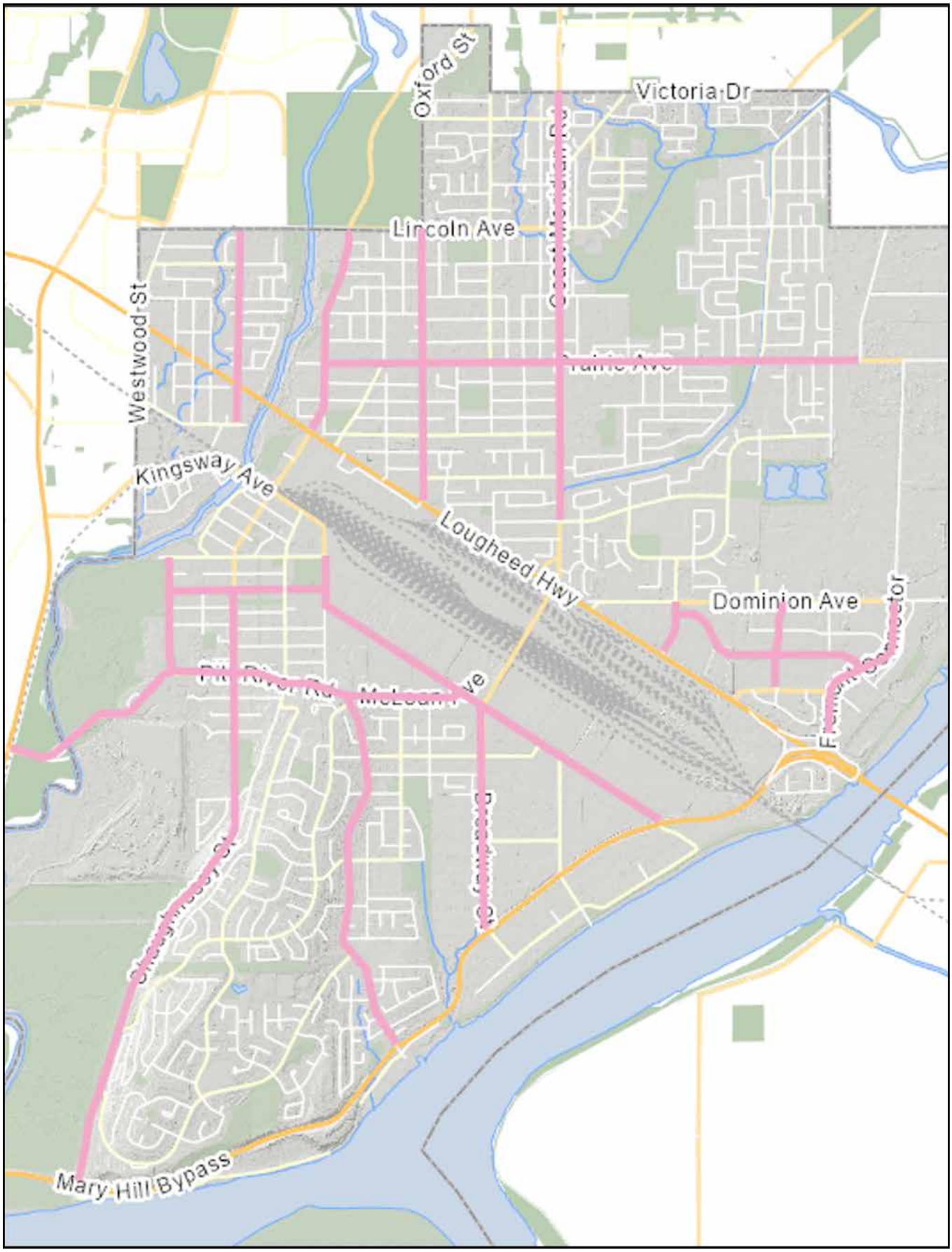


Figure 9.2 Corridor Projects – Street Banners and Utility Wraps

9.3 Street Trees

Trees support the street design objective as attractive people places that support a healthy environment with less noise. MTP survey respondents provided several comments on the value of street trees, especially along pedestrian-friendly routes.

Street trees provide a number of benefits:

- Provide shade, cooling effect, and privacy
- Absorb sound
- Filter pollutants
- Conserve energy (heating and cooling)
- Control erosion and stormwater runoff
- Capture carbon (GHG reduction)
- Provide habitat for birds and wildlife
- Connect people to nature and create a sense of calm and well-being
- Emit phytochemicals that are beneficial for human health

The Official Community Plan (2013) outlines requirements for tree planting related to new development and the City plants approximately 300 trees per year in parks and along streets. In 2019, an updated Tree Bylaw was adopted to protect the urban canopy. A tree canopy target of 25% was also set that year, with streets being identified as one of the areas having the lowest tree canopy coverage.

Street trees are included in the scope of the MTP Corridor and Road projects. Trees should also be considered with other MTP active transportation projects where there is sufficient boulevard space to include them. A recommendation to include street trees with updates to road design standards is also included with the policy updates in Section 10.5.

9.4 Rainwater Management

Rainwater management refers to countermeasures used to manage rainfall runoff volume and quality by replicating natural hydrology. Emphasis is placed on capturing rainwater where it falls and reducing negative quality and quantity impacts by maximizing permeability, attenuation, treatment and infiltration. Managing the quality and frequency of runoff that discharges to nearby watercourses supports clean and healthy base flows needed to support aquatic life while preventing erosion. Applications are designed to mimic nature by allowing rainwater to infiltrate into the ground and make its way back to creeks slowly, as it does in nature. Source controls are not a replacement for a traditional storm system, but rather an augmentation; overflows to the drainage system are still required to manage large rainfall volumes during storms and saturated soil conditions that persist in rainy winter months.

A number of rainwater management applications suitable for streets, parking lots, sidewalks and paths are listed in the *Metro Vancouver Source Control Guidelines (2012):*

- Design roadside boulevards and medians as infiltration areas rather than raised landscaping.
- Create concave landscape areas rather than berms at site peripheries, and in parking lot islands and courtyards.
- Infiltrate into tree wells and structural soils.Increase the depth and organic matter content of landscape soils. Good growing medium soils will be capable of storing water in up to 20% of their volume.

- Drain sidewalks and pathways to boulevards or roadside rain gardens rather than to the curb and gutter.
- Install pervious paving - several types available and is highly suitable for pedestrian areas, overflow parking, and main parking areas
- Consider that even formal, rectilinear urban planters can function as rain gardens.

9.5 Public Art

Public art is another way to animate streets, spaces and facilities while encouraging people to get out and spend time in their community. Public art is referenced in the Official Community Plan: "Support the implementation of public art and culture initiatives where it fits with the character of the neighbourhood."

Art can be used to celebrate community pride and identity, noted in the City's cultural plan, *Imagine Port Coquitlam (2016)* as:

- Small Town Feel
- Active Outdoor Lifestyle
- Rivers, Parks, Trails
- Natural Heritage

Mutant Fish Installation in Gates Park

Art Installation in Lions Park

Examples of art installations in Port Coquitlam include the 'Seeds of Happiness' story walk along the Donald Walkway, Mutant Fish installations in Gates Park, Lions Park art, PoCo Pride art previously installed at the fountain in Leigh Square, and the decorated crosswalk on McAllister Avenue. Another installation to activate public space included Pianos on the Street.

Pianos on the Street

Donald Walkway Story Board

The City's Public Art Places Report (2009) identified the following locations for public art:

1. Parks and Open Spaces
2. Roadways and Infrastructure
3. Rivers and Waterways
4. Gateways
5. Placemaking: Community Connections

Murals, lighting or decorative facades can be installed on City owned infrastructure, while partnerships can facilitate installations on privately owned infrastructure. The City has several murals installed in the downtown core and Shaughnessy underpass that are due for replacement.

Mural Sponsored by the Business Improvement Association

Public art can be used to add vibrancy and character to commercial areas, while drawing customers to support local businesses. It can also be used to create a sense of community in each of the City's neighbourhoods.

Public art incorporated into streetscapes helps to beautify hardscaped environments and reinforce that streets are not just for cars but also places for pedestrians and cyclists to get where they need to go safely and comfortably. Leigh Square serves a dual purpose of a way to pedestrian a space (stop vehicles) and beautify the streetscape. Along with street banners and utility box wraps, public art is recommended for inclusion with the Corridor projects (Section 9.1) and can also be incorporated into strategic locations with the Streetscape projects (Section 9.2).

Mural in Downtown Port Coquitlam

Art Installation in Port Moody

McAllister Crosswalk

Art Installation in Leigh Square

Road and pedestrian bridges offer further opportunities to incorporate colour and art. Artistic design elements can be considered with future bridge replacement projects such as the planned Coquitlam River Bridge replacement with the Lougheed Highway project in Section 10.1 offers an upcoming opportunity.

9.6 Social Spaces

Creative placemaking can be understood as the use of arts and culture by diverse partners to strategically shape the physical and social character of a place in order to spur economic development, promote enduring social change, and improve the physical environment.

A need to create additional outdoor public space during the pandemic prompted the expansion of a number of patios and social spaces throughout the City. These have been very well received by the community and there is continued demand to keep the existing spaces open, and support the expansion of additional locations.

The MTP survey results showed that 71.5% of respondents identified patios, sidewalk cafes, and other social spaces as extremely or very important.

9.6.1 Pop Up Parks and Spaces

The Shaughnessy Pop-up Park was created in 2018 as a temporary public space to fill an empty lot. The space was developed in cooperation with the property owners and the Port Coquitlam Business Improvement Association (BIA) and features a mural wall, new surfacing, children's play features, tables and seating, public art, seasonal flowers, sun sails for shade, stage and built-in access to food trucks.

Pop Up Park in the 2600 Block of Shaughnessy Street

The City should consider the expansion of pop up parks and spaces as opportunities arise through development, in coordination with property owners and the BIA, and for the temporary use of vacant City owned lots.

9.6.2 Patios and Sidewalk Cafes

Patios and sidewalk cafes that support local businesses such as restaurants, cafes and breweries can be located in parking lots, lanes, sidewalks, road rights-of-way and boulevard spaces. The spaces have been well received and used by residents and businesses; there is demand to keep the existing spaces while providing opportunities for expansion.

It is recommended that the City formalize the pilot patio program through the existing encroachment permit process under the *Highway Use Bylaw*. Consideration can be given to the annual fee, which could be reduced or waived, to support local businesses while providing useful space that serves as a community amenity and benefit.

With respect to location, it is helpful to recognize that people like to go where people are; isolated patios or street cafes are typically less successful than those that are grouped in higher pedestrian traffic locations.

Leigh Square Place Patio

Some respondents expressed concerns with of parking competing with public social space, which is always flagged as a concern when existing parking may be lost, no matter how underutilized parking may be – i.e. Port Coquitlam has a number of parking lots in the downtown area, some which experience a fairly low level of demand given their location. Parking supply in the immediate area should be considered where parking spaces are converted to social spaces to ensure there is adequate supply.

Patio in Lane Adjacent to Patina Brewing

SECTION 10 - ROADS

MTP Road projects primarily support the movement of cars, trucks, and goods to and through Port Coquitlam. However, as shared spaces, roads should also be designed to support multiple modes of travel such as walking, rolling, cycling and transit.

Traffic circulation throughout the City's road network is periodically evaluated to consider growth and measure the ability of roadways to regulate traffic in a safe and effective manner. An annual traffic count program was established in 2018 to align with industry standards and provide a consistent, thorough, and pro-active approach to traffic analysis in the City. The rotating program collects data on north/south arterials in year one, east/west arterials in year two, and collector roads in year three. The results are then used to identify operational and capital improvements. Problem locations or specific requests are added to the program in any given year or carried out independently. Counts to support traffic calming applications are carried out independent of the annual traffic count program. It is recommended that the City continue with this approach the use of the data to inform capital and operational improvements.

The Road projects identified for the MTP focus on expansion of the existing network to accommodate growth. With the population in Port Coquitlam expected to grow 31% in the next 20 years, along with considerable growth in neighbouring communities, there is a need to ensure that both traffic and goods can flow efficiently through the City. As the MTP Road projects are growth related, they are also included in the City's Development Cost Charge (DCC) program, and qualify for DCC funding. Given the substantial cost of major road projects, grants and other external funding sources are identified as additional funding sources.

Road projects are planned for implementation with this MTP over the next 20-year period. Project fields include: Project Code, Road Class, Street, Extents, Length, Cost, Requirements, and Notes. A detailed list of Roads projects are located in **Appendix B**. A map with project details is **a**lso available on the MTP webpage at: portcoquitlam.ca/mtp

A brief description of each of the MTP Road projects is provided in the following sections, followed by a section on Road Design standards.

10.1 Lougheed Highway: Westwood Avenue to Shaughnessy Street and Coquitlam River Bridge

The two-part Coquitlam River Bridge is located on Lougheed Highway, Port Coquitlam's primary east-west arterial road and an important regional alternative to Highway 1. Neither bridge meets modern earthquake standards and condition assessment reports recommend replacement of the eastbound steel truss bridge by 2020, and the westbound concrete bridge by 2024.

Eastbound Steel Truss Bridge

Westbound Concrete Bridge

Replacement of the bridges offers an opportunity to provide additional capacity and accommodate active transportation. The 1 km segment proposed for improvements between Westwood Street and Shaughnessy Street is primarily four lanes wide and operates well over its design capacity of 30,000 vehicles per day; it is a well-known pinch-point for traffic. As the region's population grows, traffic delays which are detrimental to the reliable movement of people and goods will worsen, impacting residents and businesses in Port Coquitlam and throughout the region. **Figure 10.1a** shows the project extents for the Coquitlam River Bridge and Lougheed Highway project from Westwood Street to Shaughnessy Street.

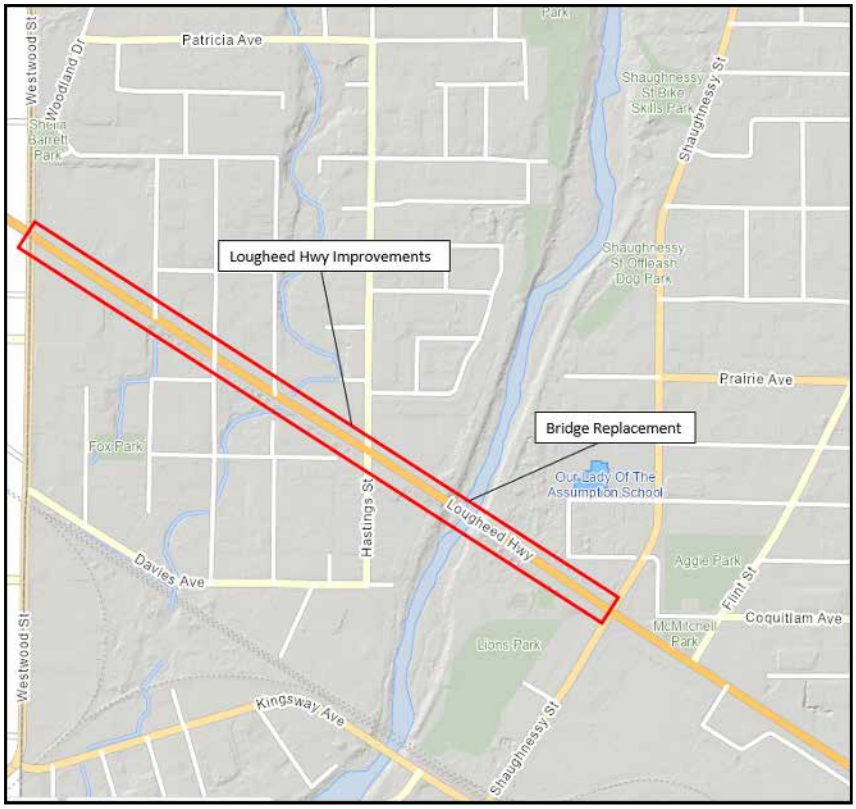


Figure 10.1a: Lougheed Hwy Project Extents - Westwood St to Shaughnessy St

The City partnered with TransLink on a conceptual study in 2017, followed by a functional design in 2018. The design includes: 4 travel lanes, 2 HOV lanes, multi-use path on both sides, street trees, street lights, banners and utility box wraps. **Figure 10.1b** shows a typical cross-section for the Lougheed Highway project from Westwood Street to Shaughnessy Street.

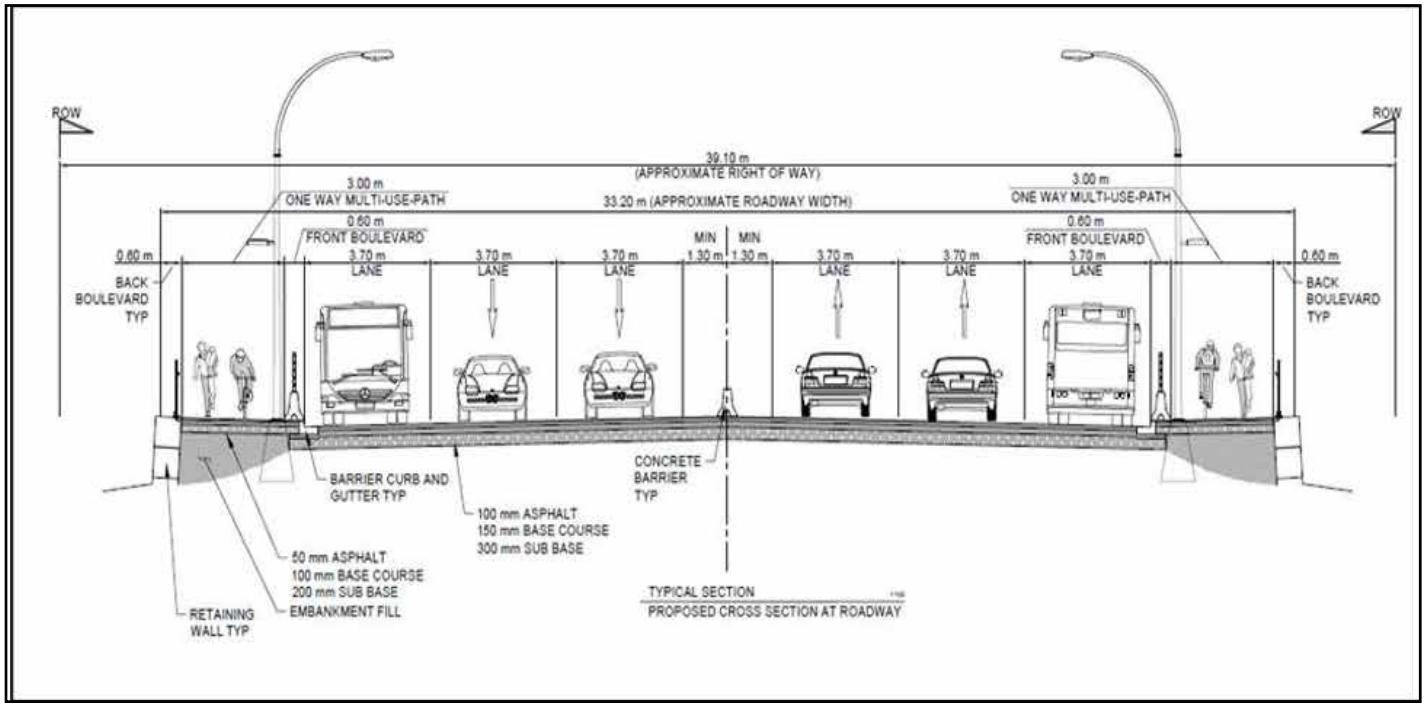


Figure 10.1b: Lougheed Highway Typical Cross-Section – Westwood Street to Shaughnessy Street

A new traffic signal is planned at Raleigh Avenue to facilitate movement in and out of the Woodland North neighbourhood, which will see considerable development in the next few years. Traffic signal upgrades are also planned for the Shaughnessy Street intersection.

HOV lanes contribute to bus speed and reliability along the corridor, while supporting the broader objectives for the safe and efficient movement of regional goods and people. Multi-use paths provide a safe facility for pedestrians and cyclists and connect to network constructed by the City of Coquitlam on Lougheed Highway from Westwood Street to Johnson Street; this provides active transportation continuity between the municipalities, an important connection to the Coquitlam Central Skytrain and transit hub, and completes a missing gap in the TransLink Major Bike Network.

The proposed design can be accommodated with minimal property impacts and minor land requirements at intersections to accommodate turning movements. A construction phasing plan was developed with the functional design to ensure that four lanes of traffic and at least one sidewalk can remain open throughout construction.

10.2 Lougheed Highway: Shaughnessy Street to Sherling Avenue

For continuity along Lougheed Highway, the segment between Shaughnessy Street to Sherling Avenue is also planned for expansion to include four travel lanes, two HOV or dedicated bus lanes, and active transportation infrastructure. **Figure 10.2a** shows the project extents for the Lougheed Highway road project from Shaughnessy Street to Sherling Avenue. The section of Lougheed Highway east of Sherling Avenue is under the jurisdiction of the Ministry of Transportation and Infrastructure.

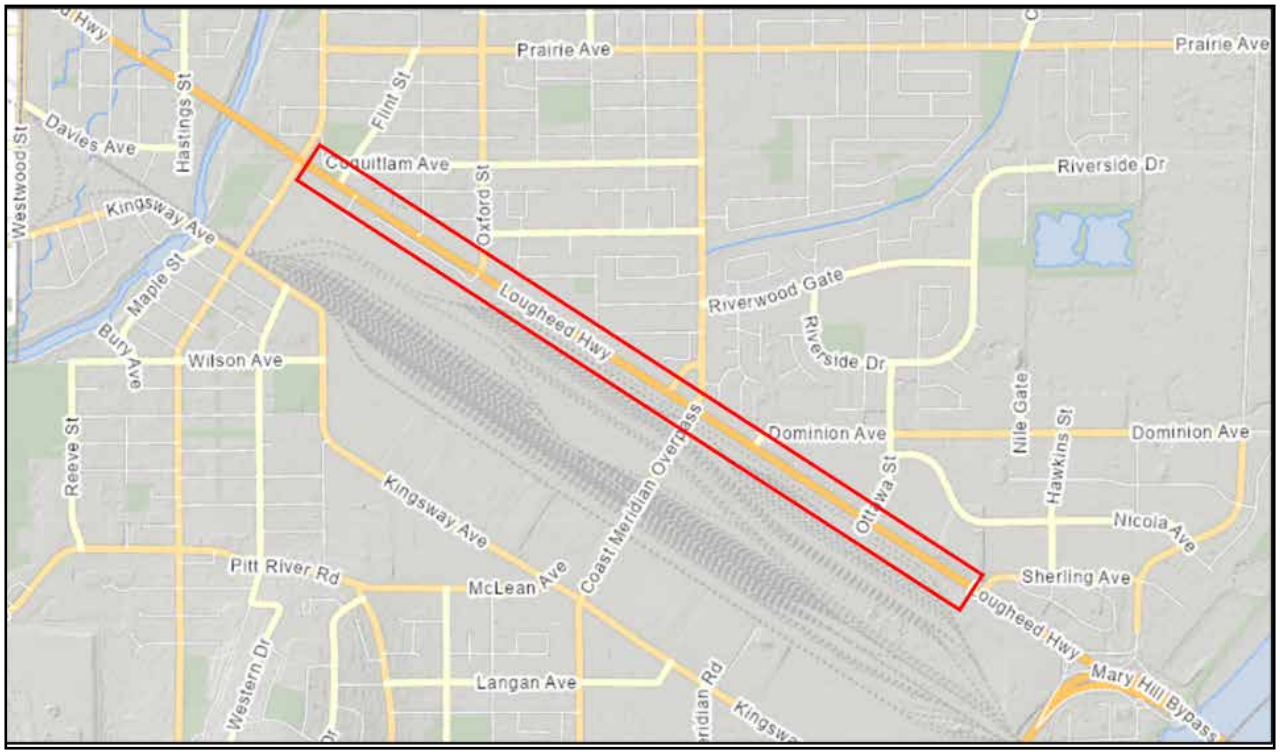


Figure 10.2a: Lougheed Highway Project Extents – Shaughnessy Street to Sherling Avenue

Between Shaughnessy Street and Oxford Street, a multi-use path is proposed on both sides of Lougheed Highway to facilitate access to businesses and transit. East of Oxford Street, A 2-way cycle track and sidewalk are proposed on the north side of the highway. No facilities are proposed on the south side of as there is only the CP rail yard and no destination points adjacent to the highway. **Figures 10.2b** and **10.2c** show typical cross sections for the Lougheed Highway project from Shaughnessy Street to Sherling Avenue.

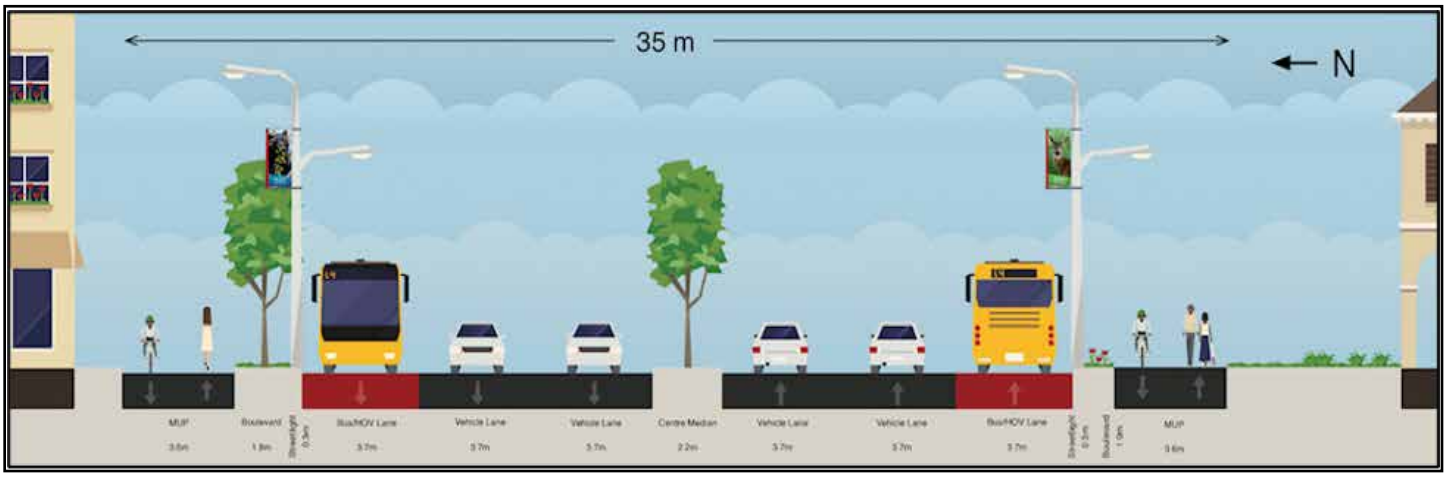


Figure 10.2b: Lougheed Highway Typical Cross Section - Shaughnessy Street to Oxford Street

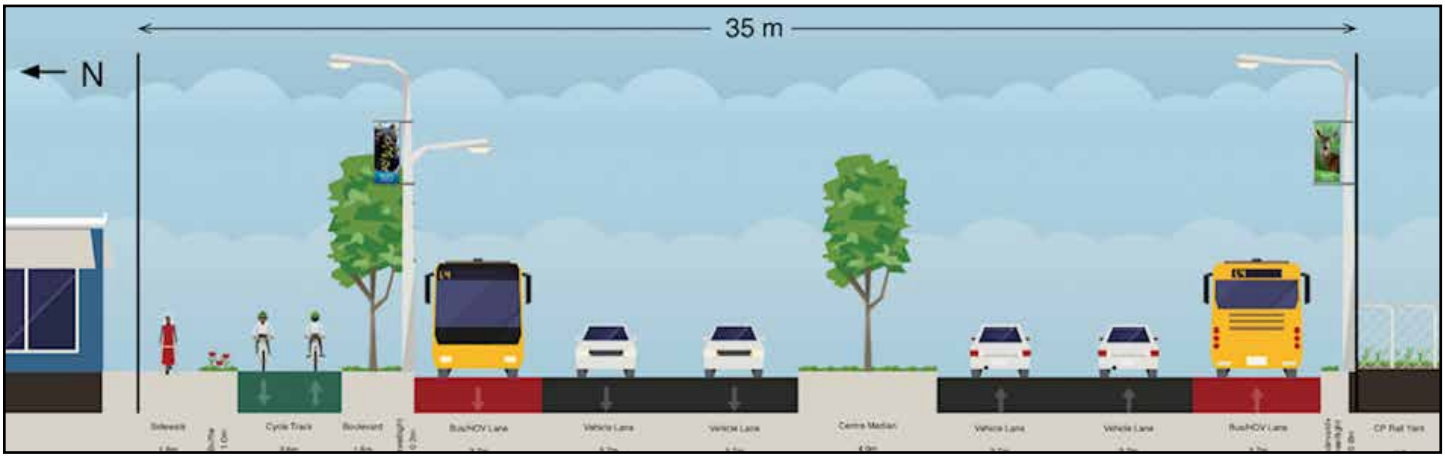


Figure 10.2c: Lougheed Highway Typical Cross Section - Oxford Street to Sherling Avenue

TransLink has indicated the potential for a future Bus Rapid Transit (BRT) line to replace the existing R3 RapidBus service on Lougheed Highway from the Coquitlam Central Skytrain station through Port Coquitlam and east to Maple Ridge. This could be accommodated in the future with a repurposing of the median and HOV lane space. More information on the BRT can be found in Section 11.3.

10.3 Lincoln Connector – Kensal Place to Shaughnessy Street

The Lincoln Connector is a new east-west arterial connection proposed between north Port Coquitlam and Coquitlam City Centre. The project connects the existing segment of Lincoln Avenue at Kensal Place in Coquitlam, via a new bridge connection across Coquitlam River, to the existing segment of Lincoln Avenue at Shaughnessy street in Port Coquitlam. **Figure 10.3a** shows the project extents.

Figure 10.3a Lincoln Connector – Kensal Place to Shaughnessy Street

The Lincoln Avenue crossing of the Coquitlam River was proposed as a two-lane connection between the two cities in the City of Port Coquitlam 2001 and 2013 Master Transportation Plans, as well as the City of Coquitlam 2012 Strategic Transportation Plan (STP) and STP update that is currently underway.

The new east-west arterial road runs parallel to David Avenue to the north, and Lougheed Highway to the south, to provide the additional capacity needed to support regional growth. The Lougheed Highway projects described in Sections 10.1 and 10.2 will provide much needed capacity, but are insufficient to alleviate all of the delays and congestion as the population increases.

The conceptual design for the Lincoln Connector consists of two travel lanes, a two-way cycle track and sidewalk on the south side, a sidewalk on the north side, street trees, streetlights and banners. The bridge crossing is narrowed to minimize environmental impacts and construction costs. **Figures 10.3b** and **10.3c** show the conceptual cross-sections for the Lincoln Connector.

Figure 10.3b: Lincoln Connector Typical Cross Section

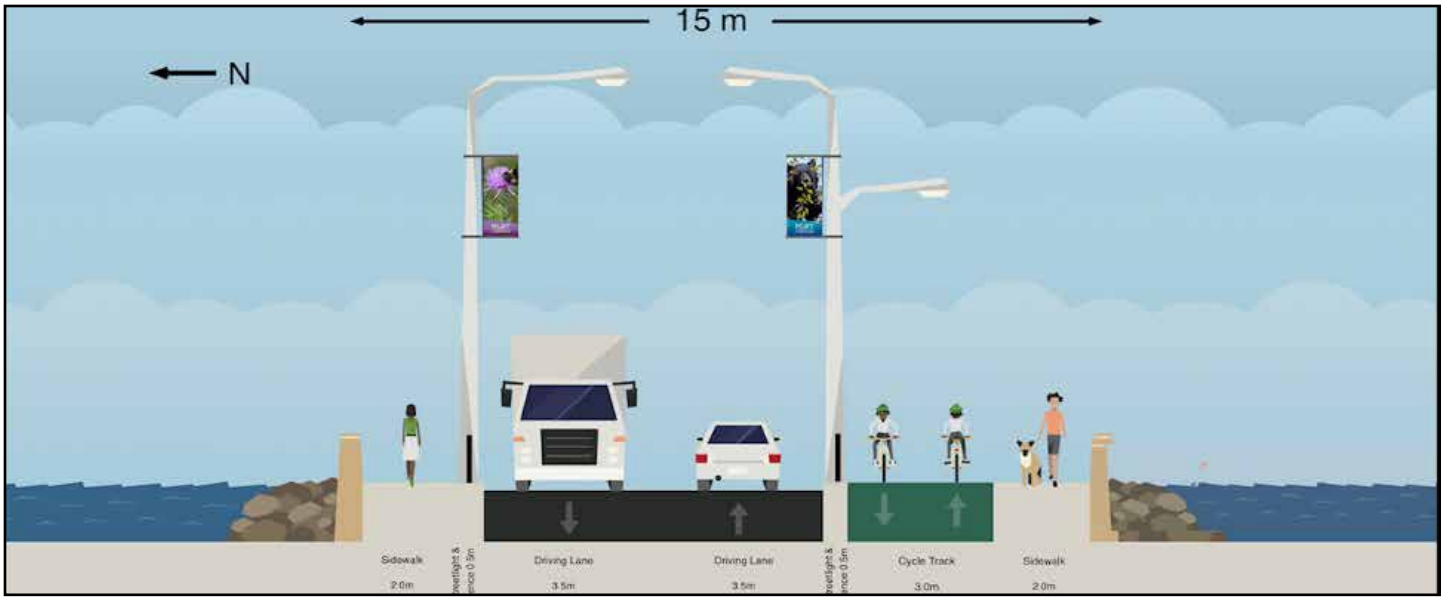


Figure 10.3c Lincoln Connector Bridge Typical Cross Section

The Lincoln Connector road project, in combination with the Lincoln Streetscape project will provide a continuous east-west connection for vehicles along Lincoln Avenue from the Lincoln SkyTrain Station, Douglas College and City Centre in Coquitlam to Coast Meridian Road in Port Coquitlam. Active transportation facilities are proposed on the same corridor, and all the way east to the Fremont Connector, with the trail upgrades through the Hyde Creek Nature Reserve identified in Section 7.

Construction of the Lincoln Connector crossing of Coquitlam River could also support the potential relocation of the Patricia Avenue pedestrian bridge when it is due for replacement. Since active transportation facilities will be provided along the Lincoln corridor, relocating the Patricia Avenue bridge further to the south (ideally to a Kitchener Avenue/Dorset Avenue alignment) would provide better accessibility and network distribution for the north side of Port Coquitlam.

10.4 Fremont Connector: Victoria Drive to Dominion Avenue

In 2021, Port Coquitlam and Coquitlam completed the preliminary design for the Fremont Connector, a 4.7-kilometre new intermunicipal arterial road connecting Port Coquitlam to northeast Coquitlam. The alignment, as shown in **Figure 10.4a**, has the following routing:

- Follows the existing Fremont Street road allowance from the east end of Victoria Drive south to Lincoln Avenue;
- Continues south from Lincoln Avenue along Devon Road, Prairie Avenue and Burns Road; and
- Joins the completed southern section of the Fremont Connector, which connects to Lougheed Highway and the Mary Hill Bypass

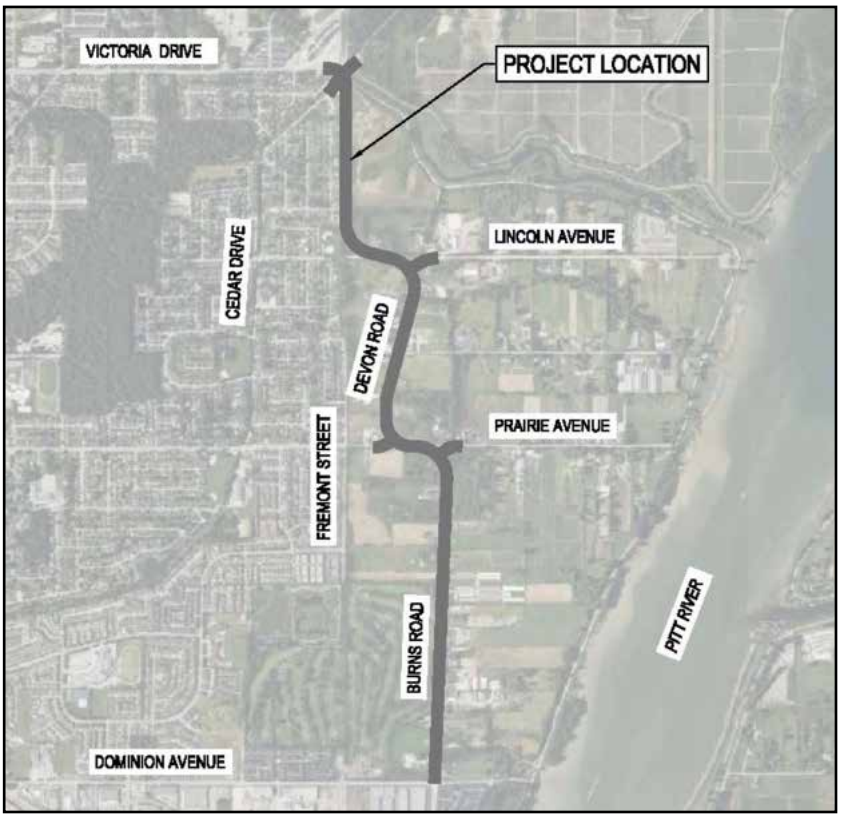


Figure 10.4a: Fremont Connector – Victoria Drive to Dominion Avenue

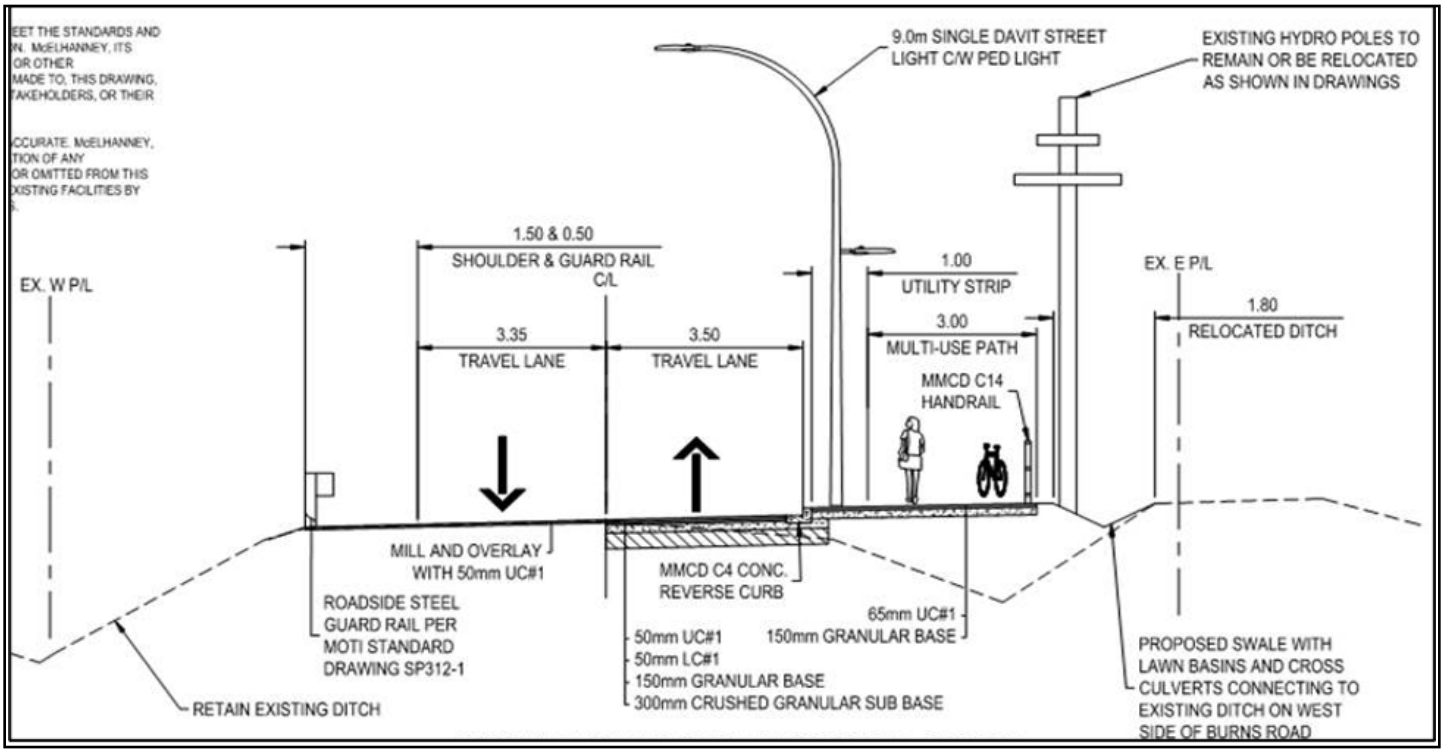


Figure 10.4b: Fremont Connector Typical Cross-Section

The preliminary design for Fremont Connector consists of two travel lanes, a multi-use path, streetlighting and intersection improvements. The multi-use path transitions from the east side to the west side of the road north of Prairie Avenue. Detailed design and construction of the project is planned to take place over the next 2-3 years. **Figure 10.4b** shows the proposed typical cross-section for the Fremont Connector from Victoria Drive to Dominion Avenue.

The Fremont Connector project brings important transportation improvements to support substantial growth in Coquitlam's northeast sector, and provide relief from increased development related traffic that has strained Port Coquitlam road networks including Coast Meridian Road, Cedar Drive, Prairie Avenue, Riverwood Gate, Riverside Drive and Ottawa Street.

10.5 Shaughnessy Street Underpass

The CP Rail line and yard is one of Port Coquitlam's major economic and employment generators. However, it also creates the largest barrier to mobility through Port Coquitlam.

The Shaughnessy Street Underpass is the most centrally located crossing and an important portal to downtown. The two-lane arterial road is often congested with vehicles and transit. There is heavy pedestrian use on the existing narrow sidewalk and no existing accommodation for cyclists or other wheeled users.

Shaughnessy Street Underpass (looking south)

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. Instead, the City has previously explored the option of a tunnel on the east side of the existing roadway to accommodate active transportation users. **Figure 10.5a** shows the proposed project extents for the Shaughnessy St Underpass active transportation tunnel.

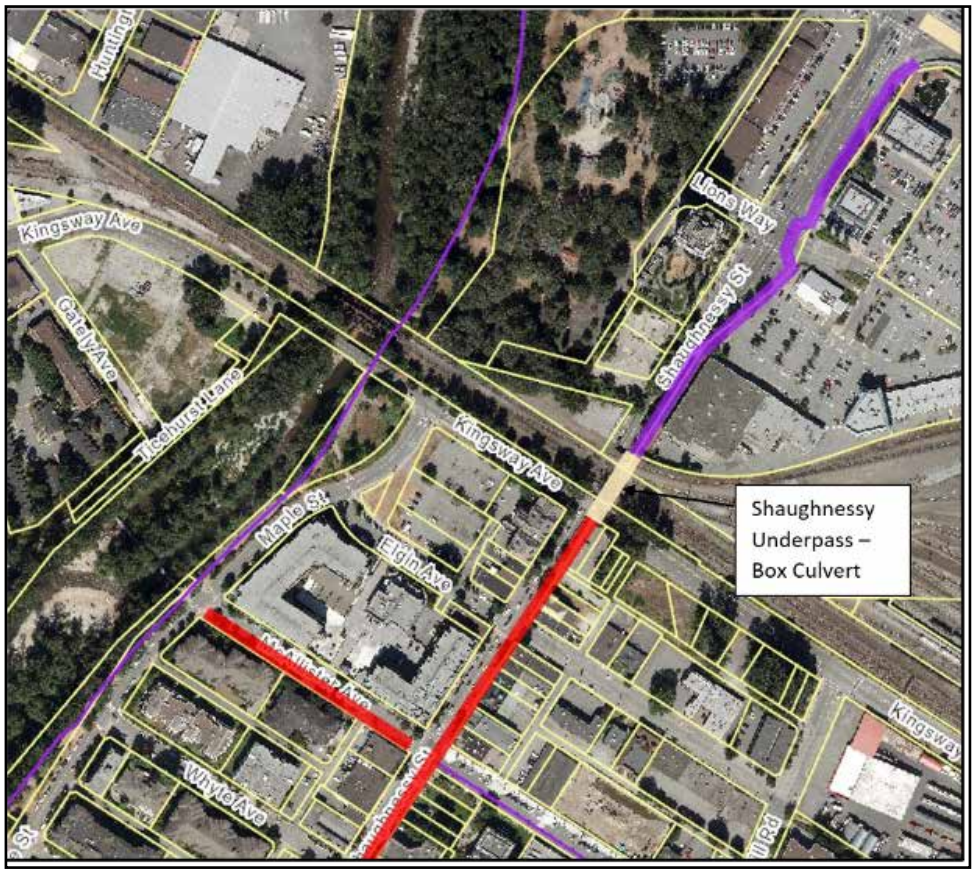


Figure 10.5a: Shaughnessy St Underpass – Active Transportation Tunnel

The active transportation tunnel could be constructed as a box culvert situated on the east side of the existing underpass to connect the proposed cycle track and existing sidewalks on the south side (red line) to a proposed multi-use path on the north side (purple line).

A minimum width of 4m and height of 3m is recommended for the tunnel, along with good lighting, murals and/or other activations to create a sense of safety and comfort. **Figure 10.5b** shows a cross-section concept for the Shaughnessy Underpass active transportation tunnel.

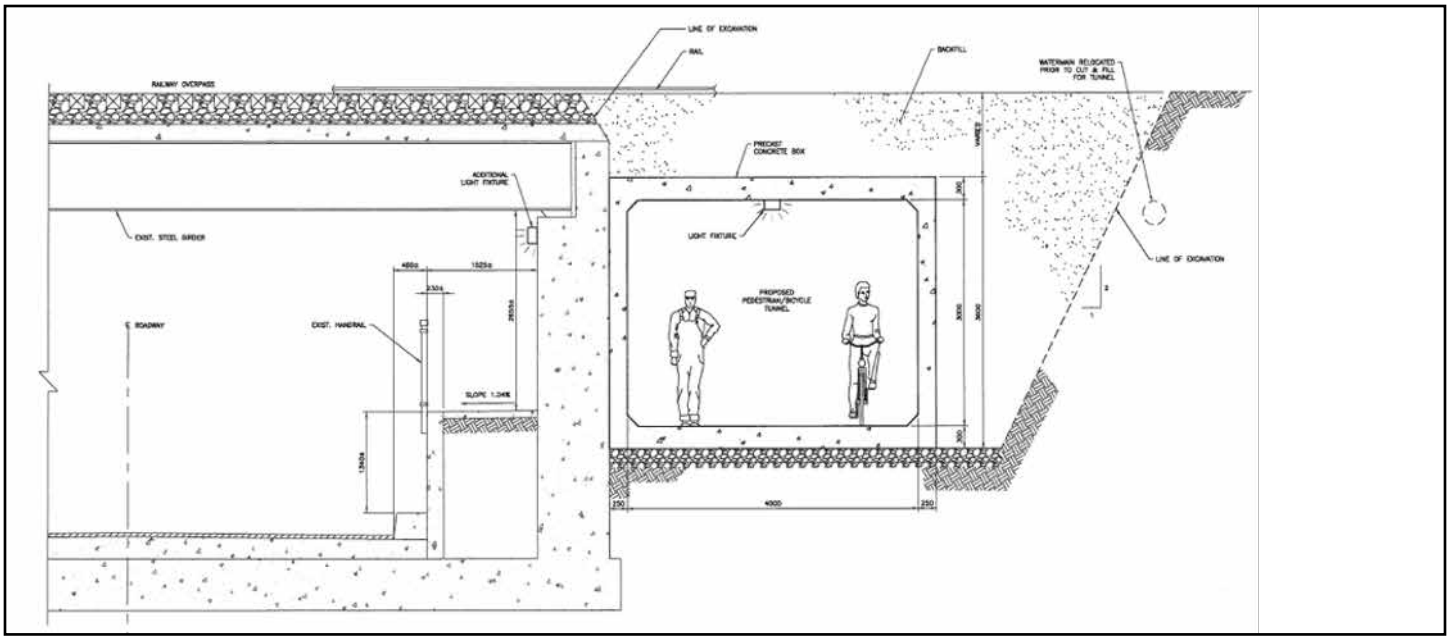


Figure 10.5b: Shaughnessy St Underpass – Tunnel Cross Section

It is recommended that the City complete a feasibility study to determine the practicality of the concept, anticipated costs, coordination requirements with CP rail, construction phasing and timing. The feasibility study could then be used to explore funding partnerships and apply for grants and external funding.

10.6 Canadian Pacific Railway Crossings

There are six road crossings of the Canadian Pacific (CP) rail line and yard within Port Coquitlam, as shown in **Figure 10.6**:

1. Pitt River Road at Lougheed Highway
2. Westwood Street at Davies Avenue
3. Westwood Street at Kingsway Avenue
4. Shaughnessy Street Underpass
5. Coast Meridian Overpass
6. Mary Hill Bypass

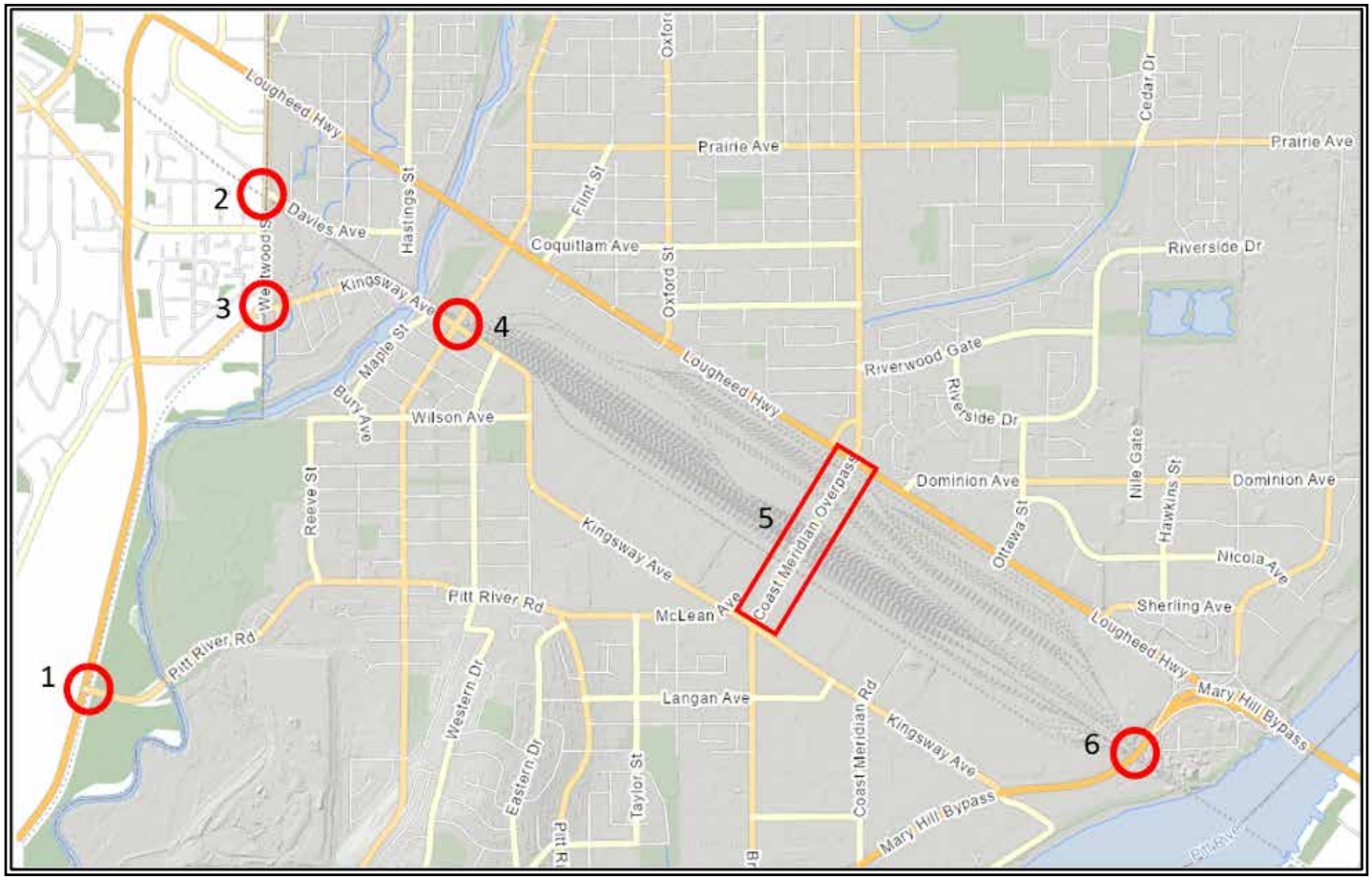


Figure 10.6: CP Rail Crossings in Port Coquitlam

The Port of Vancouver is Canada's largest port. Each day, goods from across Canada arrive at the port for export, and goods from around the world arrive to be imported to Canada. Trade is growing, which means more goods-movement traffic and from the port by rail and road through the Lower Mainland. As part of their mandate to facilitate Canada's trade objectives, the Vancouver Fraser Port Authority (Port) is working with partners on projects to ensure efficient road and rail networks in the region, and to address the impacts of increasing trade, including on safety, congestion, community access and general livability.

Anticipated benefits of the projects include:

- Improved public safety: reduced risk of collisions between trains and people walking, cycling, and driving.
- Better emergency response: allows first responders to get to incidents faster and more easily.
- More reliable commutes: improved reliability of roads that won't be blocked by rail traffic.
- Reduced congestion: improved mobility for local residents and more efficient goods movement.
- Reduced GHG emissions: elimination of wait times for vehicles at train crossings means reduced emissions and reduced energy requirements.
- Increased job opportunities: growth in trade means growth in local jobs.
- Public space improvements: inclusion of Indigenous cultural recognition, public art, seating, integration of native species in landscaping plans, etc.
- Improved connections for walking and cycling: enhanced walking and cycling facilities associated with the crossings.

Through a collaborative planning process that involved the Port, TransLink, B.C. Ministry of Transportation and Infrastructure, the Greater Vancouver Gateway Council, and Transport Canada, a number of crossings were identified as priorities for upgrading. In 2018, the Port received funding from Transport Canada's National Trade Corridors Fund to complete studies and preliminary work for the following projects:

- Colony Farm Road at Lougheed Highway Overpass
- Pitt River Road at Lougheed Highway Overpass
- Westwood Street at Davies Avenue Underpass
- Westwood Street at Kingsway Avenue Overpass

Coordinating the above projects with Canadian Pacific Rail's plan to twin five kilometres of rail track in its Westminster Subdivision (Led by CP).

Work was undertaken from 2019 to 2022 in collaboration with the City of Coquitlam, City of Port Coquitlam, local Indigenous groups, Canadian Pacific Railway and other directly affected parties to ensure the projects addressed their particular needs. An update on each of the projects is provided below.

Colony Farm Road Overpass – studies and preliminary design work exploring the closure of the existing Colony Farm Road Railway crossing were completed in 2021 with funding from Transport Canada's National Trade Corridors Fund. Detailed design and construction are subject to additional funding, the timing for which is currently uncertain.

Pitt River Road Interchange – studies and a preliminary design were completed for a tight diamond interchange of Pitt River Road and Lougheed Highway, with the railway passing below. Detailed design and construction are subject to securing additional funding, the timing for which is currently uncertain.

Pitt River Road – Existing At-Grade Crossing

Westwood Street at Davies Avenue – Existing At-Grade Crossing

Westwood at Davies Underpass - studies and preliminary design work were completed for an underpass design with a bridge for rail traffic. The existing four lanes on Westwood Street would be maintained and there is space for an additional rail track if needed in the future, benefiting trade and the local community. To improve active transportation connections in the area, the design includes a multi-use path on both sides of the underpass. Detailed design and construction are subject to securing additional funding, the timing for which is currently uncertain. If funded and constructed, the above improvements would enable trade growth while also improving safety, community access, and reliability for all road users.

Westwood at Kingsway Overpass - studies and preliminary design work were completed for a possible underpass or overpass at Kingsway Avenue. Twelve (12) potential design options were considered and compared to a "do nothing" base case to evaluate the following factors: financial, mobility and safety, social and community, and environmental. While some options could improve mobility and safety, none could be achieved without significant costs and challenging tradeoffs like environmental and community impacts. In the end, an option was not identified that would offer a considerable advantage over the existing at-grade crossing condition.

Westwood Street at Kingsway Avenue - Existing At-Grade Crossing

10.7 Mary Hill Bypass Improvements

The Mary Hill Bypass (MHB) is under the jurisdiction of the BC Ministry of Transportation and Infrastructure (MoTI), with bus service delivered by Coast Mountain Bus Company (CMBC), a subsidiary of the South Coast British Columbia Transportation Authority (TransLink). A number of bus stop, active transportation, and intersection improvements are needed on the Mary Hill Bypass. The City of Port Coquitlam is seeking cooperation and support from the Ministry of Transportation and Infrastructure to construct improvements in coordination with other stakeholders.

10.7.1 Intersection Improvements

Historically, accidents have led to the frequent closure of the bypass and frustration for Port Coquitlam residents and other bypass users. The intersections of Broadway Street and Shaughnessy Street require immediate improvements; the absence of acceleration lanes at these locations mean that vehicles leaving Port Coquitlam wait long periods for a safe gap in traffic which results in excessive queuing and illegal driving behaviors from frustrated motorists. Of greater concern is that vehicles have no room to accelerate in order to merge safely with vehicles traveling on the MHB. Additionally, the left tum lanes for vehicles entering Port Coquitlam from the bypass onto Shaughnessy and Broadway Streets do not have adequate storage. Consequently, turning vehicles end up queuing beyond the designated turning lanes into the travel lanes. This impedes traffic flow and presents safety issues for vehicles traveling on the bypass. Similar improvements are required at the intersections of Pitt River Road and Kingsway Avenue on the MHB.

10.7.2 Bus Stop Improvements

Four bus stop locations have been identified for improvements on the MHB at Kingsway Avenue and Broadway Street in Port Coquitlam (**Figure 10.7**). The MHB is a regional road carrying large volumes of traffic at speeds of 60-80 km/hr. As shown in the photo below, bus patrons presently have to walk up the unprotected shoulder of the highway with no sidewalk and wait in an area exposed to traffic for the bus. Additionally, there is no westbound bus stop at Broadway Avenue to serve an industrial/commercial area with many employees.

Bus Patrons Waiting on the Shoulder of the Mary Hill Bypass at Broadway Street Stop

Bus Patrons Waiting on the Shoulder of the Mary Hill Bypass at Broadway Street Stop

The City and CMBC have been advocating for bus stop improvements at these locations for several years. CMBC has concept designs which were originally developed in 2006 and attests to the number of years the projects are outstanding. The City has committed to providing transit shelters through their current supplier. Partial funding may be available through TransLink to help fund the bus stop improvements.

10.7.3 Active Transportation Improvements

In December of 2020, MoTI announced a new trail connection between Argue Street and Maquabeak Park. Unfortunately, this announcement was rescinded and this important trail connection remains a gap in the active transportation network.

10.7.4 Mary Hill Bypass Corridor Study

MoTI completed a Highway 7B Mary Hill Bypass Corridor Study in July 2021 which documented the mobility and safety issues identified above. The need for bus stop improvements was identified as an immediate safety risk. Figure 10.7 shows the locations.

The study referenced the ICBC dataset which reported over 1,936 collisions over a four-year period between 2014 and 2017 on the corridor, implying 484 collisions per year or equates to just over one collision every day. Intersections are the most common location for collisions and interchanges were recommended at the Shaughnessy Street and Broadway Street intersections to remove the highest volume and speed vehicle movements. These improvements were identified to provide the greatest benefit to traffic operations and recommended for short term implementation. MoTI has design work currently underway for the Shaughnessy Street interchange but has not confirmed construction funding for the project. The Broadway Street interchange has been considered, but is not yet scheduled for design or construction.

The study also recognized the importance of improving active transportation connections along the MHB and recommended a parallel multi-use path corridor rather than shoulder widening on the existing roadway. Upgrades to the existing Traboulay PoCo Trail and a new multi-use path connection between United Boulevard and Shaughnessy Street were proposed to achieve this. It was identified that the new multi-use path passes through ecologically and archaeologically sensitive areas and professional investigation was recommended to further design development.

Given the risk and safety concerns acknowledged at these locations, the City is advocating for MoTI to implement the bus stop improvements immediately, move forward construction of the Shaughnessy Street intersection and design of the Broadway Street intersection, and proceed with further design for the active transportation improvements as soon as possible.

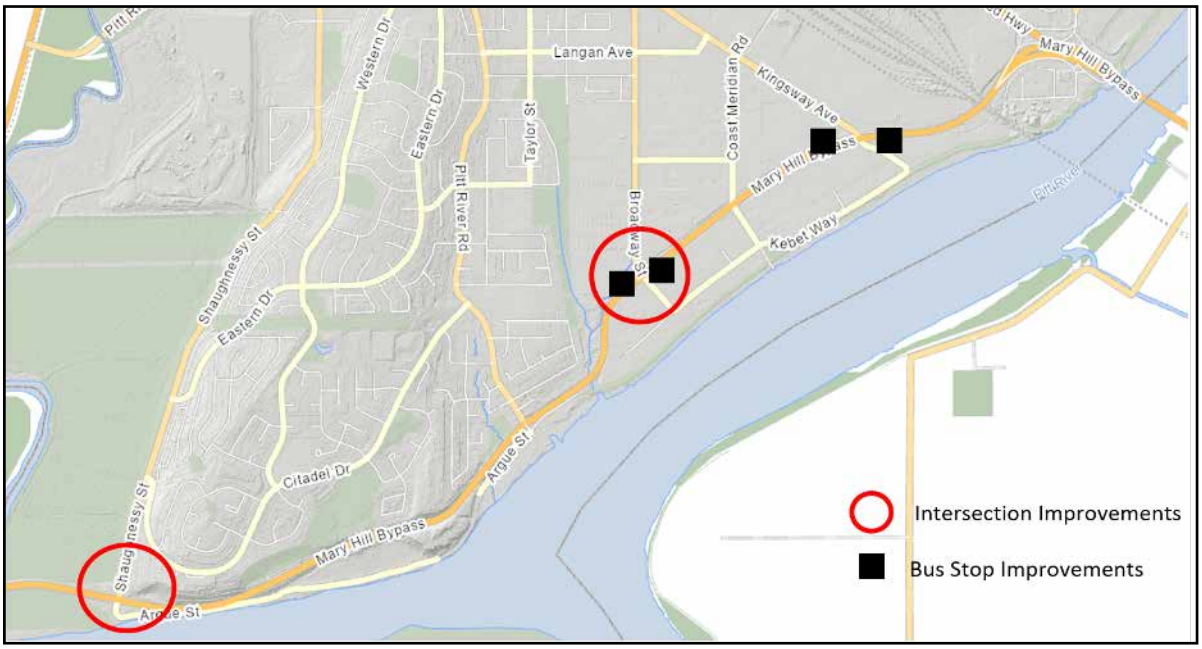


Figure 10.7: Mary Hill Bypass Intersection and Bus Stop Improvements

10.8 Road Design Standards

The MTP identifies a number of projects that have been planned with a consistent approach and current engineering practices. Beyond these locations, there are modifications the City can make with respect to policy, design or construction specifications to support a consistent approach to transportation improvements across the City by staff, contractors and developers.

These include, but are not limited to:

- Highway Use Bylaw changes to establish patio and sidewalk café encroachment agreements.
- Servicing Bylaw updates to include street trees in boulevards with adequate space to support tree health and longevity.
- Servicing Bylaw updates to require a sidewalk on at least one side of all local roads, and sidewalks on both sides for Collector and Arterial roads.

SECTION 11 - TRANSIT

Public transit forms a critical part of the transportation network in Port Coquitlam, with a network of buses and trains that move the second largest number of people aside from personal vehicles. Transit offers competitive travel times over longer distances, reduces traffic congestion, and helps to meet carbon reduction goals. It also provides an accessible and affordable means of transportation for those that cannot drive, or choose not to.

TransLink is the statutory authority mandated to plan, manage, and provide a regional transportation system that moves people and goods. Important actions for TransLink include regional investment in walkways, bikeways, and transit service; to co-facilitating and co-funding transit priority measures and dedicated transit lanes; and the implementation of a regional transportation strategy which sets out the goals, directions, and key initiatives for the system. *Transport 2050* is the current regional transportation strategy that was implemented in 2022. Coast Mountain Bus Company (CMBC) is the contract operator for bus transit services in Metro Vancouver and a wholly owned subsidiary of TransLink.

Local governments in the region are responsible for land use, development, and many parts of the transportation system including sidewalks, bikeways, roads, bus stops, parking, and curb space. Although municipalities are the road authority, their local transportation infrastructure and systems need to be designed and managed consistently with the goals and actions of Transport 2050.

TransLink's *Transport 2050* goal is to provide convenient transportation choices that are reliable, affordable, safe, comfortable and carbon-free. An efficient and fair transit system must be able to serve diverse demands, including the needs of those who are unable drive such as youth, seniors, and persons with limited mobility. Others may be unable to afford a vehicle, and young adults are increasingly forsaking vehicle ownership. As demonstrated by the recent pandemic, transit also plays an important role in providing basic mobility for essential workers.

Citizens expect to be able to travel within their community and across the region sustainably, including the use of electric powered buses and trains. A fast and reliable public transit system that maintains a high-quality customer experience will attract and retain ridership over time. Transit in Port Coquitlam is currently served by frequent transit via the West Coast Express and R3 RapidBus lines as well as regular bus services. Frequent transit is defined as a corridor with transit service running at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. Customers traveling along FTN corridors can expect convenient, reliable, easy-to-use services that are frequent enough that they do not need to refer to a schedule.

11.1 West Coast Express

The West Coast Express (WCE) is a high-quality commuter rail link that allows for fast and efficient access to Central Vancouver and serves nearly 3,000 customers per day. The Port Coquitlam WCE Station is a transit hub for local bus routes and the West Coast Express, and has a parking lot capacity of 267 stalls.

11.2 R3 RapidBus

Another frequent transit service provided in Port Coquitlam is the RapidBus R3 service on Lougheed Highway which operates from Coquitlam Central Station in Coquitlam, through Port Coquitlam and Pitt Meadows, to Haney Place in Maple Ridge.

RapidBus lines are intended to provide faster, more frequent and reliable bus service that is at least 20% faster than local buses. The hybrid articulated buses with all door boarding and stops spaced further apart are also designed to enable less stopping and more efficient travel on longer distance corridors. The RapidBus stops at Westwood Street, Shaughnessy Street and Oxford Street in Port Coquitlam are also equipped with amenities such as real-time information display, transit shelters, and accessibility features.

Lougheed Highway is a significant source of transit delay in the sector and the highest delay link in Port Coquitlam with a daily person delay of 420 hours and daily bus delay of 40 hours. In combination with local buses, approximately 43 buses per hour operate along this corridor with a daily person load of 3,000 to 3,400 per direction.

Improvements such as dedicated bus lanes, HOV lanes, signal timing and transit priority improvements at intersections are included in the scope of the Lougheed Highway road projects described in Section 10 to support faster and more reliable bus service while improving the travel efficiency of other roadway users.

11.3 Bus Rapid Transit (BRT)

One of the 10-year priorities identified in the *Transport 2050* regional transportation strategy is to upgrade the R3 RapidBus line into a fully separated Bus Rapid Transit (BRT) line with dedicated bus lanes and Transit Signal Priority. BRT is a fully traffic separated rapid transit system that provides high-frequency, high-capacity service on high-demand corridors. It can be built at a portion of the cost of rail-based technology in a fraction of the time. A Bus Rapid Transit system has three defining characteristics:

- **Traffic separation and signal priority**: to support speed and reliability, BRT vehicles are separated from general traffic in their own lanes and given priority over general traffic at intersections to support speed and reliability.
- **Fast and convenient boarding**: to keep the system fast, customers prepay and board through multiple doors, minimizing the amount of time a vehicle needs to remain stopped. Stations are modern, high quality, and built at street level, making them easy to access.
- **Specialized vehicles**: to enable high passenger capacities, buses are articulated and have spacious interiors, which in combination with amenities help put the customer experience at the forefront. Vehicles would be electric or produce zero-emissions with advanced driver assistance controls, ensuring a smooth ride.

BRT can be accommodated on the Lougheed Highway in the future with a repurposing of the median and HOV lane space planned along the corridor in the Roads projects in Section 10.

11.4 SkyTrain Extension

Another one of the 10-year priorities identified in the *Transport 2050* regional transportation strategy is to undertake an exploratory business case to extend SkyTrain to Downtown Port Coquitlam.

Recent expansion of the SkyTrain system to nearby communities of Port Moody, Coquitlam and Surrey has resulted in increased land use densification and positive progress towards strategies in affordable housing, mode shift, and the CleanBC objective to lower climate-changing emissions by 40% by 2030.

The population of Port Coquitlam is twice that of Langley City, which recently had a business case approved for nearly $4B of capital investment in a SkyTrain extension from Surrey. Continued efforts are needed to advocate for a SkyTrain extension to Port Coquitlam that supports increased investment in a vibrant downtown core.

11.5 Transit Stop Improvements

There are 12 transit routes in Port Coquitlam including R3 RapidBus, and four key local bus lines of 160, 188, 701, and 791 as shown below in **Figure 11.5**.

Municipalities are responsible for providing walking and cycling connections to transit, and amenities at transit stops. Bus stop amenities such as pedestrian landings, wheelchair access pads, benches, shelters, lighting and garbage/recycling cans make transit more accessible, comfortable and inviting to use. In combination with the provision of walking and cycling infrastructure to transit stops, this supports more people choosing transit instead of a vehicle for some of their trips.

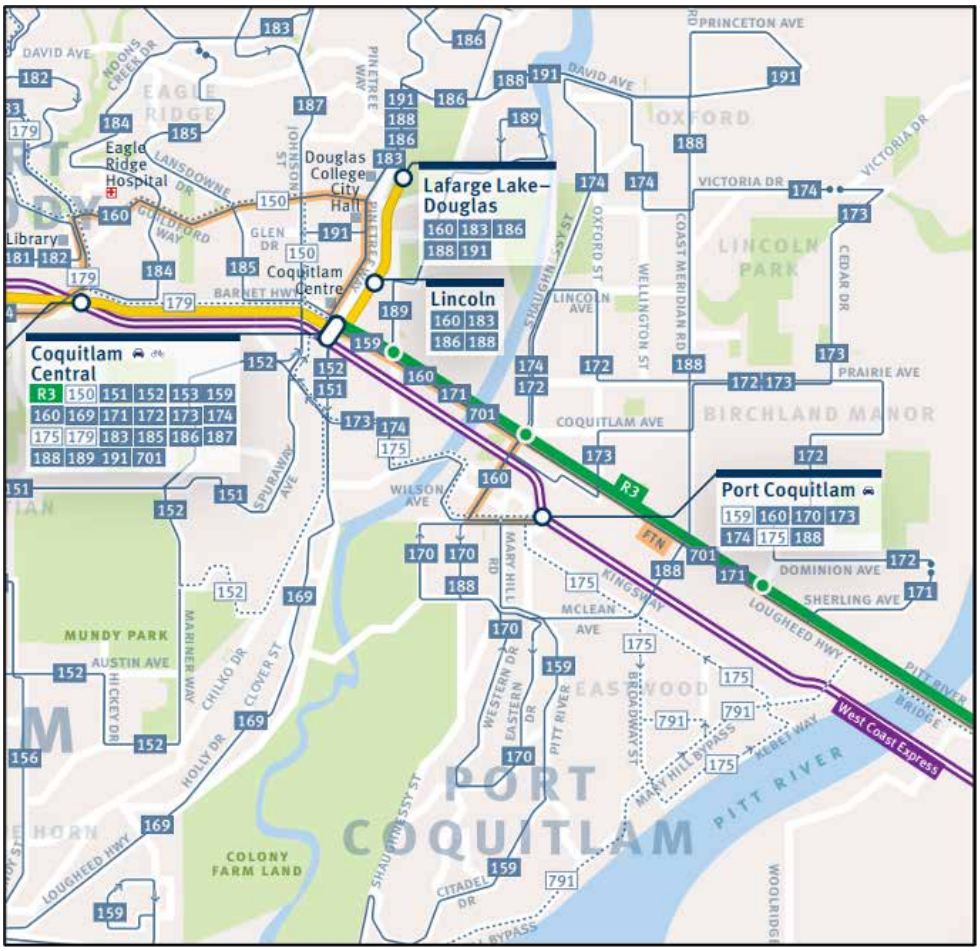


Figure 11.5: Transit Routes in Port Coquitlam

There are 235 transit stops in Port Coquitlam with a current count of 12 City transit shelters, 37 Pattison shelters and 55 Pattison benches. The City has a transit shelter and bench expansion program with an objective of providing a shelter at every bus stop with sufficient space, and benches at all others. The City's contract with Pattison Outdoor Advertising provides benches or transit shelters with garbage/recycling bins at a number of stops. The City collects a portion of advertising revenue from Pattison which is used to fund the installation of City transit shelters at stops which do not have the space or advertising potential for a Pattison shelter; the City shelters have modified designs to fit in confined spaces. Not all stops have garbage/recycling cans, and the City should endeavor to provide these at every stop for the convenience of users and to maintain cleanliness.

Pattison Transit Shelter and Garbage/Recycling

City Transit Shelter

11.6 Transit Priority Improvements

Buses are the workhorses of the transit network, carrying more than 60% of transit customers in the region. Traffic congestion greatly affects the speed and reliability of buses which results in delays and unpredictability for transit users. It also increases the cost of providing transit service which reduces the amount of service that can be provided; it costs TransLink over $80 million per year to maintain bus frequencies in congested traffic conditions.

TransLink collaborates with municipalities to assess project opportunities to improve bus travel times. Considerable investments in recent years on bus priority projects have improved customer travel times by up to 35% and pay for themselves as buses are used more efficiently. TransLink's *Bus Speed & Reliability Report (2023)* summarizes the causes of bus delays and its impacts on customers and operations. It also demonstrates how TransLink and municipal partners have successfully reduced delays through investments in bus priority measures in recent years. The report identifies hotspots across the region, along with guidance for future investments to improve customer experience and operational efficiency. Different bus priority measures can be used to address different kinds of delays.

- **Bus /BAT Lanes**: dedicated bus lanes are exclusive to buses at all times; Business Access & Transit (BAT) lanes allow vehicles to make right-turns. Peak-hour bus lanes allow for general use or parking during off-peak times.
- **Approach Lanes**: short, dedicated lanes at intersections that separate buses from traffic queues. Approach lanes allow buses to bypass traffic queues and proceed through the intersection on the green light with other motorists.
- **Queue Jumps**: short dedicated transit lanes (i.e. approach lanes), or a shared turn pocket, paired with a transit signal treatment that allows buses to get ahead of traffic at an intersection.
- **In-Lane Stops** (Bus Bulbs/Floating Bus Stop): allow buses to stop directly in the travel lane in front of the bus stop. Bus bulbs or island bus stops may be used to create the in-lane stop.
- **Signal Upgrades**: new signal or signal phase to facilitate buses through the intersection.
- **Turn Restrictions**: limit left or right turns for general traffic to reduce delay for buses and other vehicles traveling along a corridor.
- **Bus Stop Balancing** (aka consolidation); thoughtful removal and/or relocation of bus stops along a corridor to achieve more consistent spacing, maintain convenient access, and provider faster, more reliable service.
- **All-Door Boarding**: All-door boarding is an operational policy that allows customers to board a bus at any open door.

TransLink funding is available for up to half the cost of transit priority projects. TransLink has identified the following opportunities for transit priority improvements in Port Coquitlam to reduce bus delays, especially during peak periods:

- Queue jump on Shaughnessy Street southbound at Lions Way
- Bus lanes along Wilson Avenue between Shaughnessy Street and Donald Street
- Peak Hour Bus Lanes:
    - Using parking lanes as afternoon peak period bus lanes on Wilson Avenue westbound between Donald Street and Kingsway Street
    - Using parking lanes as afternoon peak period bus lanes on Shaughnessy Street between Wilson Avenue and Kingsway Avenue

SECTION 12 - SUSTAINABILITY/ NEW MOBILITY/TECHNOLOGY

Port Coquitlam is a dynamic community that faces broader demographic, social and economic trends that impact the movement of people and goods. Port Coquitlam has a relatively low average age in the region with relatively large 'under 30' and 'over 65' population cohorts. Older residents are active users of the sidewalk and trail network with high expectations for the quality of walking, cycling and pedestrian safety infrastructure. Younger residents are increasingly forsaking private vehicle ownership and living in multi-family and higher density residences. Port Coquitlam is becoming more diverse and welcoming newcomers from across the province, country and globe who are accustomed to public transportation and active transportation modes.

In the MTP public survey, 80% of respondents valued sustainable transportation as important. There are a plethora of new mobility modes and technologies that help reduce vehicular congestion, pollution, and/or dependence on vehicle ownership in support a healthy environment and livable community, and others will continue to arise over time. While 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.

Through the CleanBC Plan, the Province is taking action to meet its climate goals and prepare for the impacts of climate change, however the plan requires collaboration at all levels of government. Municipal governments are doing their part to reduce vehicle emissions through transportation plans and infrastructure investments that support the use of active, shared, and public transportation over personal vehicles.

12.1 Car Sharing and Ride Sharing

Metro Vancouver has over 3,000 car share vehicles from four providers, two of which were founded locally (Modo and Evo); the usage rate is 4.2 car share vehicles per 1,000 people. Two designated Modo car share locations have operated in the Port Coquitlam downtown area since 2018, with a third location since added (**Figure 12.1**).

As the number of car share subscribers in an area is the most effective way to increase the number of vehicles available, municipalities should work closely with operators to encourage use. Port Coquitlam should continue to provide a supportive environment by dedicating car share designated parking in accessible locations and encouraging development proposals that incorporate car sharing. Based on surveys in the region, the most popular type of car share is a free-floating care share, which is not currently offered in Port Coquitlam.

Car share members are typically affluent millennials (75% are less than 40) and convenience driven. More than half have multiple memberships and will readily replace local, non-commuting trips in higher density urban areas. While the early adopters may have been attracted to car sharing for philosophical reasons (owning less, living more), others are making the switch for more economical or pragmatic reasons. Some households are choosing to give up a second car to save on operating, maintenance and insurance costs, particularly when a second car sits idle most of the time.

Others choose car sharing for trips as an affordable alternative to a rental car. Other advantages are free parking in cities where car share companies have designated spots or allow car share parking in resident-only permit areas.

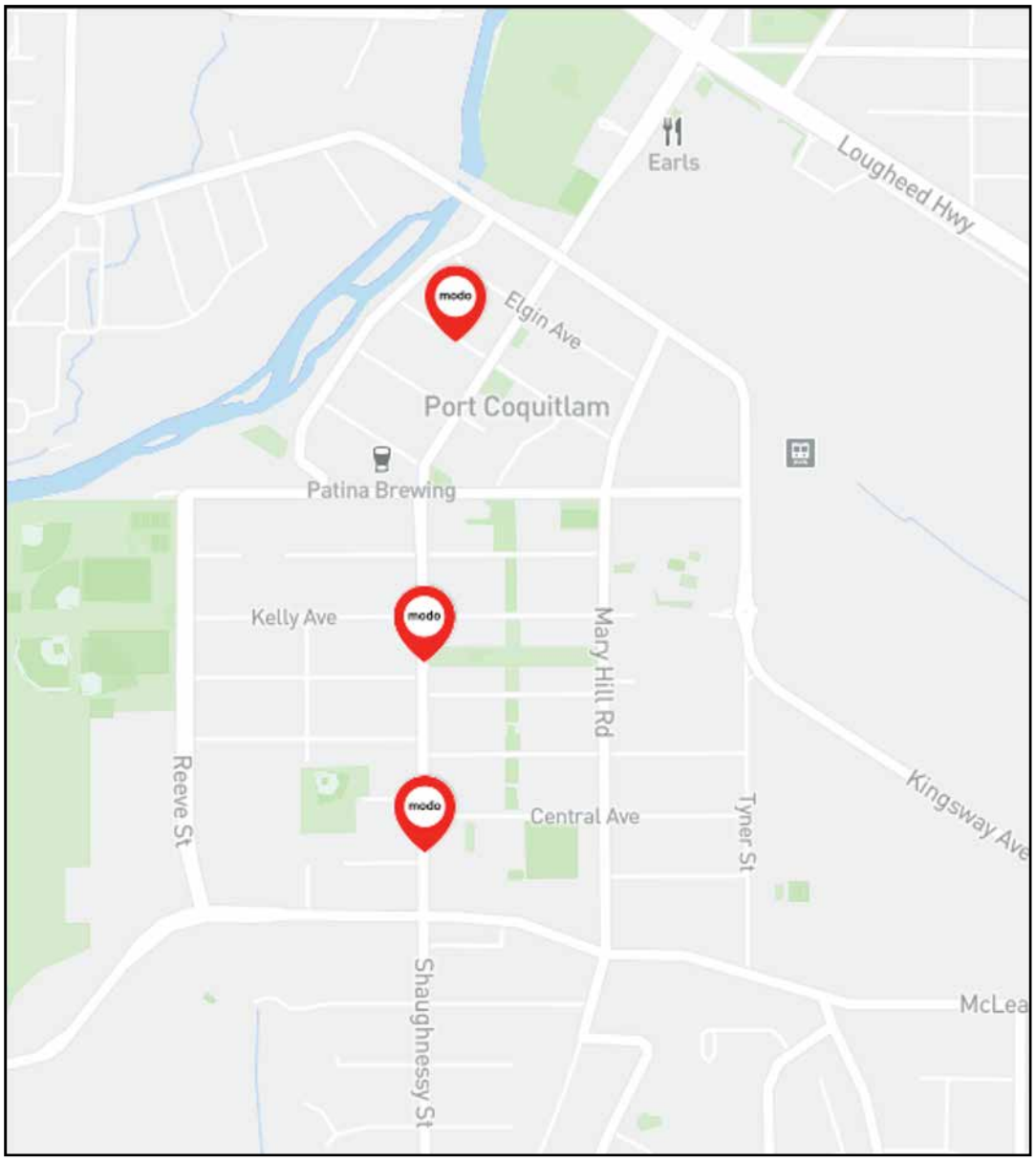


Figure 12.1 Modo Car Share Locations in Port Coquitlam

Ride Sharing offers another transportation alternative for those that do not or cannot drive. Lyft and Uber services have been operating in the Tri-Cities since their approval from the Passenger Transportation Board in 2020.

12.2 Shared Micromobility

Micromobility refers to a range of small, lightweight personally operated vehicles traveling at speeds typically below 32 km/h such as bicycles, e-bikes, electric scooters, skateboards, electric skateboards. Micromobility devices offer a form of sustainable transportation that help to reduce vehicular congestion and pollution for a healthier environment and livable community.

Micro-mobility use is best supported through the provision of dedicated infrastructure such as cycle tracks and slow streets, which provide safe and comfortable conditions for users from vehicles, while reducing interactions with other active transportation users.

Shared micro-mobility programs can form an important part of a transportation network by bridging gaps in travel that personal vehicles or transit may not cover. Translink led the development of *Shared Micromobility Guidelines (2019)* to provide local governments and other organizations in Metro Vancouver with a common set of considerations for the planning, operation and management of shared micromobility devices within public rights of way and other public spaces.

The predominant approach to shared micromobility has been to invite private sector operators to operate within a particular set of guidelines and/or regulations. However, this requires municipal administrative capacity to manage operators, as well as resources to ensure that appropriate permits and fees are charged in a fair and transparent manner, and regulations are followed.

12.2.1 Bike Sharing

A bike share program was offered by U-Bicycle in Port Coquitlam and Port Moody between 2018-2019 with a number of virtually docked stations strategically located throughout each City. It was ultimately unsustainable due to low ridership, high percentage of bicycle ownership, and insufficient rental revenue to support business operations.

Electronic bike (e-bike) share may be more successful, but could face similar challenges as private e-bike ownership increases. Bike share programs in other municipalities have been sustained through the establishment of corporate partners and/or advertising to subsidize costs. Offering rentals from existing businesses may also be a more successful model than stand-alone companies that are challenged to make a profit (e.g. bike repair shops, breweries, coffee shops).

U-Bicycle Virtual Docking Station on Traboulay Trail

12.2.2 Electric Scooters

Electric scooters (e-scooters) are a popular new mode of transportation. However there have been a number of challenges associated with their use, including:

- Injuries to both scooter and nearby street users
- Shared devices occupying public street space
- Public nuisance of devices parked incorrectly or operated unsafely
- Users of devices that are unfit to operate (e.g. too young, intoxicated)

E-scooters are regulated motorized personal mobility devices in the Province of British Columbia and currently only permitted in communities that have enacted bylaws within the pilot communities' program. In general, the following guidelines are considered by pilot communities in alignment with BC Motor Vehicle Act Regulations:

- Scooters must follow the rules of the road for cyclists
- Scooters are not permitted on sidewalks or to use crosswalks

- Riders must be over 16 years of age and wear a helmet
- If speed limit is 50km/h or less: scooters are to use designated cycling lanes; if no designated cycling lanes are available, ride as near as possible to the right side of the street
- If speed limit is greater than 50km/h: Scooters may only be ridden in designated cycle lanes on streets or highways with a speed limit of more than 50km/h
- Communities make case by case rules for operation in municipal parks and public lands

Recent data has shown that shared e-scooters have up to five times more usage than comparable bike sharing programs. However, they may face similar challenges as bike-share programs as private ownership of e-scooters increases and rental costs become insufficient to support business operations.

Port Coquitlam is well positioned to learn from the experiences of other municipalities as the industry matures. Observing the pilot program for shared and privately owned scooters in neighboring communities will allow Port Coquitlam to see how the challenges are addressed and evaluate what is best for itself moving forward. Irrespective of the outcome, the uptake of personal micromobility devices is on the rise, so the primary focus should be on providing the infrastructure necessary to safely support them (e.g. Slow Streets and Cycle Tracks).

12.3 Electric Vehicles

BC's Zero Emission Vehicle (ZEV) Act has led to the highest EV adoption rates in Canada. In the first quarter of 2022, 23% of car purchases in BC were battery electric, hybrid electric or plug-in hybrid vehicles. Adoption rates could result in more than 1,000,000 electric vehicles within the next 10-20 years, resulting in a significant increase in the need for charging infrastructure.

A significant driver for electric vehicle infrastructure needs is the Federal Zero Emissions Vehicle Sales mandate, which sets to reshape the automotive industry toward a zero-emissions future from 2035 on. The mandate presents both challenges and opportunities that will require municipalities to work together and collaborate with other levels of government, private industry, institutions and other non-profit organizations. 'Zero emissions' refers to a net zero balance between the amount of greenhouse gas (GHG) that's produced and the amount that's removed from the atmosphere. It can be achieved through a combination of emission reduction and emission removal.

Given that the transportation sector currently accounts for 40% of Metro Vancouver's total emissions, a transition to low-carbon mobility is key to reaching provincial and regional targets of carbon neutrality by 2050. In Metro Vancouver, 1.5 million registered passenger cars and trucks make up almost 75% of transportation emissions, with medium and heavy-duty trucks being the second highest contributors, as shown in **Figure 12.3**.

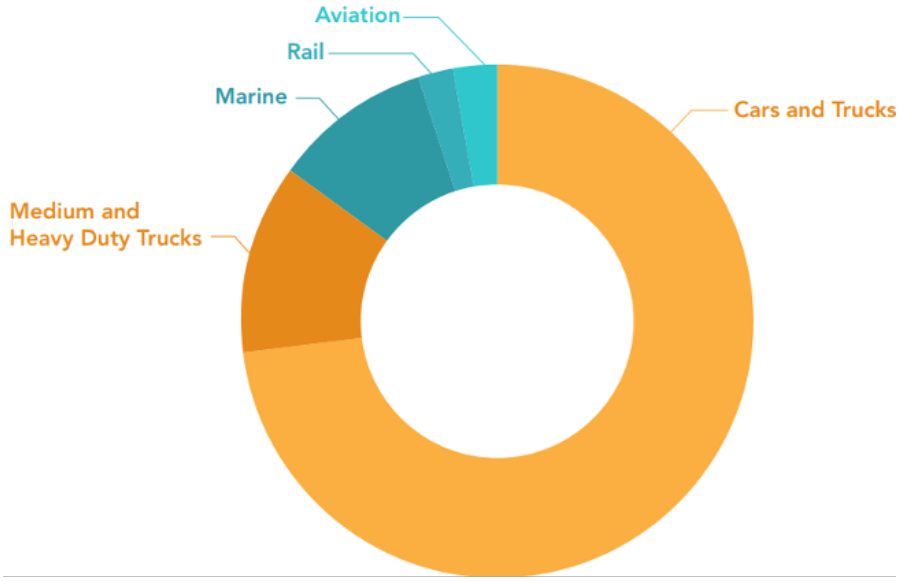


Figure 12.3: Metro Vancouver Transportation GHG Emissions (MV Transportation Roadmap)

A strong coordinated approach will be needed from all levels of government to reach these goals. The Tri Cities Zero Emissions Plan (WSP, September 2023) developed by the cities of Coquitlam, Port Coquitlam and Port Moody, sets clear goals and an action roadmap for accelerating zero emissions mobility within the Tri-Cities. Actions arising from the plan are targeted towards supporting the uptake of electric light-duty electric vehicles and e-micromobility devices.

Homes and workplaces, where the majority of charging occurs, need to be outfitted to accommodate charging on a widescale to enable the transition. To that effect, supporting the retrofitting of existing multi-unit residential buildings (MURBs) while requiring new builds to be EV Ready is imperative. The plan suggests legislative changes, retrofit support, and updated bylaws to ensure equitable charging options for all residents.

The plan identifies a shortage of charging infrastructure, particularly in public areas, and stresses the importance of expanding charging access to support wider ZEV adoption. In all, between 850 and 2,220 Level 2 public chargers and 75 and 200 public DC fast chargers are projected to be required in the Tri-Cities by 2030 to support anticipated adoption rates. Various actions are recommended to bridge the gap, including setting charging goals, collaborating with regional entities, seeking funding partnerships, and prioritizing charger placement in dense areas and transit hubs.

Some of the recommendations from the *Tri City Zero Emissions Plan* include:

- Expanding the public charging network in higher density and mixed use locations such as designated urban centres and frequent transit development areas as well as locations with greater proportions of multi-unit residential buildings
- Working with private and public agency property owners to enhance destination-based charging opportunities such as workplaces, office parks, malls, parkades, and park and ride lots
- Developing charging hubs with multiple charging stations and types to ensure charger availability.
- Strongly considering on-street charger placements
- Considering business license fees or discounts to require EV charging at select business types (e.g. installation of EV chargers at gas stations).
- Leveraging low carbon fuels credits to support charging infrastructure expansion
- Embedding public EV charging considerations in all new developments and planning processes
- Amending bylaws to require EV-ready parking stalls in all new residential, commercial and institutional construction
- Considering developer contributions for new public charger infrastructure needs generated by growth

There is currently one public EV Charger at the Port Coquitlam Community Centre (PCCC) that charges $1/hour for the first two hours, and $5/hour for any portion of an hour thereafter.

12.4 Mobility Hubs

Mobility Hubs are multi-functional places where various modes of transport can be connected while acknowledging the relationship between location, space usage, and technology integration. They also present placemaking opportunities for inclusive social spaces for people of all ages and abilities.

Establishing dedicated Mobility Hubs in Port Coquitlam as social places for a variety of public and privately operated transportation services will increase the visibility and uptake of sustainable transportation modes (e.g. bike share, car share, ride share, electric vehicle charging, e-bike/e-scooter charging).

Mobility Hub (City of Pittsburgh)

A network of Mobility Hubs in key locations, supported by additional public charging locations, can be used to meet growing demands while supporting the growth of a sustainable transportation network that is well used by residents and increases overall quality of life.

Figure 12.4 shows suggested locations for Mobility Hubs and Bike/EV Charging stations in Port Coquitlam Locations are based on expanding the public charging network in higher density and mixed use locations such as designated urban centres and frequent transit development areas; identifying private properties for destination-based charging opportunities such as workplaces, office parks, malls, parkades, and park and ride lots; and public property opportunities for destination-based charging such as recreation centres and parks with aquatic facilities.

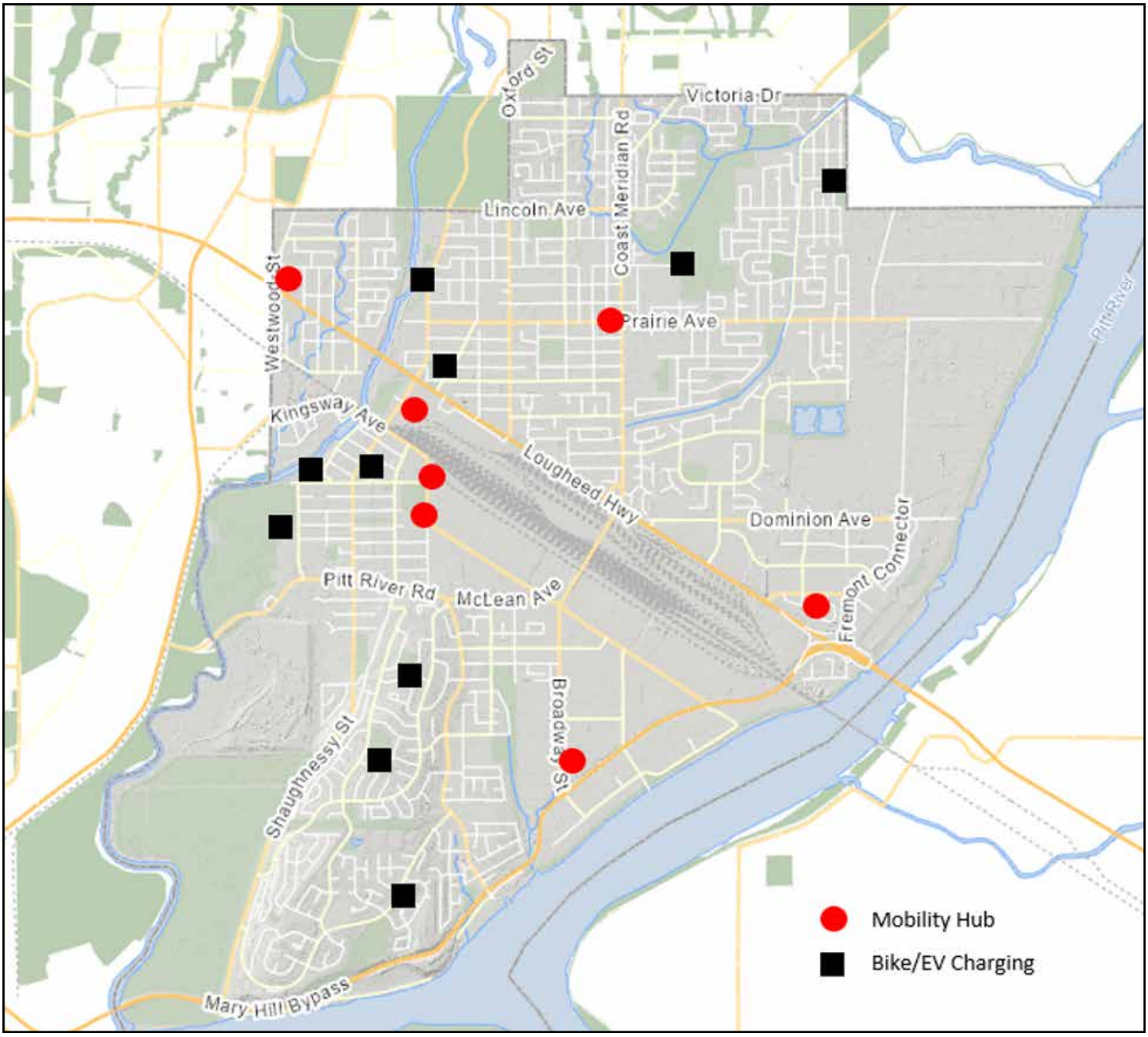


Figure 12.4: Mobility Hubs and Public EV Charging Stations

Mobility Nodes

1. Coast Meridian and Prairie Mall
2. Fremont Village
3. PoCo Place Mall
4. Shaughnessy Station
5. West Coast Express Station
6. Port Coquitlam Community Centre
7. Broadway Junction

Bike/EV Charging Stations

1. Civic Centre (Shaughnessy/McAllister)
2. Hyde Creek Recreation Centre
3. Aggie Park
4. Castle Park
5. Gates Park
6. Lions Park
7. Sun Valley Park
8. Robert Hope Park
9. Routley Park
10. Shaughnessy Off-Leash Dog Park

In addition to the locations above, the City should coordinate with SD43 to expand the use of Bike/EV Charging stations at schools in Port Coquitlam. Considering the exponential growth of e-bike usage, public opportunities for e-bike charging should also be considered through the following:

- Requiring new developments, particularly multi-family residential, commercial and industrial, to include secure bike parking with ability to charge an e-bike.
- Establishing partnerships and working with existing local businesses to install secure bike parking with ability to charge an e-bike and focus on drawing in customers in an environmentally sustainable fashion.
- Public installations at mobility hubs and charging stations.

Additionally, the City installed a Fix-It Bike Repair Station in Gates Park which has been well received. Fix-It Bike Repair Stations could be included at Mobility Hub locations, and other locations throughout the City in partnerships with Port Coquitlam businesses.

12.5 EV Charging Infrastructure

Plug-in electricity vehicles are recharged by plugging into the electricity grid. Charging can generally be accommodated at three different charging levels as show below in **Figure 12.5**.

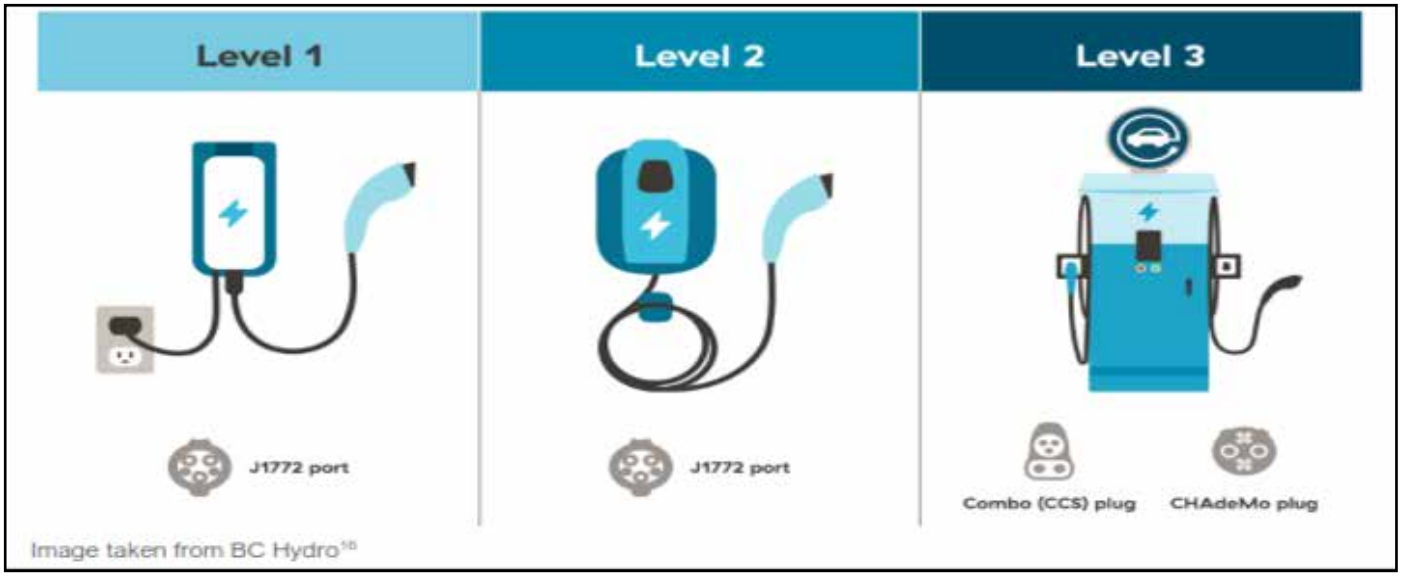


Figure 12.5: Level 1, 2 and 3 Charging Types

Charging type outputs, installation costs, typical uses and charging time differ between the three charging types, as described below in **Table 12.5**.

In addition to the costs to install EV infrastructure, there may be other electrical costs to extend the conduit to the site or to upgrade the transformer, electrical panel or electric pole. Estimates range from $20k-$50k for Level 1 and 2, and up to $100k for Level 3.

Table 12.5: Charging Type Outputs, Installation Costs, Typical Use and Charging Time

	Level 1 (AC)	Level 2 (AC)	Level 3 (DCFC)
Output	120V wall outlet, 1 kW	240V dryer outlet, 3-19 kW	480+V, 50-350 kW
EVSE and Installation Cost	$500 - $1500	$2,500 - $10,000	$50,000 - $200,000
Typical Use	Level 1 charging uses 120-volt (V) alternating current (AC), delivered by a standard three-prong household plug. New 120 V outlets are rarely installed for EV charging, but existing outlets can provide easy access to charging where Level 2 is not available. Level 1 charging is the slowest of all charging levels, and can take up to 16 hours to charge a vehicle with 380km range.	Level 2 charging uses the same voltage as a dryer or oven, and can provide between 30 to 50 km of range per hour. Level 2 charging stations are the most common for both public and at-home charging, and many allow for networking, and/or incorporation into electric vehicle energy management systems.	Level 3 charging, also known as Direct Current Fast Charging (DCFC) uses high voltage electricity to deliver charging that can be up to 30 times faster than Level 2. The higher cost equipment and upstream infrastructure make this level impractical for most residential applications and is better suited to major centres.
Charge Time (400 km range)[17]	Up to 16 hours	8 – 12 hours	0.5 – 2 hours

SECTION 13 - MTP IMPLEMENTATION

13.1 Implementation Plan

The structure of this MTP was set up to allow for easy transition of identified projects into the annual capital planning process. Each project each project underwent a conceptual engineering level of assessment and has been scoped in sufficient detail to facilitate coordination and avoid conflicts (e.g. parking impacts, utilities, private property).

Projects can be selected each year to meet Council identified priorities and available budget. Delivery of the MTP is based on funding Priority 1 projects at an average of $3 million per year for a period of 20 years in current dollars.

Priority 2 projects build on the basic network to provide a more comprehensive network and are planned for implementation by development, with capital project coordination, with funding opportunities or grants, or with the next MTP.

Where possible, it is suggested that projects in the same geographic location be completed at the same time for construction efficiency and cost savings, and to minimize disruption to the community. This applies to the MTP projects, as well as coordination with other City projects and programs.

With the completion of Priority 1 (and potentially some Priority 2) projects over the next twenty years, residents will experience a greater level of comfort, safety and reliability with all modes of transportation across Port Coquitlam and connection to the greater region.

13.2 Monitoring

The MTP does its best to foresee future needs and account for them in a practical way across the entire city for the next few decades. However, unforeseen issues can arise that require additional attention. The COVID-19 pandemic is one such instance where mobility trends and needs greatly changed. New technologies can drive change and resident or regional priorities can also shift. Issues can also develop over time that are out of the City's control such as new development that changes travel patterns.

The City needs to be adaptable to unforeseen circumstances, and it is anticipated that the ongoing annual traffic count program, coupled with public engagement and feedback, will continue to provide City staff with the data to monitor trends and identify necessary intersection and corridor improvements based on demand, safety, and efficiency.

ACKNOWLEDGEMENTS

This Master Transportation Plan and report content was developed by a project team including the City of Port Coquitlam, Peter A. Truch, C&S Planning and Anderson Business Consulting.

Peter Truch, P. Eng, PTOE, FITE	Principal Mobility Engineer, Peter Truch
Maria Stanborough, RPP, MCIP	Planner and Public Engagement Specialist, C&S Planning
Andrew Anderson, P. Eng, MBA	Transportation Specialist, Anderson Business Consulting
Melony Burton, AScT, MBA	Manager of Infrastructure Planning, City of Port Coquitlam

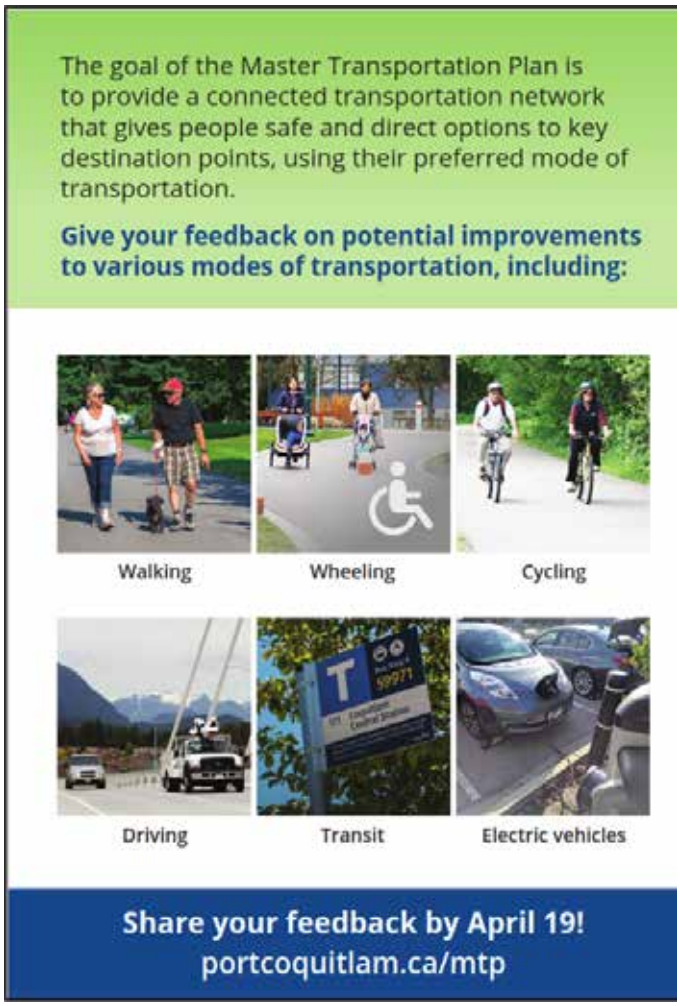
APPENDIX A - SURVEY AND CONSULTATION MATERIALS

The following parties were invited to participate in the survey and provide input on the Master Transportation Plan:

- BC Cycling Coalition
- BC Trucking Association
- Business Improvement Association
- Canadian Pacific Railway (CPR)
- City of Coquitlam
- City of Port Moody
- City of Pitt Meadows
- City of Maple Ridge
- Coast Mountain Bus Company
- Equity, Diversion and Inclusion Roundtable
- Fraser Health
- HUB Cycling
- HUB Cycling - Tri-Cities Committee
- Insurance Corporation of British Columbia (ICBC)
- Kwikwetlem First Nation
- Let's Go Biking!
- Lions Club
- Mary Hill Safe Streets
- Mayor's Advisory Roundtable
- Metro Vancouver
- Ministry of Transportation and Infrastructure
- Port Coquitlam Running Club
- Rick Hansen Foundation
- Royal Canadian Mounted Police
- School District 43
- Share Family & Community Services
- SPARC BC
- TransLink
- Tri-Cities Chamber of Commerce
- Tri-Cities Mom Group
- Tri-City Cycling
- Tri-City Seniors Planning Network
- Wilson Seniors
- PoCo Youth Centres

Survey Postcard – Initial Consultation

A survey postcard was mailed out in March 2021 to invite feedback on the Master Transportation Plan goals and objectives before it was developed.



MEDIA RELEASE

SHARE YOUR FEEDBACK ABOUT TRANSPORTATION IN PORT COQUITLAM

PORT COQUITLAM, BC – Mar. 15, 2021 How do you get around Port Coquitlam, and what transportation improvements would you like to see?

As the City updates its Master Transportation Plan, residents, businesses and other stakeholders are encouraged to share their opinions about transportation in a survey at www.portcoquitlam.ca/letstalk until Apr. 19.

The information will help ensure the City delivers a plan with projects and improvements in line with the community's needs and priorities. Background on the MTP update and a link to the survey are posted at www.portcoquitlam.ca/mtp.

"Improving transportation and mobility is a key focus area for Council, reflecting our ongoing commitment to getting the basics right in Port Coquitlam," Mayor Brad West said. "It's important we hear from the community to ensure our new Master Transportation Plan works for everyone, from commuters heading to school or work, to families out for a stroll or ride, to truckers delivering goods to businesses, to people looking for a greener way to get around. We're asking you to help us move in the right direction."

Replacing the current 2013 MTP, the new plan will be a practical document that will guide improvements and funding of the City's road, transit and active transportation networks in the years to come in a way that is cost-effective, technically sound and supported by the community.

The new MTP's goal is to provide a connected transportation network that gives people safe and direct options to key destination points, using their preferred mode of transportation.

The updated MTP will:

- Identify and prioritize future transportation projects and tangible outcomes,
- Build on existing transportation plans and programs,
- Complement the City's focus on core municipal services and rehabilitation of existing infrastructure,
- Be based on research, community input and practical solutions
- Include an Implementation Plan with specific actions and costs.

"The feedback we receive through the survey will play a role in the decisions the City will make about infrastructure investments in the years ahead," said Cllr. Darrell Penner, Council's designate for public works matters. "We all have a vested interest – everyone relies on our transportation network in some way, whether to get around ourselves or for the delivery of the goods and services we use."

Port Coquitlam began the process to update the MTP last year. Work to date has included developing the terms of reference and evaluation criteria, hiring a consultant, identifying key issues and opportunities, and reviewing best practices, documents, policies and past community input.

Development of the plan and community consultation will take place over the next year, including additional opportunities for feedback as the draft MTP takes shape.

More information is available at www.portcoquitlam.ca/mtp.

Survey Postcard – Draft MTP Consultation

A survey postcard was mailed out in November 2023 to invite feedback on the Draft Master Transportation Plan.

MEDIA RELEASE

HAVE YOUR SAY ON CITY'S DRAFT MASTER TRANSPORTATION PLAN

PORT COQUITLAM, BC – Nov.15, 2023 Port Coquitlam residents have until Dec.15 to have their say on planned transportation investments in the City over the next two decades.

The City is seeking feedback Nov. 15 to Dec. 15 from residents, businesses and other interested parties on the draft Master Transportation Plan (MTP), which will guide practical, cost-effective and well-planned investments in the City's road, transit and active transportation networks.

An online survey is posted at letstalkpoco.portcoquitlam.ca and linked to www.portcoquitlam.ca/mtp which provides project background, link to the Draft MTP and a map of planned projects. City residents who complete the survey are eligible to win a $150 gift certificate to a Port Coquitlam business.

"Our draft Master Transportation Plan reflects what we've heard from the community and is a practical, data-driven plan that will maximize our transportation investments while ensuring that residents, businesses and visitors can get where they need to go in Port Coquitlam using their preferred mode of travel," Mayor Brad West said. "We're looking forward to hearing what people have to say about it."

The new plan will replace the existing MTP, adopted in 2013. The MTP update began in 2020 and has included public engagement to identify community needs and priorities, meetings with Council, staff, other agencies and interested parties, a comprehensive review of policies, plans and best practices, and project scoping and budgeting.

Reflecting this research and input, the overarching goal for transportation in Port Coquitlam is a transportation network that gives people safe and direct routes to key destination points using their preferred mode of transportation.

Focus areas are:

- **Walking/Wheeling**: Safe, direct and comfortable routes to walk and wheel to key destination points
- **Cycling/Rolling**: Safe and direct routes to cycle or roll to key destination points
- **Trails**: A trail network that connects to key destinations points and encourages outdoor activity.
- **Urban Street Design**: Attractive, people-focused urban street design that creates places to gather and supports businesses and active transportation.
- **Transit**: Accessible, attractive transit stops and infrastructure that encourages transit use and supports efficient service.
- **Auto**: Roads, corridors and intersections that support new development and population growth.
- **Sustainability**: Use of technology and services that reduce traffic, pollution and dependence on vehicle ownership.

A considerable focus of the draft MTP is on expanding the City's active transportation network, which includes sidewalks, multi-use and cycling paths, and pedestrian and cyclist safety features. More and more, active transportation is considered critical to ensuring transportation networks are comfortable, convenient, safe and attractive to people of all ages and ability.

"The transportation network affects all of us in some way, and we encourage the community to check out the draft Master Transportation Plan and give their feedback," said Cllr. Darrell Penner, Council's designate for public works and transportation matters. "The new plan has a 20-year lifespan so it considers our needs both in the short-term and long-term. It's also designed to be flexible and help us make informed decisions as our needs change over time."

Implementing the MTP

The MTP is a functional document, serving as a roadmap for identifying, prioritizing and implementing practical, cost-effective transportation improvements.

The plan's development included initial planning and costing for a wide variety of transportation projects. View the draft plan and projects map at: www.portcoquitlam.ca/mtp

Priority 1 projects are part of the basic transportation network and are planned for implementation in the next 20 years. Priority 2 projects are enhancements to the basic network and are intended to be implemented in line with new development, through funding opportunities or grants, or with a future MTP.

The MTP projects were selected using an approach that prioritizes projects on direct routes to key destination points, improves or expands existing routes and infrastructure to support various modes of travel, and that benefit the most people for the lowest cost.

The City will use the same approach over time as new transportation requests are received.

Next Steps

The City's engagement for the draft MTP includes the survey from Nov. 15 to Dec. 15, a postcard mailout to all households and businesses, information online, and staff meetings with committees, organizations and other interested parties. Comments can also be submitted via email at mtp@portcoquitlam.ca

Staff will provide a summary of feedback to Council in early 2024, along with recommendations for the final MTP for consideration.

Updates will be posted at www.portcoquitlam.ca/mtp

CITY OF PORT COQUITLAM

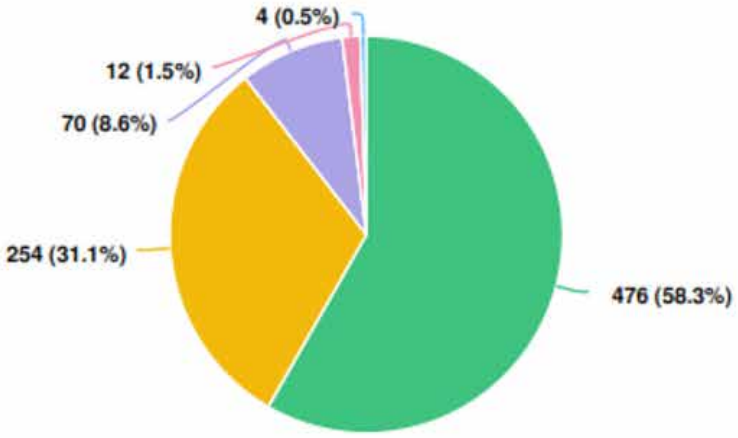
Port Coquitlam Master Transportation Plan Public Survey

SURVEY RESPONSE REPORT

PROJECT NAME:
Master Transportation Plan

BANG THE TABLE engagementHQ

Q1 How important is it for the City to invest in a network of sidewalks, multi-use trails and pathways that provide safe and direct routes to key destination points.

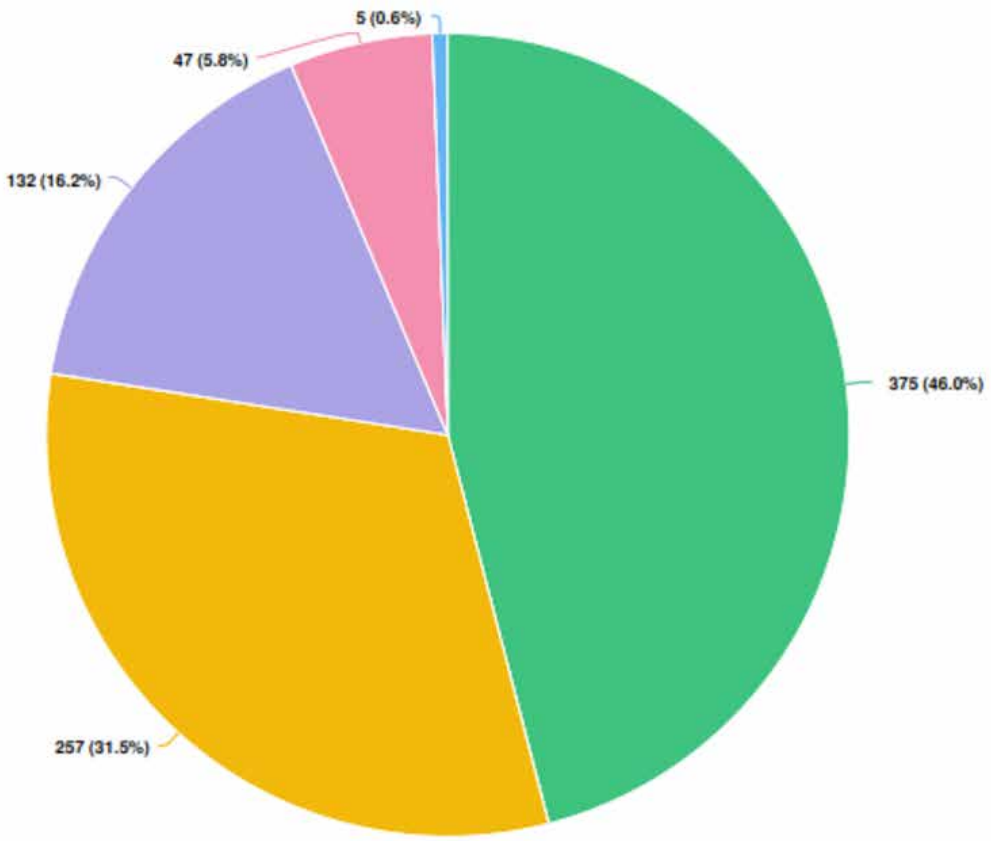


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q2 How important is it for the City to invest in enhanced crosswalks (e.g. flashing lights) on direct routes to key destination points?

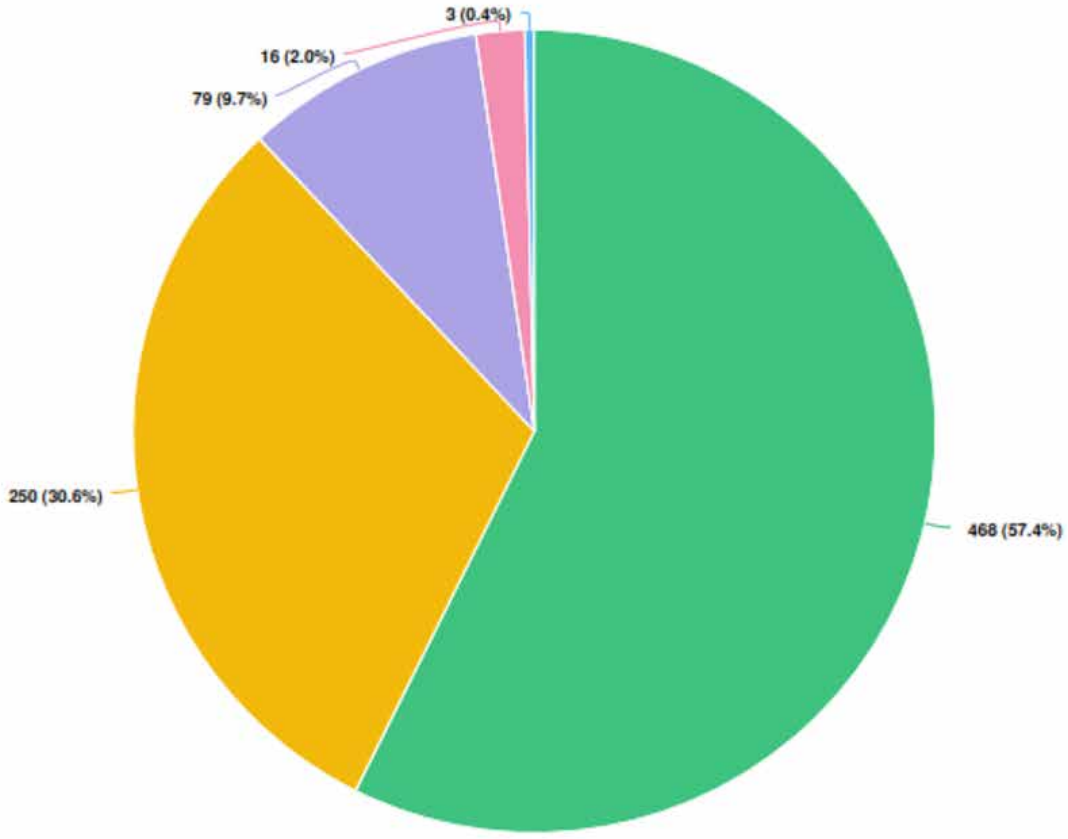


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q3 How important is it for the City to invest in street lighting at high-risk locations and key destination points (e.g. crosswalks, intersections and trailheads)?

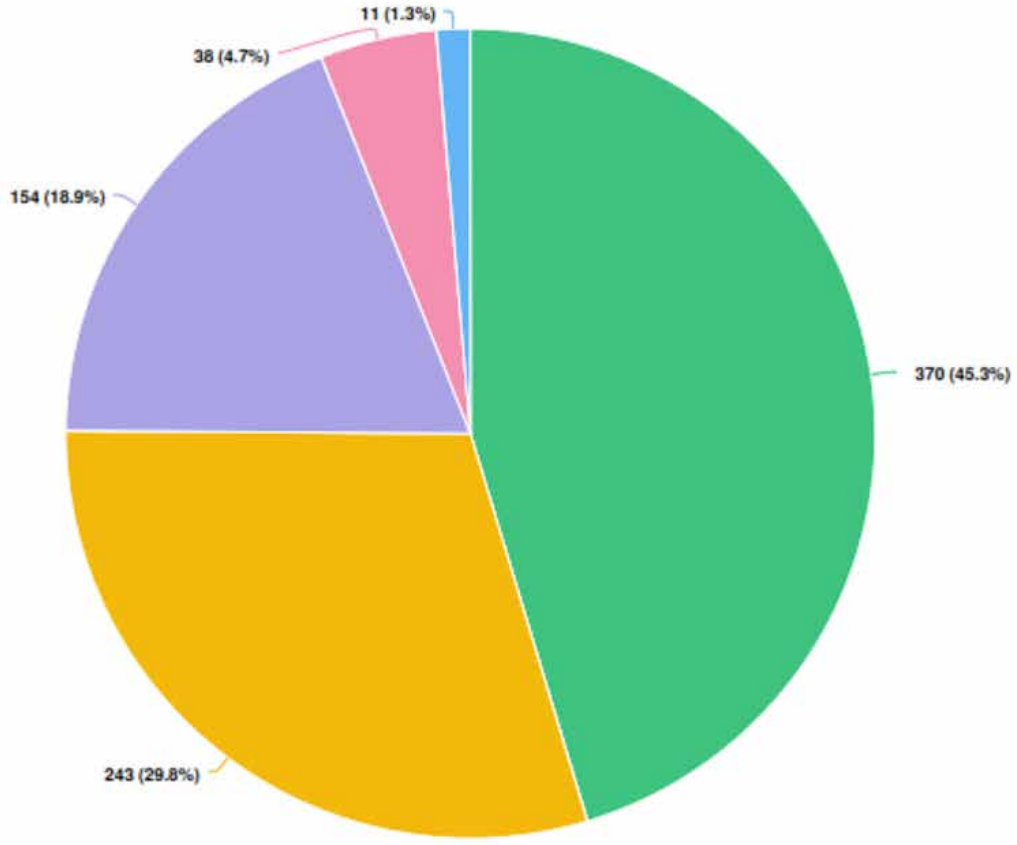


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q4 How important is it for the City to invest in a network of multi-use paths, trails, and cycling facilities to ensure people have safe and direct routes to cycle or roll to key destination points?

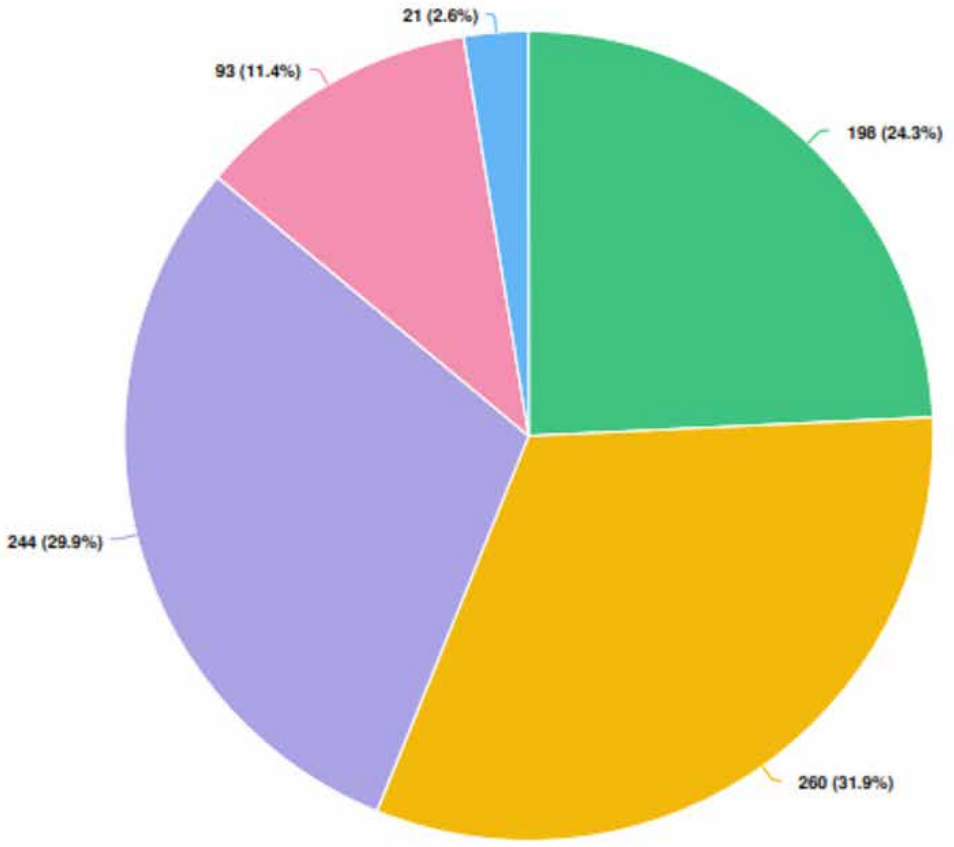


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q5 How important is it for the City to invest in directional stencils, maps and/or signage to help people navigate the network easily and safely?

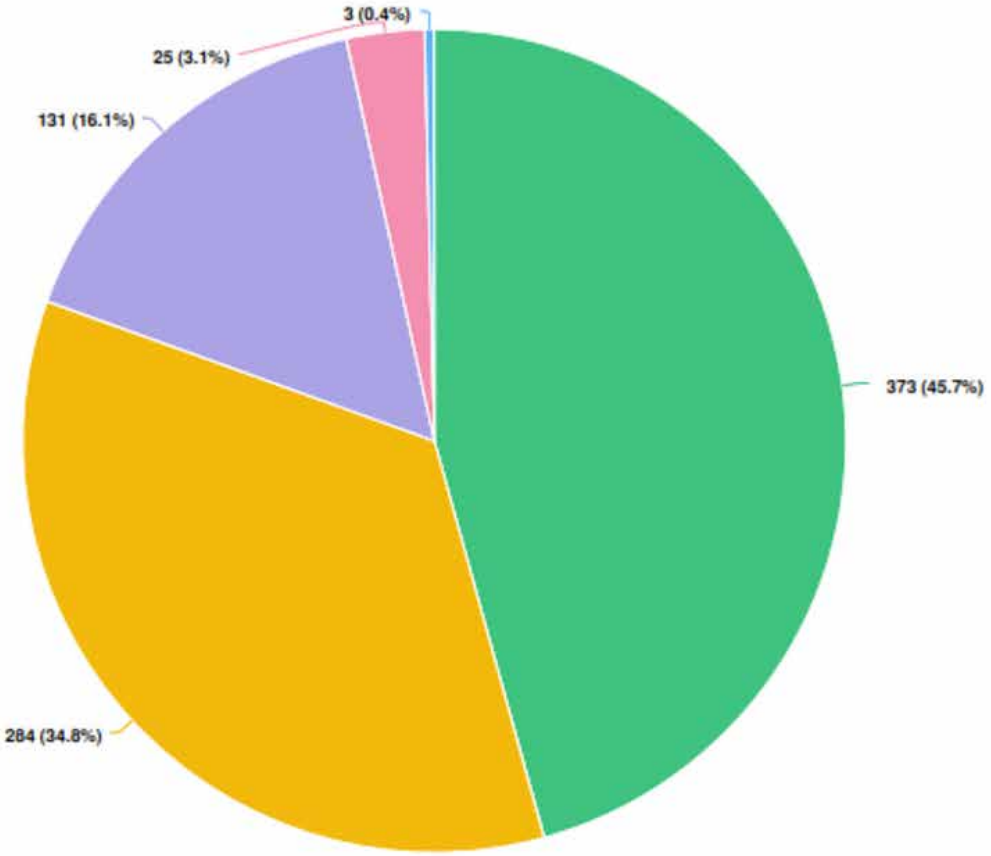


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q6 How important is it for the City to review the trail network to identify gaps and needs, such as missing connections, safe routes to schools, accessible paths, and routes that need to be expanded?

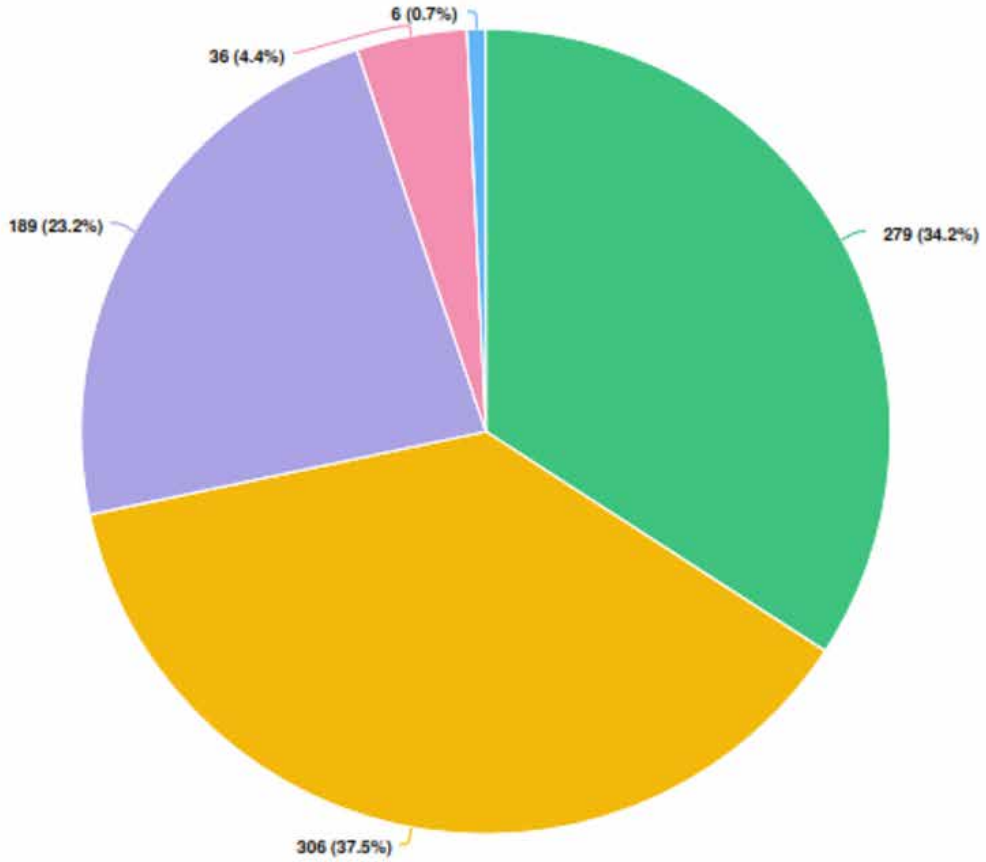


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q7 How important is it for the City to provide items on the trail network that make it more safe, comfortable and easy to navigate, such as: better trail surfaces, directional/interpretive signage, lighting, benches, waste receptacles, etc.?

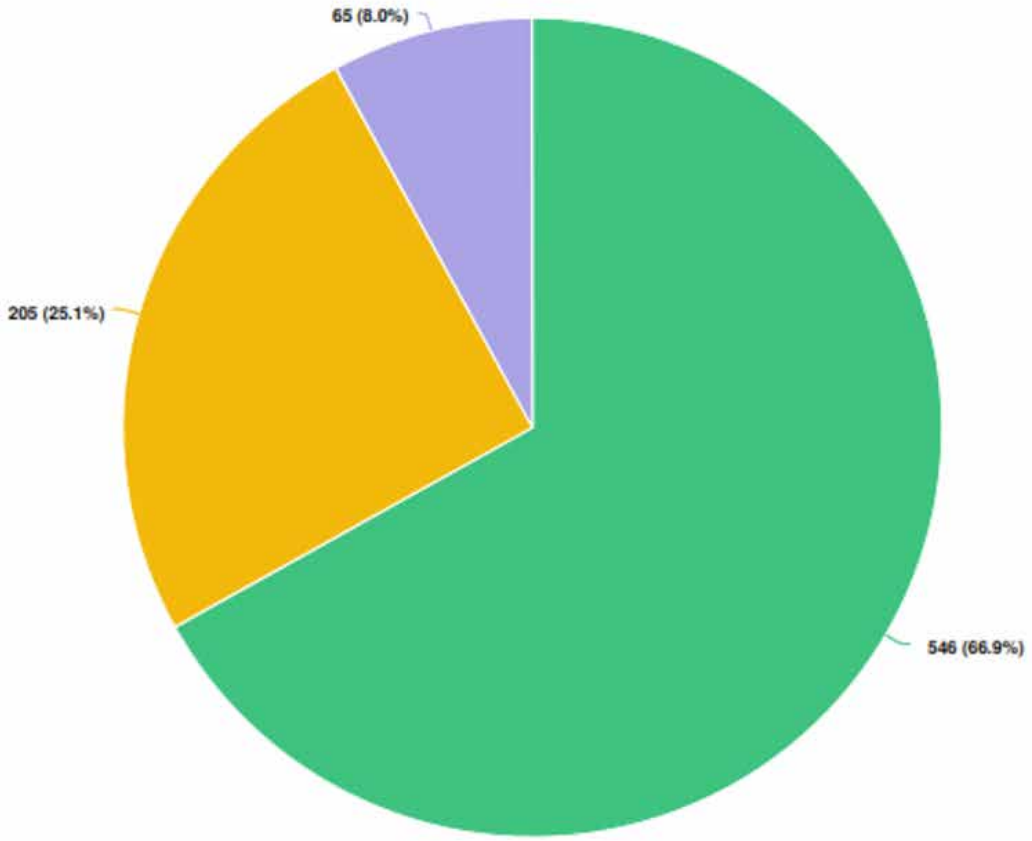


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

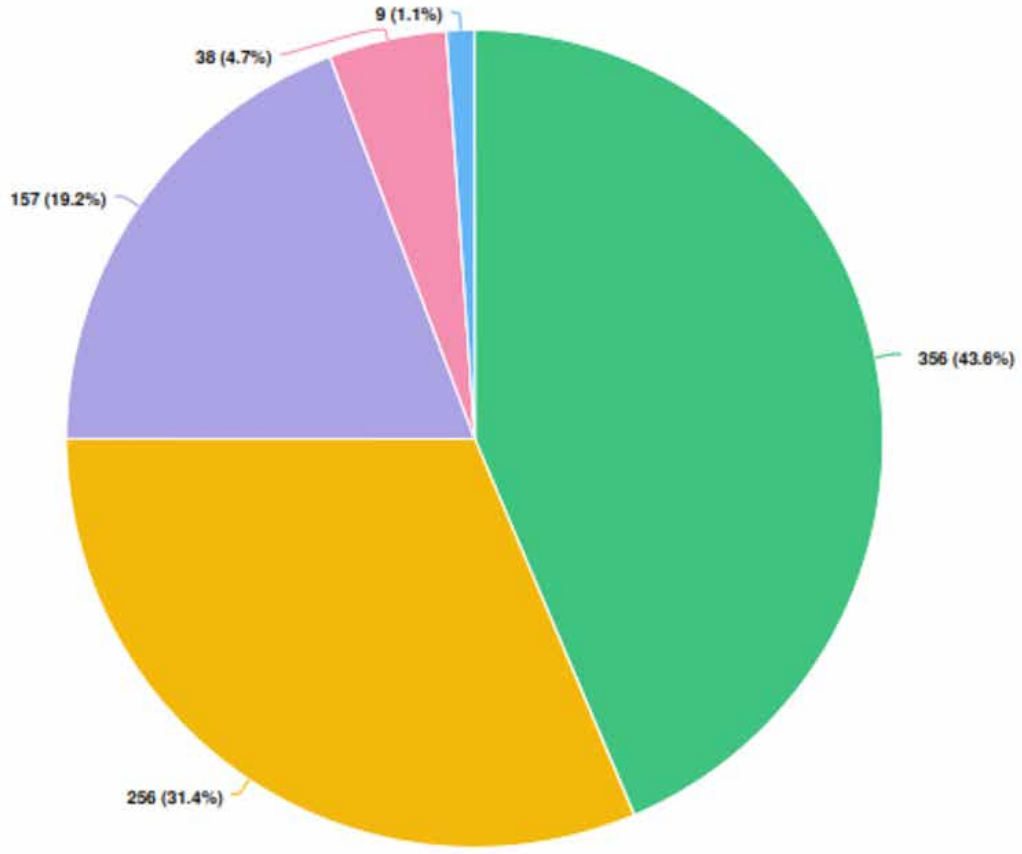
Mandatory Question (816 response(s))
Question type: Radio Button Question

Q8 Promoting Port Coquitlam's great trails as a tourism/recreational destination could draw more people to the City to support local businesses and economy. Do you support the City promoting Port Coquitlam trails as a tourism/recreational destination?



Mandatory Question (816 response(s))
Question type: Radio Button Question

Q9 How important is it for the City to invest in sidewalks, trails, paths and bike lanes that connect to transit?

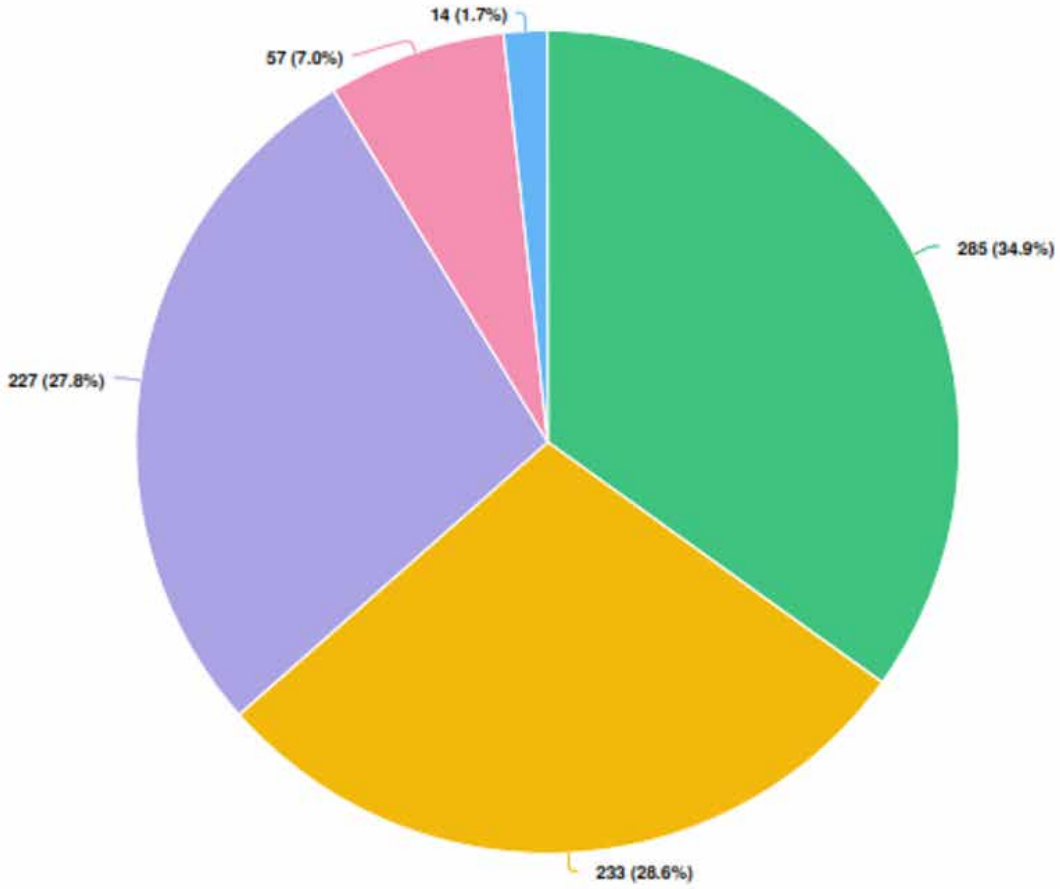


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q10 How important is it for the City to invest in transit priority improvements to support bus speed and reliability (e.g. bus pullouts, bus lanes, advanced signals for buses)?

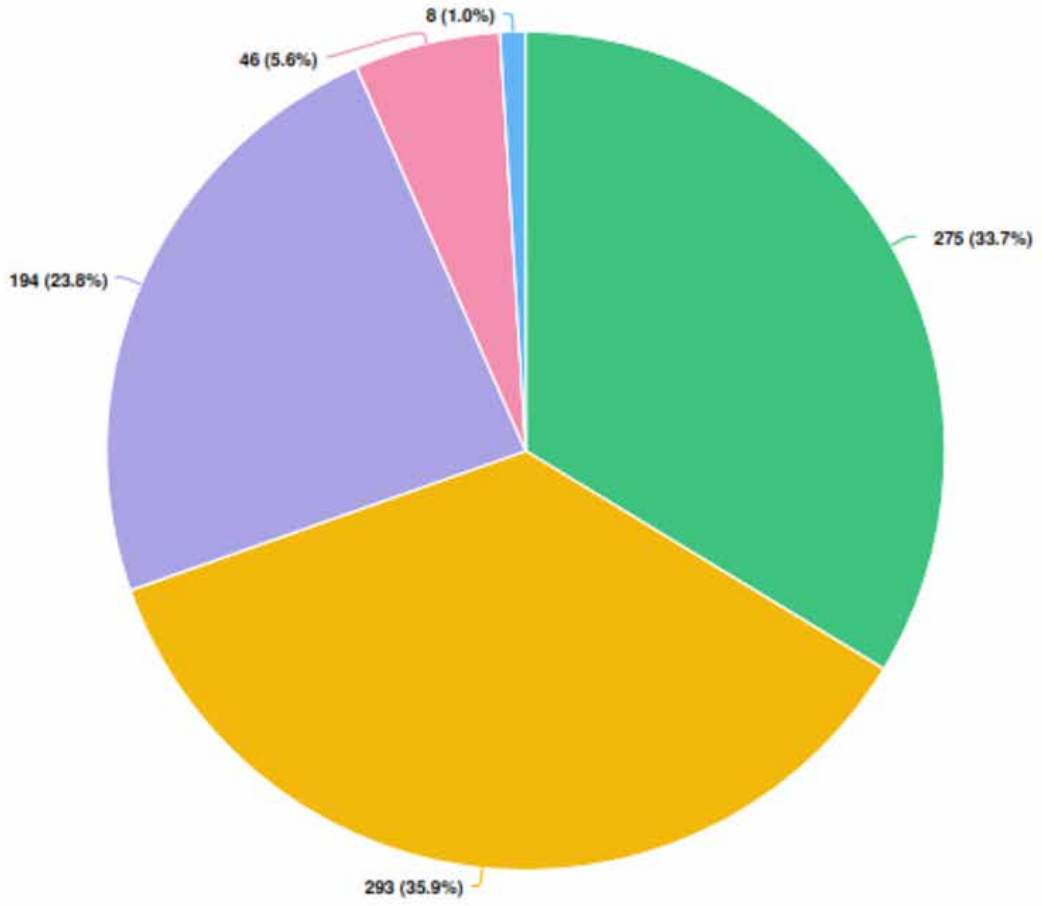


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q11 How important is it for the City to invest in bus stop amenities that make transit more accessible and inviting (e.g. pedestrian/wheelchair pads, benches, shelters, lighting, etc.)?

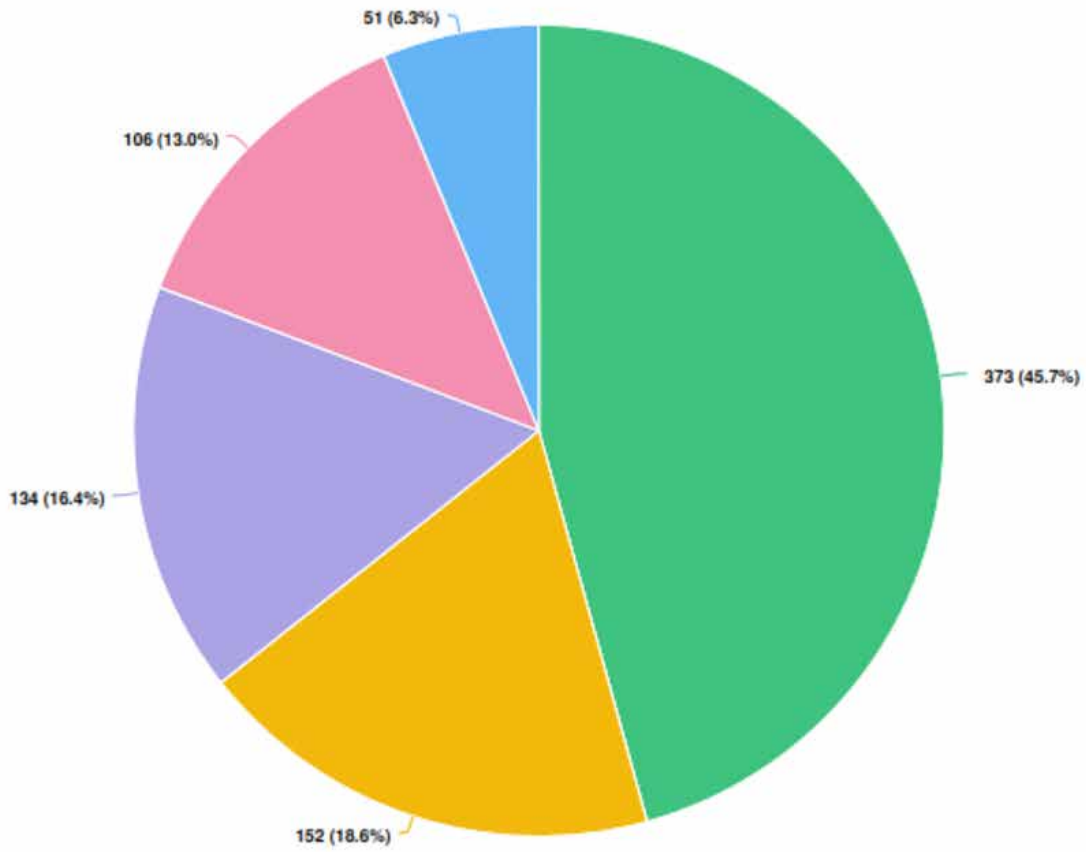


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q12 How important is it for the City to advocate for a SkyTrain station in or near downtown Port Coquitlam?

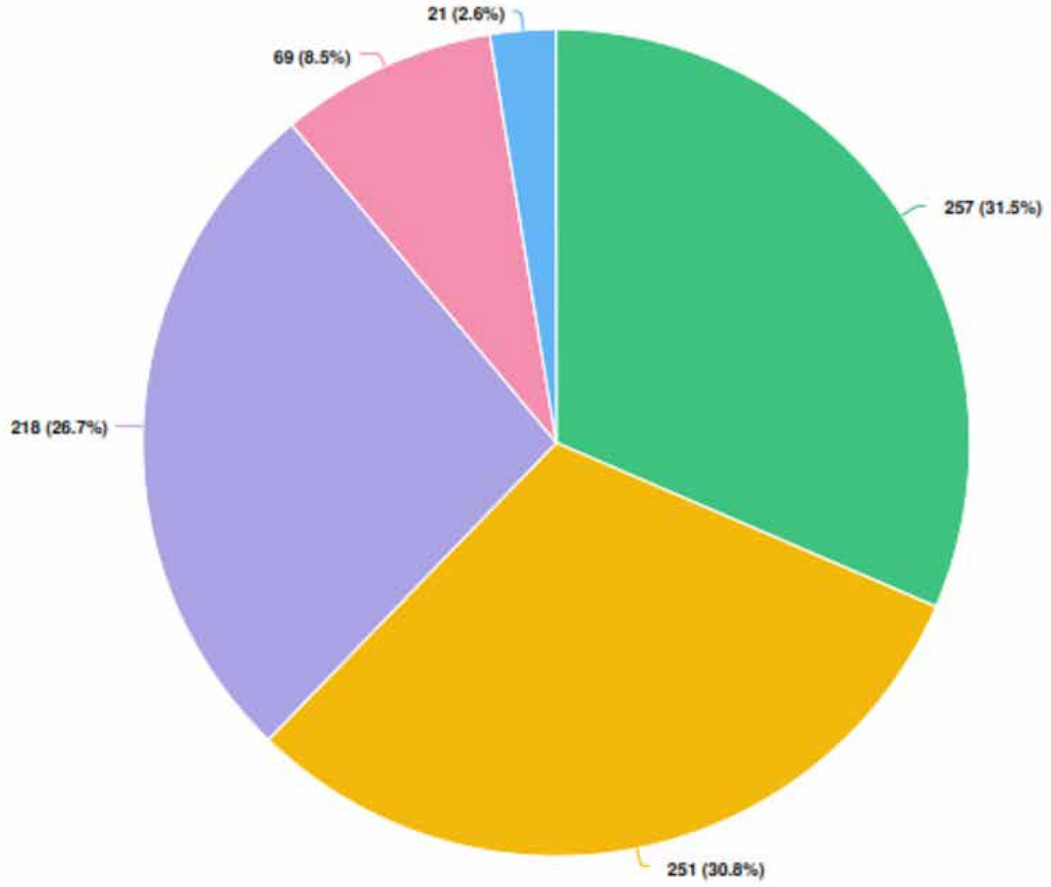


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q13 How important is it for the City to invest in major outstanding corridor and bridge projects to address traffic growth and congestion such as the Fremont Connector, Lougheed Highway Improvements and Lincoln Avenue Connector?

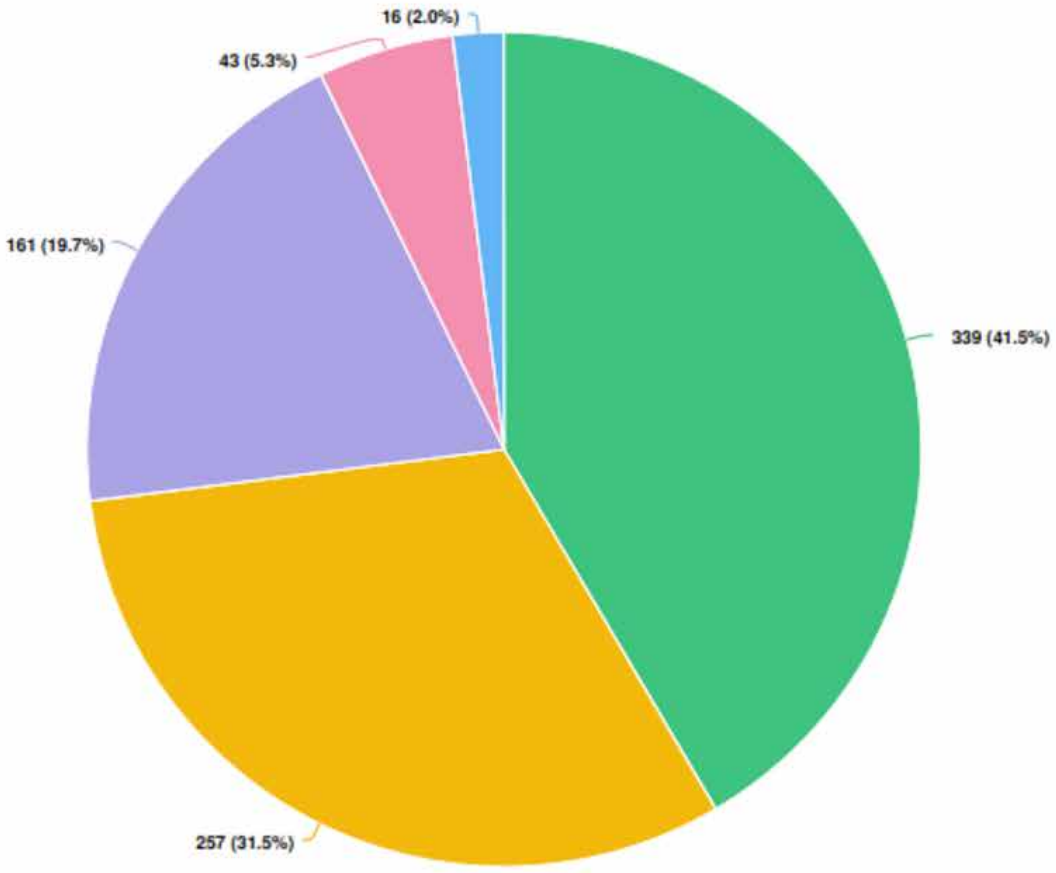


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q14 How important is it for the City to update design standards to require that roads be constructed to accommodate travel options other than vehicles (e.g. walking, wheeling, and rolling)?

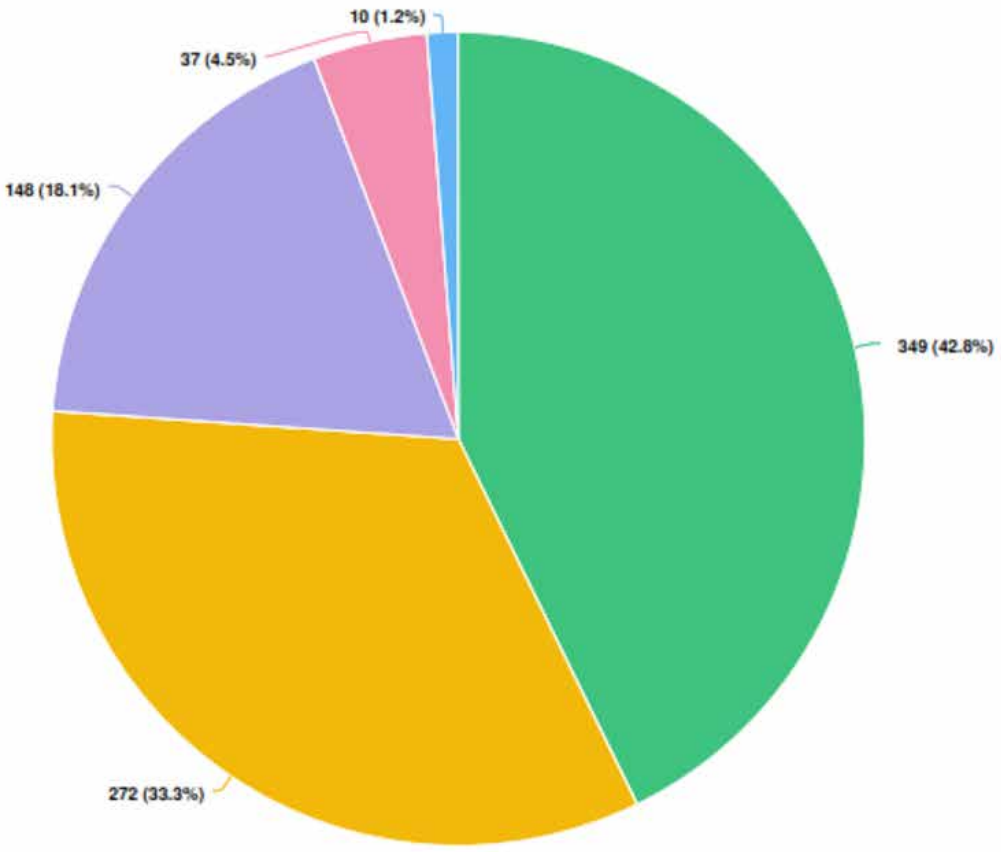


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q15 How important is it for the City to continue investments in infrastructure to address speeding and pedestrian safety?

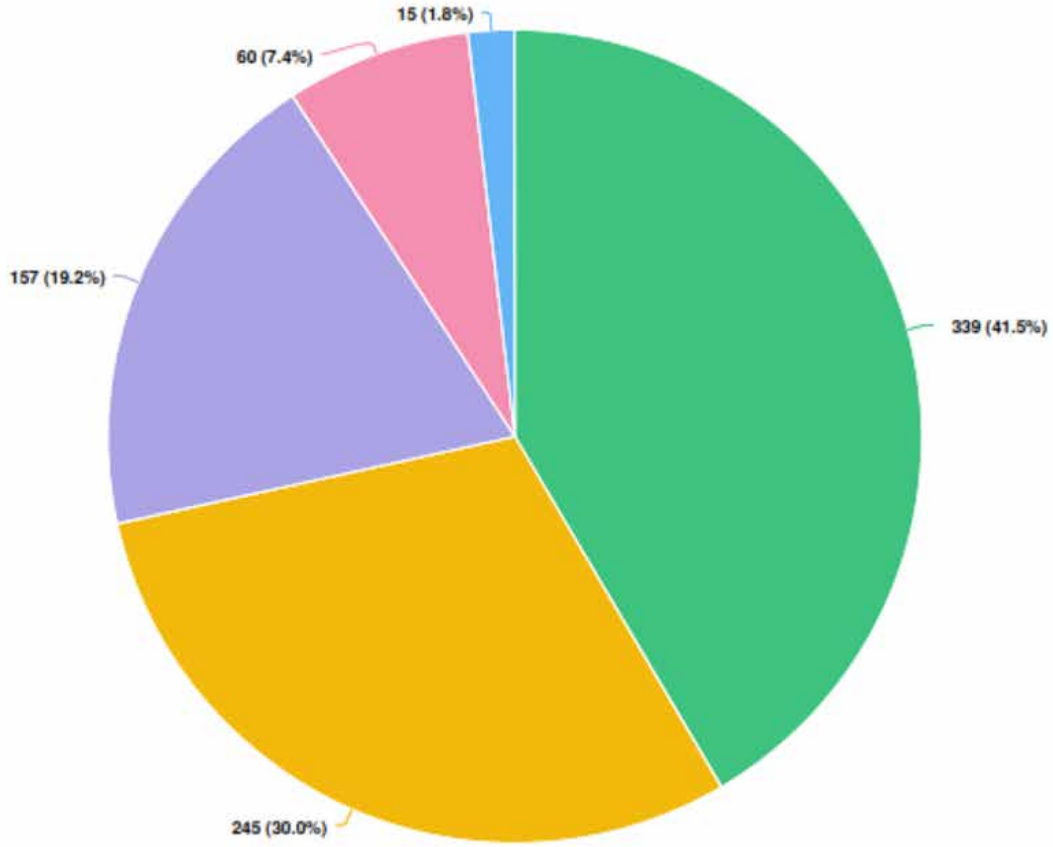


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q16 How important is it to you for the City to plan for patios, sidewalk cafes and other gathering places?

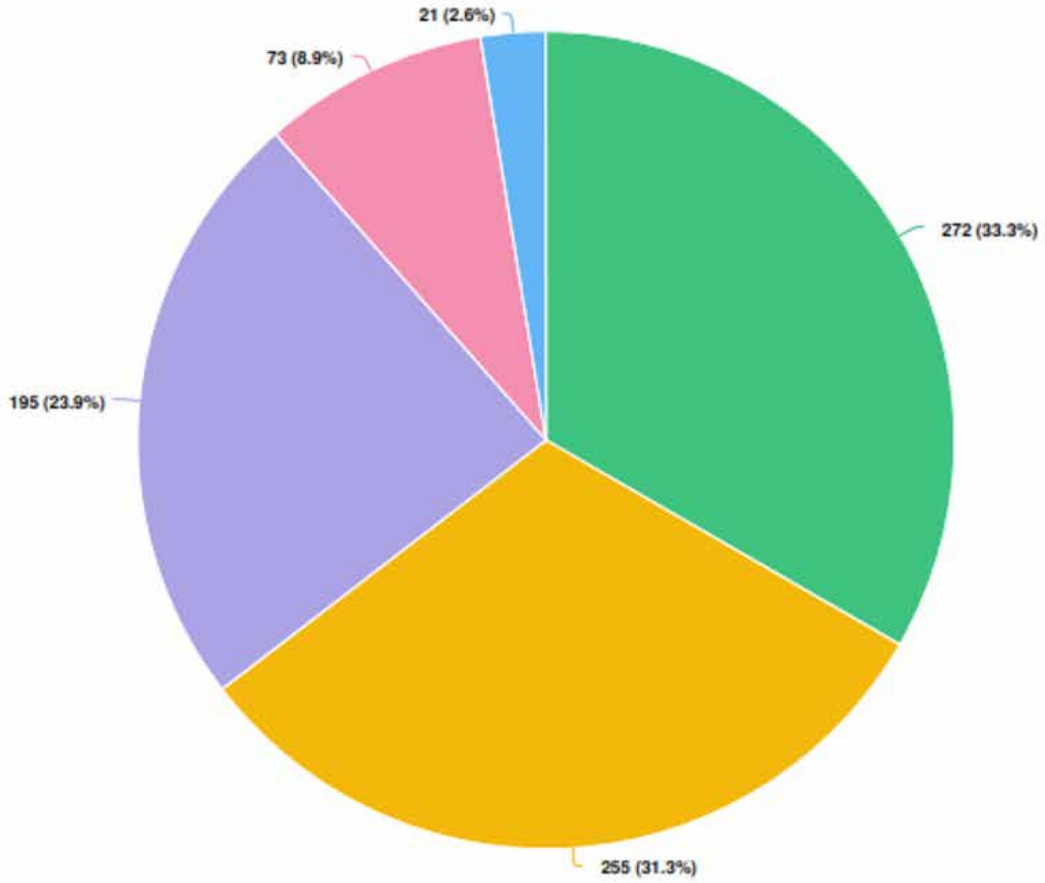


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q17 How important is it for the City to plan for street trees, rain gardens and public art?

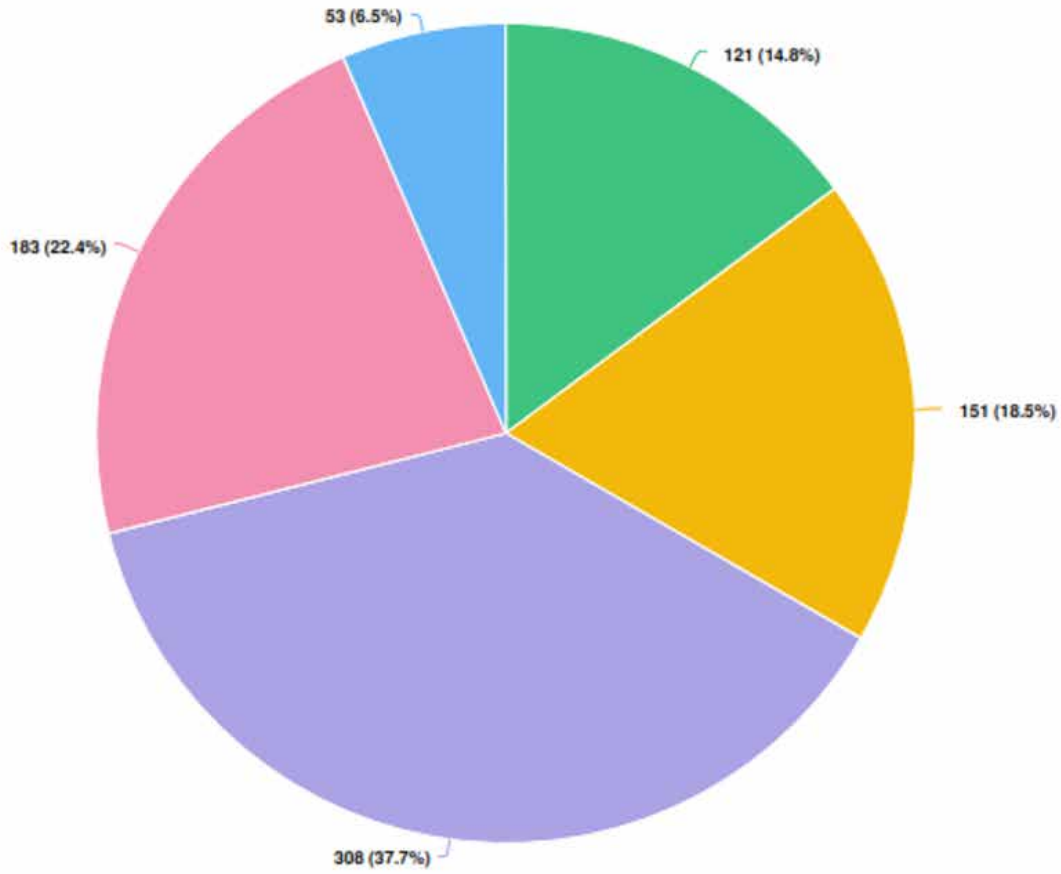


Question options

Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q18 How important is it for the City to look at ways to expand car share and bike share programs?

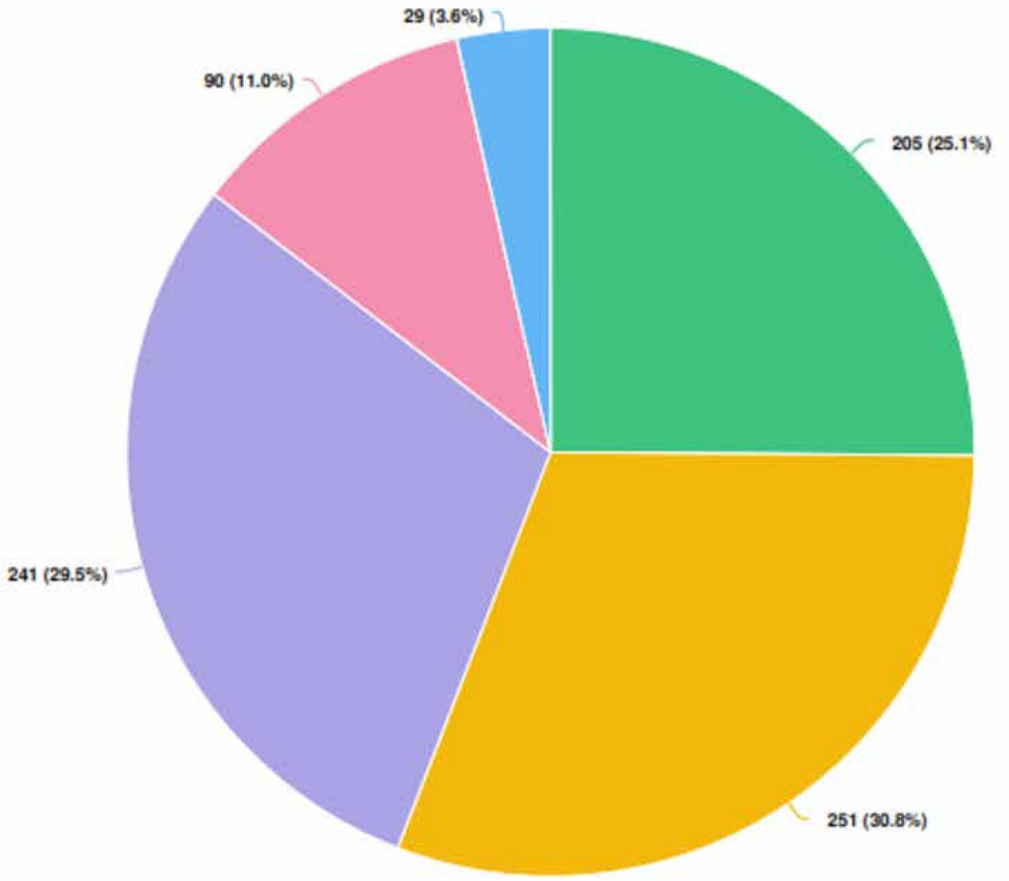


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q19 How important is it for the City to look at ways of providing electric vehicle charging stations?

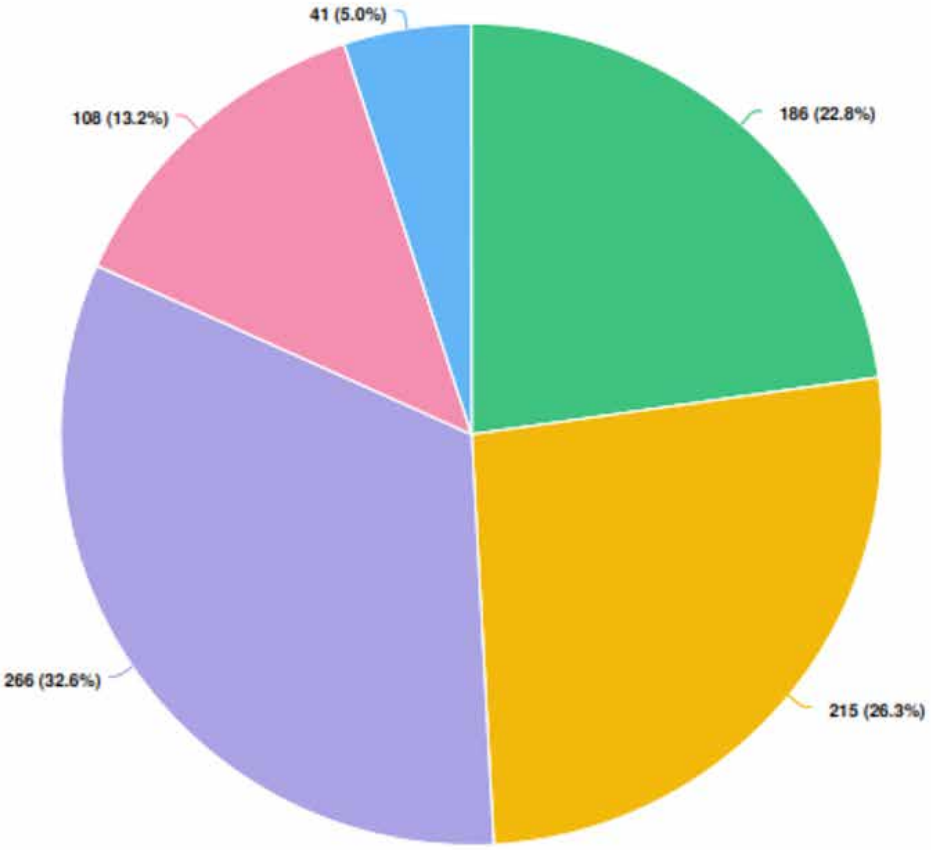


Question options

Extremely important | Very important | Somewhat important | Not so important | Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q20 How important is it for the City to consider the use of electric scooters/bikes and other emerging technologies that support sustainable transportation?



Question options

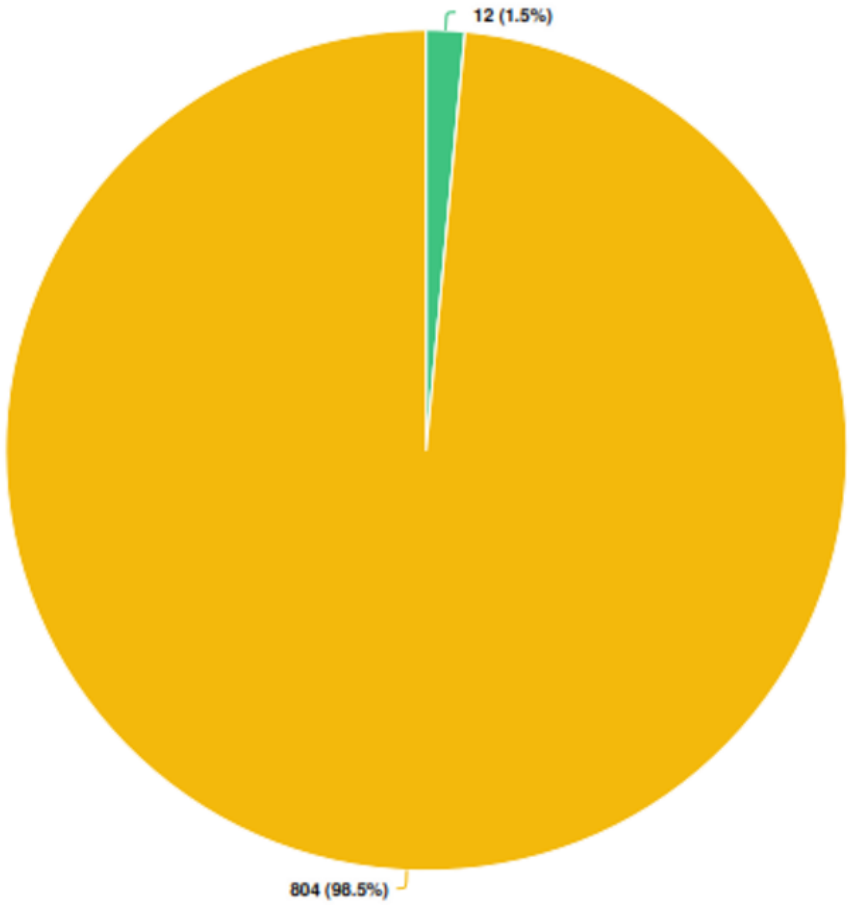
Extremely important · Very important · Somewhat important · Not so important · Not at all important

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q21 How do you rank the importance of each of these transportation-related areas?

Mandatory Question (816 response(s))
Question type: Likert Question

Q22 Are you answering this survey on behalf of a club or organization?

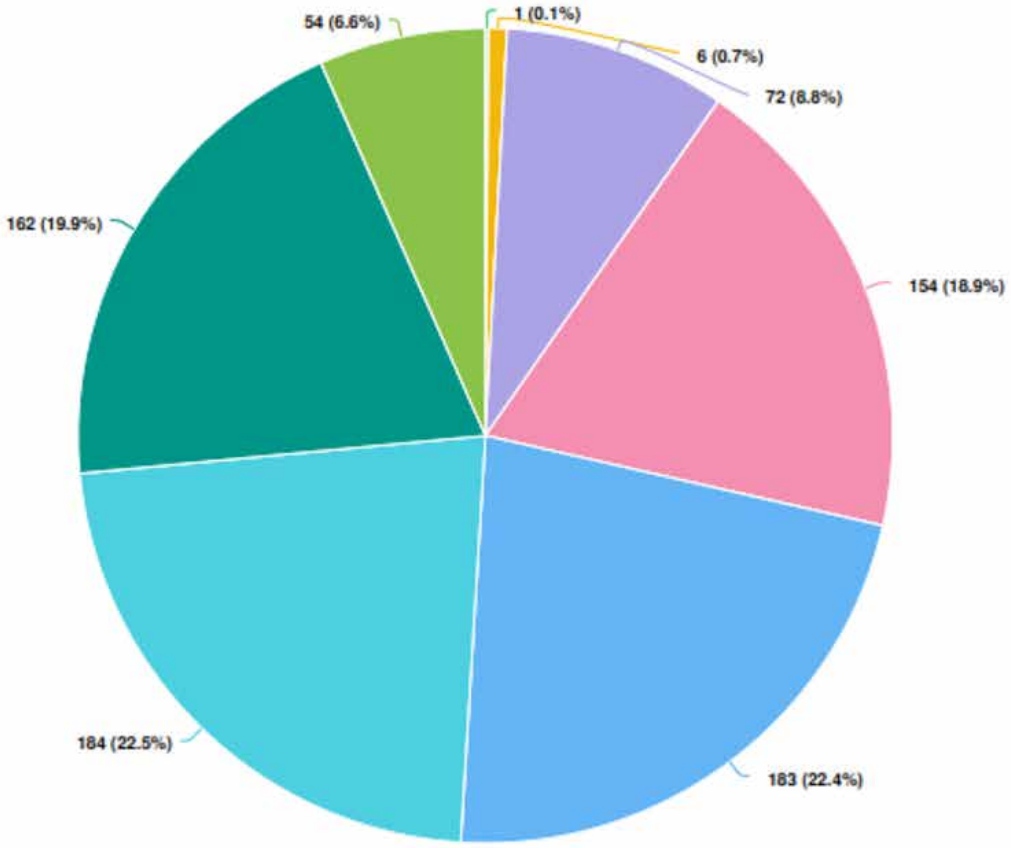


Question options

No Yes

Mandatory Question (816 response(s))
Question type: Radio Button Question

Q23 Your age:



Question options

70+ years old | 60-69 years old | 50-59 years old | 40-49 years old | 30-39 years old | 20-29 years old | 15-19 years old | 0-14 years old

Mandatory Question (816 response(s))
Question type: Radio Button Question

DRAFT MTP ENGAGEMENT SURVEY – November 2023

Let's Talk PoCo

Report Type: Form Results Summary
Date Range: 15-11-2023 - 24-01-2024
Exported: 16-02-2024 14:33:16

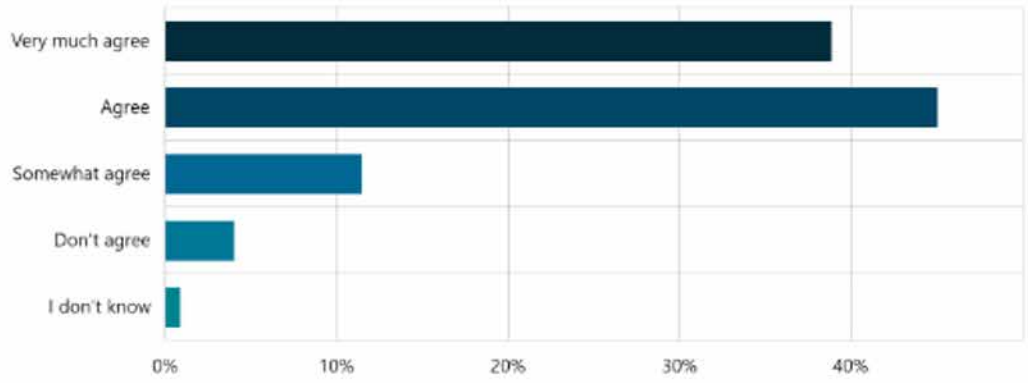
Closed

Untitled
Master Transportation Plan

713	727
Contributors	Contributions

Contribution Summary

1. Do you agree with this approach to develop the MTP and identify improvement projects? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Very much agree	38.79%	282
Agree	44.98%	327
Somewhat agree	11.42%	83
Don't agree	3.99%	29
I don't know	0.83%	6
Total	**100.00%**	**727**

2. Share any additional comments on the approach to develop the MTP and identify improvement projects.
Long Text | Skipped: 434 | Answered: 293 (40.3%)

Sentiment

No sentiment data

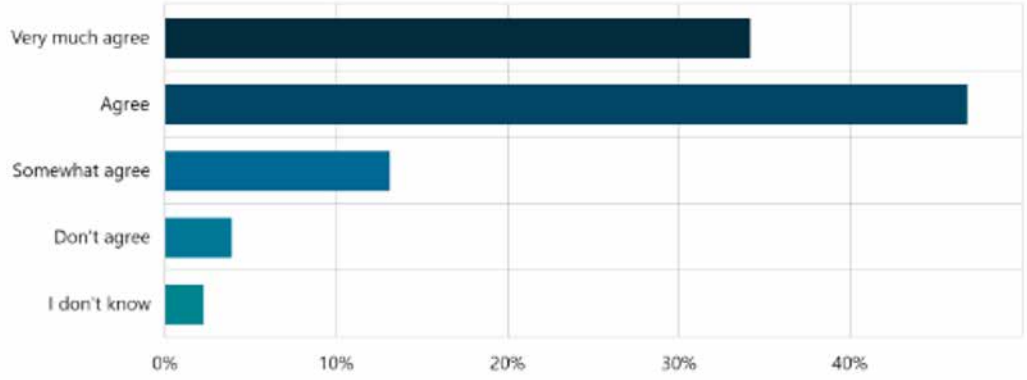
Tags

No tag data

Featured Contributions

No featured contributions

3. Do you agree with this approach to identify practical and cost-effective improvements? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Very much agree	34.11%	248
Agree	46.77%	340
Somewhat agree	13.07%	95
Don't agree	3.85%	28
I don't know	2.20%	16
Total	**100.00%**	**727**

4. Share any additional comments on the approach to identify practical, cost effective, and implementable improvements.
Long Text | Skipped: 557 | Answered: 170 (23.4%)

Sentiment

No sentiment data

Tags

No tag data

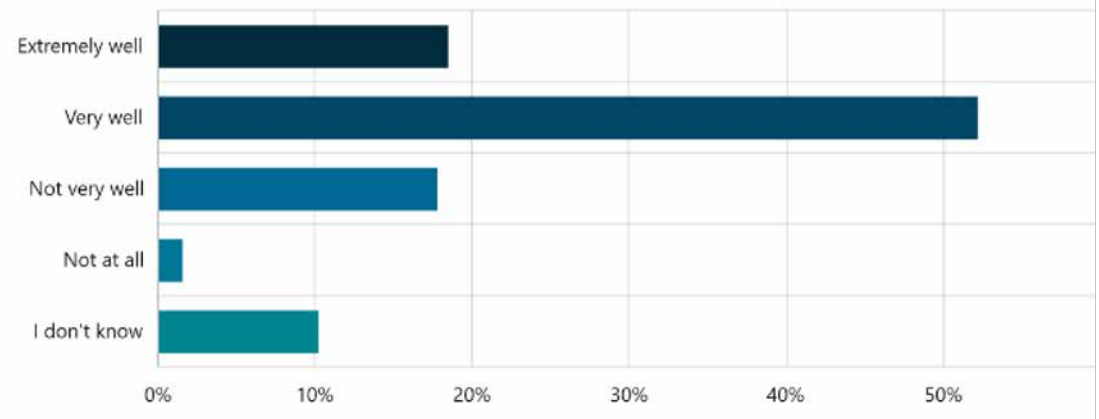
Featured Contributions

No featured contributions

SIDEWALKS

Goal: Ensure people have safe, direct and comfortable routes to walk or wheel to key destination points in the City.

5. How well does the MTP achieve this goal? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Extremely well	18.43%	134
Very well	52.13%	379
Not very well	17.74%	129
Not at all	1.51%	11
I don't know	10.18%	74
Total	**100.00%**	**727**

6. Share any additional comments on walking/wheeling improvements.
Long Text | Skipped: 492 | Answered: 235 (32.3%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

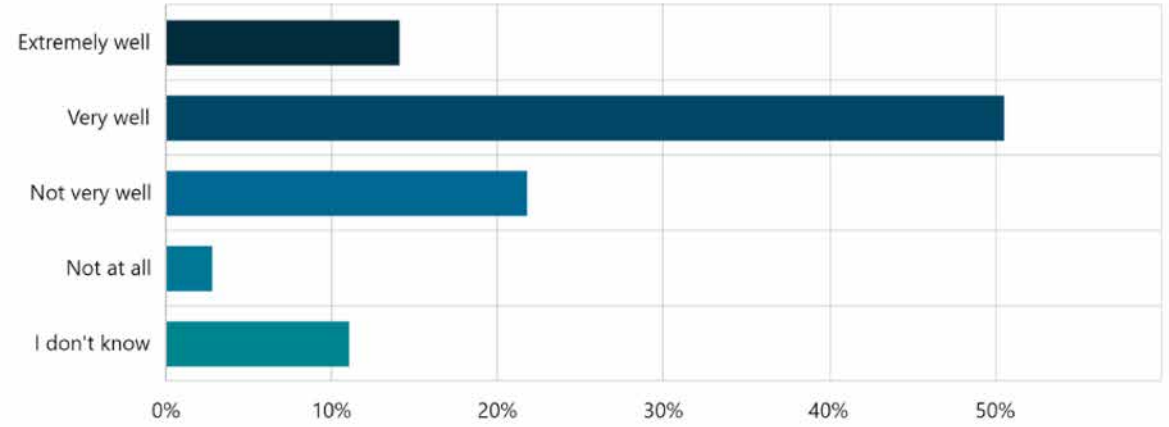
No featured contributions

MULTI-USE PATHS/CYCLE TRACKS/SLOW STREETS

Goal: Provide safe, comfortable and attractive cycling/rolling facilities that encourage people of all ages and abilities to cycle/roll through the City.

7. How well does the MTP achieve this objective? Required

Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Extremely well	14.03%	102
Very well	50.48%	367
Not very well	21.73%	158
Not at all	2.75%	20
I don't know	11.00%	80
Total	**100.00%**	**727**

8. Share any additional comments on proposed cycling/rolling improvements.

Long Text | Skipped: 470 | Answered: 257 (35.4%)

Sentiment

No sentiment data

Tags

No tag data

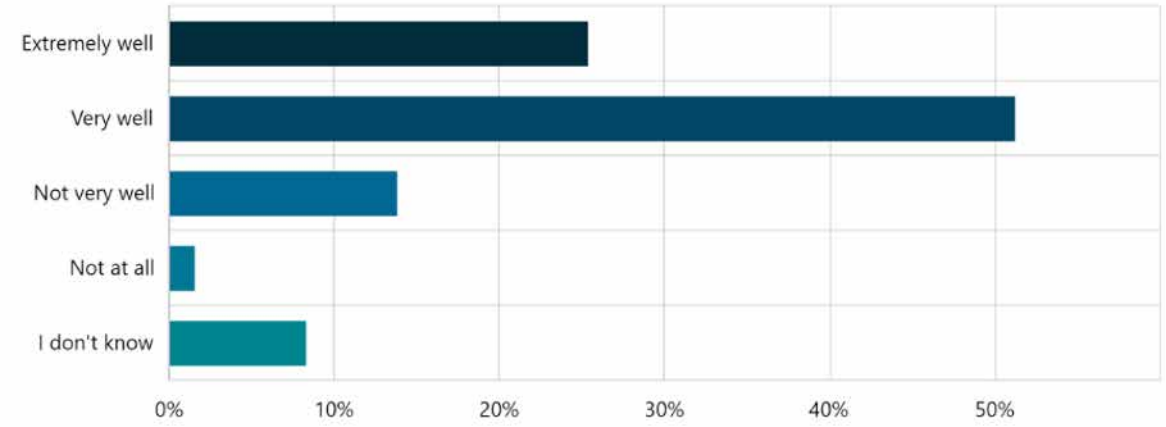
Featured Contributions

No featured contributions

TRAILS AND WALKWAYS

Goal: Provide a trail network that connects to key destination points and encourages people to get out in the community and enjoy nature.

9. How well does the MTP achieve this goal? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Extremely well	25.31%	184
Very well	51.17%	372
Not very well	13.76%	100
Not at all	1.51%	11
I don't know	8.25%	60
Total	**100.00%**	**727**

10. Share any additional comments on proposed trail improvements.
Long Text | Skipped: 526 | Answered: 201 (27.6%)

Sentiment

No sentiment data

Tags

No tag data

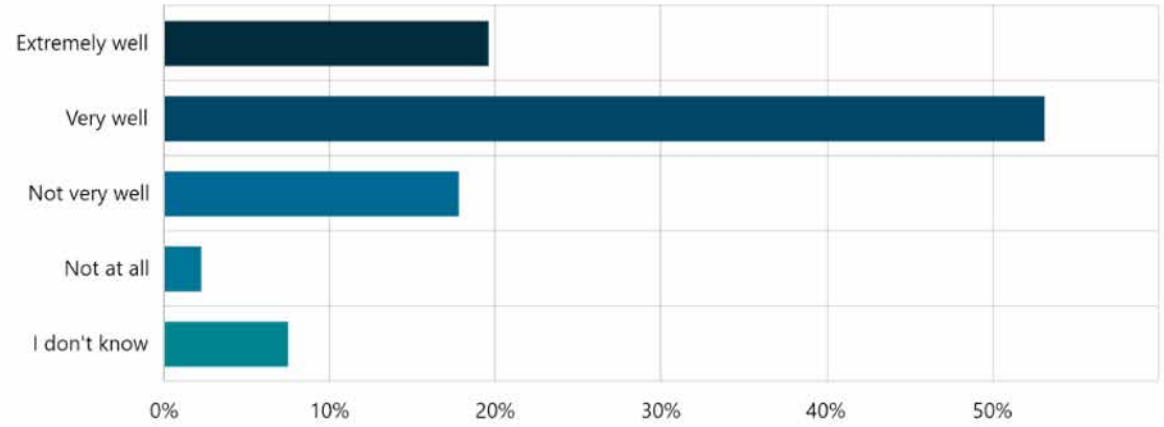
Featured Contributions

No featured contributions

CROSSWALKS

Goal: Provide enhanced crosswalks on direct routes to key destination points (e.g. crosswalk paint, streetlights, flashing beacons, raised crosswalks, bulb outs).

11. How well does the MTP achieve this objective? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Extremely well	19.53%	142
Very well	53.09%	386
Not very well	17.74%	129
Not at all	2.20%	16
I don't know	7.43%	54
Total	**100.00%**	**727**

12. Share any additional comments on proposed crosswalk improvements.
Long Text | Skipped: 501 | Answered: 226 (31.1%)

Sentiment

No sentiment data

Tags

No tag data

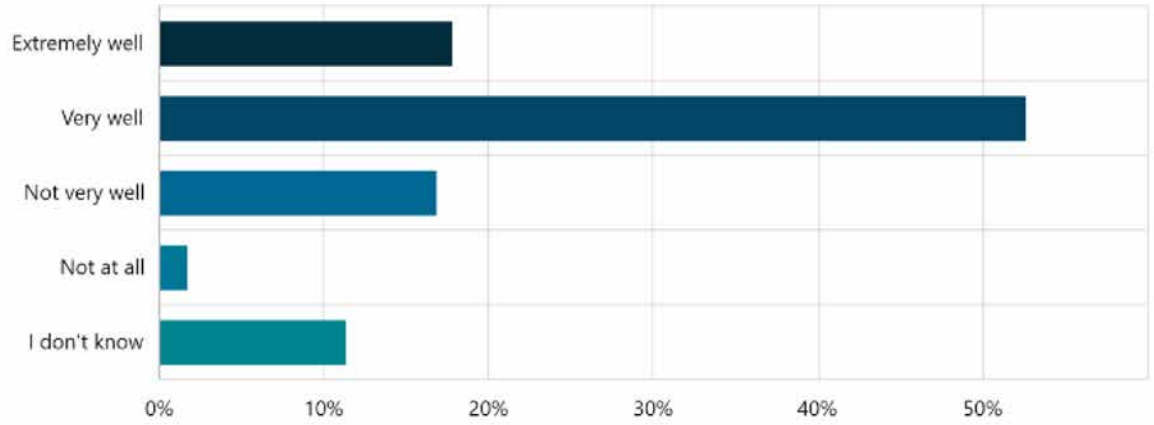
Featured Contributions

No featured contributions

STREET DESIGN

Goal: Design select streets in the City's more urban, commercial areas as attractive 'people places' that support: local businesses; walking/wheeling/rolling; a healthy environment; places to gather, and; less congestion, speed and noise.

13. How well does the MTP achieve this goal? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Extremely well	17.74%	129
Very well	52.54%	382
Not very well	16.78%	122
Not at all	1.65%	12
I don't know	11.28%	82
Total	**100.00%**	**727**

14. Share any additional comments on proposed urban street design improvements.
Long Text | Skipped: 544 | Answered: 183 (25.2%)

Sentiment

No sentiment data

Tags

No tag data

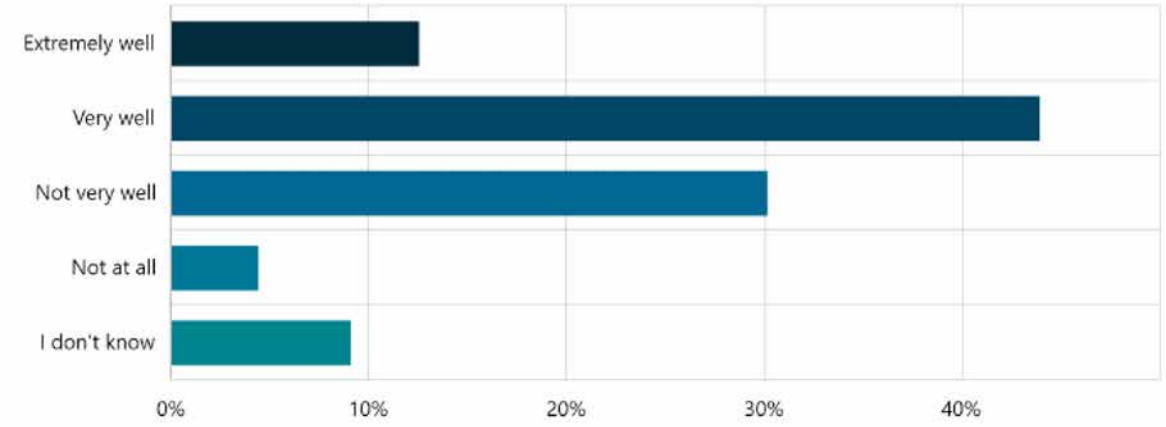
Featured Contributions

No featured contributions

ROADS

Goal: Ensure roads, corridors and intersections are constructed and maintained to support traffic, new development and population growth so that people and goods can flow through the City.

15. How well does the MTP meet this goal? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Extremely well	12.52%	91
Very well	43.88%	319
Not very well	30.12%	219
Not at all	4.40%	32
I don't know	9.08%	66
Total	**100.00%**	**727**

16. Share any additional comments on auto and road improvements.
Long Text | Skipped: 481 | Answered: 246 (33.8%)

Sentiment

No sentiment data

Tags

No tag data

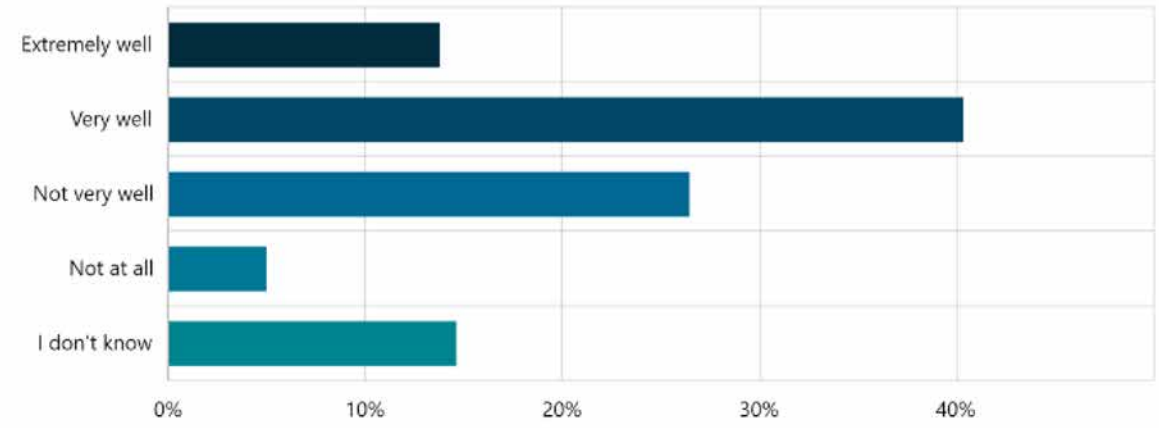
Featured Contributions

No featured contributions

TRANSIT

Goal: Encourage the use of transit with attractive and accessible stops, and road improvements that support efficien and reliable transit service.

17. How well does the MTP meet this goal? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Extremely well	13.76%	100
Very well	40.30%	293
Not very well	26.41%	192
Not at all	4.95%	36
I don't know	14.58%	106
Total	**100.00%**	**727**

18. Share any additional comments on transit improvements.
Long Text | Skipped: 455 | Answered: 272 (37.4%)

Sentiment

No sentiment data

Tags

No tag data

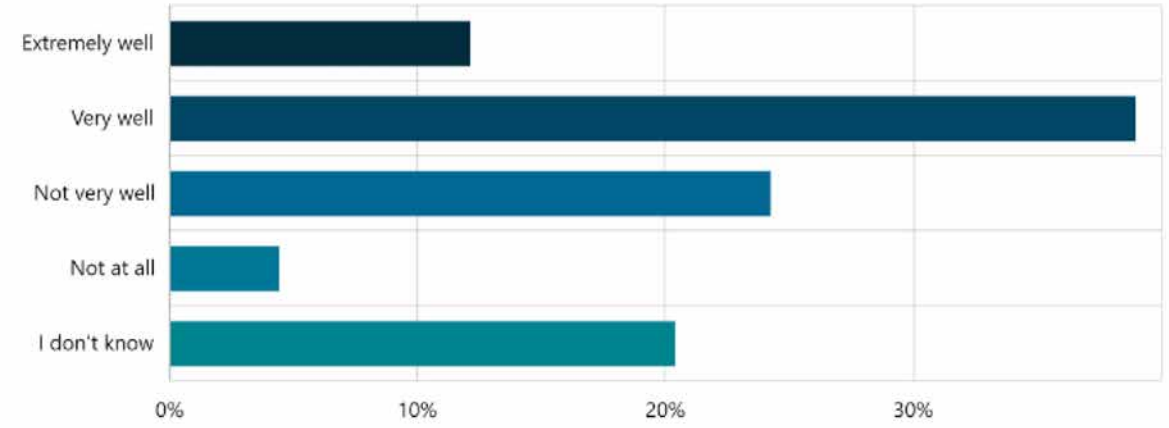
Featured Contributions

No featured contributions

SUSTAINABILITY

Goal: Support a healthy environment and livable community with technology and services that reduce traffic, pollution, and/or dependence on vehicle ownership.

19. How well does the MTP meet this goal? Required
Multi Choice | Skipped: 0 | Answered: 727 (100%)



Answer choices	Percent	Count
Extremely well	12.10%	88
Very well	38.93%	283
Not very well	24.21%	176
Not at all	4.40%	32
I don't know	20.36%	148
Total	**100.00%**	**727**

20. Share any additional comments on sustainability improvements.
Long Text | Skipped: 535 | Answered: 192 (26.4%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

21. Do you have any final comments or input that you would like us to consider?
Long Text | Skipped: 411 | Answered: 316 (43.5%)

Sentiment

No sentiment data

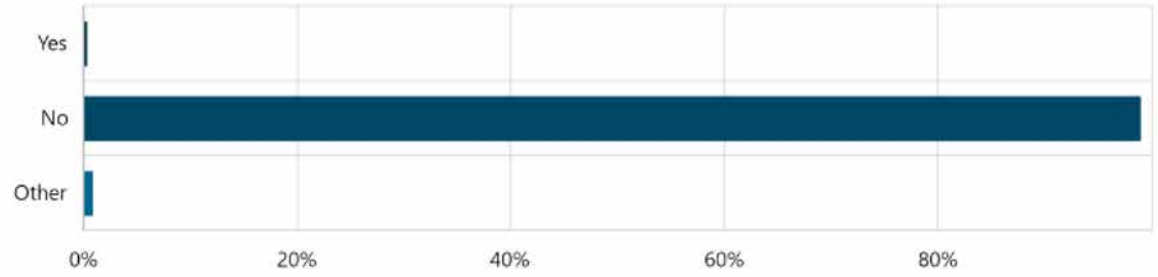
Tags

No tag data

Featured Contributions

No featured contributions

22. Are you answering this survey on behalf of a club, organization or business?
Multi Choice | Skipped: 8 | Answered: 719 (98.9%)



Answer choices	Percent	Count
Yes	0.28%	2
No	98.89%	711
Other	0.83%	6
Total	**100.00%**	**719**

23. What is the name of the club, organization or business?
Short Text | Skipped: 725 | Answered: 2 (0.3%)

Sentiment

No sentiment data

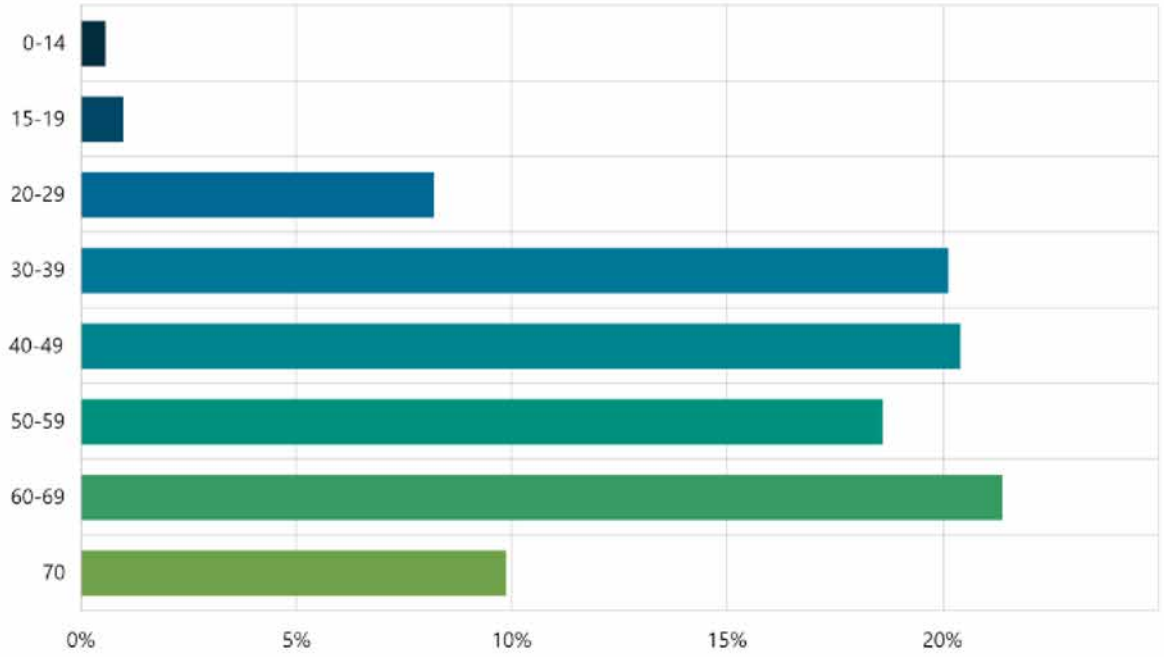
Tags

No tag data

Featured Contributions

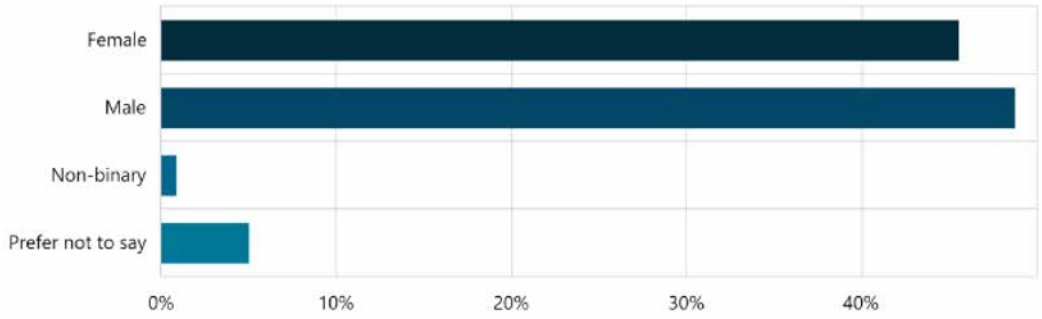
No featured contributions

24. Your age:
Multi Choice | Skipped: 6 | Answered: 721 (99.2%)



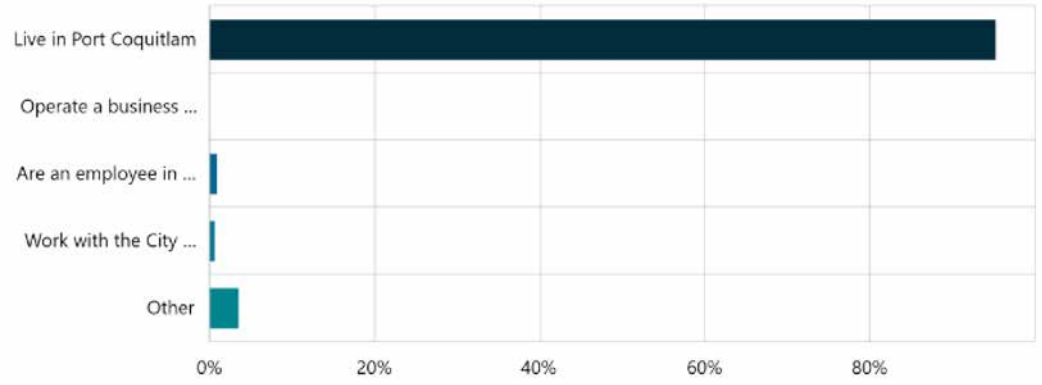
Answer choices	Percent	Count
0-14	0.55%	4
15-19	0.97%	7
20-29	8.18%	59
30-39	20.11%	145
40-49	20.39%	147
50-59	18.59%	134
60-69	21.36%	154
70	9.85%	71
Total	**100.00%**	**721**

25. You identify as:
Multi Choice | Skipped: 4 | Answered: 723 (99.4%)



Answer choices	Percent	Count
Female	45.50%	329
Male	48.69%	352
Non-binary	0.83%	6
Prefer not to say	4.98%	36
Total	**100.00%**	**723**

26. You:
Multi Choice | Skipped: 5 | Answered: 722 (99.3%)



Answer choices	Percent	Count
Live in Port Coquitlam	95.15%	687
Operate a business in Port Coquitlam	0%	0
Are an employee in Port Coquitlam	0.83%	6
Work with the City of Port Coquitlam	0.55%	4
Other	3.46%	25
Total	**100.00%**	**722**

APPENDIX B - PROJECTS

ARTERIAL SIDEWALKS

ARTERIAL SIDEWALKS - Priority 1											
Code	**Priority**	**Class**	**Street**	**Side**	**From**	**To**	**Length (m)**	**Width (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
W901	1	Arterial	Broadway St	W	1515 Broadway St	Mary Hill Bypass	40	1.8	$40,600	MHB, Transit Stops, Dike Trail, Commercial	Missing gap	
W562	1	Arterial	Kingsway Ave	S	Shaughnessy Overpass	2276 Kingsway Ave	45	1.8	$45,675	Commercial, Downtown, Parking Lot	Missing gap. Accessibility Issues. Ramp required.	X2544
W563	1	Arterial	Kingsway Ave	S/W	East of Mary Hill Rd	Lane N of Wilson Ave	180	1.8	$182,700	West Coast Express, Downtown, Employment area, Bus Stops, PCCC, Rowland Park, Mary Hill sidewalk, Wilson sidewalk, Kingsway MUP	Missing gap	X3048
W538	1	Arterial	Lincoln Ave	S	Wellington St	Coast Meridian Rd	385	1.8	$390,775	Ecole de Pionners, Wellington Park, Traboulay trail, Nature reserve, Coquitlam	Missing gap	
W312	1	Arterial	Westwood St	E	Crosswalk	Railroad	10	1.8	$10,150	Commercial		X173

Arterial Sidewalks - Priority 1 Projects	**660**	**$669,900**

ARTERIAL SIDEWALKS - Priority 2											
Code	**Priority**	**Class**	**Street**	**Side**	**From**	**To**	**Length (m)**	**Width (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
W902	2	Arterial	Oxford St	W	Lincoln Ave	Coquitlam Ave	1180	1.8	$1,197,700	Commercial area, James Park Elem, Kwayhquitlum Elem, Lady Assumption school, Traboulay Trail, McLean Park, Aggie Park, Centennial Pool, Prairie MUP, Prairie sidewalk, Fraser sidewalk, Coquitlam MUP, Coquitlam sidewalk	2nd Sidewalk. Scope includes missing crosswalks (5)	X4019, X4025, X4032, X4027, X4028
W903	2	Arterial	Pitt River Rd	E	Harbour St	Mary Hill Bypass	100	1.8	$101,500	Traboulay Trail, Commercial	2nd Sidewalk. Missing Gap. Dvpt potential.	

Arterial Sidewalks - Priority 2 Projects	**1280**	**$1,299,200**

COLLECTOR SIDEWALKS

COLLECTOR SIDEWALKS - Priority 1												
Code	**Priority**	**Class**	**Street**	**Side**	**From**	**To**	**Length (m)**	**Width (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
W652	1	Collector	Industrial Ave	S	1628 Industrial Ave	Coast Meridian Rd	185	1.8	$187,775	Employment area, bus stops, sidewalks on Industrial Ave and Coast Meridian Ave.	Missing gap	X5175, X5275
W619	1	Collector	Kebet Way	N	Coast Meridian Rd	Mustang Place	200	1.8	$203,000	Employment area, Traboulay trail, bus stops, Kingsway MUP	Extend 30m up E side of Coast Meridian Rd to driveway at 1488	X6378
W621	1	Collector	Kebet Way	N	Mustang Pl	Kingsway Ave	315	1.8	$319,725	Employment area, Traboulay trail, bus stops, Kingsway MUP		X6378, X6576

Collector Sidewalks - Priority 1 Projects	**700**	**$710,500**

COLLECTOR SIDEWALKS - Priority 2												
Code	**Priority**	**Road Class**	**Street**	**Side**	**From**	**To**	**Length (m)**	**Width (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
W542	2	Collector	Apel Dr	W	Lynwood Ave	Victoria Dr	235	1.8	$238,525	Davison Park, Chelsea Park, Nature Reserve, Leigh Elementary, Victoria Park	2nd sidewalk. Includes new crosswalk and streetlight at Derby Court.	
W614	2	Collector	Broadway St	W	Mary Hill Bypass	Kebet Way	195	1.8	$197,925	Employment area, Commercial, Bus Stops, Traboulay Trail, Broadway sidewalk, Kebet sidewalk	2nd sidewalk.	
W062	2	Collector	Flint St	E	3060 Flint St	Manning Ave	30	1.8	$30,450	Commercial, Aggie Park	Gap in otherwise completed s/w on E side. Dvpt potential. Include x-walk, SL for E leg of Manning/Flint intersection.	
W528	2	Collector	Hastings St	W	McRae Cres	Patricia Ave	135	1.8	$137,025	Westwood Elementary, Maple Creek Middle, Coquitlam, Lincoln sidewalk, Patricia sidewalk, Patricia MUP	2nd sidewalk. Convert to Collector road class with future connection to Lincoln Avenue. Includes new crosswalk and streetlight on W leg of McRae	

Code	Priority	Road Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W527	2	Collector	Hastings St	W	Patricia Ave	Kitchener Ave	190	1.8	$192,850	Patricia sidewalk, Patricia MUP, Hastings sidewalk, Westwood Elementary, Maple Creek Middle	2nd sidewalk	X2021
W616	2	Collector	Kebet Way	N	Broadway St	Coast Meridian Rd	460	1.8	$466,900	Employment area, bus stops, Peace Park, Traboulay trail, Broadway sidewalk, Kebet Way sidewalk, Coast Meridian MUP	2nd sidewalk. Include crosswalk at Spitfire Place and letdowns at drive-ways.	
W608	2	Collector	Langan Ave	S	Eastern Dr	Pitt River Rd	180	1.8	$182,700	Mary Hill Elementary, Thompson Park, Cameron Park, Robert Hope Park/Pool, Bus Stops, Eastern sidewalk, Pitt River sidewalk	2nd sidewalk. Construct MUP on N side of Langan between Eastern & Taylor first	X3468
W609	2	Collector	Langan Ave	S	Pitt River Rd	Taylor St	205	1.8	$208,075	Mary Hill Elementary, Thompson Park, Robert Hope Park/Pool, Bus Stops, Employment area, Pitt River sidewalk, Taylor sidewalk	2nd sidewalk. Construct MUP on N side of Langan between Eastern & Taylor first	X3468, X3768
W610	2	Collector	Langan Ave	S	Taylor St	Brown St	155	1.8	$157,325	Mary Hill Elementary, Thompson Park, Cameron Park, Langan sidewalk, Taylor sidewalk	2nd sidewalk	X3768, X4068
W559	2	Collector	Nicola Ave	N	950 Nicola Ave	985 Nicola Ave	185	1.8	$187,775	Commercial area	Missing gap. By Development	
W529	2	Collector	Patricia Ave	S	Westwood Dr	Hastings St	495	1.8	$502,425	Westwood Elementary, Maple Creek Middle, Lincoln skytrain, commercial area, Hastings sidewalk, Patricia sidewalk	2nd sidewalk	
W556	2	Collector	Riverside Dr	N	Po Ave	Lane	95	1.8	$96,425	Terry Fox SS, Riverside Dr sidewalk, Dominion Triangle commercial area	2nd sidewalk. Missing gap.	
W557	2	Collector	Riverside Dr	N/W	Congo Cres	Crosswalk	290	1.8	$294,350	Terry Fox SS, Blakeburn Elementary, Blakeburn Lagoon, Dominion Triangle commercial area, Riverside Dr sidewalk	2nd sidewalk. Missing gap.	X6749
W555	2	Collector	Riverside Dr	N	Parana Dr	Fremont St	610	1.8	$619,150	Cedar Creek Trail, Cedar Drive School, Cascara Park, Blakeburn School, Blakeburn Lagoons, Terry Fox SS, Riverside sidewalk, Elbow sidewalk, Nechako Connector	2nd sidewalk	X7242, X7239, X7338, X7638, X8138
W650	2	Collector	Western Dr	W	Eastern Dr	Western Pl	75	1.8	$76,125	Western sidewalk, Eastern sidewalk, Eastern MUP, Western MUP, Eastern Dr Park, Skyline Park, Settlers Park, Hazel T Elem, Citadel Middle	2nd sidewalk	X1983

Collector Sidewalks - Priority 2 Projects	**3535**	**$3,588,025**

LOCAL SIDEWALKS

LOCAL SIDEWALKS - Priority 1												
Code	**Priority**	**Class**	**Street**	**Side**	**From**	**To**	**Length (m)**	**Width (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
W006	1	Local	Aire Cres	E	Mary Hill Elementary	Lamprey Dr	130	1.8	$131,950	Robert Hope Pool/Park, Mary Hill Elementary, Aire sidewalk, Lamprey sidewalk		
W046	1	Local	Ayling St	W	Huber Dr	Lynwood Ave	100	1.8	$101,500	BC Christian Academy, Evergreen Park, Traboulay Trail, Hyde Nature Reserve, G&A Market, Bus Stops, Lynwood sidewalk, Huber sidewalk, Victoria sidewalk, Victoria MUP		X7606
W155	1	Local	Barberry Dr	S	Larch Way	Cascara Trail (TRL0061)	305	1.8	$309,575	Birchland Elem, Birchland Park, Cascara Park, Greg Moore Trail, Cedar Elem, Cedar Park, Terry Fox SS, Larch sidewalk		X6143
W005	1	Local	Belle Pl	S	End of Cul-de-sac	Eastern Dr	100	1.8	$101,500	Routley Park, Kilmer Park, Kilmer Elementary, Walkway, Eastern sidewalk	Slow Street	S592, X2977
W201	1	Local	Bracewell Pl	S	Lincoln Dr	S End of Cul-de-sac	75	1.8	$76,125	Hyde Creek Rec Centre, Hyde Creek Park, BC Christian Academy, Chelsea Park, Lincoln sidewalk, Lincoln MUP	Slow Street	S918, X5916, T012
W113	1	Local	Cambridge St	E	Fraser Ave	Suffolk Ave	250	1.8	$253,750	Commercial Area, Fraser sidewalk, Coquitlam sidewalk, Suffolk sidewalk		X3640, X3638, X3636, X3534
W114	1	Local	Cambridge St	E	Lane N of Westminster	Westminster Ave	40	1.8	$40,600	Commercial area, Cambridge sidewalk, Lougheed sidewalk		X5144
W048	1	Local	Chelsea Ave	S	Lincoln Dr	Trailhead at E end	115	1.8	$116,725	Chelsea Park, Davison Park, Hyde Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail, Chelsea sidewalk, Lincoln MUP, Walkway at W end of Chelsea Ave	Slow Street. Existing sidewalk constructed from Lincoln Ave to 1268 Chelsea Ave.	X6011, S089
W049	1	Local	Chelsea Ave	S	Cedar Dr	E end of Chelsea Ave	325	1.8	$329,875	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Traboulay Trail, Greg Moore Trail, Sun Valley Park, Fremont Connector, Cedar MUP, Cedar sidewalk, G&A market	Slow Street. Trail connection at E end to Fremont Connector	S142, X5710, T004

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W251	1	Local	Chelsea Ave	N	Robin Place	Coast Meridian Rd	175	1.8	$177,625	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Coast Meridian sidewalk, Robin Sidewalk	Slow Street	S084, X5113
W521	1	Local	Chester St	E	Centennial Pool	Coquitlam Ave	60	1.8	$60,900	Aggie Park, Centennial Pool, McMitchell Park, Chester sidewalk, Coquitlam MUP, Bus Stops, Lougheed MUP	Missing gap	X3038
W004	1	Local	Colodin Cl	N	N end of Colodin Close	Stafford Ave	80	1.8	$81,200	Terry Fox SS, Gates Park, Sitka Spruce Park, Stafford Sidewalk, Walkway	Missing gap	
W039	1	Local	Cornwall Dr	E	Evergreen Park	Lombardy Dr	70	1.8	$71,050	Evergreen Park, Lombardy sidewalk, Cornwall sidewalk, Greg Moore trail, Priaire MUP, bus stops, Cedar Elementary		X7325
W001	1	Local	Coutts Way	E	Homesteader Way	S End of Cul-de-sac	105	1.8	$106,575	Coutts Park, Castle Park Elementary, Castle Park, Fortress Park, Citadel Park, Fraser River, Traboulay Trail, Homesteader sidewalk, Fletcher sidewalk	Missing gap	S580, X1192
W149	1	Local	Dorset Ave	S	Shaughnessy St	Flint St	300	1.8	$304,500	Kwayhquitlum Middle, Pionniers Elem, Kiddies Korner Preschool, Bike Park, Lady Assumption School, Centennial Pool, Aggie Park, McMitchell Park, Traboulay trail, Shaughnessy Dog Park, Shaughnessy sidewalk, Shaughnessy MUP, Flint sidewalk, St Anne sidewalk, Oxford sidewalk	Slow Street	S199, X3025
W204	1	Local	Dorset Ave	S	Oxford Street	Sefton St	665	1.8	$674,975	Kwayhquitlum Middle, Ecole des Pionniers, Commercial area, Coast Meridian sidewalk, Sefton sidewalk, Wellington sidewalk, Wellington MUP, Oxford sidewalk, Dorset sidewalk	Slow Street	S950, X4026, X4626, X8119, X8120, X5126
W020	1	Local	Elbow Pl	W	Lane N of Riverside Dr	Blakeburn Lagoon Pathway (TRL0534)	350	1.8	$355,250	Blakeburn School, Blakeburn Lagoon, Cedar Elem, Cedar Park, Birchland Elem, Terry Fox SS, Riverside MUP, Greg Moore trail	Slow Street	S158, X7338, X7711
W150	1	Local	Ellis Dr	S	Sandlewood Way	Cascara Trail (TRL0056)	220	1.8	$223,300	Birchland Elem, Cedar Elem, Cedar Park, Birchwood Park, Birchland Park, Cascara Park, Terry Fox SS, Blakeburn Elem, Blakeburn Lagoon, Greg Moore Trail, Walkway, Sandlewood sidewalk		X6139
W202	1	Local	Essex Ave	S	Cedar Drive	E end of Essex Avenue	295	1.8	$299,425	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Traboulay Trail, Greg Moore Trail, Sun Valley Park, Fremont Connector, Cedar MUP, Cedar sidewalk, G&A market	Slow Street	S905, T005, X7512, X8111

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W354	1	Local	Finley St	E	Lombardy Drive	Prairie Avenue	250	1.8	$253,750	Cedar Drive Elem, Cedar Drive Park, Evergreen Park, Hyde Nature Reserve, BC Christian Academy, Minnekhada Middle, Birchland Elem, Prairie sidewalk, Prairie MUP, Lombardy sidewalk, bus stops	Slow Street	S908, X6206, X7030
W200	1	Local	Fletcher Way	W	Eastern Dr	Coutts Way	565	1.8	$573,475	Coutts Park, Fortress Park, Castle Park Elem, Castle Park, Fortress Park, Citadel Park, Traboulay Trail, Fraser River, Skyline Park, Eastern MUP, Eastern sidewalk, Coutts sidewalk, Homesteader Way sidewalk	Slow Street	S902, X1192, X1185
W256	1	Local	Fortress Ct	S	End of Cul-de-sac	Fortress Dr	110	1.8	$111,650	Fortress Park, Coutts Park, Fortress sidewalk, Castle Park, Castle Park School	Slow Street. Missing gap.	S906, X1396
W060	1	Local	Fraser Ave	N	Beside 3123 Shaughnessy St	Shaughnessy St	30	1.8	$30,450	Aggie Park, Centennial Pool, Traboulay, Assumption School, Bus Stops	Missing Gap	
W035	1	Local	Fremont St	W	Handley Crescent (N Leg)	Handley Crescent (S Leg)	285	1.8	$289,275	Sun Valley Park, Fremont sidewalk, Fremont Trail, Handley sidewalk, Prairie MUP, Bus stops, Evergreen Park, Greg Moore trail		X8222, X8227
W087	1	Local	Gordon Ave	S	Lancaster Place	Lane W of Hastings St	245	1.8	$248,675	Fox Creek Park, Pathway, Westwood commercial, Lougheed commercial, Lougheed MUP, Hastings MUP, Hastings sidewalk, Raleigh sidewalk, Traboulay trail	Slow Street. Existing sidewalk from Lane W of Hastings St to Hastings St	X1533, S900
W255	1	Local	Handley Cres	W/N	Walkway at 3463 Handley Cres (TRL0157)	Fremont St	205	1.8	$208,075	Sun Valley Park, Evergreen Park, Pinemont Park, Fremont sidewalk, Fremont Trail, Greg Moore Trail	Slow Street	S151, X8222
W012	1	Local	Harbour St	S	Brand St	Brown Creek Trail (TRL0083)	20	1.8	$20,300	Brown Creek trail, Harbour sidewalk, Pitt River sidewalk, Marian Kroeker Park, Commercial, Traboulay trail	Missing Gap	S552
W014	1	Local	Harbour St	S	Guest St	Pitt River Rd	100	1.8	$101,500	Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek trail, Traboulay trail, Pitt sidewalk, Guest sidewalk	Slow Street	X3688, S552

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W156	1	Local	Hawthorne Ave	N	Shaughnessy St	Mary Hill Rd	245	1.8	$248,675	Gates Park, Riverside Secondary, Central Park, Seniors Centres, Pitt River Middle, PCCC, Shaughnessy sidewalk, Hawthorne sidewalk, Donald MUP, Mary Hill sidewalk, Mary Hill MUP, Tyner sidewalk, Tyner MUP, Kingsway MUP, bus stops		X2558, X2058, X2057
W038	1	Local	Hemlock Cres	W	Pinemont Ave	Walkway at 897 Wright Ave (TRL0155)	105	1.8	$106,575	Evergreen Park, Pinemont Park, Walkways, Greg Moore trail, Cedar Elementary, Sun Valley Park, Cedar sidewalk, Pinemont sidewalk, Prairie MUP, bus stops		X7627, X7626
W047	1	Local	Huber Dr	S	Walkway at 893 Huber Dr (TRL0160)	Mars St	35	1.8	$35,525	Bus Stops, Greg Moore Trail, Traboulay Trail, Hyde Nature Reserve, BC Christian Academy, Evergreen Park, G&A Market, Ayling sidewalk, Ayling Slow Street, Mars sidewalk, Mars Slow Street, Victoria sidewalk, Victoria MUP		X7608, X7609, X7610
W040	1	Local	Juniper Ave	N	Hickory St	Lombardy Dr	150	1.8	$152,250	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Hickory Trail, Greg Moore Trail, Lombardy sidewalk	Slow Street	X8121, X8122, X6723, S148
W157	1	Local	Kelly Ave	N	2447 Kelly Ave	2351 Kelly Ave	100	3.0	$112,000	Gates Park, Terry Fox SS, Traboulay trail, PCCC, Commercial, Donald MUP, Kingsway MUP, Reeve MUP, Reeve sidewalk, Rowland side-walk, Shaughnessy sidewalk.	Slow Street. Missing gap. 3m sidewalk to complete Kelly Ave Greenway. Sidewalk at 2379, 2371, 2365 by dvpt (excluded from length and cost).	S706, X1756, W158

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W158	1	Local	Kelly Ave	N	2347 Kelly Ave	Donald MUP	95	3.0	$106,400	Gates Park, Terry Fox SS, Traboulay trail, PCCC, Commercial, Donald MUP, Kingsway MUP, Reeve MUP, Reeve sidewalk, Rowland sidewalk, Shaughnessy sidewalk.	Slow Street. Missing gap. 3m sidewalk to complete Kelly Ave Greenway. Sidewalk at 2331, 2428, 2279 by dvpt (excluded from length and cost).	W157
W075	1	Local	Kent Ave	N	Wellington St	Coast Meridian Rd	375	1.8	$380,625	Irvine Elementary, Wellington Park, Hyde Nature Reserve, Wellington sidewalk, Coast Meridian sidewalk		X4612, X5112, X5312
W081	1	Local	Kitchener Ave	S	Walkway at 2554 Kitchener (TRL0171)	Hastings St	85	1.8	$86,275	Westwood Elem, Westwood Park, Maple Creek Middle, Commercial, Kitchener sidewalk, Walkway, Hastings sidewalk		
W080	1	Local	Kitchener Ave	S	Hastings St	Carlisle St	210	1.8	$213,150	Westwood Elem, Westwood Park, Maple Creek Middle, Commercial, Westside trial, Hastings sidewalk, Kitchener sidewalk		X1425, X1426
W026	1	Local	Laburnum Ave	N	Walkway	Newberry St	80	1.8	$81,200	Birchland Elementary, Birchwood Park, Birchland Park, Cedar Elementary, Cascara Park, Greg Moore Trail, Walkway, Newberry sidewalk		X6436, X6536
W007	1	Local	Lamprey Dr	N	2140 Lamprey Dr	Humber Cres	90	1.8	$91,350	Robert Hope Pool/Park, Mary Hill Elem, Lamprey sidewalk, Eastern sidewalk, Western sidewalk, Aire sidewalk	Missing gap. Provide driveway let downs to parking lot.	
W043	1	Local	Lincoln Ave	S	Trailhead	Evergreen St	25	1.8	$25,375	BC Christian Academy, Hyde Nature Reserve, Sun Valley Park, Minnekhada Middle, Evergreen Park, Traboulay Trail, Lombardy Park	Missing gap	X6816
W045	1	Local	Lynwood Ave	N	937 Lynwood Ave	Traboulay Trail	240	1.8	$243,600	BC Christian Academy, Evergreen Park, Traboulay Trail, Dike, Hyde Nature Reserve, G&A Market, Bus Stops, Lynwood sidewalk, Ayling sidewalk, Victoria sidewalk, Victoria MUP	Slow Street	X7607, S135

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W252	1	Local	Lynwood Ave	S	Coast Meridian Rd	Bracken Ct	200	1.8	$203,000	Irvine Elementary, Davison Park, Chelsea Park, Hyde Creek Nature Reserve, Leigh Elementary, Victoria Park, Traboulay trail, Bracken sidewalk, Victoria MUP	Slow Street	S091
W056	1	Local	Maxwell Pl	W	Westminster Ave	Walkway at 1733 Imperial Ave (TRL0170)	90	1.8	$91,350	Imperial Park, James Park Elementary, Daycare, Oxford Commercial, McLean Park, Westminster sidewalk, walkway	Slow Street	S191
W042	1	Local	Maywood Ave	N	Walkway at 1037 Maywood Ave (TRL0159)	Vineway St	55	1.8	$55,825	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Traboulay Trail, Walkway, Vineway sidewalk, Lincoln MUP, Fremont Connector MUP	Slow Street	S145, X6818
W074	1	Local	Myrtle Way	N	Walkway at 1872 Myrtle Way (TRL0174)	Galer Way	145	1.8	$147,175	Irvine Elementary, Hyde Creek Nature Reserve, Cemetery, Traboulay trail, Wellington Park, Myrtle sidewalk, Oxford sidewalk	Slow Street. Missing gap	S087, T039, X8118
W071	1	Local	Patricia Ave	S	Shaughnessy St	St Anne St	330	1.8	$334,950	Wellington Park, Pionniers School, Traboulay trail, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Kwayhquitlum Elem, Westwood Elem, Maple Creek Middle, Minnekhada Middle, Hyde Creek Rec Centre, Shaughnessy MUP, Shaughnessy sidewalk, St Anne sidewalk	Slow Street	S251, X3819
W070	1	Local	Patricia Ave	S	St Anne St	Oxford St	105	1.8	$106,575	Wellington Park, Pionniers School, Traboulay trail, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Kwayhquitlum Elem, Westwood Elem, Maple Creek Middle, Minnekhada Middle, Hyde Creek Rec Centre, St Anne sidewalk, Oxford sidewalk	Slow Street	S251, X3819
W069	1	Local	Patricia Ave	S	Oxford St	Walkway at 3575 York St (TRL0344)	140	1.8	$142,100	Wellington Park, Pionniers School, Traboulay trial, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Kwayhquitlum Elem, Westwood Elem, Maple Creek Middle, Minnekhada Middle, Hyde Creek Rec Centre	Slow Street	S270, X4418, X4419
W067	1	Local	Patricia Ave	S	York St	Wellington St	195	1.8	$197,925	Wellington Park, Pionniers School, Traboulay trial, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Kwayhquitlum Elem, Westwood Elem, Maple Creek Middle, Minnekhada Middle, Hyde Creek Rec Centre	Slow Street. Maintain street parking.	S270

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W036	1	Local	Pinemont Ave/ Fir St	N/E	Cedar Dr	Pinemont Park Pathway (TRL0272)	255	1.8	$258,825	Evergreen Park, Pinemont Park, Walkways, Greg Moore trail, Cedar Elementary, Sun Valley Park, Cedar sidewalk, Pinemont sidewalk, Prairie MUP, bus stops	Slow Street	S150, X7626, X7827
W086	1	Local	Raleigh St	E	Gordon Ave	Davies Ave	205	1.8	$208,075	Fox Park, Westwood Commercial, Traboulay trail, Davies sidewalk, Davies MUP, Gordon sidewalk, Lougheed MUP, Lougheed commercial	Slow Street	X1533, X1537, S220
W254	1	Local	Richmond Pl/St	W	Cedar Canal Trail (T016)	Lincoln Ave	460	1.8	$466,900	Cedar Canal trail, Hyde Nature Reserve, BC Christian Academy, Greg Moore Trail, Hyde Creek Park, Evergreen Park, Transit Stops, Cedar MUP, Cedar sidewalk, G&A market, Fremont Connector, Sun Valley Park, Cedar Elementary, Lincoln MUP	Slow Street	S132, X7411, X7413, X7417
W250	1	Local	Robin Pl	W	Walkway at 3959 Robin Place (TRL0165)	Chelsea Ave	140	1.8	$142,100	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Cemetery, CQ River Elem, Robin sidewalk, Coast Meridian sidewalk	Slow Street	S085, W251
W151	1	Local	Sandlewood Way	E	Tamarack Pl	Ellis Dr	75	1.8	$76,125	Birchland School, Birchwood Park, Birchland Park, Cascara Park, Greg Moore Trail, Tamarack sidewalk, Ellis sidewalk		X6139, X6140
W154	1	Local	Sefton St	E	3682 Sefton St	Laurier Ave	340	1.8	$345,100	Pionniers School, Hyde Nature Reserve, Wellington Park, Commercial area, Minnekhada Middle, Hyde Rec Centre, Lincoln sidewalk, Laurier sidewalk, Patricia MUP	Slow Street	S101, X5021, X5124
W066	1	Local	Sefton St/Dorset Ave	E/N	3450 Sefton St	Lane E of Sefton St	125	1.8	$126,875	Pionniers School, Hyde Nature Reserve, Wellington Park, Commercial area, Minnekhada Middle, Hyde Rec Centre, Laurier sidewalk, Dorset sidewalk	Slow Street. Missing gap.	S101, X5124, X5126
W153	1	Local	St. Anne St	W	Lincoln Ave	Patricia Ave	175	1.8	$177,625	Kwayhquitlum Middle, Hyde Nature Reserve, Wellington Park, Pionniers School, Traboulay Trail, Shaughnessy Dog Park, Lincoln sidewalk, Lincoln skytrain, Westwood commercial, Patricia sidewalk	Slow Street	S252, X3819
W072	1	Local	St. Anne St	W	Laurier Ave	Patricia Ave	155	1.8	$157,325	Kwayhquitlum Middle, Hyde Nature Reserve, Wellington Park, Pionniers School, Traboulay Trail, Shaughnessy Dog Park, Lincoln skytrain, Westwood commercial, Patricia sidewalk, Dorset sidewalk	Slow Street	S252, X3823, X3819

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W044	1	Local	St Thomas St	E	Walkway at Joseph Pl (TRL0173)	Sun Valley Park Walkway (TRL0303)	450	1.8	$456,750	Hyde Creek Nature Reserve, Bus Stops, Traboulay Trail, BC Christian Academy, Sun Valley Park, Fremont Connector, Cedar sidewalk, G&A market, Victoria MUP		X8110, X8111
W353	1	Local	Sutherland St	W	Walkway (TRL0178)	Lincoln Ave	185	1.8	$187,775	Davison Park, Chelsea Park, Lincoln MUP, Walkway at N end of Sutherland, Minnekhada Middle, BC Christian Academy, Hyde Creek Rec Centre, Hyde Nature Reserve, Traboulay trail	Slow Street	S092
W352	1	Local	Toronto St	W	Chelsea Ave	Halifax Avenue	175	1.8	$177,625	Davison Park, Chelsea Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail, Chelsea sidewalk, Walkway at W end of Chelsea, Walkway at S end of Toronto	Slow Street	X5711, S093
W152	1	Local	Tamarack Pl	S	Larch Way	Sandlewood Way	85	1.8	$86,275	Birchland School, Birchwood Park, Birchland Park, Cascara Park, Greg Moore Trail, Larch sidewalk, Sandlewood sidewalk		W-150, W-151
W041	1	Local	Vineway St	E	Maywood Ave	Lombardy Dr	220	1.8	$223,300	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Traboulay Trail, Lombardy sidewalk, Maywood sidewalk, Lincoln MUP, Fremont Connector MUP	Slow Street	S145, X6818
W003	1	Local	Vivian Pl	W	Eastern Dr	Corner	190	1.8	$192,850	Settlers Park, Hazel Trembath Elem, Citadel Middle, Skyline Park, Columbia Food Market, Eastern sidewalk, Columbia sidewalk	Slow Street	X2783, S582

Local Sidewalks – Priority 1 Projects	**11862**	**$12,060,405**

LOCAL SIDEWALKS- Priority 2

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W351	2	Local	Bracken Court	E	Walkway at 4064 Toronto St (TRL0363)	Lynwood Ave	100	1.8	$101,500	Davison Park, Chelsea Park, Victoria Park, Leigh Elem, Hyde Nature Reserve, Lynwood sidewalk, Victoria sidewalk	Slow Street	S094

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W359	2	Local	Celeste Crescent	S/E	Western Dr	Routley Park Trail (T136)/ Belle Walkway (TRL0183)	300	1.8	$304,500	Hazel T Elem, Citadel Middle, Skyline Park, Routley Park, Eastern Dr Park, Kilmer Elementary, Kilmer Park, Western sidewalk, Delia sidewalk, Routley Park trail, Walkway	Slow Street	S589, X2577, X2478
W057	2	Local	Cumberland Street	W	Westminster Ave	Suffolk Ave	140	1.8	$142,100	James Park Elementary, Daycare, McLean Park, Imperial Park, Suffolk sidewalk, Westminster sidewalk		X4842, X4843
W358	2	Local	Delia Drive	E	Celeste Cres	Eastern Dr	240	1.8	$243,600	Hazel T Elem, Citadel Middle, Skyline Park, Routley Park, Eastern Dr Park, Robert Hope Park/Pool, Kilmer Elementary, Kilmer Park, Western sidewalk, Delia sidewalk, Routley Park trail, Walkway	Slow Street	S908, X2478, X2282
W104	2	Local	Grant Avenue	N	3153 Grant Ave	Vincent Str	30	1.8	$30,450	McLean Park, Birchland Elem, Minnekhada Middle, Commercial area, Grant sidewalk, Vincent sidewalk	Missing gap. High density land use. By development (OCP Apartment). Existing s/w on S side of Grant.	X5035
W052	2	Local	Grant Avenue	S	1546 Grant Ave	Lane W of Coast Meridian Rd	45	1.8	$45,675	McLean Park, Birchland Elem, Minnekhada Middle, Commercial area, Grant sidewalk, Coast Meridian sidewalk	Missing gap. High density land use. By development (OCP Apartment). Existing s/w on N side of Grant.	M211
W355	2	Local	Handley Crescent	W/S	Walkway (TRL0157)	Fremont St	235	1.8	$238,525	Sun Valley Park, Fremont Trail, Evergreen Park, Greg Moore Trail, Walkway, Handley sidewalk, Fremont sidewalk	Slow Street	S907, X8227
W357	2	Local	Oughton Drive	W/S	York Pl	Eastern Dr	135	1.8	$137,025	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, York sidewalk, Eastern sidewalk	Slow Street	S512, X2873

Code	Priority	Class	Street	Side	From	To	Length (m)	Width (m)	Cost	Destinations/Connections	Notes	Related Projects
W064	2	Local	Salisbury Avenue	S	Shaughnessy St	2156 Salisbury Ave	115	1.8	$116,725	Kwayhquitlum Middle, Shaughnessy Dog Park, Lady Assumption School, Traboulay trail, Convenience Store, Salisbury sidewalk, Shaughnessy sidewalk,	Missing gap. By development (OCP Townhouse).	X3028
W361	2	Local	Saskatchewan Avenue	N	Yarmouth St	Guest St	100	1.8	$101,500	Hazel T Elem, Citadel Middle, Skyline Park, Marion Kroeker Park, Brown Creek Trail, Convenience Store, Yarmouth sidewalk, Guest sidewalk	Slow Street	S550, X3388, X3588
W350	2	Local	Toronto Street	E	Victoria Ave	Walkway at 4064 Toronto St (TRL0363)	60	1.8	$60,900	Davison Park, Chelsea Park, Victoria Park, Leigh Elem, Hyde Nature Reserve, Lynwood sidewalk, Victoria sidewalk, Victoria MUP	Slow Street	S095
W050	2	Local	Ulster Street	E	Minnekhada Middle School Driveway	Commercial Centre (1449 Ulster)	165	1.8	$167,475	Minnekhada Middle, Birchland Elem, Pionniers Elem, Hyde Rec Center, Commercial, Traboulay trail	Slow Street. Missing gap. Existing sidewalk on W Side. High density land use. Commercial Center.	S183, X5528
W360	2	Local	Yarmouth Street	S/W	Walkway at 2155 Nova Scotia Ave (TRL0189)	Saskatchewan Ave	210	1.8	$213,150	Hazel T Elem, Citadel Middle, Skyline Park, Marion Kroeker Park, Brown Creek Trail, Convenience Store	Slow Street	S549, X3388
W356	2	Local	York Place	S	York Place Lane	Oughton Dr	155	1.8	$157,325	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, Oughton sidewalk, Western sidewalk	Slow Street	S511

Local Sidewalks – Priority 2 Projects	**2030**		**$2,060,450**

SLOW STREETS

SLOW STREETS - Priority 1										
Project	**Priority**	**Class**	**Street Name**	**Extents**	**Requirements**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
S909	1	Local	Argue St	Shaughnessy St to Traboulay Trail E of Pitt River Road (TRL0409)	Bike signs (16), PM (28), 30 km signs (12), SH (12). Move two sets of bollards to driveways. Change bike stencils on existing path to pedestrian only.	2645	$147,000	Alternate east-west route to Mary Hill Bypass, Traboulay trail, Zig Zag trail, Castle Park, Peace Park, Marion Kroeker Park, Gas Station, Gillnetter Pub, Employment area, Bus Stops, Colony Farm, Coquitlam, Shaughnessy Cycle Track, Pitt River Cycle Track	Five Segments: 1) Shaughnessy to First Crossing 2) In Front of Residential 3) Between Bollards 4) In Front of Industrial 5) In front of Commercial. Existing raised crossings in front of residential.	T159
S904	1	Local	Barberry Dr	Larch St to Cascara Trail (TRL0061)	Bike signs (2), PM (6), 30 km signs (3), SH (1)	280	$15,750	Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Cascara Park, Cedar Trail, Terry Fox SS, Larch Slow Street, Cascara Trail		W155, X6143
S592	1	Local	Belle Pl	Walkway End to Eastern Dr	Bike signs (2), PM (4), 30 km signs (1)	95	$4,200	Routley Park, Kilmer Park, Kilmer Elementary, Walkway, Pooley MUP		W005, X2977
S918	1	Local	Bracewell Pl	Lincoln Drive to End of Cul de Sac	Bike Signs (2), PM (4), 30 km/h Signs (1), SH (1)	80	$13,650	Hyde Creek Rec Centre, Hyde Creek Park, BC Christian Academy, Chelsea Park, Lincoln MUP		W253, T012
S726	1	Local	Burleigh Ave	Kingsway Ave to Chine Ave	Bike signs (2), PM (6), 30 km signs (2), SH (2)	215	$25,200	Commercial area, Employment area, Bus Stops, Kingsway MUP, Traboulay Trail, McAllister bridge, McAllister Cycle Track. Downtown		X1345
S588	1	Local	Cameron Ave	Trailhead to Broadway St	Bike signs (2), PM (4), 30 km signs (2), SH (1)	165	$14,000	Thompson Park, Employment area, Bus Stops, Cameron Trail, Broadway Cycle Track, Taylor MUP, Cameron MUP		T125, X4572
S703	1	Local	Central Ave	Shaughnessy St to Tyner St	Bike signs (4), PM (12), 30 km signs (4), SH (3)	510	$40,600	Central Elem, Pitt River Middle, Riverside SS, Central Park, Gates Park, Employment area, Bus Stops, Donald MUP, Tyner MUP, Mary Hill MUP, Shaughnessy Cycle Track, Hawthorne Slow Street	Existing Raised Crosswalk at Donald MUP	X2060, X2560, X3060
S084	1	Local	Chelsea Ave	Robin Pl to Coast Meridian Rd	Bike signs (4), PM (8), 30 km signs (4)	185	$8,400	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Robin Slow Street, Coast Meridian MUP, Apel MUP		W251, M911, X5113, S085

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S142	1	Local	Chelsea Ave	Cedar Dr to E end of Chelsea Ave	Bike signs (4), PM (8), 30 km signs (6), SH (2)	325	$28,700	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Sun Valley Park, Traboulay Trail, Greg Moore Trail, Fremont Connector MUP, Cedar MUP, G&A market		W201, T004, M137, X7510, X7710, X7910, X8110
S581	1	Local	Coutts Way	Homesteader Way to Coutts Park	Bike signs (2), PM (4), 30 km signs (2), SH (1)	95	$14,000	Coutts Park, Castle Park Elementary, Castle Park, Citadel Park, Fortress Park, Fraser River, Homesteader Slow Street, Fletcher Slow Street	SH N of Homesteader Way	W001, S902, S581
S199	1	Local	Dorset Ave	Shaughnessy St to Oxford St	Bike signs (6), PM (12), 30 km signs (8), SH (2), Stop Signs (2): W-Way at Flint	555	$33,600	Kwayhquitlum Middle, Pionniers School, Wellington Park, Kiddies Korner Preschool, Shaughnessy Dog Park, Lady Assumption School, Centennial Pool, Aggie Park, McMitchell Park, Traboulay trail, Shaughnessy MUP, Flint Slow Street, St Anne Slow Street, Oxford Cycle Track	Existing raised crosswalk at St Anne	W156, X3025, X8116, X8117, X4025
S950	1	Local	Dorset Ave	Oxford St to Sefton St	Bike signs (8), PM (14), 30 km signs (8), SH (6)	695	$74,200	Kwayhquitlum Middle, Pionniers Elem, Lady Assumption School, Wellington Park, Traboulay Trail, Commercial area, Sefton Slow Street, Wellington MUP, Oxford Cycle Track, Dorset Slow Street		W204, S199, X4026, X4626, X8119, X8120, X5126
S158	1	Local	Elbow Pl	Riverside Dr to Blakeburn Lagoon Pathway (TRL0534)	Bike signs (2), PM (4), 30 km signs (4), SH (1), Raised Crosswalk (1)	280	$24,500	Blakeburn Elem, Birchland Elem, Blakeburn Lagoon, Cedar Elementary, Terry Fox SS, Riverside MUP, Greg Moore trail, Elbow Slow Street		W020, X7338
S159	1	Local	Elgin Ave	Shaughnessy St to Lane E of Shaughnessy St	Bike signs (4), PM (8), 30 km signs (6), SH (2)	40	$2,100	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Skytrain, Bus Stops, Elks Park, Employment Area, Lane E of Shaughnessy Slow Street, Shaughnessy MUP, McAllister Cycle Track/ MUP, Donald MUP, Wilson Cycle Track, Lougheed MUP		S160, M114, X7412

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S905	1	Local	Essex Ave	Cedar Dr to E end of Essex Ave	Bike signs (4), PM (8), 30 km signs (6), SH (2)	295	$28,700	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Traboulay Trail, Greg Moore Trail, Sun Valley Park, Fremont Connector, Cedar MUP, G&A market		W202, M138, T005, X7512, X8111, X8112
S908	1	Local	Finley St	Lombardy Dr to Prairie Ave	Bike signs (4), PM (6), 30 km signs (2), SH (2)	260	$25,550	Cedar Drive Elem, Evergreen Park, BC Christian Academy, Hyde Nature Reserve, Minnekhada Middle, Birchland Elem, bus stops, Prairie MUP, Lombardy Slow Street		W354
S902	1	Local	Fletcher Way	Eastern Dr to Coutts Way	Bike signs (2), PM (8), 30 km signs (4), SH (3)	505	$37,100	Coutts Park, Fortress Park, Castle Park Elem, Castle Park, Fortress Park, Citadel Park, Traboulay Trail, Fraser River, Skyline Park, Eastern MUP, Coutts Slow Street, Fletcher Slow Street		W200, X1192, X1185
S898	1	Local	Flint St	Dorset Ave to Prairie Ave	Bike signs (6), PM (6), 30 km signs (2), SH (1)	290	$16,450	Dorset Slow Street, Prairie MUP, Flint MUP, Kwayhquitlum Middle, McLean Park, Lady Assumption School, Shaughnessy Dog Park, Centennial Pool, Aggie Park, McMitchell Park, Traboulay Trail	Existing sidewalk on E side. Raised crosswalk at Salisbury Ave	X8116, X
S906	1	Local	Fortress Ct/ Palisade Cres	Fortress Park Pathway (TRL0242) to Confederation Dr	Bike signs (6), PM (12), 30 km signs (8), SH (4), Raised Crosswalk (1)	680	$62,300	Fortress Park, Bus Stops, Castle Park, Castle Park Elem, Mary Hill Bypass Bridge, Traboulay Trail, Citadel Cycle Track, Confederation MUP		W256, X1396, X1596, X1793
S565	1	Local	Fortress Dr	Fort Fraser Rise to Citadel Dr	Bike signs (4), PM (6), 30 km signs (4), Speed Humps (2)	295	$26,600	Fortress Park, Coutts Park, Colony Farm, Bus Stops, Castle Park, Castle Park Elem, Citadel Park, Mary Hill Bypass Ped Bridge, Traboulay Trail, Citadel Cycle Track, Confederation MUP		X1194, X1694
S899	1	Local	Fox St	N End to Davies Ave	Bike signs (6), PM (6), 30 km signs (2), SH (1)	230	$16,800	Fox Park, Westwood Commercial, Employment area, Bus Stops, Traboulay Trail, Davies MUP		X1535, X1536

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S205	1	Local	Fraser Ave	Birchland Elementary to Cedar Elementary	Bike signs (6), PM (8), 30 km signs (4), SH (2)	815	$28,700	Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Cascara Park, Greg Moore Trail, Larch Slow Street, Kilmer Slow Street, Priaire MUP,		X6432, X6433, X6434, X6435, X6436
S152	1	Local	Fremont St	Handley Crescent (North) to Prairie Ave	Bike signs (2), PM (6), 30 km signs (4), SH (3)	450	$35,700	Sun Valley Park, Fremont Trail, Handley Slow Street, Prairie MUP, Bus stops, Evergreen Park, Greg Moore trail, Blakeburn Lagoon, Blakeburn Elem, Cedar Elem, Cedar Park, Fremont Connector MUP, Traboulay Trail		W035, T018, X8222, X8227, X8230
S900	1	Local	Gordon Ave	Lancaster St to Lougheed Hwy	Bike signs (6), PM (8), 30 km signs (4), Stop Signs (2): Jervis 4-Way	340	$9,800	Fox Creek Park, Pathway, Westwood commercial, Lougheed commercial, Raleigh Slow Street, Lougheed MUP, Hastings MUP, Traboulay trail		W087, X1532, X1533, X1534
S151	1	Local	Handley Cres (North)	Walkway to Fremont St (North)	Bike signs (2), PM (4), 30 km signs (2), SH (0), Raised Crosswalk (1)	190	$14,000	Sun Valley Park, Pinemont Park, Evergreen Park, Fremont Slow Street, Fremont Trail, Evergreen Park, Greg Moore Trail, Walkway, Fir Slow Street		W255, T155
S552	1	Local	Harbour St	Guest St to Brand St	Bike signs (4), PM (8), 30 km signs (6), SH (3)	490	$38,500	Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek trail, Traboulay Trail, Pitt River Cycle Track, Guest Slow Street		W012, W014, X3688, X3589
S701	1	Local	Hawthorne Ave	Reeve St to Shaughnessy St	Bike signs (2), PM (6), 30 km signs (2), SH (1)	200	$15,400	Gates Park, Central Park, Riverside SS, Central Elem, Bus Stops, Reeve MUP, Rowland Slow Street		X1357, X1757,
S580	1	Local	Homesteader Way	Coutts Way to Confederation Drive	Bike signs (2), PM (6), 30 km signs (2), SH (3)	290	$35,000	Coutts Park, Castle Park Elementary, Castle Park, Citadel Park, Fortress Park, Fraser River, Coutts Slow Street, Fletcher Slow Street, Confederation MUP Argue Slow Street		S902, S580, X1191, X1792
S165	1	Local	Hyde Creek Rec Centre Dr Aisle	Traboulay Trail (TRL0436) to Hickory Trail (TRL0089)	Bike signs (2), PM (6), 20 km signs (2), SH (1)	95	$15,400	Hyde Creek Rec Centre, Minnekhada Middle, Commercial, Hyde Nature Reserve, Evergreen Park, Traboulay Trail, Laurier MUP, Prairie MUP		T052, T053, X3590

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S166	1	Local	Mars St/ Huber Dr	Victoria Dr to Cedar Dr	Bike signs (6), PM (10), 30 km signs (3), SH (3)	355	$39,550	Bus Stops, Greg Moore Trail, Traboulay Trail, Hyde Nature Reserve, BC Christian Academy, Evergreen Park, G&A Market, Victoria MUP, Fremont Connector MUP		X7605, X7610
S188	1	Local	Imperial Ave	Commonwealth St to St Michael St	Bike signs (2), PM (4), 30 km signs (2), SH (1)	285	$14,000	Imperial Park, Oxford Commercial, Walkways, James Park Elem, Terry Fox SS, St Michael Slow Street, Oxford Cycle Track,		S189, S190
S148	1	Local	Juniper Ave	Hickory Trail to Lombardy Dr	Bike signs (2), PM (6), 30 km signs (4), SH (1)	150	$16,100	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Hickory Trail, Greg Moore Trail, Lombardy Slow Street		W040, X6723
S706	1	Local	Kelly Ave	Reeve St to Kingsway Ave	Bike signs (10), PM (12), 30 km signs (10), SH (2)	945	$35,000	Gates Park, Terry Fox SS, Traboulay trail, PCCC, West Coast Express, Commercial, Seniors Centre, Pitt River Middle, Bus Stops, Employment area, Donald MUP, Kingsway MUP, Reeve MUP, Rowland Slow Street, Shaughnessy Cycle Track, Mary Hill MUP, Kingsway MUP		W157, X1353, X1756, X2053, X2553, X3053
S573	1	Local	Kensington Pl/Kensington Cres (S)	Walkway at 1247 Kensington Pl (TRL0468) to Kensington Cres	Bike signs (4), PM (10), 30 km signs (3), SH (3)	345	$38,850	Hazel T Elem, Citadel Middle, Skyline Park, Settlers Park, Easter Dr Park, Castle Park, Citadel Park, Walkway, Citadel Cycle Track,		X6815, X2690
S910	1	Local	Kilmer St	Prairie Ave to Fraser Ave	Bike signs (4), PM (6), 30 km signs (2), SH (2)	235	$25,900	Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Cascara Park, Greg Moore Trail, Fraser Slow Street, Priaire MUP		X6433
S901	1	Local	Lamprey Dr	Western Dr to Eastern Dr	Bike signs (2), PM (6), 30 km signs (4), SH (3)	355	$35,700	Robert Hope Pool/Park, Mary Hill Elem, Nacht Park, Cameron Park, Thompson Park, Western MUP, Eastern MUP		W007, W006, X6813, X6814, X3071
S157	1	Local	Lane North of Riverside Dr	Nechako Cres to Elbow Dr	Bike Signs (4)	210	$1,400	Blakeburn School, Blakeburn Lagoon, Cedar Elem, Cedar Park, Birchland Elem, Terry Fox SS, Commercial area, Riverside MUP, Greg Moore Trail, Elbow Slow Street, Riverside MUP		T022, W020

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S160	1	Local	Lane East of Shaughnessy St	Elgin Avenue to McAllister Avenue	Bike Signs (2), PM (6), 20 km signs (2), SH (2)	85	$25,200	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Skytrain, Bus Stops, Elks Park, Employment Area, Elgin Slow Street, McAllister Cycle Track/ MUP, Donald MUP, Wilson Cycle Track, Lougheed MUP		S159, X7412
S103	1	Local	Lane W of Coast Meridian Rd	Grant Ave to Robertson Ave	Bike signs (12), PM (34), 20 km signs (12), SH (7)	810	$100,800	Terry Fox SS, James Park Elem, Imperial Park, McLean Park, Commercial area, Minnekhada Middle, Hyde Rec Centre, Robertson Slow Street, Riverside MUP, Coast M Cycle Track, Westminster Slow Street, Birchland MUP, Birchland Park, Birchland Elem, Prairie MUP, Coquitlam MUP		X5324, X5236, X5238, X5243, X5245, X5247
S209	1	Local	Larch Way	Fraser St to Barberry Dr	Bike signs (6), PM (8), 30 km signs (6), SH (2), Raised Crosswalk (1)	365	$39,200	Birchland Elem, Birchland Park, Cascara Park, Cedar Trail, Cedar Elementary, Terry Fox SS, Fraser Slow Street, Larkspur Slow Street, Barberry Slow Street	Existing speed hump at 3040 Larch Way	X6432, X6138, X6143, W106
S184	1	Local	Laurier Ave	Sefton St to Walkway at 3481 Coast Meridian Rd (TRL0167)	Bike Signs (2), PM (2)	90	$2,100	Pionniers School, Hyde Nature Reserve, Wellington Park, Commercial area, Minnekhada Middle, Hyde Rec Centre, Sefton Slow Street, Laurier MUP		X5124, X5125
S602	1	Local	Lobb Ave	Walkway at E End to Mary Hill Rd	Bike signs (7), PM (10), 30 km signs (8), SH (3), Raised Crosswalk (1)	505	$51,450	Nacht Park, Sitka Spruce Park, Mary Hill Elem, Robert Hope Park/ Pool, Central Park, Central Elem, Gates Park, Pitt River Middle, Walkway, Shaughnessy Cycle Trak, Mary Hill MUP		X2065, X2465
S146	1	Local	Lombardy Dr (North)	Juniper St to Cedar Dr	Bike Signs (6), Pavement Markings (8), 30 km/h Signs (2)	400	$8,400	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Juniper Slow Street, Vineway Slow Street, Pinemont Slow Street, Prairie MUP, Fremont Connector MUP		X6922, X7322

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S147	1	Local	Lombardy Dr (South)	Juniper St to Cedar Dr	Bike signs (4), PM (8), 30 km signs (6), SH (3)	520	$38,500	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Juniper Slow Street, Finley Slow Street, Pinemont Slow Street, Prairie MUP, Fremont Connector MUP		X6723, X6026, X7325, X7326
S091	1	Local	Lynwood Ave	Coast Meridian Rd to Davison Park	Bike signs (2), PM (6), 30 km signs (4), SH (2)	200	$25,900	Irvine Elementary, Davison Park, Chelsea Park, Hyde Nature Reserve, Leigh Elementary, Victoria Park, Traboulay Trail, Victoria MUP, Apel MUP, Coast Meridian MUP		W252, X5308, T001
S097	1	Local	Lynwood Ave	Apel Dr to Smiling Creek Trail (TRL0017)	Bike signs (6), PM (12), 30 km signs (6), SH (3), Raised Crosswalk (1)	535	$51,800	BC Christian Academy, Irvine Elementary, Evergreen Park, Hyde Nature Reserve, Leigh Elem, Victoria Park, Traboulay Trail, Dike, G&A Market, Bus Stops, Chelsea Park, Davison Park, Victoria MUP, Fremont Connector MUP		S135, W045
S135	1	Local	Lynwood Ave	Smiling Creek Trail (TRL0017) to Cedar Trail (T0384)	Bike signs (6), PM (10), 30 km signs (4), SH (3)	450	$39,900	BC Christian Academy, Evergreen Park, Hyde Nature Reserve, Traboulay Trail, Dike, G&A Market, Bus Stops, Chelsea Park, Victoria MUP, Fremont Connector MUP		X5807, X6007, X6608
S191	1	Local	Maxwell Pl	Westminster Ave to End of Cul-de-sac	Bike signs (2), PM (4), 30 km signs (1)	90	$3,850	Imperial Park, James Park Elementary, Daycare, Oxford Commercial, McLean Park, Westminster Slow Street, Walkway		W056, X4543
S087	1	Local	Myrtle Way	Walkway at 1872 Myrtle Way (TRL0174) to Wellington S	Bike signs (2), PM (6), 30 km signs (4), SH (3)	335	$35,700	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Walkway, Oxford Trail, Wellington MUP		T039, W074, X4610
S506	1	Local	Nacht Ave	McChessney St to Shaughnessy St	Bike signs (2), PM (6), 30 km signs (4), SH (2)	210	$27,300	Mary Hill Elem, Sitka Spruce Park, Nacht Park, Colony Farms, Routley Park, Robert Hope Park/Pool, Shaughnessy Cycle Track, Nacht Slow Street		X2072

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S144	1	Local	Oakdale St	Fernwood Ave to Lincoln Ave	Bike signs (2), PM (6), 30 km signs (2), SH (1)	160	$14,000	BC Christian Academy, Lincoln MUP, Hyde Nature Reserve, Lincoln East Trail		X6817
S250	1	Local	Patricia Ave	Woodland Dr to Hastings St	Bike signs (2), PM (6), 30 km signs (2), SH (1), Raised Crosswalk (1)	495	$25,200	Commercial area, Skytrain, Westwood Elem, Maple Creek Middle, Westwood Park, Traboulay Trail, Woodland Slow Street, Hastings MUP, Hastings Cycle Track, Patricia MUP		X1119, X1219, X1919, X2021
S251	1	Local	Patricia Ave	Shaughnessy St to Oxford St	Bike signs (6), PM (10), 30 km signs (6), SH (3), Stop Sign (2): 4-Way St. Anne	450	$41,300	Wellington Park, Pionniers School, Traboulay Trail, Shaughnessy Dog Park, Skytrain, Commercial area, Kwayhquitlum Elem, Westwood Elem, Westwood Park, Maple Creek Middle, Minnekhada Middle, Hyde Rec Centre, Shaughnessy MUP, St Anne Slow Street		W071, X3219, X3819
S270	1	Local	Patricia Ave	Oxford St to Wellington St	Bike signs (4), PM (10), 30 km signs (4), SH (2), Widen and Pave Existing Trail (3.6m)	390	$45,150	Wellington Park, Pionniers School, Traboulay Trail, Shaughnessy Dog Park, Skytrain, Commercial, Kwayhquitlum Elem, Westwood Elem, Westwood Park, Maple Creek Middle, Minnekhada Middle, Hyde Rec Centre, Wellington MUP, Oxford Cycle Track		W069, W067, X4020, X4418, X4419, X4620
S591	1	Local	Paula Pl	Eastern Dr to Sandra Way Trail (TRL0073)	Bike signs (2), PM (4), 30 km signs (2), SH (1)	130	$14,000	Hazel Trembath Elem, Citadel Middle, Settlers Park, Skyline Park, Castle Park, Citadel Park, Sandra Way Trails, Eastern MUP		X2183, X2282
S150	1	Local	Pinemont Ave	Cedar Dr to Fir St	Bike signs (6), PM (6), 30 km signs (4), Stencils (4)	225	$10,500	Evergreen Park, Pinemont Park, Walkways, Greg Moore Trail, Cedar Elementary, Sun Valley Park, Bus Stops, Lombardy Slow Street, Prairie MUP	Stencils for bike crossing at Fir St path access.	W036, X7426, X7626
S220	1	Local	Raleigh St	Lougheed Hwy to Davies Ave	Bike signs (4), PM (8), 30 km signs (4), SH (3), Stop Signs (2): 4-Way @ Gordon	375	$37,800	Fox Park, Commercial, Traboulay Trail, Davies MUP, Lougheed MUP		W086, X1533, X1537
S181	1	Local	Regina Ave	Minnekhada Middle Trail (TRL0086) to Prairie Ave	Bike signs (2), PM (4), 30 km signs (2), SH (1)	135	$14,000	Minnekhada Middle, Birchland Elem, Irvine Elem, Hyde Rec Centre, Hyde Nature Reserve, Traboulay Trail, Prairie MUP,		T023, X6030

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S086	1	Local	Renton Ave	Wellington St to Walkway at 3959 Robin Place (TRL0164)	Bike signs (2), PM (4), 30 km signs (1), SH (1)	160	$13,650	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Wellington MUP, Robin Slow Street		X4609
S132	1	Local	Richmond St	Cedar Canal Trail (T016) to Lincoln Ave	Bike signs (4), PM (14), 30 km signs (5), SH (5)	470	$61,950	Cedar Canal Trail, Hyde Nature Reserve, BC Christian Academy, Greg Moore Trail, Evergreen Park, Bus Stops, Cedar MUP, Cedar sidewalk, G&A market, Fremont Connector, Sun Valley Park, Cedar Elementary, Lincoln MUP		W254, T016, X7413, X7417
S190	1	Local	Robertson Ave	St Michael St to Coast Meridian Rd	Bike signs (2), PM (6), 30 km signs (2), SH (2)	380	$25,200	Imperial Park, Oxford Commercial, Walkways, James Park Elem, Terry Fox SS, St Michael Slow Street, Coast M Slow Lane, Coast M Cycle Track, Robertson MUP, Riverwood MUP	East of lane, on-street cycling is for EBR to SB CM Road only	X4647, X5347, X5347
S085	1	Local	Robin Pl	N end to Chelsea Pl	Bike signs (2), PM (4), 30 km signs (1), SH (1)	145	$13,650	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Chelsea Slow Street		W250, S084
S903	1	Local	Rosewood St/Larkspur Dr	Birchland Ave to Larch Way	Bike signs (2), PM (6), 30 km signs (2), SH (2), Raised Crosswalk (1)	355	$35,000	Birchland Elem, Birchland Park, Cascara Park, Cedar Trail, Cedar Elem, Terry Fox SS, St James Elem, Larch Slow Street, Birchland MUP		M926, X6142
S709	1	Local	Rowland St	Kelly Ave to Central Park Pathway (TRL0531)	Bike signs (4), PM (8), 30 km signs (4), Stop Signs (2): 4-Way Hawthorne	250	$9,800	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, PCCC, Pitt River MUP, Hawthorne Slow Street, Kelly Slow Street		X1756, X1755, X1757, T128
S710	1	Local	Rowland St	Central Park Pathway (TRL0531) to Pitt River Rd	Bike signs (2), PM (4) 30 km sign (1)	80	$3,850	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, PCCC, Pitt River MUP, Hawthorne Slow Street, Kelly Slow Street		X1762, T128
S100	1	Local	Sefton St	Victoria Dr to Lincoln Ave	Bike signs (8), PM (16), 30 km signs (9), SH (5), Stop Signs (2): 4-Way at Kent	800	$66,850	Irvine Elementary, Pionniers Elem, Wellington Park, Hyde Nature Reserve, Leigh Elementary, Victoria Park, Traboulay Trail, Davison Park, Chelsea Park, Victoria MUP, Greenmount MUP, Chelsea Slow Street, Lincoln MUP		T054, X5107, X5113

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S101	1	Local	Sefton St	Lincoln Ave to Prairie Ave	Bike signs (10), PM (20), 30 km signs (9), SH (5), Raised Crosswalk (2), Culvert Creek Crossing	625	$130,550	Irvine Elem, Pionniers Elem, Wellington Park, Hyde Nature Reserve, Leigh Elementary, Victoria Park, Traboulay Trail, Davison Park, Chelsea Park, Victoria MUP, Greenmount MUP, Chelsea Slow Street, Lincoln MUP	Includes 4m wide culvert creek crossing S of Lincoln Ave	S184
S252	1	Local	St Anne St	Lincoln Ave to Dorset St	Bike signs (6), PM (12), 30 km signs (6), SH (3)	495	$42,000	Kwayhquitlum Middle, Hyde Nature Reserve, Wellington Park, Pionniers Elem, Traboulay Trail, Shaughnessy Dog Park, Skytrain, Westwood Elem, Maple Creek Middle, Dorset Slow Street, Patricia Slow Street, Lincoln MUP		W072, W153, X3819, X8117
S189	1	Local	St Michael St	Imperial Ave to Robertson Ave	Bike signs (2), PM (2), 30 km signs (2)	100	$4,200	Imperial Park, Commercial, Walkways, James Park Elem, Terry Fox SS, Imperial Slow Street, Robertson Slow Street, Oxford Cycle Track	Existing Speed Hump S of 2806 St Michael	X4646, X4647
S092	1	Local	Sutherland St	Sutherland Ave to Lincoln Dr	Bike signs (2), PM (4), 30 km signs (2), SH (1)	185	$14,000	Lincoln MUP, Walkway at N end of Sutherland Ave, Toronto Slow Street, Chelsea Park, Hyde Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail		W353, S093, W352
S093	1	Local	Toronto St	Apel Dr to Halifax Ave	Bike signs (4), PM (10), 30 km signs (6), SH (2), Stop Signs (3): Chelsea 3-Way	305	$30,800	Apel MUP, Chelsea Slow St, Walkway W end of Chelsea, Walkway at S end of Toronto, Toronto Slow St, Lincoln MUP, Chelsea Park, Hyde Creek Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail		S092, W352, W353
S089	1	Local	Chelsea Ave	Toronto St to trail head at E end	Bike signs (3), PM (6), 30 km signs (4), SH (1)	320	$16,450	Chelsea Park, Davison Park, Hyde Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay trail, Toronto Slow Street, Walkway at W end of Chelsea Ave	Raised crosswalk at Lincoln Drive w X6011	X6011, X5711, W049

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S183	1	Local	Ulster St	Laurier Ave to Salisbury Ave	Bike signs (3), PM (6), 30 km signs (4), SH (2)	280	$26,250	Minnekhada Middle, Birchland Elem, Pionniers Elem, Hyde Rec Center, Commercial, Traboulay Trail, Salisbury MUP, Laurier MUP	Existing raised crosswalk at school	W050, X5527, X5528
S145	1	Local	Vineway St	Walkway at 1037 Maywood Ave (TRL0159) to Lombardy Dr	Bike signs (6), PM (10), 30 km signs (6), SH (1), Raised Crosswalk (1)	300	$30,100	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Rec Centre, Sun Valley Park, Bus Stops, Hickory Trail, Greg Moore Trail, Traboulay Trail, Lombardy Slow Street, Pinemont Slow Street, Lincoln MUP, Fremont Connector MUP		W041, W042, X6818, X6922
S582	1	Local	Vivian Pl	Eastern Dr to Sandra Way Trail (TRL0076)	Bike signs (2), PM (4), 30 km signs (4), SH (1)	195	$14,000	Settlers Park, Hazel T Elem, Citadel Middle, Skyline Park, Columbia Market, Eastern MUP, Columbia Slow Street, Walkway		W003, X2781, X2783
S098	1	Local	Wedgewood St	Victoria Dr to Lynwood Ave	Bike signs (2), PM (6), 30 km signs (2), SH (2)	210	$25,200	Victoria Park, Leigh Elem, Bus Stops, Hyde Nature Reserve, Chelsea Park, Davison Park, BC Christian Academy, Greg Moore Trail, Victoria MUP, Lynwood Slow Street		X6605, X6608
S193	1	Local	Westminster Ave	Oxford St to Coast Meridian Rd	Bike signs (6), PM (8), 30 km signs (12), SH (3)	800	$41,300	Imperial Park, Commercial, Walkways, James Park Elem, Terry Fox SS, Oxford Cycle Track, Maxwell Slow Street, Coast Meridian Slow Lane, Coast Meridian MUP		X4043, X4343, X4543, X4843, X5143, X5343
S250	1	Collector	Woodland Dr	Lincoln Ave to Kitchener Ave	Bike signs (2), PM (6), 30 km signs (4), SH (3)	385	$0	Commercial area, Skytrain, Westwood Elem, Maple Creek Middle, Westwood Park, Traboulay Trail, Anson MUP, Patricia Slow Street	By Development	X1119, X1120
					Slow Streets – Priority 1 Projects	**28,265**	**$2,315,250**			

SLOW STREETS - Priority 2										
Project	**Priority**	**Class**	**Street Name**	**Extents**	**Requirements**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
S094	2	Local	Bracken Ct	Walkway at 4064 Toronto St (TRL0363) to Lynwood Ave	Bike signs (2), PM (4)	85	$3,500	Davison Park, Chelsea Park, Victoria Park, Leigh Elem, Hyde Nature Reserve, Lynwood Slow Street, Victoria MUP		W351
S589	2	Local	Celeste Cres	Western Dr to Routley Park Trail (T136)/Belle Walkway (TRL0183)	Bike signs (4), PM (8), 30 km signs (4), SH (1), Raised Crosswalk (1)	325	$28,000	Hazel T Elem, Citadel Middle, Skyline Park, Routley Park, Eastern Dr Park, Kilmer Elementary, Kilmer Park, Western MUP, Delia Slow Street, Routley Park trail, Walkway		X2178, X2478, X2577
S583	2	Local	Columbia Ave	Vivian Pl to Knappen St	Bike signs (6), PM (6), 30 km signs (6), SH (4)	510	$47,600	Kilmer Elem, Market, Citadel Middle, Hazel T Elem, Skyline Park, Settlers Park, Thompson Park, Cameron Park, Robert Hope Park/Pool, Pitt River MUP, Vivian Slow Street		X2783, X3280
S590	2	Local	Delia Dr	Celeste Cres to Eastern Dr	Bike signs (4), PM (6), 30 km signs (2), SH (2)	255	$26,600	Hazel T Elem, Citadel Middle, Skyline Park, Routley Park, Eastern Dr Park, Kilmer Elementary, Robert Hope Park/Pool, Celeste Slow Street, Eastern MUP		W358, X2478, X2282
S563	2	Local	Fort Fraser Rise	Citadel Dr to Fortress Dr	Bike signs (4), PM (8), 30 km signs (4), Speed Humps (3), Raised Crosswalk (1)	485	$47,600	Fortress Park, Coutts Park, Colony Farm, Bus Stops, Castle Park Elem, Castle Park, Citadel Middle, Citadel Park, Fortress Slow Street, Citadel MUP, Shaughnessy Cycle Track		X8098, X1093, X1194
S202	2	Local	Fraser Ave	PoCo Trail - Fraser (TRL0556) to York St	Bike signs (10), PM (20), 30 km signs (9), SH (5)	950	$69,650	Archbishop Carney School, Aggie Park, Centennial Pool, Traboulay Trail, McLean Park, Shaughnessy MUP, Flint MUP, Oxford Cycle Track		W060, X2071, X3434, X3634, X4035, X4034
S203	2	Local	Fraser Ave	Wellington St to Coast Meridian Lane	Bike signs (4), PM (8), 30 km signs (4), SH (2), Raised Crosswalk (1)	390	$37,800	McLean Park, James Park Elem, Commercial area, Birchwood Elem, Minnekhada Middle, Wellington MUP, Coast Meridian Slow Lane		X4634, X5034, X5234

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S551	2	Local	Guest St	Saskatchewan Ave to Harbour St	Bike signs (2), PM (4), 30 km signs (1)	65	$3,850	Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek Trail, Traboulay Trail, Hazel T Elem, Citadel Middle, Skyline Park, Pitt River Cycle Track, Saskatchewan Slow Street, Harbour Slow Street		S550, S552 X3588, T113
S907	2	Local	Handley Cres (South)	Handley Walkway (TRL0157) to Fremont St	Bike signs (2), PM (4), 30 km signs (2), SH (1)	230	$14,000	Sun Valley Park, Fremont Trail, Evergreen Park, Greg Moore Trail, Walkway, Fir Slow Street, Fremont Slow Street		W355, X8223, T155
S508	2	Local	Mary Hill Rd	Nacht Avenue to Thea Dr	Bike signs (2), PM (6), 30 km signs (2), SH (2)	115	$25,200	Mary Hill Elem, Sitka Spruce Park, Nacht Park, Colony Farms, Routley Park, Robert Hope Park/Pool, Shaughnessy Cycle Track, Nacht Slow Street		S507, S509, X2171, X2173
S507	2	Local	Nacht Ave	Shaughnessy Street to Mary Hill Rd	Bike signs (2), PM (6), 30 km signs (2), SH (1)	105	$15,400	Mary Hill Elem, Sitka Spruce Park, Nacht Park, Colony Farms, Routley Park, Robert Hope Park/Pool, Shaughnessy Cycle Track, Mary Hill Slow Street		S508, S509, X2072, X2171
S548	2	Local	Nova Scotia Ave	Citadel Dr to Yarmouth St	Bike signs (2), PM (6), 30 km signs (2), SH (1)	245	$15,400	Hazel T Elem, Citadel Middle, Skyline Park, Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek Trail, Traboulay Trail, Pitt River Cycle Track, Yarmouth Slow Street, Citadel Cycle Track	Existing SH at 2178 NS Ave, Existing Chicane at 2170, Add SH at 2166	W360, S549, S550, S551, X3386
S512	2	Local	Oughton Dr	York Pl to Eastern Dr	Bike signs (2), PM (4), 30 km signs (2), SH (2)	135	$23,800	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, York Slow Street, Eastern MUP, Western MUP		W357, X2773, S510, S511
S550	2	Local	Saskatchewan Ave	Yarmouth Str to Guest St	Bike signs (2), PM (4), 30 km signs (2)	110	$3,500	Hazel T Elem, Citadel Middle, Skyline Park, Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek trail, Traboulay Trail, Pitt River Cycle Track, Yarmouth Slow Street, Guest Slow Street		W361, S549, S551, X3388, X3588
S509	2	Local	Thea Dr	Mary Hill Rd to Western Dr	Bike signs (2), PM (4), 30 km signs (2)	90	$4,200	Mary Hill Elem, Sitka Spruce Park, Nacht Park, Colony Farms, Routley Park, Robert Hope Park/Pool, Shaughnessy Cycle Track, Mary Hill Slow Street, Western MUP		S507, S508, X2173, X2373

Project	Priority	Class	Street Name	Extents	Requirements	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
S095	2	Local	Toronto St	Victoria Dr to Walkway (TRL0363)	Bike signs (2), PM (4), 30 km signs (1)	55	$3,850	Victoria Park, Leigh Elem, Davison Park, Chelsea Park, Hyde Creek Park, Victoria MUP, Walkway		W350, X5705
S549	2	Local	Yarmouth St	Nova Scotia Ave to Saskatchewan Ave	Bike signs (2), PM (6), 30 km signs (2), SH (1)	165	$15,400	Hazel T Elem, Citadel Middle, Skyline Park, Marian Kroeker Park, Gas Station, Argue Commercial, Brown Creek trail, Traboulay Trail, Pitt River Cycle Track, Nova Scotia Slow Street, Saskatchewan Slow Street, Citadel Cycle Track		W360, S548, S550, X3386, X3388
S511	2	Local	York Pl	York Place Lane to Oughton Dr	Bike signs (2), PM (4), 30 km signs (2), SH (1)	150	$14,000	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, Oughton Slow Street, Eastern MUP, Western MUP,		W356, S510, S512, X2773
S510	2	Local	York Pl Lane	Western Dr to York Pl	Bike signs (2), PM (4), 20 km signs (2)	85	$4,200	Eastern Dr Park, Kilmer Elem, Mary Hill Elem, Citadel Middle, Skyline Park, Routley Park, Nacht Park, Cameron Park, Thompson Park, York Slow Street, Eastern MUP, Western MUP,		W356, S511, S512, X2373
S505	2	Local	Village Dr	Sherling Avenue to Lougheed MUP	Bike signs (2), PM (10), crosswalk markings (2), barrier protection	160	$26,250	Dominion Triangle Commercial, Traboulay Trail, Dominion Park, Lougheed MUP, Hawkins Cycle Track	On private property; add shared use signage & stencils to 3m wide sidewalk. Add EF&Green paint to parking lot crosswalks. Add barrier protection with shared use signage & stencils for section adjacent to building at 850 Village Drive	X7662, C176

Slow Streets – Priority 2 Projects	**4710**	**$429,800**

MULTI USE PATHWAYS

MUPs - Priority 1												
Project	**Priority**	**Class**	**Street Name**	**Extents**	**Requirements**	**Side**	**Width (m)**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
M186	1	Arterial	Coast Meridian Rd	Greg Moore Trail to Riverwood Gate	Replace bike lane and sidewalk with asphalt MUP. Shared use stencil and courtesy signage.	E	3.6	160	$112,000	Terry Fox SS, James Park Elem, Imperial Park, McLean Park, Commercial area, Minnekhada Middle, Hyde Rec Centre, Birchwood Elem, Cedar Elem, Blakeburn Lagoon, Blakeburn Elem, Riverwood MUP, Coast M Cycle Track, Robertson Slow Street, Greg Moore Trail	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5347
M211	1	Arterial	Coast Meridian Rd	Salisbury Ave to Grant Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	250	$175,000	Commercial, Minnekhada Middle, Hyde Rec Centre, Hyde Nature Reserve, McLean Park, Pionniers Elem, Wellington Park, Birchland Elem, Prairie MUP, Salisbury MUP, Coast Meridian Slow Lane	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points	X5328, X5330, X5332
M718	1	Arterial	Kingsway Ave	Wilson Ave to Kelly Ave	Asphalt MUP with 0.6m buffer from back of curb to prevent dooring. Thread through poles. Shared use stencils and courtesy signage.	E	3.6	230	$161,000	West Coast Express, PCCC, Pitt River Middle, Seniors Centre, Commercial area, Employment area, Bus Stops, Kingsway MUP, Tyner MUP, Kelly Slow Street, Wilson Cycle Track		X3053
M255	1	Arterial	Ottawa St	Riverside Dr to Nicola Ave	Asphalt MUP. Shared use stencils and courtesy signage. Move electrical kiosk S of Dominion Ave.	E	3.6	305	$213,500	Terry Fox SS, Commercial, Bus Stops, Blakeburn Elem, Blakeburn Lagoon, Riverside MUP, Dominion Cycle Track,	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Time stated parking at mailbox; no parking along other sections (existing condition).	X6549

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M524	1	Arterial	Pitt River Rd	Bus Stop (W of Rowland St) to Shaughnessy St	Asphalt MUP. Shared use stencils and courtesy signage. Relocate Bus Shelter. Road ROW dedication at 2359, 2353, 2345, 2339.	N	3.6	295	$206,500	Riverside SS, Gates Park, Central Park, Bus Stops, Gas Station, Central Elem, Pitt River Middle, PCCC, Commercial area, Downtown, Reeve MUP, Rowland Slow Street, Shaughnessy Cycle Track, Pitt River Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1762, X2062
M542	1	Arterial	Pitt River Rd	Pooley Ave to Columbia Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 8 poles.	E	3.6	250	$175,000	Kilmer Elem, Kilmer Park, Columbia Food Mart, Routley Park, Thompson Park, Skyline Park, Hazel T Elem, Citadel Middle, Pooley MUP, Pitt River Cycle Track, Citadel Cycle Track, Columbia Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Move curb line, restrict parking and no buffer between 1525 and Columbia to preserve large trees.	X3276, X3277, X3279
M544	1	Arterial	Pitt River Rd	Columbia Ave to Citadel Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 2 poles.	E	3.6	280	$196,000	Kilmer Elem, Kilmer Park, Columbia Food Mart, Routley Park, Thompson Park, Skyline Park, Hazel T Elem, Citadel Middle, Pooley MUP, Pitt River Cycle Track, Citadel Cycle Track, Columbia Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3280, X3281, X3282, X333
M545	1	Arterial	Pitt River Rd	Citadel Dr to Yukon Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	195	$136,500	Gas Station, Commercial, Traboulay Trail, Marion Kroeker Park, Citadel Middle, Hazel T Elem, Skyline Park, Citadel MUP, Pitt River MUP, Argue Slow Street, et, Harbour Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Consider construction on W side if less obstructions	M545, W900, X3484, X3383
M546	1	Arterial	Pitt River Rd	Yukon Ave to Mary Hill Bypass	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	405	$283,500	Gas Station, Commercial, Traboulay Trail, Marion Kroeker Park, Citadel Middle, Hazel T Elem, Skyline Park, Argue Slow Street, Harbour Slow Street.	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Consider construction on W side if less obstructions	X3484, X3586, X3687, X3688, X3790

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M111	1	Arterial	Shaughnessy St	Lincoln Ave to Patricia Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move two streetlights. Adjust bus stop. Narrow Driveway at 3655.	W	3.0	190	$133,000	Wellington Park, Pionniers School, Traboulay Trail, Dog Park, Skytrain, Commercial, Kwayhquitlum Elem, Westwood Elem, Westwood Park, Maple Creek Middle, Minnekhada Middle, Hyde Rec Centre, Lincoln Cycle Track, Patricia Slow Street	Adjust curb line and/or narrow MUP to min 2.4m at pinch points. Move two streetlights. Adjust bus stop.	X3318, X3219
M112	1	Arterial	Shaughnessy St	Chester Pl to Prairie Ave	Asphalt MUP. Provide 0.6m buffer from curb to prevent dooring in parking zone fronting residential properties. Shared use stencils and courtesy signage. Move 6 poles.	W	3.0	205	$143,500	Aggie Park, Centennial Pool, McMitchell Park, Bus Stops, Lady Assumption school, Kwayhquitlum Elem, Dog Park, Bike Park, Skytrain, Downtown, Traboulay Trail, Prairie MUP, Coquitlam MUP, Lougheed MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3025, X3029, X3030
M114	1	Arterial	Shaughnessy St	Shaughnessy Underpass to Elgin Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	65	$45,500	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Skytrain, Bus Stops, Elks Park, Employment Area, Elgin Slow Street, McAllister Cycle Track/MUP, Donald MUP, Wilson Cycle Track, Lougheed MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	
M115	1	Arterial	Shaughnessy St	Central Ave to Pitt River Rd	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	145	$101,500	PCCC, West Coast Express, Downtown, Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Central Park, Robert Hope Park/Pool, Thompson Park, Gates Park, Central Slow Street, Mary Hill MUP, Pitt River MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Work with SD43 to site on school property and/or push curb out to accommodate.	X2060, X2161, X2062

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M096	1	Collector	Apel Dr	Toronto St to Lynwood Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.0	150	$105,000	Chelsea Park, Davison Park, Hyde Nature Reserve, Irvine Elem, Leigh Elem, Victoria Park, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay Trail, Victoria MUP, Lynwood Slow Street, Toronto Slow Street	Restrict parking or narrow MUP where buffer cannot be accommodated. Can be narrowed to min 2.4m at pinch points or to avoid cutting mature trees.	X5709, X5807
M097	1	Collector	Broadway St	Mary Hill Bypass to Kebet Way	Asphalt MUP. Shared use stencils and signage. Move curb out towards centerline and/or weave MUP to accommodate trees.	E	3.6	190	$133,000	Employment area, Commercial, Bus Stops, Peace Park, , Traboulay Trail, Broadway Cycle Track, Kebet MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4682, X4984
M586	1	Collector	Cameron Ave	Scarborough St to Pitt River Rd	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	100	$70,000	Cameron Park, Thompson Park, Cameron MUP, Taylor MUP, Kilmer Elem, Mary Hill Elem, Robert Hope Pool/Park		X3472
M587	1	Collector	Cameron Ave	Pitt River Rd to Taylor St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	190	$133,000	Cameron Park, Thompson Park, Cameron MUP, Taylor MUP, Kilmer Elem, Mary Hill Elem, Robert Hope Pool/Park		X3472, X3772
M138	1	Collector	Cedar Dr	Essex Dr to Richmond Crossing	Asphalt MUP. Shared use stencils and courtesy signage.	E	3.6	30	$21,000	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Traboulay Trail, Greg Moore Trail, Sun Valley Park, Essex Slow Street, Richmond Slow Street, Fremont Connector MUP, G&A market	Restrict parking from crossing to Essex Drive on E side	X7512, X7513
M137	1	Collector	Cedar Dr	Cedar Creek Crossing to Chelsea Ave	Widen concrete and sign for mixed use or replace full width with asphalt MUP. Move curb and narrow travel lane to accommodate.	E	3	60	$42,000	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Sun Valley Park, Traboulay Trail, Greg Moore Trail, Fremont Connector MUP, Cedar MUP, G&A market		X7509, X7510

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M566	1	Collector	Citadel Dr	Fortress Dr to Confederation Dr	Replace sidewalk with asphalt MUP; widen towards property line and or weave to avoid trees. Shared use stencils and courtesy signage.	N	3.6	80	$56,000	Citadel Middle, Hazel T Elem, Castle Park Elem, Skyline Park, Castle Park, Citadel Park, Traboulay Trail, MHB Overpass, Fortress Slow Street, Trails, Palisade Slow Street, Confederation MUP, Citadel Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1793, X1694
M567	1	Collector	Citadel Dr	Confederation Dr to Pitt River Rd	Replace sidewalk with asphalt MUP; widen towards property line and or weave to avoid trees. Shared use stencils and courtesy signage.	N	3.6	1200	$840,000	Citadel Middle, Hazel T Elem, Castle Park Elem, Skyline Park, Castle Park, Citadel Park, Traboulay Trail, MHB Overpass, Fortress Slow Street, Trails, Palisade Slow Street, Confederation MUP, Citadel MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1793, X1993, X2492, X2690, X2787, X2788, X2887,X2986, X3184, X3383
M262	1	Collector	Confederation Dr	Colonial Dr to Bailey Ct	Replace sidewalk with asphalt MUP; widen towards property line. Adjust MUP towards curb around electrical box and mailboxes. Shared use stencils and courtesy signage	E	3.6	290	$203,000	Castle Park Elem, Castle Park, Hazel T Elem, Citadel Middle, Skyline Park, Settlers Park, Eastern Dr Park, Colony Farm, Western Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1886, X1135
M575	1	Collector	Confederation Dr	Bailey Ct to Citadel Dr	Replace sidewalk with asphalt MUP, widen towards property line. Shared use stencils and courtesy signage	E	3.6	295	$206,500	Castle Park Elem, Castle Park, Hazel T Elem, Citadel Middle, Skyline Park, Settlers Park, Confederation Cycle Track		X1135, X1793
M194	1	Collector	Coquitlam Ave	Shaughnessy St to Flint St	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Convert angle parking to parallel parking. Shared use stencils and courtesy signage.	N	3.6	155	$108,500	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Flint MUP, Lougheed MUP, Shaughnessy MUP		X3038, X3138
M195	1	Collector	Coquitlam Ave	Flint St to Oxford St	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	455	$318,500	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Flint MUP, Lougheed MUP, Lougheed Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3138, X3338, X3638, X4041

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M196	1	Collector	Coquitlam Ave	Oxford St to York St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	185	$129,500	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Oxford Cycle Track, Lougheed Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4041, X4038
M197	1	Collector	Coquitlam Ave	York St to Wellington St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Replace ditch with drainage pipe.	N	3.6	190	$133,000	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Wellington MUP, Lougheed Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4438, X4638
M198	1	Collector	Coquitlam Ave	Wellington St to Lane W of Coast Meridian Rd	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	330	$231,000	Aggie Park, McMitchell Park, Centennial Pool, James Park Elem, Commercial, Downtown, Bus Stops, Traboulay Trail, Wellington MUP, Lougheed Cycle Track, Coast M Slow Lane	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4638, X5038, X5238
M257	1	Collector	Davies Ave	Raleigh St to Westside Trail	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	335	$234,500	Fox Park, Westwood Commercial, Traboulay Trail, Raleigh Slow Street, Hastings MUP, Lougheed MUP, Lougheed commercial	Construct letdowns at driveways. MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1837, X2037
M925	1	Collector	Eastern Dr	Fletcher Way to Skyline Park	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	120	$84,000	Coutts Park, Fortress Park, Castle Park Elementary, Traboulay Trail, Skyline Park, Fletcher Slow Street, Skyline Trails	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X1185, X1485
M921	1	Collector	Flint St	Prairie Ave to Lougheed Hwy	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Reduce road width to standard collector width of 10.5m. Relocate 7 poles.	W	3.6	520	$364,000	Aggie Park, Centennial Pool, McMitchell Park, Shaughnessy Bike Park, Shaughnessy Dog Park, Traboulay Trail, Commercial area, Downtown, Lady Assumption School, Kwayhquitlum Middle, Coquitlam MUP, Lougheed MUP, Prairie MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3139, X3138, X3336, X3434, X3432, X4629

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M089	1	Collector	Greenmount Ave	Oxford St to Coast Meridian Rd	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	750	$525,000	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Victoria Park, Leigh Elem, Wellington MUP, Sefton Slow Street		X4007, X4107, X4607, X4807, X5107, X5307
M254	1	Collector	Hastings St	Kitchener Ave to Lougheed Hwy	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	450	$315,000	Westwood Elementary, Maple Creek Middle, Westwood Park, Lougheed Commercial, Westwood Commercial, Traboulay Trail, Skytrain, Lougheed MUP, Patricia Slow Street, Patricia MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2024, X2025, X2026, X2027, X2028, X2029, X2030, X2031
M119	1	Collector	Hastings St	Lougheed Hwy to Davies St	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	210	$147,000	Lougheed Commercial, Westwood Commercial, Fox Park, Traboulay Trail, Westwood Elementary, Maple Creek Middle, Skytrain, Lougheed MUP, Davies MUP, Gordon Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2037
M922	1	Collector	Kebet Way	Broadway St to Coast Meridian	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	500	$350,000	Employment area, Bus Stops, Peace Park, Traboulay Trail, Coast Meridian MUP, Broadway Cycle Track	Replace all driveways with letdowns	X4984, X5382, X5381
M266	1	Collector	Langan Ave	Eastern Dr to Taylor St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	380	$266,000	Mary Hill Elementary, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Eastern MUP, Taylor MUP	Replace existing sidewalk with asphalt MUP	X3068, X3468, X3768
M268	1	Collector	Langan Ave	Taylor St to Broadway St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	450	$315,000	Mary Hill Elementary, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Taylor MUP, Broadway Cycle Track		X3768, X4068, X4568
M269	1	Collector	Langan Ave	Broadway St to Kingsway Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	345	$241,500	Mary Hill Elementary, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Taylor MUP, Broadway Cycle Track		X4568, X5168

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M270	1	Collector	Lincoln Dr	Coast Meridian Rd to Bracewell Pl	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	305	$213,500	Lincoln Cycle Track, Lincoln MUP, Sutherland Slow Street, Hyde Nature Reserve, Hyde Rec Centre, Chelsea Park, Traboulay Trail, Minnekhada Middle, BC Christian Academy, Skytrain		X5619, X5617, X5618, X5916
M723	1	Collector	Mary Hill Rd	McAllister Ave to Atkins Ave	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 4 poles.	W	3.6	155	$108,500	PCCC, Downtown, Employment area, Bus Stops, Elks Park, Rowland Park, West Coast Express, Kingsway MUP, McAllister MUP, Wilson Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2551
M593	1	Collector	Mary Hill Rd	Pitt River Rd to Western Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 4 poles.	W	3.6	150	$105,000	Nacht Park, Sitka Spruce Park, Mary Hill Elem, Robert Hope Park/Pool, Central Park, Central Elem, Gates Park, Pitt River Middle, Bus Stops, Pitt River Cycle Track, Western MUP, Lobb Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2563, X2465, X2466
M594	1	Collector	Nicola Ave	Ottawa St to Costco/ Home Depot Intersection	Asphalt MUP. Shared use stencils and courtesy signage. Green paint at driveway crossings.	N	3.6	285	$199,500	Employment area, Commercial, Dominion Park, Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Traboulay Trail, Nicola Cycle Track, Ottawa MUP, Lougheed MUP/Cycle Track, Freemont Connector MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2468
M513	1	Collector	Pooley Ave	Eastern Dr to Pitt River Rd	Asphalt MUP. Shared use stencils and courtesy signage.	N	3.6	215	$150,500	Routley Park, Kilmer Elem, Thompson Park, Cameron Park, Bus Stops, Eastern MUP, Pitt River MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Retaining wall and other encroachments on public boulevard to be (re)moved.	X2977, X3177, X3276
M514	1	Collector	Pooley Ave	Pitt River Rd to Taylor St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	310	$217,000	Routley Park, Kilmer Elem, Thompson Park, Cameron Park, Bus Stops, Brown Creek Trail, Pitt River MUP, Taylor MUP		X3276, X3476, X3776

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M300	1	Collector	Taylor S	McLean Ave to Pooley Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	875	$612,500	Routley Park, Kilmer Elem, Thompson Park, Cameron Park, Pitt River Middle, Bus Stops, Employment area, Mary Hill Elem, Robert Hope Park/Pool, Brown Creek Trail, Pooley MUP, Cameron MUP, Langan MUP		X3765, X3766, X3767, X3768, X3770, X3772, X3773, X3774, X3775, X3776
M214	1	Collector	Wellington St	Greenmount Ave to Lincoln Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	640	$448,000	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnekhada Middle, Hyde Rec Centre, Greenmount MUP, Renton Slow Street, Myrtle Slow Street, Lincoln Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4607, X4609, X4610, X4612, X4613, X4615, X4617
M258	1	Collector	Wellington St	Lincoln Ave to Prairie Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	735	$514,500	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnekhada Middle, Hyde Centre, McLean Park, Commercial, Lincoln Cycle Track, Patricia MUP, Patricia Slow Street, Dorset Slow Street, Prairie MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Patricia to Laurier - option to widen existing concrete sidewalk and sign/stencil for shared use in place of asphalt MUP.	X4617, X460, X4622, X4626, X4625, X4626, X4627, X4628, X4630
M259	1	Collector	Wellington St	Prairie Ave to Coquitlam Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	365	$255,500	Irvine Elementary, Hyde Nature Reserve, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnekhada Middle, Hyde Rec Centre, McLean Park, Commercial, Kwayhquitlum Elem, Prairie MUP, Coquitlam MUP, Fraser Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	
M263	1	Collector	Western Dr	Mary Hill Rd to Lamprey Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	580	$406,000	Mary Hill Elem, Robert Hope Park/Pool, Nacht Park, Sitka Spruce Park, Pitt River Middle, Mary Hill MUP, Lamprey Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2466, X2371

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M265	1	Collector	Western Dr	Lamprey Dr to Eastern Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W	3.6	610	$427,000	Mary Hill Elem, Robert Hope Park/Pool, Nacht Park, Routley Park, Sitka Spruce Park, Pitt River Middle, Hazel T Elem, Skyline Park, Eastern Dr Park, Settlers Park, Citadel Middle, Lamprey Slow Street, Eastern MUP, Western Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2371, X2373, X2374, X2375, X2376, X2277, X2178, X2080, X1982
M267	1	Collector	Western Dr/Confederation Dr	Eastern Drive to Skyline Park	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	380	$266,000	Castle Park Elem, Castle Park, Hazel T Elem, Citadel Middle, Skyline Park, Settlers Park, Eastern Dr Park, Routley Park, Skate Park, Colony Farm, Traboulay Trail, Western MUP, Eastern MUP, Skyline Trails	Modify to separated cycling and walking path in future if/when demand increases.	X1982, X1984, X2084, X1886
M153	1	Collector	Fremont St	Prairie Ave to Blakeburn Lagoons Trail	Replace sidewalk with asphalt path. Shared use stencils and courtesy signage. Plant street trees in boulevard space adjacent to curb.	W	3.6	555	$388,500	Sun Valley Park, Cedar Elem, Cedar Park, Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Dominion Triangle Commercial, Prairie MUP, Fremont Connector MUP, Riverside MUP, Traboulay Trail	Fremont St from Priaire Ave to Riverside Dr should be reclassified as a Collector	X8230, X8238
M924	1	Local / Arterial	Tyner St/Kingsway Ave	Kelly Ave to Central Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	W/E	3.6	315	$220,500	PCCC, Pitt River Middle, Employment area, Bus Stops, West Coast Express, Senior Centre, Central Elem, Mary Hill Elem, Robert Hope Park/Pool, Central Slow Street, Kingsway MUP, Kelly Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3053, X3069, X3060
M999	1	Local	Congo Cres/Congo Pl	Terry Fox Park Pathway (TRL0313) to Walkway at End of Congo Place (TRL0152)	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E/S	3.6	80	$56,000	Terry Fox SS, Blakeburn Elem, Blakeburn Lagoon, Dominion Triangle Commercial, Walkways	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X6747, T036
M923	1	Local	Coast Meridian Rd	Kebet Way to Traboulay Trail	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	80	$56,000	Kebet MUP, Traboulay Trail, Peace Park, employment area, bus stops	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5381

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M253	1	Local	Hastings St	Lincoln Ave to Patricia Ave	Replace sidewalk with asphalt MUP. Retain 0.6m buffer from curb to prevent dooring.	E	3.6	190	$133,000	Westwood Elementary, Maple Creek Middle, Skytrain, Commercial area, Traboulay Trail, Patricia MUP, Patricia Cycle Track, Lincoln Cycle Track	Move 2 poles. Hastings reclass from Local to Collector with construction of Lincoln Connector.	
M919	1	Local	Holland Connector	Perkins St to Traboulay Trail	Asphalt MUP. Shared use stencils and courtesy signage.	S	3.6	225	$157,500	Traboulay Trail, Mary Hill Bypass MUP, Fremont Connector Cycle Track, Dominion Triangle Commercial, Bus Stops	Culverts (2) required for ditch crossings	X1920, X3745
M185	1	Local	Laurier Ave	Coast Meridian Rd to Hyde Park	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	410	$287,000	Minnekhada Middle, Birchland Elem, Pionniers Elem, Cedar Elem, Cedar Park, Hyde Rec Center, Commercial, Evergreen Park, Traboulay Trail, Ulster Slow Street, Salisbury Slow Street, Trails	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5324, X5527, X5526
M128	1	Local	Lincoln Ave	West End of Lincoln East Trail (Hyde Creek Park) to Cedar Drive	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move 2 poles.	N	3.6	455	$318,500	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnekhada Middle, Pionniers Elem, Bus Stops, Lincoln East Trail, Lincoln Ave MUP, Lincoln Dr MUP, Greg Moore Trail, Richmond Slow Street, Fremont Connector MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X6817, X7017, X7217, X7417, X7517
M130	1	Local	Lincoln Ave	Cedar Dr to St. Thomas Str	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	295	$206,500	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnekhada Middle, Pionniers Elem, Bus Stops, Lincoln Ave MUP, Lincoln Dr MUP, Greg Moore Trail, Richmond Slow Street, Fremont Connector MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X7517, X7717, X7817, X7917, X8017
M171	1	Local	Nicola Pl	Fremont Connector to Dominion Park Trail (TRL0484)	Replace sidewalk with asphalt MUP; widen towards property line to retain trees and buffer from curb to prevent dooring. Shared use stencils and courtesy signage	S	3.6	205	$143,500	Dominion Triangle Commercial, Dominion Park, Traboulay Trial, Fremont Connector Cycle Track, Nicola MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X8562

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M997	1	Local	Salisbury Ave	Sefton St to Ulster St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Convert angle to parallel parking from Sefton to Coast M.	N	3.6	210	$147,000	Commercial, Minnekhada Middle, Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Hyde Rec Center, Pionniers Elem, Wellington Park, Sefton Slow Street, Ulster Slow Street, Coast Meridian MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	S101, S183, M211

Total MUP – Priority 1 Projects		**19,560**	**$13,692,000**

MUPs - Priority 2												
Project	**Priority**	**Road Class**	**Street Name**	**Extents**	**Requirements**	**Side**	**Width (m)**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
M725	2	Arterial	Kingsway Ave	Ticehurst Lane ROW to Maple St	Include MUP when bridge is replaced due to condition/age	S	3.6	115	$0	Downtown, Traboulay Trail, Kingsway MUP, West Coast Express, PCCC		
M553	2	Arterial	Pitt River Rd	McLean Ave to Eastern Dr	Asphalt MUP with shared use stencils and courtesy signage.	W	3.6	40	$28,000	Mary Hill Elementary, Pitt River Middle, Central Elem, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Eastern MUP, McLean Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Option to use road space and remove merge lane (not needed).	X3265
M113	2	Arterial	Shaughnessy St	Prairie Ave to Lougheed Hwy	Asphalt MUP with shared use stencils and courtesy signage. Move 6 poles.	W	3.6	390	$273,000	Archbishop Carney School, Aggie Park, Centennial Pool, Traboulay Trail, McLean Park, Shaughnessy Bike Park, Downtown, Bus Stops, Kwayhquitlum Elem, Commercial area, Shaughnessy Dog Park, Lougheed MUP, Prairie MUP, Fraser Cycle Track,	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3031, X3032, X3033, X2071

Project	Priority	Road Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M911	2	Arterial/ Collector	Coast Meridian Rd/ Apel Dr	Chelsea Ave to Ulster St	Asphalt MUP with shared use stencils and courtesy signage. Include 0.6m buffer on Apel to prevent dooring.	W/N	3.6	190	$133,000	Irvine Elementary, Chelsea Park, Hyde Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Walkway, Chelsea Slow Street, Toronto Slow Street, Chelsea Slow Street		X5311, X5511
M927	2	Collector	Citadel Dr	Shaughnessy St to Fort Fraser Rise	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	E	3.6	347	$242,900	Coutts Park, Castle Park, Citadel Middle, Citadel Park, Bus Stops, Mary Hill Bypass Ped Overpass, Shaughnessy Cycle Track, Colony Farm, Fort Fraser Rise Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X0893, X0898
M928	2	Collector	Davies Ave	Westwood St to Raleigh St	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N	3.6	360	$252,000	Fox Park, Commercial, Employment area, Bus Stops, Traboulay Trail, Fox Slow Street, Fox sidewalk, Raleigh Slow Street, Raleigh sidewalk, Davies MUP, Hastings MUP, Westwood MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	
M554	2	Collector	Eastern Dr	Pitt River Rd to Langan Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage	E	3.6	345	$241,500	Mary Hill Elementary, Pitt River Middle, Central Elem, Thompson Park, Cameron Park, Robert Hope Park/Pool, Employment areas, Bus Stops, Langan MUP, Pitt River Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3166, X3067, X3068
M555	2	Collector	Eastern Dr	Langan Ave to Pooley Ave	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage	E	3.6	710	$497,000	Mary Hill Elem, Pitt River Middle, Central Elem, Thompson Park, Cameron Park, Robert Hope Park/Pool, Routley Park, Kilmer Elem, Nacht Park, Employment areas, Bus Stops, Langan MUP, Lamprey Slow Street, York Slow Street, Belle Place Slow Street, Pooley MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X3068, X3071, X2874, X2875, X2976, X2977
M556	2	Collector	Eastern Dr	Pooley Ave to Vivian Pl	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage	E	3.6	340	$238,000	Routley Park, Kilmer Elem, Skyline Park, Citadel Middle, Hazel T Elem, Eastern Dr Park, Belle Slow Street, Pooley MUP, Vivian Slow Street	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2977, X2878, X2880, X2781

Project	Priority	Road Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M558	2	Collector	Eastern Dr	Vivian Pl to Western Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S	3.6	435	$304,500	Routley Park, Kilmer Elem, Skyline Park, Citadel Middle, Hazel T Elem, Eastern Dr Park, Vivian Slow Street, Delia Slow Street, Paula Slow Street, Western Cycle Track, Western MUP	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X2781, X2681, X2582, X2482, X2282, X2082, X1982
M260	2	Collector	Eastern Dr	Klassen Court to Western Dr	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage	N	3.6	375	$262,500	Routley Park, Kilmer Elem, Skyline Park, Citadel Middle, Hazel T Elem, Eastern Dr Park, Skyline Trails, Western MUP, Western Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Provides second pedestrian facility on Collector road; frequent request.	X1982, X1882, X1583, X1485
M261	2	Collector	Eastern Dr	Shaughnessy St to Fletcher Ct	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	S/E	3.6	325	$227,500	Routley Park, Kilmer Elem, Skyline Park, Citadel Middle, Hazel T Elem, Eastern Dr Park, Skyline Trails, Fletcher Slow Street, Shaughnessy Cycle Track	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points. Curb could be shifted towards C/L.	X0988, X1185
M518	2	Collector	Industrial Ave	Broadway St to Coast Meridian	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage. Move or bulb out around poles. Restrict parking and move curb towards CL, or weave MUP around trees at E end.	N	3.6	430	$301,000	Employment area, bus stops, Thompson Park, Cameron Park, Traboulay Trail, Coast Meridian MUP, Broadway Cycle Track,	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4575, X5375
M520	2	Collector	Coast Meridian Rd	Kingsway Ave to Mary Hill Bypass	Asphalt MUP in boulevard on west side.	W	3.6	665	$465,500	Industrial MUP, Kingsway MUP, Employment area, bus stops, MHB	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5375
M256	2	Collector	Lincoln Ave	Chelsea Ave to Bloomfield Pl	Asphalt MUP with 0.6m buffer from curb to prevent dooring. Shared use stencils and courtesy signage.	N/W	3.6	350	$245,000	Lincoln Cycle Track, Lincoln MUP, Sutherland Slow Street, Hyde Nature Reserve, Hyde Rec Centre, Chelsea Park, Traboulay Trail, Minnekhada Middle, BC Christian Academy, Skytrain	MUP can be narrowed to 3m where constricted and min 2.4m at pinch points.	X5918, X5916, X5915, X6013, X6012, X6011

Project	Priority	Road Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M930	2	Local	Prairie Ave	Burns Rd to Traboulay	Asphalt MUP on north side. Move poles.	N	3.6	950	$1,600,000	Traboulay Trail, Fremont MUP, Prairie MUP	Requires grant funding; high construction costs due to adjacent watercourse. Option to construct as Slow Street instead.	
					MUP Priority 2 Projects			**6367**	**$5,311,400**			

CYCLE TRACKS

CYCLE TRACKS - Priority 1												
Project	**Priority**	**Class**	**Street Name**	**Extents**	**Requirements**	**Side**	**Width (m)**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
C105	1	Arterial	Broadway St	Kingsway Ave to Mary Hill Bypass	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles	E&W	1.8	1100	$462,000	Employment area, bus stops, Thompson Park, Kilmer Elem, Traboulay Trail, Peace Park, Kingsway MUP, Langan MUP, Cameron Slow Street, Industrial MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	X4568, X4570, X4572, X4575, X4579
C080	1	Arterial	Coast Meridian Connector	Lougheed Hwy to Coast Meridian Rd	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles	N&S	1.8	145	$60,900	Employment area, Commercial area, Terry Fox SS, Imperial Park, James Park Elem, Pitt River Middle, West Coast Express, PCCC, Bus Stops, Lougheed Cycle Track, Riverside MUP, Robertson Cycle Track, Kingsway MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	C104, X5349
C104	1	Arterial	Coast Meridian Overpass	Riverwood Gate to Kingsway Ave	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles	E&W	1.8	1205	$506,100	Employment area, Commercial area, Terry Fox SS, Imperial Park, James Park Elem, Pitt River Middle, West Coast Express, PCCC, Bus Stops, Lougheed Cycle Track, Riverside MUP, Robertson Cycle Track, Kingsway MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/or narrow vehicle travel lanes.	X5347, X5349, X5170, C080

Project	Priority	Road Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
C165	1	Arterial	Fremont Connector	Dominion Ave to Sherling Ave	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles.	E&W	1.8	660	$277,200	Commercial area, Traboulay Trail, Dominion Park, Dominion Cycle Track, Nicola MUP, Nicola Cycle Track, Lougheed MUP, Fremont Connector MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/ or narrow vehicle travel lanes.	X8859, X8562, X8265, X8266
C166	1	Arterial	Fremont Connector	Sherling Ave to Lougheed MUP	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles.	W	1.8	155	$32,550	Commercial area, Traboulay Trail, Dominion Park, Nicola Cycle Track, Lougheed MUP, Fremont Connector MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/ or narrow vehicle travel lanes.	X8265
C167	1	Arterial	Fremont Connector	Sherling Ave to Lougheed Hwy	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles.	E	1.8	260	$54,600	Commercial area, Traboulay Trail, Dominion Park, Nicola Cycle Track, Lougheed MUP, Fremont Connector MUP	Bike lanes can be narrowed to 1.5m with buffer where constricted. And/ or narrow vehicle travel lanes.	X8265, X8266
C533	1	Arterial	McLean Ave	Pitt River Rd to Kingsway Ave	Install barriers on existing bike lanes; provide 0.5m buffer between bikes/vehicles.	N&S	1.5	640	$268,800	Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Kingsway MUP, Taylor MUP, Eastern MUP	Narrow barrier required. Consider floating bus stop; cost not included in scope.	X3265, X3765, X4065, X3266, C532, C535
C534	1	Arterial	McLean Ave/Kingsway Ave	1750 McLean Ave to Broadway St	One-way (EB) asphalt cycle track in boulevard adjacent to sidewalk	S	1.5	140	$78,400	Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Kingsway MUP, Taylor MUP, Eastern MUP	Narrow barrier required.	X3266, C535, C533
C535	1	Arterial	McLean Avenue	1760 McLean Ave to Kingsway Ave	One-way (WB) on-road cycle track; extend existing bike lane and install barriers.	N	1.5	45	$9,450	Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Kingsway MUP, Taylor MUP, Eastern MUP	Narrow barrier required.	X3266, C533

Project	Priority	Road Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
C109	1	Arterial	Oxford St	Prairie Ave to Coquitlam Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3	355	$74,550	Commercial area, James Park Elem, Kwayhquitlum Elem, Lady Assumption school, Traboulay Trail, McLean Park, Aggie Park, Centennial Pool, Prairie MUP, Fraser Slow Street, Coquitlam MUP, Lougheed MUP/Cycle Track	Fits in existing road ROW w centre line adjustment to retain parking both sides. Or remove Parking on W Side (side yards only, no frontages).	X4030, X4032, X4035, X4041, X4037, X4041
C913	1	Arterial	Oxford St	Coquitlam Ave to Lougheed Hwy	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3	340	$71,400	Commercial area, James Park Elem, Kwayhquitlum Elem, Lady Assumption school, Traboulay Trail, McLean Park, Aggie Park, Centennial Pool, Coquitlam MUP, Westminster Slow Street, Lougheed MUP/Cycle Track	Fits in road ROW w centre line adjustment to retain pkg both sides. Or remove pkg W Side from Coquitlam to Westminster (side yards only, no frontages). No pkg from Westminster to Lougheed (existing).	X4041, X4040, X4042, X4043, X4045
C526	1	Arterial	Pitt River Rd	Shaughnessy St to Mary Hill Rd	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	N	3.0	295	$145,050	PCCC, West Coast Express, Downtown, Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Central Park, Robert Hope Park/Pool, Thompson Park, Gates Park, Shaughnessy Cycle Track, Mary Hill MUP, Pitt River MUP	Remove merge lane and reallocate road space from Shaughnessy to lane to retain parking on N side. Move sidewalk and curb to P/L on N side fronting 2251 to retain parking. Restrict parking fronting 2145 to retain trees.	
C530	1	Arterial	Pitt River Rd	Mary Hill Rd to Tyner St	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	N	3.0	225	$50,050	PCCC, West Coast Express, Downtown, Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Gates Park, Mary Hill MUP, Tyner MUP, Kingsway MUP	Reallocate road space to convert one-way bike lanes to two-way cycle track on N Side.	X2563, X3064

Project	Priority	Road Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
C532	1	Arterial	Pitt River Rd	Tyner St to McLean Ave	Uni-directional on-road cycle track with barrier on N & S sides; provide 0.5m buffer between bikes/vehicles.	N&S	1.5	125	$52,500	PCCC, West Coast Express, Downtown, Employment area, bus stops, Pitt River Middle, Mary Hill Elem, Central Elem, Robert Hope Park/Pool, Thompson Park, Gates Park, Mary Hill MUP, Tyner MUP, Kingsway MUP		X3064, X3265
C504	1	Arterial	Shaughnessy St	Pitt River Rd to Stafford Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3.0	325	$68,250	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Bus Stops, Elks Park, Central Elem, Central Park, Riverside SS, Nacht Park, Colony Farm, Mary Hill Elem, Robert Hope Park/Pool, Pitt River Cycle Track/MUP, Lobb Slow Street	Remove parking on W side (side yards only). To retain parking, reconstruct W sidewalk at P/L, shift W curb, and repaint centre line for additional cost of $650,000	X2062, X2065, X2066, X2067, X2068
C503	1	Arterial	Shaughnessy St	Stafford Ave to Mary Hill Lane	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3.0	930	$195,300	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Bus Stops, Riverside SS, Nacht Park, Colony Farm, Mary Hill Elem, Robert Hope Park/Pool, Skyline Park, Hazel T Elem, Citadel Middle, Nacht Slow Street	Remove parking on W side (side yards only).	X2068, X2073, X2072, X1777
C715	1	Arterial	Shaughnessy St	Mary Hill Lane to Skyline Park	Two-way off-road cycle track on W side	W	3.0	605	$338,800	Nacht Park, Traboulay Trail, Colony Farms, Skyline Park, Eastern Dr Park, Routley Park, Hazel T Elem, Citadel Middle, Castle Elem, Castle Park, Citadel Park		X1183, X1184
C500	1	Arterial	Shaughnessy St	Skyline Park to Mary Hill Bypass	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3.6	1390	$291,900	Nacht Park, Traboulay Trail, Colony Farms, Skyline Park, Eastern Dr Park, Routley Park, Hazel T Elem, Citadel Middle, Castle Elem, Castle Park, Citadel Park, Eastern MUP, Citadel MUP, Argue Slow Street	Use existing asphalt surface; reduce to 3 lanes (2 SB, 1 NB).	X1184, X0988, X0893, X0698

Project	Priority	Road Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
C176	1	Collector	Hawkins St	Dominion Ave to Sherling Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	E	3.6	465	$97,650	Employment area, Commercial area, Dominion Park, Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Traboulay Trail, Fremont Cycle Track, Nicola Cycle Track/MUP, Lougheed MUP, Freemont Connector MUP	Use existing asphalt surface; reduce to 3 lanes (2 travel lanes + turn bays). Bike lane can be narrowed to 3m with buffer where constricted	X7661, X7662, X2467, X7658, X5251
C717	1	Local	McAllister Ave	Maple St to Shaughnessy St	Two -way on-road cycle track with barrier on S side; provide 0.5m buffer between bikes/vehicles.	S	3.0	170	$70,700	Downtown, Commercial area, Employment area, PCCC, Traboulay Trail, West Coast Express, Gates Park, Bus Stops, Shaughnessy Cycle Track	Use existing asphalt surface: move pkg towards road centre, remove center gore area, reduce turn bay length; restrict pkg and/or remove planter from lane to Shaughnessy.	X1945, X2346
C916	1	Collector	Nicola Ave	Home Depot/Costco Intersection (1043 Nicola) to Fremont Connector	Uni-directional on-road cycle track with barrier on N & S sides; provide 0.5m buffer between bikes/vehicles.	N&S	1.8	880	$369,600	Employment area, Commercial area, Dominion Park, Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Traboulay Trail, Fremont Cycle Track, Hawkins Cycle Track/MUP, Ottawa MUP, Lougheed MUP/Cycle Track, Freemont Connector MUP	Use existing asphalt surface; reduce to 3 lanes (2 travel lanes + centre shared turn lanes). Bike lanes can be narrowed to 1.5m with buffer where constricted.	X8562, X2467

Cycle Track – Priority 1 Projects		**10,455**	**$3,575,750**

CYCLE TRACKS - Priority 2												
Project	**Priority**	**Class**	**Street Name**	**Extents**	**Requirements**	**Side**	**Width (m)**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
C108	2	Arterial	Oxford St	Lincoln Ave to Prairie Ave	Two-way Cycle Track on road with barriers; provide 0.5m buffer between bikes/vehicles.	E	3.6	800	$728,000	Commercial area, James Park Elem, Kwayhquitlum Elem, Lady Assumption school, Traboulay Trail, McLean Park, Aggie Park, Centennial Pool, Wellington Park, Irvine Elem, Skytrain, Prairie MUP, Dorset Slow Street, Patricia Slow Street, Lincoln Cycle Track	Shift CL to the west to preserve parking on both sides. Cost includes moving 20 poles.	X4019, X4020, X4023, X4024, X4025, X4026, X4030
C716	2	Collector	Wilson Ave	Reeve St to Kingsway Ave	Two-way Cycle Track on road with barriers; provide 0.5m buffer between bikes/vehicles.	N	3.0	910	$485,100	Downtown, Gates Park, Riverside SS, Traboulay Trail, WCE Station, PCCC, Elks Park, Central Park, Central Elem, Hawthorne Senior Centre, Reeve Cycle Track/MUP, Shaughnessy Cycle Track, Donald MUP, Mary Hill MUP, Kingsway MUP	Use existing 20m ROW: 2 Travel Lanes, 1.8m wide sidewalks (N&S), 3m cycle track (N side) + 0.5m buffer, parking both sides (except near turn lanes). Cost includes bulbout removals (2), curb and sidewalk reconstruction to P/L east of Shaughnessy St.	X2179, X2180, X2049, X1985, X2879, X5335
C714	2	Arterial	Shaughnessy St	Elgin Ave to Wilson Ave	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	E	3.0	225	$199,500	Downtown, Commercial areas, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Skytrain, Bus Stops, Elks Park, Employment area, McAllister Cycle Track/MUP, Shaughnessy Cycle Track/MUP, Wilson Cycle Track, Donald MUP, Lougheed MUP	Use existing 20m ROW: 2 Travel Lanes, 3m wide sidewalks (E&W), 3m cycle track (E side) + 0.5m buffer, parking both sides (except near turn lanes). Cost includes curb shift, line re-painting, bulbout removals (3).	X2445, X2346, X2247, X2048, X2049
C700	2	Arterial	Shaughnessy St	Wilson Ave to Pitt River Rd	Two-way cycle track on road with barriers; provide 0.5m buffer between bikes/vehicles.	W	3.0	680	$285,600	Downtown, Lions Park, Gates Park, Traboulay Trail, PCCC, West Coast Express, Bus Stops, Elks Park, Central Elem, Central Park, Riverside SS, Wilson Cycle Track, Kelly Slow Street, Hawthorne Slow Street, Central Slow Street, Pitt River Cycle Track/MUP	Use existing 20m ROW: 2 travel lanes, 2 parking lanes, sidewalks both sides, 3m cycle track (W side) + 0.5m buffer. Cost includes moving curb to existing sidewalk edge on W side.	X2049, X2051, X2052, X2053, X2055, X2056, X2057, X2059, X2060, X2061, X2161, X2062
					Cycle Tracks – Priority 2 Projects			**75,379**	**$1,698,200**			

CYCLING AND MIXED USE UPGRADES

CYCLING AND MIXED USE UPGRADES												
Project	**Priority**	**Class**	**Street Name**	**Extents**	**Requirements**	**Side**	**Width (m)**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
M001	1	Local	Amazon St	Amazon Dr to Riverwood Gate	Convert existing 3m wide side-walk to MUP: add Bike Signs (2), Shared Use Stencils (3)	W	3.0	125	$15,400	Terry Fox SS, Blakeburn Lagoon, Blakeburn Elem, Cedar Elem, Birchwood Elem, Birchwood Park, Cascara Park, Birchland Park, Commercial area, Riverwood MUP, Greg Moore Trail		X5145, X8139
S002	1	Local	Castle Cres	Citadel Dr (W leg) to Citadel Dr (E leg)	Add Bike Signs (3), Pavement Markings (10), Streetlight (1)	*	*	685	$22,050	Citadel Middle, Hazel T Elem, Castle Park Elem, Skyline Park, Castle Park, Citadel Park, Tra-boulay Trail, MHB Overpass, Citadel Cycle Track, Trails	Existing sidewalk, speed humps, and 30km/h	X2492, X2788
M003	1	Arterial	Coast Meridian Rd	Greenmount Ave to Lynwood Ave	Convert existing 3m wide side-walk to MUP: add Bike Signs (2), Shared Use Stencils (2)	E	3.0	30	$2,100	Irvine Elementary, Hyde Na-ture Reserve, Cemetery, Tra-boulay Trail, Wellington Park, Victoria Park, Leigh Elem, Greenmount MUP, Lynwood Slow Street		X5307, X5308
M004	1	Arterial	Shaughnessy St	Lougheed Hwy to Shaughnessy Underpass	Existing 3.0m sidewalk. Add Bike Signs (3), Centerline Stripe, White Lines x2, Bike Stencils (10), Dedication Signs (6)	E	3.0	220	$12,750	Downtown, Commercial area, Bus Stops, Skate Park, Lions Park, Traboulay Trail, Aggie Park, Centennial Pool, Lady Assumption school, Kway-hquitlum Elem, West Coast Express, Lougheed MUP, Lougheed Cycle Track		
M005	1	Arterial	Coast Meridian Rd	Birchland Ave to Westminster Ave	Covert existing 3m wide path to MUP. Add Bike Signs (2), Shared Use Stencils (2)	W	3.0	55	$2,100	Terry Fox SS, James Park Elem, McLean Park, Commercial area, Minnekhada Middle, Hyde Rec Centre, West-minster Slow Street, Sefton Slow Street Birchland MUP, Birchland Park, Birchland Elementary		X5342, X5343
M010	1	Arterial	Mary Hill Bypass	Kingsway Ave to Perkins St	Add Bike Signs (4), Shared Use Stencils (7), Courtesy Signage (3)	S	3.0	1000	$7,350	Traboulay Trail, Commercial area, Lougheed MUP, King-sway MUP	Consider P2 Trail Project on dike and parallel to CP Tracks On N Side	X3745

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M011	1	Drive-way	Access Road	Mary Hill Bypass to Traboulay Trail	Existing Asphalt Driveway. Add Bike Signs (2), Shared Use Stencils (2)	S	3.0	130	$2,800	Traboulay Trail, Commercial area, Lougheed MUP, Kingsway MUP	Pump station access road	
M012	1	Collector	Mary Hill Rd	Atkins Ave to Pitt River Rd	Asphalt resurfacing, Bike Route Signs (4), Shared Use Stencils (13), Courtesy Signage (7), Pole Relocates (15), MUP Fog Line Buffer		3.6	645	$403,550	PCCC, Downtown, Employment area, Bus Stops, Elks Park, Rowland Park, West Coast Express, Central Elem, Central Park, Pitt River Middle, Kingsway MUP, Wilson Cycle Track, Kelly Slow Street, Central Slow Street, Pitt River Cycle Track	Bulbouts around poles (into P lane). Consider community art project for painted buffer zone.	X2551, X2553, X2556, X2558, X2560, X2561, X2563
M013	1	Collector	Patricia Ave	Wellington St to Coast Meridian Rd	Add Signs (2), Shared Use Stencils (4), Courtesy Signage (1)		3.0	385	$3,850	Irvine Elem, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Skytrain, Pionniers Elem, Minnekhada Middle, Hyde Centre, McLean Park, Commercial, Wellington MUP, Sefton Slow Street, Prairie MUP	Existing asphalt MUP	X4620, X4720, X5020, X5021, X5320
M014	1	Arterial	Pitt River Rd	Traboulay Trail (Coquitlam River Bridge) to Reeve St	Convert existing 3m sidewalk to MUP - add both sides (total): Bike route signs (4), Shared Use stencils (10), Courtesy Signage (6), Fog Line 0.5m behind curb, EFGreen D/W Markings (7), SL (6)	N&S	3.0	700	$106,260	Downtown, Traboulay Trail, Gates Park, Riverside SS, Central Park, Central Elem, Downtown, Pitt River Middle, Bus Stops, Reeve MUP		X1462
M015	1	Arterial	Pitt River Rd	Reeve St to Bus Stop (W of Rowland Street)	Add Bike Route Signs (2), Shared Use Stencils (3), Courtesy Signage (2), SL at Driveway	W	3.6	120	$17,500	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, Downtown, Reeve MUP	Existing asphalt/concrete MUP	X1462, X1762
C100	1	Collector	Reeve St	Wilson Ave to Welcher Ave	Add to asphalt path: Bike Route Signs (2), Bike Only Stencils (3), Bike Only Signage (2), SL at Driveway	W	2.5	295	$20,300	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, Wilson Cycle Track, Kelly Slow Street	Existing asphalt path separated from concrete sidewalk	X1351, X1353
M016	1	Collector	Reeve St	Welcher Ave to Pitt River Rd	Add Bike Route Signs (4), Shared Use Stencils (6), Courtesy Signage (4), Fog Line with 0.5m buffer to prevent dooring, SL at School Exit Driveways (2), 1/2EFGreen at School driveways (3)	W	4.5	375	$32,200	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, Hawthorne Slow Street, Pitt River MUP	Existing asphalt/concrete MUP	X1357, X1462

Project	Priority	Class	Street Name	Extents	Requirements	Side	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
M017	1	Collector	Riverside Dr	Riverwood Gate (West) to Fremont St	Add Bike Route Signs (10), Shared Use Stencils (21), Courtesy Signage (6), Relocate SL to back of curb or in bump outs (9)		3.0	2025	$84,700	Terry Fox SS, Archbishop Carney School, Commercial, Bus Stops, Blakeburn Elem, Blakeburn Lagoon, Cedar Elem, Birchwood Elem, Birchwood Park, Cascara Park, Riverwood MUP, Ottawa MUP, Paths/ Trails, Elbow Slow Street, Fremont MUP, Greg Moore Trail	Existing asphalt/concrete MUP	X6146, X6147, X6148, X6248, X6249, X6349, X6449, X6549, X6649, X6749, X6949, X7148, X7147, X7146, X7145, X7144, X7244, X7143, X7142, X7242, X7239, X7338, X7638, X8138
M018	1	Collector	Riverwood Gate	Lane W of Coast Meridian Rd to Riverside Dr (East)	Add Bike Route Signs (6), Shared Use Stencils (9), Courtesy Signage (3)	N	3.0	1030	$9,450	Terry Fox SS, Archbishop Carney School, Commercial, Bus Stops, Blakeburn Lagoon, Blakeburn Elem, Commercial area, Birchland Elem, Cedar Elem, Cascara Park, Birchland Park, Coast M Cycle Track, Riverside MUP, Amazon MUP, Greg Moore Trail	Existing asphalt/concrete MUP	X5247, X5347, X5547, X5946, X6245, X6345, X6745, X6845, X8139, X6645, X7045, X7145
M019	1	Local	Tyner St	Central Ave to Pitt River Rd	Add Bike Route Signs (2), Shared Use Stencils (4), Courtesy Signage (1), No Parking Signs (2) opposite 2120 Tyner St	E	3	245	$4,550	Downtown, PCCC, Pitt River Middle, Employment area, Bus Stops, West Coast Express, Senior Centre, Central Elem, Mary Hill Elem, Robert Hope Park/Pool	X3060, X3064	
Remove	1	Local	Bedford/Chine	Kingsway Ave to Burleigh Ave	Remove bike route and signs with implementation of Burleigh Slow Street.	*	*	*	$0			
Remove	1	Collector	Citadel Dr	Shaughnessy St to Pitt River Rd	Remove/modify bike route and signs with implementation of Fort Fraser/Fortress Slow Street, Citadel MUP, Citadel Cycle Track	*	*	*	$0			
Remove	1	Arterial	Taylor St	Pitt River Rd to Pooley Ave	Remove/modify bike route and signs with implementation of Taylor MUP		*	*	$0			
Remove	1	Local	Salisbury Ave	Shaughnessy St to Ulster St	Remove bike route and signs with implementation of Prairie MUP or Dorset Slow Street		*	*	$0			

Cycling & Mixed Use Upgrades	8,065	$746,910

TRAILS

TRAILS - Priority 1 Projects											
Code	**Priority**	**Type**	**Location**	**Extents**	**Description**	**Width (m)**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	**Related Projects**
T001	1	New	Davison Park	Lynwood Ave to Apel Dr	New asphalt path	3.6	30	$12,600	Chelsea Park, Davison Park, Hyde Nature Reserve, Irvine Elem, Leigh Elem, Victoria Park, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay Trail, Lynwood Slow Street, Bracken Slow Street, Apel MUP, Apel sidewalk		X6708, M096
T003	1	Upgrade	Chelsea Park (TRL0018 & TRL0022)	Apel Dr to Chelsea Ave	Widen and pave existing gravel path	3.6	310	$108,500	Chelsea Park, Davison Park, Hyde Nature Reserve, Hyde Rec Centre, Minnekhada Middle, BC Christian Academy, Traboulay Trail, Apel MUP, Chelsea Slow Street	New 45m section parallel to Chelsea Ave for crosswalk connection	X6011, 5708
T004	1	New	Chelsea Ave	Chelsea Ave (E end) to Fremont Connector	New asphalt path	3.6	30	$10,500	Hyde Nature Reserve, Bus Stops, BC Christian Academy, Sun Valley Park, Traboulay Trail, Greg Moore Trail, Chelsea Slow Street, Chelsea sidewalk, Fremont Connector MUP, Cedar MUP, G&A market		W201, S142
T005	1	New	Essex Ave	Essex Avenue (E end) to Fremont Connector	New asphalt path	3.6	30	$80,500	Essex sidewalk, Essex Slow Street, Fremont Connector MUP, Greg Moore trail, BC Christian Academy	Culvert crossing for watercourse at Fremont Connector	W202, S905
T006	1	New	Lincoln Ave	Lincoln Ave (E end) to Fremont Connector	New asphalt path	3.6	30	$10,500	Fremont Trail, Lincoln MUP, Fremont Connector MUP, Sun Valley Park, BC Christian Academy	Connects existing Fremont trail to Fremont Connector MUP	M130
T008	1	Upgrade	Hyde Creek Park (TRL0013)	Traboulay Trail to Lincoln Ave	Widen and pave existing gravel path.	3.6	300	$105,000	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnekhada Middle, Pionniers Elem, Bus Stops, Lincoln Ave MUP, Lincoln Dr MUP, Greg Moore Trail, Fremont Connector MUP	Part of key east-west route from Lincoln Connector to Fremont Connector	
T012	1	New	Hyde Creek Park	Bracewell Pl to Traboulay Trail	New asphalt path and culvert creek crossing	3.6	120	$400,400	Hyde Creek Rec Centre, Hyde Creek Park, BC Christian Academy, Chelsea Park, Bracewell Slow Street, Lincoln Ave MUP, Lincoln Dr MUP	Part of key east-west route from Lincoln Connector to Fremont Connector	
T052	1	Upgrade	Traboulay Trail (TRL0436)	Hyde Rec Centre to Hyde Creek Park (TRL0013)	Widen and pave existing gravel path	3.6	340	$119,000	Hyde Creek Rec Centre, Hyde Creek Park, BC Christian Academy, Minnekhada Middle, Pionniers Elem, Birchland Elem, Cedar Elem, Evergreen Park, Laurier MUP, Lincoln MUP, Prairie MUP		T008, T012

Code	Priority	Type	Location	Extents	Description	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
T015	1	Upgrade	Greg Moore Trail (TRL0082)	Lombardy Dr (N) to Lincoln Ave	Widen and pave existing gravel path	3.6	365	$127,750	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnekhada Middle, Pionniers Elem, Bus Stops, Lincoln MUP, Prairie MUP, Lombardy Slow Street, Fremont Connector MUP		X7417, X7517, X7322
T014	1	Upgrade	Greg Moore Trail (TRL0081)	Lombardy Dr (S) to Lombardy Drive (N)	Widen and pave existing gravel path	3.6	165	$57,750	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnekhada Middle, Pionniers Elem, Bus Stops, Lincoln MUP, Prairie MUP, Lombardy Slow Street, Pinemont Slow Street, Fremont Connector MUP		X7322, X7326, X7426
T013	1	Upgrade	Greg Moore Trail (TRL0080)	Prairie Avenue to Lombardy Drive (S)	Widen and pave existing gravel path	3.6	280	$98,000	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnekhada Middle, Pionniers Elem, Bus Stops, Lincoln MUP, Prairie MUP, Lombardy Slow Street, Pinemont Slow Street, Fremont Connector MUP		X7326, X7426, X7330
T016	1	Upgrade	Traboulay Trail (TRL0437 & TRL0384)	Richmond Pl to Huber Dr	Widen and pave existing gravel path	3.6	250	$87,500	Traboulay Trail, Hyde Nature Reserve, BC Christian Academy, Greg Moore Trail, Evergreen Park, Bus Stops, G&A market, Fremont Connector MUP, Sun Valley Park, Cedar Elementary, Lincoln MUP, Victoria MUP, Lynwood Slow Street, Huber Slow Street	Widen bride to 4m when due for replacement.	
T018	1	Upgrade	Fremont Trail (TRL0104, TRL0106, TRL0107)	Sun Valley Park to Fremont Street	Widen and pave existing gravel path	3.6	400	$140,000	BC Christian Academy, Sun Valley Park, Hyde Nature Reserve, Traboulay Trail, Hyde Rec Centre, Minnekhada Middle, Pionniers Elem, Bus Stops, Lincoln MUP, Greg Moore Trail, Fremont Slow Street, Handley Slow Street, Fremont Connector MUP	Widen and pave existing gravel path	X8222
T022	1	New	Nechako Connector	Greg Moore Trail to Lane	New asphalt path	3.6	55	$23,100	Birchland Elem, Birchland Park, Cedar Elem, Cedar Park, Cascara Park, Blakeburn Lagoon, Blakeburn Elem, Terry Fox SS, Commercial area, Greg Moore Trail, Fraser Slow Street, Nechako Slow Street		S157
T023	1	New	Minnekhada Middle School	Laurier Ave to Regina St	New asphalt path adjacent to running track; widen and pave existing gravel path at south end (TRL0086)	3.6	250	$105,000	Minnekhada Middle, Hyde Rec Centre, Birchland Elem, Irvine Elem, Hyde Nature Reserve, Traboulay Trail, Regina Slow Street, Prairie MUP, Laurier MUP		

Code	Priority	Type	Location	Extents	Description	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
T036	1	Upgrade	Walkway (TRL0152, TRL0153, TRL0154)	Congo Pl to Riverside Dr	Add SL (3) to existing asphalt path; remove bike baffles	3.0	140	$28,000	Terry Fox SS, Blakeburn Elem, Blakeburn Lagoon, Dominion Triangle Commercial, Congo MUP, Riverside MUP		X5235
T039	1	Upgrade	Myrtle Way Walkway (TRL0174)	Oxford St to Myrtle Way	Widen and pave existing gravel path. Add SL (2)	3.0	70	$52,500	Irvine Elementary, Hyde Nature Reserve, Cemetery, Traboulay Trail, Wellington Park, Oxford Trail, Myrtle Slow Street, Wellington MUP		S087, X4011, T158
T053	1	Upgrade	Hickory Trail (TRL0089)	Hyde Rec Centre Drive Aisle to Trail Junction	Widen and pave existing gravel path	3.6	35	$12,250	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Laurier MUP		S165, T040, X3590
T040	1	Upgrade	Hickory Trail (TRL0090)	Laurier Ave to Juniper Ave	Widen and pave existing gravel path.	3.6	320	$112,000	BC Christian Academy, Minnekhada Middle, Evergreen Park, Hyde Nature Reserve, Hyde Creek Rec Centre, Greg Moore Trail, Juniper Slow Street		S148, W040, T053
T051	1	Upgrade	Lions Park Connector	Traboulay Trail to Lougheed Highway	Widen and pave existing gravel path	3.6	160	$56,000	Lions Park, Downtown, Gates Park, Archbishop Carney School, Aggie Park, Centennial Pool, Traboulay Trail, Lougheed MUP		
T056	1	New	McLean Park - North	York St to Wellington St	New asphalt path	3.6	300	$168,000	Wellington MUP, Wellington sidewalk, York sidewalk, Fraser Slow Street, Fraser sidewalk	Path can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4632, X4034
T054	1	Upgrade	Sefton-Victoria Connector	Sefton St to Victoria Dr	Widen and pave existing gravel path	3.6	105	$36,750	Irvine Elementary, Pionniers Elem, Wellington Park, Hyde Nature Reserve, Leigh Elementary, Victoria Park, Traboulay Trail, Davison Park, Chelsea Park, Victoria MUP, Greenmount MUP, Sefton Slow Street, Lincoln MUP	On Coquitlam land, requires coordination. Connects Sefton Slow Street to Victoria MUP.	S100, X5305
T055	1	Upgrade	Walkway at 3575 York (TRL0344)	Lane E of Kennedy Str to York Str	Widen existing asphalt path	3.6	45	$15,750	Wellington Park, Pionniers School, Traboulay trial, Shaughnessy Dog Park, Minnekhada Middle, Hyde Creek Rec Centre, Patricia Slow Street, Patricia sidewalk	Consider 4m width. High pedestrian and cyclist use.	S270, W069, W067
T100	1	New	PoCo Climb	Shaughnessy St to Eastern Dr	Stairs for pedestrians with adjacent zig zag trail for cyclists.	3.6	220	$400,400	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Dr Park, Shaughnessy Cycle Track, Eastern MUP		X1184, X1485
T101	1	Upgrade	Skyline Park (TRL0069/TRL0071)	Eastern Dr to Western Dr	Widen and pave existing gravel path. New path segments near Eastern Drive and Western Drive to access crosswalks.	3.6	335	$117,250	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park, Skyline Connector Trail, Eastern MUP, Western Cycle Track		X1485, X2084

Code	Priority	Type	Location	Extents	Description	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
T102	1	New	Hazel Trembath Driveway	Western Dr to Corner	Replace sidewalk with asphalt path	3.6	80	$44,800	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park, Castle Park, Citadel Park, Skyline Trails, Western Cycle Track, Citadel Cycle Track	Move curb and narrow driveway to 6m to accommodate 3.6m aspalt path. Path can be narrowed to 3m where constricted.	X2084, T104, T105, T106
T104	1	Upgrade	Sandra Way Path (TRL0077)	Hazel Trembath Driveway to Citadel Middle	Widen and pave existing gravel path	3.6	360	$126,000	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park, Castle Park, Citadel Park, Skyline Trails, Western Cycle Track, Citadel Cycle Track		T102, T105, T106
T105	1	New	Citadel Middle School Driveway	Sandra Way Path to Citadel School Entrance Path	New asphalt path	3.6	200	$112,000	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park, Castle Park, Citadel Park, Skyline Trails, Western Cycle Track, Citadel Cycle Track	Coordination with SD43	T102, T104, T016
T106	1	Upgrade	Citadel School Entrance Path	Citadel Middle School Driveway to Citadel Drive	Widen existing asphalt path	3.6	30	$10,500	Hazel Trembath Elem, Citadel Middle, Skate Park, Skyline Park, Settlers Park, Eastern Drive Park, Castle Park, Citadel Park, Skyline Trails, Western Cycle Track, Citadel Cycle Track	Coordination with SD43	T102, T104, T105
T149	1	Upgrade	Castle Park (TRL0453, 0454, 0098, 0099, 0100)	Palisade Cres to Castle Cres	Widen and pave existing gravel path	3.6	510	$178,500	Castle Park, Castle Park Elem, Citadel Park, Citadel Middle, Fortress Park, Mary Hill Bypass Bridge, Traboulay Trail, Castle Slow Street, Palisade Slow Street, Citadel Cycle Track, Confederation MUP, Argue Slow Street		T119
T119	1	Upgrade	Castle Park (TRL0096)	Castle Park Trails to Mary Hill Bypass Overpass	Widen and pave existing gravel path	3.6	110	$38,500	Castle Park, Castle Park Elem, Citadel Park, Citadel Middle, Fortress Park, Mary Hill Bypass Bridge, Traboulay Trail, Castle Slow Street, Palisade Slow Street, Citadel Cycle Track, Confederation MUP, Argue Slow Street	Existing lighting	T149, T123
T123	1	Upgrade	Zigzag Trail	Mary Hill Bypass Overpass to Argue Street	Widen and pave existing gravel path	3.6	255	$89,250	Castle Park, Castle Park Elem, Citadel Park, Citadel Middle, Fortress Park, Mary Hill Bypass Bridge, Traboulay Trail, Castle Slow Street, Palisade Slow Street, Citadel Cycle Track, Confederation MUP, Argue Slow Street	Retain vegetation and lighting through mid-section	
T125	1	Upgrade	Cameron Trail (TRL0011)	Brown St to Cameron Ave	Widen and pave existing gravel path	3.6	150	$63,000	Thompson Park, Robert Hope Park/Pool, Kilmer Elem, Kilmer Park, Employment area, Bus Stops, Cameron Slow Street, Broadway Cycle Track, Taylor MUP		X4572, S588

Code	Priority	Type	Location	Extents	Description	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
T126	1	Upgrade	Walkway TRL0183	Celeste Cres to Belle Place	Pave existing grass path	3.0	90	$37,800	Routley Park, Kilmer Park, Kilmer Elementary, Belle Slow Street, Celeste Slow Street, Pooley MUP		X2577, S592
T128	1	Upgrade	Central Park Trail (TRL0531)	Rowland cul-de-sac N to S	Widen and pave existing gravel path. Add lighting (8).	3.6	155	$134,250	Gates Park, Riverside SS, Traboulay Trail, Central Park, Central Elem, Bus Stops, PCCC, Pitt River MUP, Rowland Slow Street, Hawthorne Slow Street		
T136	1	Upgrade	Routley Park (TRL0281)	Wading Pool to Celeste Crescent	Widen and pave existing gravel path. Add lighting (10).	3.6	190	$166,500	Routley Park, Kilmer Elem, Kilmer Park, Walkway, Western MUP, Celeste Slow Street, Eastern MUP		X2577, T137
T137	1	New	Routley Park	Western Dr to Wading Pool	New asphalt path with lighting (4)	3.6	85	$75,700	Routley Park, Kilmer Elem, Kilmer Park, Walkway, Western MUP, Celeste Slow Street, Eastern MUP		X2376, T136
T150	1	Upgrade	Westside Trail (TRL0063, TR0064)	Burleigh Ave to Gately Ave	Widen and pave existing gravel path	3.6	430	$150,500	Downtown, Commercial area, Employment area, Bus Stops, Kingsway MUP, Traboulay Trail, McAllister bridge, McAllister Cycle Track		X1345
T151	1	New	Westside Trail Connector	Gately Ave to Kingsway Ave	New asphalt path	3.6	115	$48,300	Downtown, Commercial area, Employment area, Bus Stops, West Coast Express, PCCC, Kingsway MUP, Traboulay Trail, McAllister bridge, McAllister Cycle Track	Connects Westside Trail to Kingsway MUP	T150
T152	1	New	Pooley Ave	Taylor St to Brown Creek Trail (T0085)	New asphalt path	3.6	120	$50,400	Kilmer Elementary, Kilmer Park, Brown Creek Trail, Thompson Park, Cameron Park, Taylor MUP, Pooley MUP		X3776
T153	1	Upgrade	Skyline Connector	Skyline Park Crossing to Traboulay Trail	New asphalt path	2.2	175	$24,500	Colony Farms, Skyline Park, Nacht Park, Traboulay Trail, Eastern Dr Park, Routley Park, Hazel T Elem, Citadel Middle, Castle Elem, Castle Park, Citadel Park, Eastern MUP	Existing informal path	X1184, C500
T154	1	New	McLean Park (South)	York St to Wellington St	New asphalt path	3.6	190	$79,800	McLean Park, Fraser Slow Street, Fraser sidewalk, York sidewalk, Wellington MUP, Wellington sidewalk		X4034
T155	1	Upgrade	Handley Walkway (TRL0157)	PL to Handley Cres	Widen and pave existing gravel path	3.6	45	$15,750	Evergreen Park, Pinemont Park, Sun Valley Park, BC Christian Academy, Birchland Elem, Birchland Park, Hyde Creek Park, Traboulay Trail, Greg Moore Trail, Cedar Elementary, Bus Stops, Fir Slow Street, Handley Slow Street, Prairie MUP, Fremont Connector MUP		X8223, S150

Code	Priority	Type	Location	Extents	Description	Width (m)	Length (m)	Cost	Destinations/Connections	Notes	Related Projects
T156	1	Upgrade	Traboulay Trail (TRL0374)	Lincoln Ave to Prairie Ave	Widen and pave existing gravel path	3.6	900	$315,000	Aggie Park, Centennial Pool, Kwayhquitlum Elem, McMitchell Park, Bus Stops, Lady Assumption school, Dog Park, Bike Park, Skytrain, Downtown, Prairie MUP, Coquitlam MUP, Lougheed MUP, Lincoln Cycle Track		
T159	1	Upgrade	Pitt River Rd	Mary Hill Bypass to Argue St	Widen existing asphalt path	3.6	15	$5,250	Pitt River Cycle Track, Argue Slow Street, Argue pedestrian path		S909, X3791, X3790
				Trails - Priority 1			**8,890**	**$4,251,300**			

TRAILS - Priority 2 Projects											
Code	**Priority**	**Type**	**Location**	**Extents**	**Description**	**Width (m)**	**Length (m)**	**Cost**	**Destinations/Connections**	**Notes**	
T019	2	New	Terry Fox School	Riverwood Gate to Terry Fox Park Pathways (TRL0310, TRL0312)	New asphalt path	3.6	210	$0	Terry Fox SS, Archbishop Carney School, Commercial, Bus Stops, Blakeburn Lagoon, Blakeburn Elem, Birchland Elem, Cedar Elem, Cascara Park, Birchland Park, Riverside MUP, Riverwood MUP, Amazon MUP	Coordination with SD43 - on school property.	X8139
T124	2	New	Thompson Park Trail	Taylor Street to Brown Street	New asphalt path and lighting (5)	3.6	170	$121,400	Thompson Park, Kilmer Elem, Kilmer Park, Robert Hope Pool/Park, Mary Hill Elem, Commercial area, Employment area, Cameron MUP, Cameron Slow Street, Broadway Cycle Track		
T113	2	Upgrade	Marian Kroeker Park	Harbour Street to Kroeker Park Trail (TRL0250)	New asphalt path	3.6	65	$22,750	Kroeker Park, Guest Slow Street, Harbour Slow Street, Argue Slow Street, Pitt River Cycle Track		S551, S552
T028	2	New	McLean Park Trail (South)	York Street to Wellington Street	New asphalt path	3.6	240	$100,800	Fraser Slow Street, Fraser sidewalk, York sidewalk, Wellington MUP, Wellington sidewalk	Path can be narrowed to 3m where constricted and min 2.4m at pinch points.	X4034
T158	2	New	Oxford St Trail	Mason Avenue to Lincoln Avenue	New asphalt path and lighting	3.6	1355	$0	North Coquitlam, Skytrain, Hyde Creek Park, Wellington Park, Cemetery, Irvine Elem, Lincoln Cycle Track, Greenmount MUP, Myrtle Slow Street	Located in Coquitlam	X4007, X4011
				Trails – Priority 2			**2040**	**$244,950**			

CROSSINGS

Legend
M-P: Parallel Crosswalk
M-Z: Zebra Crosswalk
EFGreen: Elephant feet and green paint (cyclist crosswalk marking)
S&M: Signage & Markings
B/O: Bulbouts
RRFB: Rectangular Rapid Flashing Beacons
SL: Streetlight
PB: Push Buttons
Cardinal Directions: N, E, S, W, NE, SE, SW, NW

Arterial Crossings - Priority 1											
Project Code	**Priority**	**Street 1**	**Street 2**	**Street 1 Class**	**Street 2 Class**	**New/Existing**	**Requirements**	**Cost**	**Connections**	**Notes**	**Related Projects**
X4568	1	Broadway St	Langan Ave	Arterial	Collector	Existing	N: Add EFGreen; E: Add 1/2EFGreen, SL; W: Add 1/2EFGreen, relocate bike pushbutton on existing post	$25,200	Broadway Cycle Track, Langan MUP		C105, M268, M29
X4570	1	Broadway St	Morgan Ave	Arterial	Local	Existing	E: 1/2EFGreen, SL; W: 1/2EFGreen	$23,800	Broadway Cycle Track		C105
X4572	1	Broadway St	Cameron Ave	Arterial	Local	Existing	E: 1/2EFGreen at driveways; W: 1/2EF-Green: S:1/2EFGreen	$5,600	Broadway Cycle Track, Cameron Slow Street		C105, S588
X4575	1	Broadway St	Industrial Ave	Arterial	Collector	Existing	N: M-P+EFGreen, E: 1/2EFGreen	$2,800	Broadway Cycle Track, Industrial MUP		C105, M518
X4579	1	Broadway St	@1533/1534 Broadway	Arterial	N/A	New	Half Ped Signal, M-Z+EFGreen, SLx2	$323,400	Broadway Cycle Track, Broadway sidewalks	Crossing point for long section between Industrial and Mary Hill Bypass. Access to 1502 Broadway St	C105
X5305	1	Coast Meridian Rd	Victoria Dr	Arterial	Arterial	Existing	N: Add EFGreen, SL	$22,400	Sefton Slow Street, Sefton-Victoria Trail, Victoria MUP	Joint; with Coquitlam	S100, T054

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X5307	1	Coast Meridian Rd	Greenmount Ave	Arterial	Collector	Existing	Upgrade to half signal. N: M-P+EFGreen; S: M-P	$142,800	Greenmount MUP, Greenmount side-walk, Coast Meridian MUP, Coast Meridian sidewalk		M089, M003, X5308
X5619	1	Coast Meridian Rd	Lincoln Dr	Arterial	Arterial	Existing	N: EFGreen; W: EFGreen, Bike Pushbuttons at NE and SW corners	$9,800	Lincoln MUP, Lincoln Cycle Track, Lincoln sidewalk, Coast M sidewalk		M270, S03
X5320	1	Coast Meridian Rd	Patricia Av	Arterial	Local	Existing	N: Convert to M-P, E: SL, S: Add EFGreen, SW Corner: Reorient Pushbutton to face MUP.	$30,800	Patricia MUP, Patricia sidewalk, Coast M sidewalk, Traboulay Trail		M013
X5324	1	Coast Meridian Rd	Laurier Ave	Arterial	Local	Existing	N: Add EFGreen, SL, W: Remove Bike Baffles	$29,400	Laurier Slow Street, Laurier MUP		M185, S184
X5328	1	Coast Meridian Rd	Salisbury Ave	Arterial	Local	New	N: Add EFGreen, SL; S: SL; W: Add EFGreen, SL; NE/SW Corner Bike Pushbuttons	$81,200	Coast Meridian MUP, Salisbury MUP		M997, M211
X5342	1	Coast Meridian Rd	Birchland Ave	Arterial	Local	Existing	N: Add EFGreen, SL	$22,400	Birchland MUP, Coast M MUP, Coast M sidewalk		M005
X5347	1	Coast Meridian Rd	Robertson Ave/ Riverwood Gate	Arterial	Collector	Existing	N: EFGreen, SL (NE); E: Add 1/2 EF Green; S: RT Lane Modification, SL; W: EFGreen, SL, SW Bike Box; NE: Bike Pushbutton (P2)	$121,100	Robertson Slow Street, Robertson sidewalk, Riverwood MUP, Riverwood sidewalk, Coast Me-ridian Cycle Track	NBR turn and bike protection - exclusive bike signal phase-dwell on red unless activated.	S190, M018, C104, C186
X5349	1	Coast Meridian Connector	Coast Meridian Rd	Arterial	Arterial	Existing	NW: Add EFGreen, W: Add EFGreen, SW: Add EFGreen, SL, S: Add EFGreen	$26,600	Coast Meridian Cycle Track, Coast Merid-ian Connector Cycle Track		C104, C080
X5249	1	Coast Meridian Connector	Commercial Accesses	Arterial	Driveways	Existing	E: Convert to D/W letdown and narrow opening; SL; W: Convert to D/W letdown and narrow opening; SL	$56,000	Coast Meridian Cycle Track, Coast Meridian sidewalk		C080
X5251	1	Dominion Ave	Hawkins St	Arterial	Collector	Existing	N: M-P+EFGreen; E: M-P+EFGreen, SL; W: SL	$44,800	Dominion Cycle Track, Dominion sidewalk, Hawkins Cycle Track, Hawkins sidewalk		C176, SL01

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X5250	1	Dominion Ave	Fremont Connector	Arterial	Arterial	Existing	N: M-P+EFGreen; E: M-P+EFGreen; S: M-P+EFGreen; W: M-P+EFGreen	$5,600	Dominion Cycle Track, Dominion sidewalk, Fremont Cycle Track, Fremont sidewalk		C165, SL01, R02
X8562	1	Fremont Connector	Nicola Ave	Arterial	Collector	Existing	NESW: Add 1/2EFGreen, NE/SW: Bike Push Buttons	$19,600	Nicola Cycle Track, Nicola sidewalk, Fremont Cycle Track, Fremont sidewalk	W= Nicola Ave, E = Nicola Place	C165, SL02, M171
X8265	1	Fremont Connector	Sherling Ave	Arterial	Arterial	Existing	EW: 1/2EFGreen	$2,800	Fremont Cycle Track, Fremont sidewalk, Sherling sidewalk		
X8266	1	Fremont Connector	Lougheed Hwy	Arterial	Highway Ramps	Existing	N: Convert Ladder to M-Z+EFGreen, SL; E: Add EFGreen, SL; W: Convert Ladder to M-P+EFGreen, SL; S: Convert ladder to M-Z+EFGreen, SL (2). Wayfinding signage.	$91,000	Fremont Cycle Track, Lougheed Highway MUP		C165, C166
X8468	1	Fremont Connector Ramp	Belfast Str	Highway	Trail	Existing	RRFB, SL. Add EFGreen	$71,400	Fremont Connector MUP, Traboulay Trail		
X3053	1	Kingsway Ave	Kelly Ave	Arterial	Local	Existing	N: Add EFGreen; S: Add EFGreen	$2,800	Kingsway MUP, Tyner MUP, Kelly Slow Street		
X5168	1	Kingsway Ave	Langan Ave	Arterial	Collector	New	Half signal; E: M-P, S: M-P, W: M-P+EFGreen	$284,200	Langan MUP, Langan sidewalk, Kingsway MUP, Kingsway sidewalk	Possible inclusion with 2023 Kingsway project	M269
X5170	1	Kingsway Ave	Broadway St	Arterial	Arterial	Existing	N: EFGreen; E: EFGreen, S: EFGreen; W: EFGreen	$12,600	Kingsway MUP, Kingsway Cycle Track, Kingsway sidewalk, Coast Meridian Cycle Track, Coast Meridian sidewalk, Broadway Cycle Track, Broadway sidewalk	Shared ped/cycling crossings on all 9 legs	C104, C534, C105
X5169	2	Kingsway Ave	Coast Meridian Rd	Arterial	Collector	New	Half Signal, E: M-P+EFGreen, SL; W: M-P+EFGreen	$303,800	Coast Meridian MUP, Coast Meridian sidewalk, Kingsway MUP, Kingsway sidewalk	Full signal forecasted for future condition with Kingsway road project; verify need with traffic counts and signal warrant	M520

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X4617	1	Lincoln Ave	Wellington St	Arterial	Collector	Existing	E: M-P+EFGreen, SL	$22,400	Wellington MUP, Wellington sidewalk, Lincoln sidewalk, Lincoln Cycle Track	Install with M214 AND M258 if Lincoln Connector not complete. Coordinate w/ Lincoln Streetscape.	M214, M258
X4045	1	Lougheed Hwy	Oxford St	Highway	Arterial	Existing	N: 1/2 EFGreen SL; E: SL, S: SL, SL; W: EFGreen, Bike Heads (2), Bike Pushbuttons (2), SL	$88,200	Oxford Cycle Track, Lougheed MUP, Lougheed Cycle Track	W: Bike only crossing concurrent with NBT/ SBT green	C110, R04, R05
X0698	1	Mary Hill Bypass	Shaughnessy St	Highway	Arterial	Existing	S: Add 1/2EFGreen, W: Add EFGreen, 2 Bike Pushbuttons, 2 Bike Signal Heads, SE/SW: Right Turn Island Modifications	$46,200	Shaughnessy Cycle Track, Argue Slow Street		C500, S909
X3790	1	Mary Hill Bypass	Pitt River Rd	Highway	Arterial	Existing	NE: EFGreen, SL, E: EFGreen, 2nd SL	$44,800	Pitt River sidewalk, Pitt River MUP, Argue sidewalk, Argue pedestrian path, Argue Slow Street		M546, S909, T159
X3765	1	McLean Ave	Taylor S	Arterial	Collector	Existing	W: RRFB (SW), M-Z +EFGreen, SL; E: RRFB (NE); S: M-P+1/2EFGreen	$81,200	McLean Cycle Track, McLean sidewalk, Taylor MUP, Taylor sidewalk		C553, M300
X4026	1	Oxford St	Dorset Ave (E Leg)	Arterial	Local	Existing	N: Add EFGreen, E: M-P + 1/4-3/4 EF Green, SL	$23,800	Oxford sidewalk, Dorset Sidewalk, Dorset Slow Street, Oxford Cycle Track	RRFB in 2021. E: M-P and SL for existing s/w. Add EF Green with slow street or cycle track projects. P2 Cycle Track (C108) will require junction control modifications (with X4025).	B950, B199, X4025, C108, W902

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X4041	1	Oxford St	Coquitlam Ave	Arterial	Local	Existing	N: Add EFGreen; W: Add EFGreen	$2,800	Coquitlam MUP, Coquitlam sidewalk, Oxford sidewalk, Oxford Cycle Track		M195, M196, W902, C109, C913
X4043	1	Oxford St	Westminster Ave (E Leg)	Arterial	Lane/Collector	Existing	N: 1/2EFGreen, E: M-P, S: EFGreen, W: M-P + EFGreen, NE/SW: Bike Pushbuttons, Relocate NE Corner RRFB to SE Corner	$33,600	Oxford Cycle Track, Oxford sidewalk, Westminster Slow Street, Westminster sidewalk	RRFB and SL in 2023	C110, C913, S193
X1462	1	Pitt River Rd	Reeve St	Arterial	Collector	Existing	N: Add 1/2 EFGreen, SL; E: 1/2EFGreen; S: 1/2EFGreen; W: 1/2EFGreen, SL	$47,600	Reeve MUP, Pitt River MUP	Upgrade to Existing MUP Infrastructure	M014, M016
X2062	1	Pitt River Rd	Shaughnessy St	Arterial	Arterial	New	N: Add EFGreen, 2 Bike Signal Heads (NW, NE); E: Add EF Green, 2 SL (SE); W: Add EFGreen, 2 Bike Heads, SL (SW); S: Add EF Green	$64,400	Pitt River Cycle Track, Pitt River MUP, Shaughnessy MUP	Key cycling junction	C504, C526, M524, M115
X2563	1	Pitt River Rd	Mary Hill Rd	Arterial	Collector	Existing	N: Add EFGreen, W: Add EFGreen, SL	$23,800	Pitt River Cycle Track, Pitt River sidewalk, Mary Hill MUP, Mary Hill sidewalk		
X3064	1	Pitt River Rd	Tyner Rd	Arterial	Local	Existing	N: EFGreen (Update), E: 1/2EF Green (W Side of Zebra)	$2,800	Pitt River Cycle Track, Tyner MUP		C530, C532, M019
X3265	1	McLean Ave	Pitt River Rd	Arterial	Arterial	Existing	W: Add EFGreen; S: SL	$22,400	McLean Cycle Track, McLean sidewalk, Pitt River MUP, Pitt River sidewalk		C532, C533, M553
X3468	1	Pitt River Rd	Langan Ave	Arterial	Local/Collector	Existing	N: Add 1/2EFGreen, E: M-P, W: M-P, SL; S: M-Z, move RRFB from NE to SE corner	$26,600	Langan MUP, Langan sidewalk, Pitt River sidewalk	RRFB and bulb out installed in 2020	M266, W608, W609
X3472	1	Pitt River Rd	Cameron Ave	Arterial	Local	Existing	EW: M-P, SL, S: Add EFGreen	$46,200	Cameron MUP, Pitt River sidewalk		M586, M587
X3276	1	Pitt River Rd	Pooley Ave	Arterial	Collector	Existing	N: Add EFGreen, E: M-P+EFGreen, W: M-P; NE: reorient bike button to face N	$11,200	Pooley MUP, Pitt River MUP, Pitt River sidewalk	Consider NE B/O for pedestrian visibility	M513, M514, M542

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X3383	1	Pitt River Rd	Citadel Dr	Arterial	Collector	Existing	N: M-P+1/2 EFGreen, 2 Ped Heads, 2 Push-buttons, S: Add 1/2 EFGreen	$25,200	Pitt River MUP, Citadel MUP, Pitt River MUP	May need to angle N crosswalk due to driveway.	M567, M545, M546
X3688	1	Pitt River Road	Harbour St	Arterial	Local	Existing	N/S: RRFB-SL (Double NW/SE), Add 1/2EF-Green, Bike Pushbuttons x2 (NE/SW), SLx2, E: M-P+EFGreen, SL, W: M-P, SL	$131,600	Harbour sidewalk, Harbour Slow Street, Pitt River Cycle Track	With development on SE corner	W014, M546, S552
X4629	1	Prairie Ave	Flint St	Arterial	Collector	Existing	N: SL; E: Add 1/2EFGreen; S: Add EFGreen; W: Add 1/2EFGreen	$25,200	Prairie sidewalk, Prairie MUP, Flint sidewalk, Flint Slow Street, Flint MUP		S898, M921
X3034	1	Prairie Ave	Vincent St	Arterial	Local	Existing	E: RRFB	$56,000	Prairie MUP, Prairie sidewalk		
X4630	1	Prairie Ave	Wellington St	Arterial	Collector	Existing	N: M-P+EFGreen, SL; E: Add EFGreen, SL; W: SL. Relocate bike pushbuttons to NE/SW corners	$0	Wellington MUP, Wellington sidewalk Prairie MUP, Prairie sidewalk	Cost and scope included with Prairie Avenue road improvement project. Existing on-street bike route on Wellington Street.	M258, M259
X5230	1	Prairie Ave	Northside Shopping Centre	Arterial	Driveway	Existing	Convert to D/W letdowns and narrow opening	$0	Prairie sidewalk	Cost and scope included with Prairie Avenue road improvement project	
X5330	1	Prairie Ave	Coast Meridian Rd	Arterial	Arterial	New	W: Add EFGreen, S: Add EFGreen	$2,800	Coast Meridian MUP, Prairie MUP		M211
X6030	1	Prairie Ave	Regina St	Arterial	Local	Existing	E: Add 1/2EF+Green W: Add 1/2EFGreen	$2,800	Regina Slow Street, Regina sidewalk, Prairie MUP, Prairie sidewalk	Existing Half Signal	S181
X7030	1	Prairie Ave	Finley St	Arterial	Local	New	E/W: RRFB, M-Z+1/2EFGreen, NW Corner Bike Pushbutton	$65,800	Finley Slow Street, Finley sidewalk, Prairie MUP, Prairie sidewalk, bus stops		W354, S908
X7330	1	Prairie Ave	Cedar Dr	Arterial	Collector	Existing	W: Add EFGreen	$1,400	Greg Moore Trail, Prairie MUP, Prairie sidewalk, Cedar sidewalk		

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X8230	1	Prairie Ave	Fremont St	Arterial	Local	Existing	N: Add EF Green, W: Add EFGreen	$2,800	Prairie MUP, Prairie sidewalk, Fremont MUP, Fremont Slow Street, Fremont sidewalk		M153, S152
X3219	1	Shaughnessy St	Patricia Ave	Arterial	Local	Existing	N: RRFB (NW), M-P+EFGreen, SL, Bike push button (NE); E: M-P, SL; S: RRFB (SE), Add 1/2 EFGreen. NW curb let down with 10m asphalt MUP extension	$109,200	Shaughnessy MUP, Shaughnessy sidewalk, Patricia Slow Street, Patricia sidewalk		S251, W071, M111
X3030	1	Shaughnessy St	Prairie Ave	Arterial	Arterial	Existing	S: Add EFGreen; W: Add EFGreen; SE Corner: SL	$23,800	Shaughnessy sidewalk, Shaughnessy MUP, Prairie sidewalk, Prairie MUP		M112, M113
X3025	1	Shaughnessy St	Dorset Ave	Arterial	Local	Existing	N: RRFB, EFGreen, SL; S: RRFB, M-Z+EFGreen, SL; E: M-P, SL; Ped & Bike pushbuttons	$123,200	Shaughnessy MUP, Shaughnessy sidewalk, Dorset Slow Street, Dorset sidewalk	RRFB in NW and SE corners. Include bike and pedestrian push buttons	S199, W149
X2057	1	Shaughnessy St	Hawthorne Ave - W Leg	Arterial	Local	New	S: RRFB, SL, M-Z; W:M-P	$72,800	Shaughnessy sidewalk, Hawthorne sidewalk		
X2065	1	Shaughnessy St	Lobb Ave	Arterial	Local	New	RRFB relocate NE to SE corner. N: Add 1/2EFGreen; S: M-Z+1/2EFGreen; W: Add EFGreen. SE/SW Ped Pushbuttons, NE/SW Bike Pushbuttons	$40,600	Shaughnessy Cycle Track, Shaughnessy sidewalk, Lobb Slow Street, Lobb sidewalk		S602, C504
X1183	1	Shaughnessy St	Mary Hill Lane	Arterial	Local	New	S: RRFB, M-Z; E: M-P; W: 65m sidewalk from intersection to trailhead	$95,200	Shaughnessy sidewalk, Colony Farms Trailhead		C503, C715
X1184	1	Shaughnessy Street	1360 Shaughnessy St	Arterial	Trails	New	E: B/O, RRFB, M-Z +EF, SL	$106,400	Shaughnessy Cycle Track, Skyline and Colony Park Connector Trails		C500, C715, T100, T153
X7662	1	Sherling Ave	Hawkins St	Arterial	Collector	Existing	E: Add EFGreen	$1,400	Hawkins Cycle Track, Village Slow Street, Hawkins sidewalk, Sherling sidewalk		S505

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X7962	1	Sherling Ave	803 Sherling Ave	Arterial	Driveway	New	E/W: M-P, S: M-P, Half Signal	$149,800	Sherling sidewalk, Walmart	Centre median with staggered crossings	
X6604	1	Victoria Dr	Holtby St	Arterial	Local	New	E: RRFB, M-P, SL	$78,400	Victoria MUP, Victoria sidewalk	By development at 1180 Victoria Drive. Requires coordination with Coquitlam (shared road).	
X6605	1	Victoria Dr	Wedgewood St	Arterial	Local	New	W: RRFB, M-Z + EFGreen, S: M-P + 1/4-3/4 EFGreen	$58,800	Victoria MUP, Victoria sidewalk, Wedgewood Slow Street, Bus Stops	Requires coordination with Coquitlam (shared road).	S098
X6606	1	Victoria Dr	Mitchell St	Arterial	Local	New	N: M-Z, SL; E: RRFB, M-Z, SL	$58,800	Victoria MUP, Victoria sidewalk		
X7605	1	Victoria Dr	Rocklin St (CQ)	Arterial	Local	Existing	E: M-Z+EFGreen, RRFB, Centre Refuge	$85,400	Connection to Hyde Creek Natural Reserve, Traboulay Trail, Transit Stops	Replacement of Crossing at Old Upper Victoria intersection. Driving factor is pedestrian safety.	M912, T035, W047, W046, S134

Arterial Crossings - Priority 1 Projects	**$3,667,300**

Arterial Crossings - Priority 2											
Project Code	**Priority**	**Street1**	**Street 2**	**Street 1 Class**	**Street 2 Class**	**New or Existing**	**Requirements**	**Cost**	**Connections**	**Notes**	**Related Projects**
X5333	2	Coast Meridian Rd	Apel Dr	Arterial	Collector	Existing	N: Add EFGreen	$1,400	Coast Meridian/Apel MUP		M911
X5334	2	Coast Meridian Rd	Fraser Ave	Arterial	Local	New	N/S: Half Signal, M-Z+1/2 EFGreen, W: M-P, SL	$305,200	Fraser Slow Street, Fraser sidewalk, Coast Meridian Sidewalk, Pathway		S203
X5335	2	Kingsway Ave	Wilson Ave	Arterial	Collector	Existing	N: Add EFGreen	$1,400	Wilson Cycle Track, Kingsway MUP		C716, M718

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X4682	2	Mary Hill Bypass	Broadway St	Highway	Arterial	Existing	N: Add EFGreen; E: Add EFGreen; S: Add EFGreen	$4,200	Broadway Cycle Track, Broadway Sidewalks	Future MoTI interchange proposed for this intersection	C105, C106
X4007	2	Oxford St	Greenmount Ave	Arterial	Collector	New	N: RRFB (NW), M-Z+EFGreen, SL; S: RRFB, M-Z	$72,800	Oxford Trail, Oxford sidewalk, Greenmount MUP, Greenmount sidewalk		M089, T158
X4011	2	Oxford St	Myrtle Walkway	Arterial	Arterial	New	RRFB/SL, E Side B/O, M-Z+EFGreen, wayfinding signage	$106,960	Myrtle Walkway, Myrtle Slow Street, Oxford Trail (CQ)	Install with T158	T158, T039
X4035	2	Oxford St	Fraser Ave	Arterial	Local	Existing	RRFB Relocate (NE to SE). N: 1/2 EFGreen; E: M-P, SL; S: EFGreen, SL; W: M-P+EFGreen, SL; NE/SW: Bike Pushbuttons,	$96,600	Oxford MUP, Oxford sidewalk, Fraser Slow Street, Fraser sidewalk	RRFB installed in 2022	W902, C109, S202
X3280	2	Pitt River Rd	Columbia Ave	Arterial	Local	Existing	N: Add 1/2EFGreen; S: M-Z+1/2EFGreen; RRFB Relocate (NE to SE); Bike Pushbuttons x2	$44,800	Pitt River MUP, Columbia Slow Street		M542, M544, S583
X4030	2	Prairie Ave	Oxford St	Arterial	Arterial	New	E: Add EFGreen, Intersection Camera Detector	$36,400	Prairie MUP, Oxford Cycle Track		C109, C108
X2071	2	Shaughnessy St	Fraser Ave	Arterial	Local	Existing	N: Add 1/2EFGreen; S: Add 1/2EFGreen; W: EFGreen	$4,200	Fraser Slow Street, Fraser sidewalk, Shaughnessy sidewalk, Shaughnessy MUP		S202, M113
X2072	2	Shaughnessy St	Nacht Ave	Arterial	Local	Existing	RRFB Relocate (SW to NW Corner); N: M-Z+1/2EFGreen; S: Add 1/2EFGreen; NE/SW: Bike Push Buttons, NW/NE: Ped Pushbuttons	$39,200	Nacht Slow Street, Shaughnessy Cycle Track		S506, S507, C503
X0988	2	Shaughnessy St	Eastern Dr	Arterial	Collector	New	Full Signal; N: M-P; S: M-P+EFGreen	$420,000	Eastern MUP, Eastern sidewalk, Shaughnessy sidewalk, Shaughnessy Cycle Track	Traffic signal required to accommodate safe pedestrian and cycling crossing. Modify/remove medians.	M261, C500
X0893	2	Shaughnessy St	Citadel Dr	Arterial	Collector	Existing	N: Add EFGreen, NE/NW: Bike Pushbuttons	$15,400	Shaughnessy Cycle Track, Citadel MUP		C500, M927

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X2049	2	Shaughnessy St	Wilson Ave	Arterial	Collector	Existing	N: Add EFGreen; W: Add EF Green, SL	$23,800	Shaughnessy sidewalk, Wilson Cycle Track, Wilson sidewalk		C716
X5705	2	Victoria Dr	Toronto St	Arterial	Local	Existing	S: Add 1/4-3/4 EFGreen; SE corner: B/O	$36,400	Victoria sidewalk, Victoria MUP, Toronto sidewalk, Toronto Slow Street	RRFB installed in 2022	W350, S095
X1043	2	Westwood St	Kingsway Ave	Arterial	Arterial	Existing	E: Add EFGreen	$4,200	Westwood MUP, Kingsway MUP	With Westwood MUP construction or coordinate w CQ for connection to Greene St	S02

Arterial Crossings – Priority 2 Projects	**$1,212,960**

Collector Crossings - Priority 1											
Project Code	**Priority**	**Street 1**	**Street 2**	**Street 1 Class**	**Street 2 Class**	**New or Existing**	**Requirements**	**Cost**	**Connections**	**Notes**	**Related Projects**
X5708	1	Apel Dr	Davison Park	Collector	Trail	Existing	Add EFGreen, SL	$22,400	Apel MUP, Davison Park trail, Chelsea Park trail		M096, T001, T003
X7509	1	Cedar Dr	Cedar Pumpstation (3930 Cedar Dr)	Collector	Trail	Existing	Add EFGreen, Overhead pedestrian flashing beacons	$120,400	Cedar MUP, Cedar Trail		T016, M137
X7513	1	Cedar D	Richmond St	Collector	Local	Existing	Add EFGreen, SL	$22,400	Richmond Slow Street, Essex Slow Street, Cedar MUP		M138, S132, S905
X7517	1	Cedar Dr	Lincoln Ave	Collector	Local	Existing	N: M-Z+EFGreen, SL; E: M-P, SL; S: SL	$65,800	Lincoln Avenue MUP		M130, T015, S132
X7426	1	Cedar Dr	Pinemont Ave	Collector	Local	Existing	N: Add 1/2EFGreen, SL; E:M-P, SL; S: EFGreen	$46,200	Pinemont Slow Street, Lombardy Slow Street		S147, S150, W036
X1596	1	Citadel Dr	Fortress Ct/Palisade Cres	Collector	Local	New	N: RRFB, M-Z+1/2EFGreen; S: RRFB, M-Z+1/2EFGreen, SL; E: M-P, SL: W: M-P: NE/SW: 6 Pushbuttons (4 Ped/2 Bike)	$103,600	Fortress Slow Street, Fortress sidewalk, Citadel sidewalk, Palisade sidewalk, Palisade Slow Street		S906

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X1793	1	Citadel Dr	Confederation Dr	Collector	Collector	Existing	N: M-P+EFGreen; E: M-P+EFGreen, SL; S: M-P+EFGreen, SL; W: M-P+EFGreen	$47,600	Citadel MUP, Confederation MUP, Palisade Slow Street		M567, M575, M566, S906
X2492	1	Citadel Dr	Colonial Dr/Castle Cres	Collector	Local	Existing	N: M-P+1/2EFGreen, E: M-Z+1/2 EFGreen, S: M-P+1/2 EFGreen, W: Add 1/2EFGreen	$5,600	Citadel MUP, Citadel sidewalk, Castle Slow Street, Castle sidewalk, Colonial sidewalk	Existing raised crosswalk	M567, S002
X2690	1	Citadel Dr	Kensington Cres (S Leg)	Collector	Local	New	W: M-P + EFGreen	$4,200	Citadel MUP, Citadel sidewalk, Kensington Slow Street, Kensington sidewalk		M567, S574
X2788	1	Citadel Drive	Castle Cres (N Leg)	Collector	Local	New	N: M-Z+EFGreen, E: M-P+EFGreen	$2,800	Citadel MUP, Citadel sidewalk, Castle Slow Street, Castle sidewalk	Consider removing crossing at Kensington Cres N Leg with installation of this crossing	M567, S002
X2986	1	Citadel Dr	Gateway Pl	Collector	Driveway	Existing	N: Add EFGreen, EW: M-P+1/2EF Green, NW: SL	$46,200	Citadel sidewalk, Citadel MUP		M567, M998
X3638	1	Coquitlam Ave	Cambridge St	Collector	Local	Existing	N: M-P+EFGreen, E: RRFB, S: M-P, SL	$79,800	Coquitlam MUP, Coquitlam sidewalk, Cambridge sidewalk		M195, W113
X5238	1	Coquitlam Ave	Lane W of Coast Meridian Rd	Collector	Lane	Existing	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, Remove Curb Returns	$65,100	CM Lane Slow Lane, Coquitlam MUP, Coquitlam sidewalk	M-P markings (not M-Z) as the crossing also serves vehicles.	S103, M198
X1886	1	Confederation Dr	Colonial Dr	Collector	Local	Existing	N: SL, E: M-P+EFGreen, SL	$43,400	Confederation MUP, Confederation sidewalk	Raised x-walk in 2021	M262
X1792	1	Confederation Dr	Homesteader Way	Collector	Local	Existing	N: Add 1/2EFGreen, S: M-Z+EFGreen, W: M-P, SL	$25,200	Confederation MUP, Homesteader Cycle Track, Homesteader sidewalk		M575, S580
X1485	1	Eastern Dr	Klassen Ct	Collector	Local	Existing	S: M-P+EFGreen, E: Add EFGreen, SL	$23,800	Eastern MUP, Eastern sidewalk, Skyline Park trails	Existing raised crosswalk	T100, T101, M925, M260

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X1982	1	Eastern Dr	Western Dr	Collector	Collector	Existing	NESW: M-P + EF + Green, E+W: SL	$47,600	Western MUP, Western sidewalk, Eastern MUP, Eastern sidewalk		W650, M265, M558, M260
X3067	1	Eastern Dr	Humber Cres	Collector	Local	Existing	N: Raised crosswalk, M-Z+EF Green; W:M-P, SL	$33,600	Eastern sidewalk, Eastern MUP	Consider removal of raised crossing at Langan with the installation of this raised crossing and Eastern MUP connection	M554
X3071	1	Eastern Dr	Lamprey Dr	Collector	Local	New	N: RRFB (NW), M-Z+1/2 EFGreen, SL, S: RRFB (SE), M-Z+1/2 EFGreen, W: M-P, SL; Pushbuttons: Bike (2), Ped (2)	$95,200	Lamprey sidewalk, Lamprey Slow Street, Eastern sidewalk, Eastern MUP	Half of project is existing pedestrian improvements.	M555, S901
X2977	1	Eastern Dr	Belle Place/Pooley Ave	Collector	Collector	Existing	N: M-Z+1/2 EFGreen; E: M-P+EFGreen, SL; S: M-Z+1/2EFGreen, SL; W: SL	$74,200	Pooley MUP, Belle Slow Street, Eastern MUP, Eastern sidewalk	Some reconstruction of raised crosswalk/ SE corner likely required.	M513, S592, W005
X2781	1	Eastern Dr	Vivian Pl	Collector	Local	New	S: M-P+EFGreen, SL	$22,400	Eastern MUP, Vivian Slow Street, Vivian sidewalk		M556, M558, S582, W003
X3434	1	Flint St	Fraser Ave	Collector	Local	Existing	N: M-P+1/2EFGreen, SL; E: M-P, SL; S: M-P+1/2EFGreen; M-P+EFGreen, SL	$68,600	Flint MUP, Flint sidewalk, Fraser Slow Street, Fraser sidewalk	Add EFGreen on N and S legs with Fraser Slow Street (P2)	M921, S202
X3139	1	Flint Street	Lougheed Hwy	Collector	Local	Existing	N: M-P + 1/2 EFGreen	$1,400	Flint MUP, Flint sidewalk, Lougheed Cycle Track, Lougheed sidewalk		M921, R01
X3138	1	Flint St	Coquitlam Ave	Collector	Local	Existing	N: Add EFGreen, E: M-P, W: Add EFGreen, SL; B/O x4	$163,800	Flint MUP, Flint sidewalk, Coquitlam MUP, Coquitlam sidewalk		M195, M194, M921
X3432	1	Flint St	Grant Ave	Collector	Local	Existing	N: RRFB, E: M-P, SL; W: M-P+EFGreen, SL	$100,800	Flint MUP, Flint sidewalk		M921

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X4607	1	Greenmount Ave	Wellington St	Collector	Collector	Existing	N: Add EFGreen, SL; E: Add EFGreen; S; Add EFGreen, SL; W: Add EFGreen, SL	$68,600	Greenmount MUP, Greenmount sidewalk, Wellington MUP, Wellington sidewalk		M089, M214
X5107	1	Greenmount Ave	Sefton St	Collector	Local	New	N: Add EFGreen, SL; E: RRFB, M-Z+1/2EFGreen, SL; S: M-P, SL; W: RRFB, M-Z+1/2EFGreen, SL; 4 ped pushbuttons, 2 bike pushbuttons (SE/NW)	$110,600	Greenmount MUP, Greenmount sidewalk, Wellington MUP, Wellington sidewalk	Reorient existing light for N Leg.	M089, S100
X2019	1	Hastings St	Patricia Ave	Collector	Collector	Existing	N: 1/2EF+Green, SL: S: EFGreen	$23,800	Hastings MUP, Hastings sidewalk, Patricia MUP, Patricia Slow Street, Patricia sidewalk		C253, S250
X2024	1	Hastings St	Kitchener Ave	Collector	Local	Existing	N: M-P; E: Add EFGreen, SL; S: Add EFGreen, SL; W: M-P. Convert to 4-Way Stop	$48,300	Hastings MUP, Hastings sidewalk, Kitchener sidewalk		M254, W527, W080, W081
X2026	1	Hastings St	Glenwood Ave	Collector	Local	Existing	E: M-P, S: RRFB- SL	$78,400	Hastings MUP, Westwood Elem, Maple Creek Middle (CQ), Traboulay Trail	Driving factor is pedestrian safety on existing crosswalks.	M254
X2037	1	Hastings St	Davies Ave	Collector	Collector	Existing	N: M-P; E: M-Z+EFGreen, SL; W: M-Z+EFGreen, SL	$23,800	Hastings MUP, Hastings sidewalk, Davies MUP, Davies sidewalk		M119, M257
X7658	1	Hawkins St	Seaborne Ave	Collector	Local	New	N: RRFB (NW), M-Z; E: Add EFGreen; S: RRFB (SE), M-Z	$60,200	Hawkins Cycle Track, Hawkins sidewalk, Seaborne sidewalk	E: Incl. Bike Box Crossing with C176	C176
X7661	1	Hawkins St	Walmart Entrance	Collector	Driveway	Existing	N: Remove Crosswalk; S: RRFB w/pushbuttons for peds and bikes, add EFGreen; SW: SL	$78,400	Hawkins Cycle Track, Hawkins sidewalk		C176
X5375	1	Industrial Ave	Coast Meridian Rd	Collector	Collector	New	S: RRFB, M-Z	$57,400	Industrial Area	N/W: P2	W652, M519, M570, M569
X4984	1	Kebet Way	Broadway St	Collector	Arterial	Existing	N: SL, E: Add EFGreen	$22,400	Broadway MUP, Broadway sidewalk, Kebet MUP, Kebet sidewalk		M097, M922

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X5382	1	Kebet Way	Spitfire Pl	Collector	Local	New	N: M-P, E: RRFB, M-Z	$58,800	Kebet sidewalk, Kebet MUP, bus stop		M922, W616
X5381	1	Kebet Way	Coast Meridian Rd	Collector	Collector	Existing	S: Add EFGreen, SL, W: SL, E: SL	$64,400	Kebet MUP, Traboulay Trail, Peace Park, Coast Meridian sidewalk		M922, M923
X6378	1	Kebet Way	Mustang Pl	Collector	Local	New	N: M-P; E: RRFB, M-Z, SL	$79,800	Kebet S/W, Traboulay Trail, Bus Stop	Consider bus stop improvements for stop in conjunction with this project.	W619, W621
X6576	1	Kebet Way	Bus Stop Opposite 1317 Kebet	Collector	-	New	E: RRFB, M-Z	$57,400	Kebet Sidewalk, Traboulay Trail, Bus Stop	Locate on E Side of Driveway. Relocate bus stop further east out of driveway conflict zone.	W621
X3768	1	Langan Ave	Taylor St	Collector	Collector	Existing	N+W: M-Z+EFGreen, E+S: M-Z, S: SL	$26,600	Langan MUP, Taylor MUP, Taylor S/W, Langan S/W, Mary Hill Elem, Kilmer Elem, Pitt River Middle, Thompson Park, Cameron Park		M266, M268, M300, W609, W610
X4068	1	Langan Ave	Brown St	Collector	Local	Existing	N: M-Z+EFGreen, E: SL, S: M-Z	$23,800	Langan MUP, Taylor MUP, Langan sidewalk		M266, W610
X6011	1	Lincoln Dr	Chelsea Ave	Collector	Local	Existing	E: M-Z+EFGreen, Raised Crosswalk, SL, S: M-P, SL	$54,600	Hastings MUP, Hastings sidewalk, Kitchener sidewalk		T003, W048, M256, S089
X1945	1	Maple St	McAllister Ave	Collector	Local	New	S: Add EFGreen	$1,400	McAllister Cycle Track, Traboulay Trail	Maple = N/S Street	C717
X2646	1	Mary Hill Rd	Elgin Ave	Collector	Local	Existing	E: 2 D/W Letdowns, S: M-Z, RRFB, W: M-P, SL, SW: B/O	$128,800	Mary Hill sidewalk, Elgin sidewalk	Adjust SE radius to improve alignment	
X2553	1	Mary Hill Rd	Kelly Ave	Collector	Local	Existing	RRFB relocate NE to SE corner. N: Add 1/2EFGreen; S: M-Z+1/2EFGreen; W: Add EFGreen, SL; NE/SW: Bike Pushbuttons x2	$51,800	Mary Hill MUP, Mary Hill sidewalk, Kelly sidewalk, Kelly Slow Street	RRFB and Lighting Installed in 2020/2021.	M012, S706

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X2558	1	Mary Hill Rd	Hawthorne Ave	Collector	Local	Existing	N: RRFB, E: M-P, SL, W:M-P+EFGreen, SL	$100,800	Mary Hill MUP, Hawthorne sidewalk		M012, W156
X2561	1	Mary Hill Rd	Rindall Ave	Collector	Local	Existing	E: M-P, SL, S: RRFB, B/O x2	$148,400	Mary Hill MUP, Mary Hill sidewalk, Rindall sidewalk		M012
X2465	1	Mary Hill Rd	Lobb Ave	Collector	Local	Existing	W: M-P+EFGreen, SL	$22,400	Lobb Slow Street, Lobb sidewalk, Mary Hill sidewalk, Mary Hill MUP	Consider removal of zebra crossing at Lobb Avenue when crossing at Western Drive installed (X2466)	M593, S602
X2466	1	Mary Hill Rd	Western Dr	Collector	Collector	New	S: RRFB, M-Z+EFGreen; E: M-P, SL,	$79,800	Mary Hill MUP, Western MUP	Consider removal of zebra crossing at Lobb Avenue when installed.	M593, M263
X2469	1	Nicola Avenue	Costco/Nicola Stn Driveways	Collector	Local	New	E: M-P+EFGreen	$1,400	Nicola MUP, Nicola sidewalk		M594
X2468	1	Nicola Ave	Costco/Home Depot Intersection	Collector	Local	Existing	N: Add EFGreen; E: Add EFGreen, SL; W: Add EFGreen, SL	$46,200	Nicola MUP, Nicola Cycle Track, Nicola sidewalk	4-way stop with crosswalk on N, E and W leg to be installed by developer	M594, C916
X2467	1	Nicola Ave	Hawkins St	Collector	Collector	Existing	N: Add EFGreen; E: Add EFGreen; Bike pushbuttons	$2,800	Hawkins Cycle Track, Hawkins sidewalk, Nicola Cycle Track, Nicola sidewalk		C176
X1119	1	Patricia Ave	Woodland St	Collector	Local/Collector	Existing	Convert to All-Way Stop. N: M-P, SL; E: M-P, SL; S: M-P, SL	$68,250	Woodland Slow Street, Woodland sidewalk, Patricia Slow Street, Patricia sidewalk		S250, S219
X1220	1	Patricia Ave	Anson Ave	Collector	Collector	New	Mini roundabout	$0	Anson MUP, Anson sidewalk, Woodland Slow Street, Woodland sidewalk	By development	S219
X1219	1	Patricia Ave	Murchie Pl	Collector	Local	Existing	E: RRFB, M-Z. Remove traffic circle and widened sidewalk on N side for on-street bikes.	$85,400	Patricia sidewalk, Patricia slow street	Review Pavement Markings and Make Consistent with Roundabouts as Part of Capital Project	S250

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X3476	1	Pooley Ave	Knappen St	Collector	Local	Existing	N: M-P+EFGreen, E: Convert to M-P, SL, S: Convert to M-P, W: Convert to M-P, SL	$47,600	Pooley MUP, Pooley sidewalk, Knappen sidewalk		M514
X3776	1	Pooley Ave	Taylor St	Collector	Collector	Existing	NE: Convert to M-P, S: Convert to Driveway, W: M-P+EFGreen	$11,200	Pooley MUP, Taylor MUP, Brown Creek Trail	All SL to be done in 2023.	M514, M300, T152
X1353	1	Reeve St	Kelly Ave	Collector	Local	Existing	N: 1/2EFGreen, E: M-P, S: M-Z+1/2EFGreen	$59,000	Reeve MUP, Reeve sidewalk, Kelly Slow Street, Kelly sidewalk	Existing raised crosswalk	M020, S706
X1357	1	Reeve St	Hawthorne Ave	Collector	Local	Existing	N: 1/2EFGreen, SL, E: M-P, S: M-Z+1/2EF-Green, SL	$60,200	Reeve MUP, Reeve sidewalk, Hawthorne sidewalk, Hawthorne Slow Street	Existing raised crosswalk	M016, S701
X6349	1	Riverside Dr	Yangtze Gate	Collector	Local	Existing	E: Add EFGreen, S: M-P+EFGreen, SL	$23,800	Riverside MUP, River-side sidewalk, Terry Fox Pathway, Yangtze sidewalk		M017
X7147	1	Riverside Dr	Walkway at 1105 Riverside Dr	Collector	Walkway	Existing	Add EFGreen, SL	$22,400	Riverside MUP, Riverside sidewalk, Walkway	Existing raised crosswalk	M017, T036, W557
X7145	1	Riverside Dr	Riverwood Gate	Collector	Collector	Existing	N: EFGreen, W:M-P	$2,800	Riverwood MUP, Riv-erside MUP, Riverside sidewalk	Raised N and S crosswalks in 2024	M017, M018
X7338	1	Riverside Dr	Elbow Pl	Collector	Local	Existing	N: M-P, SL, E: Add EFGreen, S: M-P+EF-Green, SL, W: M-Z+EFGreen, SL, RRFB Retro-fit (SE to SW), NW/SE: Bike Pushbuttons	$75,600	Riverside MUP, Elbow Slow Street, Riverside sidewalk, Elbow Slow Street	RRFB in 2022	M017, S158, S157, W555
X8138	1	Riverside Dr	Fremont St	Collector	Collector	Existing	W: Add EFGreen, SL; SW: B/O	$57,400	Riverside MUP, Fre-mont MUP, Blake-burn Lagoons/Park		M017, M153, M154, W555
X8139	1	Riverwood Gate	Amazon St	Collector	Local	Existing	W: Add EFGreen	$1,400	Riverwood MUP, Amazon MUP		M001
X4610	1	Wellington St	Myrtle Way	Collector	Local	Existing	N: Add 1/2EFGreen, S: EFGreen, SL, W: M-P, SL	$46,200	Wellington MUP, Wellington sidewalk, Myrtle Slow Street, Myrtle sidewalk	N: Raised cross-walk in 2023	M214, S087
X4612	1	Wellington St	Kent Ave	Collector	Local	New	N: Raised crosswalk, M-Z, SL; E: M-P+EF-Green, SL	$54,600	Wellington MUP, Wellington sidewalk, Kent sidewalk		M214, W075

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X4620	1	Wellington St	Patricia Ave	Collector	Local	Existing	N: RRFB modify (SW to NW), M-Z+EFGreen; E: M-P+EFGreen; S: Add EFGreen; W: M-P, SL; Bike pushbuttons (2)	$40,600	Patricia Slow Street, Patricia sidewalk, Patricia MUP, Wellington MUP, Wellington sidewalk	S: RRFB in 2022	M013, M258, S270, W067
X4622	1	Wellington St	Jensen Ave	Collector	Local	Existing	N: Raised Crosswalk, W: SL	$30,800	Wellington MUP, Wellington sidewalk		M258
X4624	1	Wellington St	Laurier Ave	Collector	Local	Existing	N: Raised Crosswalk, E:M-P+EFGreen	$11,200	Wellington MUP, Wellington sidewalk		M258
X4626	1	Wellington St	Dorset Ave	Collector	Local	Existing	N: RRFB (NW), 1/2EFGreen; E: M-P+EFGreen, SL; S: RRFB (SE), M-Z+1/2EFGreen; W: M-P, SL; NE/SW: Bike Pushbuttons	$117,600	Wellington MUP, Wellington sidewalk, Dorset Slow Street, Dorset sidewalk	RRFB Planned in 2024/25 (Cost Covered in Plan), but add Ped Buttons and S: M-Z, NE/SW: Bike Pushbuttons.	M258, S950, W204
X4638	1	Wellington St	Coquitlam Ave	Collector	Collector	Existing	N: M-P+EFGreen, SL; W: Add EFGreen	$23,800	Wellington MUP, Wellington sidewalk, Coquitlam MUP, Coquitlam sidewalk, Walkway	Existing raised crozsswalk on E leg	M197, M198, M259
X4636	1	Wellington St	Manning Ave	Collector	Local	Existing	N: raised crosswalk; E: M-P, SL, W: M-P+EFGreen, SL	$54,600	Wellington MUP, Wellington sidewalk, Manning sidewalk		M259
X2371	1	Western Dr	Lamprey Dr	Collector	Local	New	N: M-Z+1/2EFGreen, E: M-P, SL, S: M-Z+1/2EFGreen	$25,200	Western MUP, Western sidewalk, Lamprey Slow Street		M263, M265, S901
X1984	1	Western Dr	Western Pl	Collector	Local	Existing	S: raised crosswalk	$9,800	Western sidewalk		
X2084	1	Western Dr	Hazel Trembath Entrance	Collector	Driveway	Existing	N: Add EFGreen, SL; E: M-P+EFGreen	$16,800	Western MUP, Western sidewalk, Trails	Existing raised crosswalk	M267, T101, T102
X4543	1	Westminster Ave	Maxwell Pl	Collector	Local	Existing	S: M-P + 1/4-3/4EFGreen, SL, W: EFGreen, SL	$44,800	Westminster Slow Street, Maxwell Slow Street, James Park Elem MUP	Raised crosswalk in 2021. Coordinate with SD43 to tie into MUP on school property.	S193, S191
X5243	1	Westminster Ave	Lane W of Coast Meridian Rd	Collector	Lane	Existing	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, SL	$65,100	Coast Meridian Slow Lane, Westminster sidewalk, Westminster Slow Street	M-P markings (not M-Z) as the crossing also serves vehicles.	S193, S103

Project Code	Priority	Street 1	Street 2	Street 1 Class	Street 2 Class	New/Existing	Requirements	Cost	Connections	Notes	Related Projects
X5343	1	Westminster Ave	Coast Meridian Rd	Collector	Arterial	Existing	W: Add 1/4-3/4 EFGreen, SL	$22,400	Westminster Slow Street, Westminster sidewalk, Coast Meridian Slow Lane, Coast Meridian sidewalk		M005, S193
X5344	1	Wilson Ave	Mary Hill Rd	Collector	Collector	Existing	W: Add EFGreen	$1,400	Mary Hill MUP		M723

Collector Crossings - Priority 1 Projects	**$3,933,150**

Collector Crossings - Priority 2											
Project Code	**Priority**	**Street1**	**Street 2**	**Street 1 Class**	**Street 2 Class**	**New or Existing**	**Requirements**	**Cost**	**Connections**	**Notes**	**Related Projects**
X5511	2	Apel Dr	Ulster St	Collector	Local	Existing	E: Add EFGreen, SL, S: M-Z+EF-Green	$23,800	Apel MUP	Apel = E/W. E: M-P Added 2022.	M911
X2180	2	Bury Ave	Wilson Ave	Collector	Collector	Existing	N: Add EFGreen	$1,400	Wilson Cycle Track		C716
X3085	2	Citadel Dr	Nova Scotia Ave	Collector	Local	New	N: M-Z+EFGreen, Raised Crossing	$11,200	Citadel MUP, Citadel sidewalk, Nova Scotia Slow Street, Nova Scotia sidewalk	Citadel = N/S	M567, S548
X2282	2	Eastern Dr	Delia Dr/Paula Pl	Collector	Local	Existing	N: M-P; SL, S:M-P+EFGreen, SL, B/O	$86,800	Delia sidewalk, Delia Slow Street, Eastern MUP, Paula Place sidewalk, Paula Place Slow Street	Painted armadillo area in the parking lane in front of 1369/1371 Eastern w bike access ramp and stop sign for NB Bike Traffic	W358, M558, S591, S590
X2874	2	Eastern Dr	Oughton Dr	Collector	Local	New	N: RRFB (NE), M-Z+1/2 EFGreen; S: RRFB, M-Z+1/2 EFGreen, SL	$86,800	Oughton Slow Street, Oughton sidewalk, Eastern MUP, Eastern sidewalk		S512, M555, W357
X2876	2	Eastern Dr	Pitt River Rd	Collector	Arterial	Existing	W: Add EFGreen	$1,400	Eastern MUP, Pitt River MUP		M553, M554
X2879	2	Mary Hill Rd	Wilson Ave	Collector	Collector	Existing	N: Add EFGreen	$1,400	Wilson Cycle Track, Mary Hill MUP		C716, M723
X6958	2	Nicola Ave	1097 Nicola Ave	Collector	Driveway	New	W: RRFB, M-Z; S:M-P; N: D/W	$65,800	Nicola sidewalk, Nicola MUP		
X6549	2	Riverside Dr	Ottawa St	Collector	Collector	Existing	N: SL (NW); S: EFGreen	$22,400	Riverside MUP, Ottawa MUP	Consider a round-about or signal at this location.	M255, M017
X4634	2	Wellington St	Fraser Ave	Collector	Local	Existing	N: Add 1/2EFGreen, E:M-P; S: EFGreen	$4,200	Wellington MUP, Wellington sidewalk, Fraser Slow Street, Fraser sidewalk		M259, S203
X2373	2	Western Dr	Thea Dr	Collector	Local/Lane	Existing	N: EFGreen (Full) - Lane to NW Corner, E: M-P, SL, S: SL, W: M-P+1/2EFGreen, SL	$67,200	Thea Slow Street, York Slow Street, Western MUP	Raised x-walk in 2019	S509, S510
X2178	2	Western Dr	Celeste Cres	Collector	Local	New	N: RRFB (NW), M-Z+1/2EFGreen; E: M-P, SL; S: RRFB (SE), M-Z+1/2EF-Green, SL	$102,200	Western MUP, Western sidewalk, Celeste Slow Street, Celeste sidewalk		S589, W359, M265

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X2179	2	Wilson Ave	Reeve St	Collector	Collector	Existing	W: Add EFGreen	$1,400	Wilson Cycle Track, Reeve Cycle Track		C716, C100

Collector Crossings - Priority 2 Projects	**$476,000**

Local Road Crossings - Priority 1

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X5299	1	Angelo Avenue	Coast Meridian Road	Local	Arterial	Existing	W: Add1/2EFGreen	$1,400	Coast Meridian Cycle Track, Coast Meridian sidewalk, Angelo sidewalk		C104
X5308	1	Lynwood Avenue	Coast Meridian Road	Local	Arterial	Existing	E: 1/4-3/4EFGreen, SL	$22,400	Coast Meridian MUP, Coast Meridian sidewalk, Lynwood Slow Street, Lynwood sidewalk		M003, S091, W252
X5311	1	Chelsea Avenue	Coast Meridian Road	Local	Arterial	Existing	W: Add 1/4-3/4EFGreen, SL	$22,400	Chelsea Slow Street, Coast Meridian MUP, Coast Meridian sidewalk		S084, M911
X5312	1	Kent Avenue	Coast Meridian Road	Local	Arterial	Existing	W: SL	$21,000	Coast Meridian sidewalk, Kent sidewalk		W075
X5332	1	Grant Avenue	Coast Meridian Road	Local	Arterial	Existing	E: M-P, SL, W: Add EFGreen, SL	$44,800	Coast Meridian MUP, Coast Meridian sidewalk		M211
X5336	1	Manning Avenue	Coast Meridian Road	Local	Arterial	Existing	W: SL	$21,000	Coast Meridian sidewalk		
X8859	1	Seaborne Avenue/ Seaborne Place	Fremont Connector	Local	Arterial	Existing	E&W: Add 1/2EFGreen	$2,800	Fremont Cycle Track, Fremont sidewalk, Seaborne sidewalk		C165
X2544	1	Lane at 2282 Kingsway	Kingsway Avenue	Lane	Arterial	Existing	S: M-P, stop bar, SL	$22,400	Commercial, downtown, parking lot, Kingsway sidewalk	Alternatively consider driveway letdown instead of crosswalk.	W562
X3048	1	Courthouse Lane Driveway	Kingsway Avenue	Driveway	Arterial	Existing	W: D/W Letdown, SL	$28,000	Downtown Parking, Kingsway S/W		W563
X3745		Fremont Drive	Mary Hill Bypass Exit Roundabout	Local	Arterial	New	N: M-Z+EFGreen	$2,800	Holland Connector MUP		M919

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X4065	1	Brown Street	McLean Avenue	Local	Arterial	Existing	S: M-P +EFGreen	$1,400	McLean Cycle track, McLean sidewalk	Update existing crossing.	C533
X4019	1	Patricia Avenue (W Leg)	Oxford Street	Local	Arterial	New	S: Add EFGreen, W: M-P+ 1/4+3/4 EFGreen, SL	$23,800	Patricia Slow Street, Oxford Cycle Track, Oxford Sidewalk	RRFB-SL planned for 2024.	S251, S270, W069, W070, SW902, C108
X4020	1	Patricia Avenue (E Leg)	Oxford Street	Local	Arterial	Existing	E: M-P+ 1/4-3/4EFGreen, SL	$22,400	Patricia Slow Street, Oxford sidewalk, Patricia sidewalk	Move to EFGreen with C108.	S251, S270, W069
X4024	1	Laurier Avenue (E Leg)	Oxford Street	Local	Arterial	Existing	E: M-P+EFGreen, SL	$22,400	Oxford sidewalk, Oxford Cycle Track	M-P and SL for existing sidewalk. Add EFGreen for P2 cycle track.	C108
X4025	1	Dorset Avenue (W Leg)	Oxford Street	Local	Arterial	Existing	W: 1/4-3/4 EFGreen, SL	$22,400	Oxford sidewalk, Dorset Slow Street, Oxford Cycle Track		S199, W902, C108
X4036	1	Manning Avenue (W leg)	Oxford Street	Local	Arterial	Existing	E: M-P, SL	$22,400	Oxford sidewalk		Ex S/W
X4040	1	Suffolk Avenue	Oxford Street	Local	Arterial	Existing	E: M-P, SL, W: M-P+EFGreen, SL	$44,800	Oxford sidewalk, Oxford Cycle Track	RRFB installed in 2021 for S crosswalk.	C913
X4042	1	Westminster Avenue (W Leg)	Oxford Street	Local	Arterial	Existing	W:M-P+EFGreen	$1,400	Oxford Cycle Track	SL in 2021	C913
X4044	1	2850 Oxford	Oxford Street	Driveway	Arterial	Existing	E: Driveway letdown and sidewalk extension, SL	$39,900	Oxford sidewalk		C913
X1762	1	Rowland Street	Pitt River Road	Local	Arterial	New	N:M-P+EFGreen, SL	$22,400	Pitt River MUP, Rowland Slow Street, Rowland sidewalk		M524, S710
X2262	1	Irvine Avenue	Pitt River Road	Local	Arterial	Existing	S: M-P, SL	$22,400	Pitt River sidewalk	Assumes Local Street Classification, Not Lane	C526
X3466	1	Warwick Avenue	Pitt River Road	Local	Arterial	Existing	E: M-P, SL	$22,400	Pitt River sidewalk		X3467
X3467	1	Warwick Crescent	Pitt River Road	Local	Arterial	Existing	W: M-P, SL	$22,400	Pitt River sidewalk		X3466
X3470	1	Morgan Avenue	Pitt River Road	Local	Arterial	Existing	E: M-P, SL	$22,400	Pitt River sidewalk, Morgan sidewalk		
X3277	1	Lane @ 1562 Pitt River Road	Pitt River Road	Lane	Arterial	Existing	W: D/W Letdown, SL	$28,000	Pitt River sidewalk		M542
X3279	1	Columbia Avenue	Pitt River Road	Local	Arterial	Existing	E: M-P+EFGreen, W: M-P	$2,800	Pitt River sidewalk, Pitt River MUP		M542, M544

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X3281	1	McKenzie Place	Pitt River Road	Local	Arterial	New	E: M-P+EFGreen, SL	$22,400	Pitt River MUP		M544
X3282	1	Routley Avenue	Pitt River Road	Local	Arterial	Existing	E: M-P+EFGreen	$1,400	Pitt River MUP		M544
X3484	1	Yukon Avenue	Pitt River Road	Local	Arterial	Existing	E: Add EF Green, SL	$22,400	Pitt River MUP, Pitt River sidewalk		M545, M546, W900
X3586	1	Nova Scotia Avenue	Pitt River Road	Local	Arterial	Existing	W: M-P, SL	$22,400	Pitt River sidewalk		
X3687	1	Carmel Avenue	Pitt River Road	Local	Arterial	Existing	W: M-P	$1,400	Pitt River sidewalk		
X3791	1	Argue Street	Pitt River Road	Local	Arterial	Existing	N: Add EFGreen (Full), E: Add 1/4-3/4EFGreen, S: M-Z+1/2EF-Green, W: Pedestrian landing; NW corner B/O	$84,000	Argue Slow Street, Argue sidewalk, Argue pedestrian path		S909, T159
X3318	1	Stirling Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL; W: narrow driveway	$29,400	Shaughnessy MUP, Shaughnessy sidewalk		M111
X3221	1	Centennial Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	$22,400	Shaughnessy sidewalk		
X3124	1	Laurier Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	$22,400	Shaughnessy sidewalk		
X3027	1	Chester Place	Shaughnessy Street	Local	Arterial	Existing	E:M-P, SL	$22,400	Shaughnessy sidewalk		
X3028	1	Salisbury Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	$22,400	Shaughnessy sidewalk, Salisbury sidewalk		W064
X3029	1	2211 Prairie Avenue	Shaughnessy Street	Driveway	Arterial	Existing	W: D/W Letdown, SL	$28,000	Shaughnessy MUP, Shaughnessy sidewalk		M112
X3031	1	Lane South of Prairie	Shaughnessy Street	Driveway	Arterial	Existing	W: D/W Letdown, SL	$28,000	Shaughnessy sidewalk, Shaughnessy MUP (P2)		M113
X3032	1	Grant Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	$22,400	Shaughnessy sidewalk		
X3033	1	Lane South of Grant	Shaughnessy Street	Driveway	Arterial	Existing	E: SL	$21,000	Shaughnessy sidewalk		
X2936	1	Chester Street	Shaughnessy Street	Local	Arterial	Existing	E: M-P, SL	$22,400	Shaughnessy sidewalk		
X2940	1	Lions Way	Shaughnessy Street	Local	Arterial	Existing	W: Add EFGreen to M-P and zebra crossings, SL x 2	$46,200	Shaughnessy MUP, Shaughnessy sidewalk, Lions sidewalk		M004

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X2346	1	McAllister Avenue	Shaughnessy Street	Local	Arterial	Existing	E: SL, S: Add EFGreen	$22,400	McAllister MUP, McAllister Cycle Track, McAllister sidewalk, Shaughnessy sidewalk		C717
X2247	1	Whyte Avenue/ Leigh Square Place	Shaughnessy Street	Local	Arterial	Existing	N: RRFB Retrofit (SW to NW Corner), M-Z, E: Add EFGreen, SL; W: SL	$58,800	Shaughnessy sidewalks, Whyte sidewalks	RRFB Added in 2021 on South Leg	
X2048	1	Marpole Avenue	Shaughnessy Street	Local	Arterial	Existing	W: SL	$21,000	Shaughnessy sidewalk		
X2051	1	Atkins Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, W: M-P+EFGreen (Full)	$2,800	Shaughnessy sidewalk, Atkins sidewalk	W: SL on E & W legs included in 2022 NR project scope	
X2053	1	Kelly Avenue	Shaughnessy Street	Local	Arterial	Existing	RRFB relocate NE to SE Corner, remove mast arm. N: Add 1/2EFGreen; E: M-P; S: M-Z+1/2EF Green, add 2 Ped Pushbuttons, 1 Bike Pushbutton; W: M-P; NE/SW Corner: Bike Pushbuttons (x2)	$46,200	Kelly sidewalk, Kelly Slow Street, Shaughnessy sidewalk	Overhead Flasher/ SL installed N side in 2021. SL included in 2022 NR Capital.	S706, W157
X2055	1	Welcher Avenue (W Leg)	Shaughnessy Street	Local	Arterial	Existing	W: M-P+EFGreen	$1,400	Shaughnessy sidewalk, Welcher sidewalk		
X2056	1	Welcher Avenue (E Leg)	Shaughnessy Street	Local	Arterial	Existing	E: M-P	$1,400	Shaughnessy sidewalk, Welcher sidewalk		
X2058	1	Hawthorne Avenue (E Leg)	Shaughnessy Street	Local	Arterial	Existing	E: M-P	$1,400	Hawthorne sidewalk, Shaughnessy sidewalk		W156
X2059	1	Central Avenue (W Leg)	Shaughnessy Street	Local	Arterial	Existing	W: M-P+EFGreen	$1,400	Shaughnessy sidewalk, Central sidewalk		
X2060	1	Central Avenue (E Leg)	Shaughnessy Street	Local	Arterial	Existing	N: EFGreen; E: M-P, SL; S: Add 1/2EFGreen; NE/SW: Bike Pushbutton	$47,600	Shaughnessy sidewalk, Central sidewalk, Central Slow Street		S703
X2061	1	Rindall Avenue	Shaughnessy Street	Local	Arterial	Existing	W: M-P+EFGreen (Full), SL	$22,400	Shaughnessy sidewalk, Rindall sidewalk		
X2161	1	Lane N of Pitt River	Shaughnessy Street	Lane	Arterial	Existing	E: D/W Letdown	$7,000	Shaughnessy sidewalk		
X2066	1	Lane N of Marshall	Shaughnessy Street	Lane	Arterial	Existing	W: D/W Letdown, EF Green	$8,400	Shaughnessy Cycle Track, Shaughnessy sidewalk	SL included in 2022 NR capital project scope	C504

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X2067	1	Marshall Avenue	Shaughnessy Street	Local	Arterial	Existing	W: Add EFGreen	$1,400	Shaughnessy Cycle Track, Shaughnessy sidewalk	E&W: M-P and SL included in 2022 NR capital project scope	C504
X2068	1	Stafford Avenue	Shaughnessy Street	Arterial	Arterial	Existing	W: Add EFGreen	$1,400	Shaughnessy Cycle Track, Shaughnessy sidewalk	RRFB, M-P and SL in 2022 NR capital project scope	C504
X2073	1	Nacht Avenue	Shaughnessy Street	Local	Arterial	Existing	E: M-P, W:M-P+EFGreen, SL	$23,800	Shaughnessy Cycle Track, Shaughnessy sidewalk, Nacht Slow Street, Nacht sidewalk		C503, S506
X7365	1	2115 Sherling/879 Village Drive	Sherling Avenue	Driveway	Arterial	Existing	N: M-P, SL, S: Driveway Letdown, SL	$50,400	Sherling sidewalk		
X5411	1	Lane W of Ulster Street	Apel Drive	Lane	Collector	Existing	E: D/W Letdown, SL	$28,000	Apel sidewalk		M911
X5510	1	Victoria Place	Apel Drive	Local	Collector	Existing	W: SL	$21,000	Apel sidewalk	W: M-P in 2022	
X5709	1	Toronto Street	Apel Drive	Local	Collector	Existing	E: Add 1/4-3/4EFGreen, SL	$22,400	Apel MUP, Toronto Slow Street		M096, S093
X5807	1	Lynwood Avenue	Apel Drive	Local	Collector	Existing	E: Add 1/4-3/4EFGreen, SL	$22,400	Apel MUP, Lynwood Slow Street		M096, S097
X7510	1	Chelsea Avenue	Cedar Drive	Local	Collector	Existing	E: M-P + 1/4-3/4EFGreen, SL	$22,400	Cedar MUP, Chelsea Slow Street, Chelsea sidewalk		M137, S142, W201
X7512	1	Essex Avenue	Cedar Drive	Local	Collector	New	E: M-P+1/4-3/4EFGreen, SL	$22,400	Cedar sidewalk, Cedar MUP, Essex sidewalk, Essex Slow Street		M138, S905, W202
X7420	1	Patricia Avenue	Cedar Drive	Local	Collector	Existing	E:M-P, SL	$22,400	Cedar sidewalk		
X7429	1	Wright Avenue	Cedar Drive	Local	Collector	Existing	E:M-P, SL	$22,400	Cedar sidewalk		
X0897	1	678 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	W: D/W letdown, SL	$28,000	Citadel sidewalk		
X0997	1	688 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	W: D/W letdown, SL	$28,000	Citadel sidewalk		
X1097	1	Capital Court (W Leg)	Citadel Drive	Local	Collector	Existing	S: M-P, SL	$22,400	Citadel sidewalk		
X1197	1	Capital Court (E Leg)	Citadel Drive	Local	Collector	Existing	S: M-P, SL	$22,400	Citadel sidewalk		
X1198	1	788 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	S: Driveway letdown, SL	$28,000	Citadel sidewalk		
X1694	1	Fortress Drive	Citadel Drive	Local	Collector	New	W: M-P+1/4-3/4EFGreen	$1,400	Fortress sidewalk, Fortress Slow Street, Citadel sidewalk, Citadel MUP		S565, M566

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X1993	1	Lanes @ 898 & 909 Citadel Drive	Citadel Drive	Lane	Collector	Existing	Replace with D/W letdowns, 1/2EFGreen (Full), SL	$37,800	Citadel MUP, Citadel sidewalk		M567
X2193	1	Driveway @ 920 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	Replace with 6m D/W letdowns, 1/2EFGreen, SL	$29,400	Citadel MUP, Citadel sidewalk		M567
X2787	1	Kensington Crescent (N Leg)	Citadel Drive	Local	Collector	Existing	W: M-P+1/2EFGreen	$1,400	Citadel MUP, Citadel sidewalk	Existing raised crosswalk	M567
X2887	1	Nottingham Place	Citadel Drive	Local	Collector	Existing	W: M-P+1/2EFGreen	$1,400	Citadel MUP, Citadel sidewalk		M567
X2985	1	Slip Road @ 1250 Citadel Drive	Citadel Drive	Local	Collector	Existing	E: M-P+1/2EFGreen, SL	$22,400	Citadel MUP, Citadel sidewalk	Consider converting slip road to one-way	M567
X2984	1	Slip Road @ 1280 Citadel Drive	Citadel Drive	Local	Collector	Existing	E: M-P+1/2EFGreen, SL	$22,400	Citadel MUP, Citadel sidewalk	Consider converting slip road to one-way	M567
X3084	1	Nova Scotia Avenue	Citadel Drive	Local	Collector	Existing	E: M-P+1/2EFGreen, SL	$22,400	Citadel MUP, Citadel sidewalk, Nova Scotia Slow Street		M567
X3184	1	1355 Citadel Drive	Citadel Drive	Driveway	Collector	Existing	W: D/W letdown 1/2EFGreen, SL	$22,400	Citadel sidewalk, Citadel MUP	Narrow driveway entrance	M567
X3038	1	Chester Street	Coquitlam Avenue	Local	Collector	Existing	N: M-P+EFGreen, SL, W: M-Z+EFGreen & Markings to Ramp	$18,900	Coquitlam MUP, Chester sidewalk		M194, W521
X3338	1	Lane E of Flint Street	Coquitlam Avenue	Lane	Collector	Existing	N: Convert to Driveway, SL	$28,000	Coquitlam MUP		M194
X4438	1	York Street	Coquitlam Avenue	Local	Collector	Existing	N: M-P+EFGreen, SL; E: Add EFGreen	$16,800	Coquitlam MUP, Coquitlam sidewalk, York sidewalk	Existing raised crosswalk on E leg	M196, M197
X5038	1	Vincent Street	Coquitlam Avenue	Local	Collector	Existing	N: M-P+EFGreen	$1,400	Coquitlam MUP		M194
X1135	1	Bailey Court	Confederation Drive	Local	Collector	Existing	E: M-P+EFGreen	$1,400	Confederation MUP		M262, M575
X1136	1	Fox Street	Davies Avenue	Local	Collector	Existing	N: M-P+EFGreen, SL; NW/NE: B/O	$92,400	Davies sidewalk		S899, M928
X1537	1	Raleigh Street	Davies Avenue	Local	Collector	New	N: M-P, SL, E: RRFB, M-Z+1/2EFGreen, SL: W: RRFB, M-Z+1/2EFGreen	$116,200	Raleigh sidewalks, Raleigh Slow Street, Davies sidewalk, Davies MUP		S220, W086, M257, M928
X1737	1	Jervis Street	Davies Avenue	Local	Collector	Existing	N: M-P, SL	$15,400	Davies sidewalk		M257
X1837	1	Huntington Place	Davies Avenue	Local	Collector	New	S: M-P+EFGreen, SL	$22,400	Davies MUP		M257
X1937	1	Seymour Street	Davies Avenue	Local	Collector	Existing	N: M-P, SL	$22,400	Davies sidewalk		M257

X1185	1	Fletcher Way	Eastern Drive	Local	Collector	Existing	S: M-P+1/4-3/4 EFGreen, SL	$22,400	Eastern sidewalk, Eastern MUP, Fletcher Slow Street		S902, W200, M925
Project Code	**Priority**	**Street1**	**Street 2**	**Street 1 Class**	**Street 2 Class**	**New or Existing**	**Requirements**	**Cost**	**Connections**	**Notes**	**Related Projects**
X1583	1	Elinor Crescent	Eastern Drive	Local	Collector	New	N: M-P+EFGreen, SL	$22,400	Eastern MUP		M260
X1882	1	Helen Drive	Eastern Drive	Local	Collector	New	N: M-P+EFGreen, SL	$22,400	Eastern MUP		M260
X2082	1	Denise Place	Eastern Drive	Local	Collector	Existing	N:M-P	$1,400	Eastern sidewalk		M558
X2482	1	Claudia Place	Eastern Drive	Local	Collector	Existing	N: M-P, SL	$22,400	Eastern sidewalk		M558
X2880	1	Carmen Place	Eastern Drive	Local	Collector	Existing	W: M-P, SL	$22,400	Eastern sidewalk		M555
X2878	1	Bridget Drive	Eastern Drive	Local	Collector	Existing	W: M-P, SL	$22,400	Eastern sidewalk		M555
X2976	1	Audrey Drive	Eastern Drive	Local	Collector	Existing	W:M-P, SL	$22,400	Eastern sidewalk		M555
X2875	1	Anita Drive	Eastern Drive	Local	Collector	Existing	W:M-P, SL	$22,400	Eastern sidewalk		M555
X2873	1	Oughton Drive	Eastern Drive	Local	Collector	Existing	W:M-P, SL	$22,400	Eastern sidewalk, Oughton sidewalk		W357
X3166	1	Penny Place	Eastern Drive	Local	Collector	Existing	W:M-P, SL, W/C Letdowns x 2	$36,400	Eastern sidewalk		M554
X3336	1	Manning Avenue	Flint Street	Local	Collector	Existing	E: M-P, SL	$22,400	Flint MUP, Flint Sidewalk, Manning sidewalk		W062, M921
X4107	1	Dunphy Street	Greenmount Avenue	Local	Collector	New	N: M-P+EFGreen, SL	$22,400	Greenmount MUP		M089
X4807	1	Liverpool Street	Greenmount Avenue	Local	Collector	New	N: M-P+EFGreen, SL	$22,400	Greenmount MUP		M089
X2025	1	Friskie Avenue	Hastings Street	Local	Collector	Existing	E: M-P, W: M-P+EFGreen, SL	$23,800	Hastings sidewalk, Hastings MUP	Driving factor is MUP.	M254
X2027	1	3397 Hastings	Hastings Street	Driveway	Collector	Existing	W: M-P+EFGreen, SL, Stop Sign and Stop Bar	$22,750	Hastings MUP		M254
X2028	1	Chilcott Avenue	Hastings Street	Driveway	Collector	Existing	E: M-P, SL, W: M-P+EFGreen, SL, Stop Sign and Stop Bar	$45,150	Hastings sidewalk, Hastings MUP	Driving factor is existing sidewalks.	M254
X2029	1	Battistoni Place	Hastings Street	Local	Collector	New	W: M-P+EFGreen, SL	$22,400	Hastings MUP		M254
X2030	1	Shaftsbury Place	Hastings Street	Local	Collector	New	W: M-P+EFGreen, SL	$22,400	Hastings MUP		M254
X2031	1	Osborne Street	Hastings Street	Local	Collector	Existing	E: M-P	$1,400	Existing Sidewalks, Westwood Elem, Maple Creek Middle (CQ), Commercial		Ex S/Ws
X4875	1	1658 Industrial	Industrial Avenue	Driveway	Collector	Existing	S: D/W Letdown, SL	$28,000	Industrial Ave sidewalk		W652
X4975	1	1648 Industrial	Industrial Avenue	Driveway	Collector	Existing	S: D/W Letdown, SL	$28,000	Industrial Ave sidewalk		W652
X5075	1	1638 Industrial	Industrial Avenue	Driveway	Collector	Existing	S: D/W Letdown, SL	$28,000	Industrial Ave sidewalk		W652

X5175	1	1628 Industrial	Industrial Avenue	Driveway	Collector	Existing	S: D/W Letdown, SL	$28,000	Industrial Ave sidewalk		W652
Project Code	**Priority**	**Street1**	**Street 2**	**Street 1 Class**	**Street 2 Class**	**New or Existing**	**Requirements**	**Cost**	**Connections**	**Notes**	**Related Projects**
X5275	1	1610 Industrial	Industrial Avenue	Driveway	Collector	New	S: D/W Letdown, SL	$28,000	Industrial Ave sidewalk		W652
X5276	1	Columbia Avenue	Knappen Street	Local	Local	Existing	N: Add EFGreen; S: EFGreen, SL	$22,400	Columbia Slow Street		S583
X5309	1	Bracken Court	Lynwood Avenue	Local	Local	New	N: stop sign, stop bar, SL, EF Green	$22,750	Lynwood Slow Street		S091
X6813	1	Aire Crescent	Lamprey Drive	Local	Local	Existing	N: M-P+EFGreen, SL	$22,400	Lamprey Slow Street, Lamprey sidewalk, Aire sidewalk		S901, W006
X6814	1	Humber Crescent	Lamprey Drive	Local	Local	Existing	N: M-P+EFGreen, SL	$22,400	Lamprey Slow Street, Lamprey sidewalk, Humber sidewalk		S901, W007
X6815	1	Kensington Place	Kensington Crescent	Local	Local	Existing	E: M-P+EFGreen	$1,400	Kensington sidewalk, Kensington Slow Street		S574
X6816	1	Evergreen Street	Lincoln Avenue	Local	Local	Existing	S: M-P	$1,400	Lincoln sidewalk		W043
X6817	1	Oakdale Street	Lincoln Avenue	Local	Local	Existing	N: M-P+EFGreen, SL, E: Add EFGreen	$23,800	Lincoln MUP, Lincoln sidewalk, Oakdale Slow Street, Walkway	E: Existing Raised Crosswalk	M128, S144
X6818	1	Maywood Avenue	Vineway Street	Local	Local	New	E: Raised Crosswalk, EFGreen, SL	$32,200	Maywood sidewalk, Maywood Slow Street, Vineway sidewalk, Vineway Slow Street		W041, W042, S145
X7017	1	Killarney Street	Lincoln Avenue	Local	Local	New	N: M-P+EFGreen, SL	$22,400	Lincoln MUP		M128
X7217	1	Somerset Street	Lincoln Avenue	Local	Local	Existing	N: M-P+EFGreen, SL, S: M-P, SL	$44,800	Lincoln MUP, Lincoln sidewalk		M128
X7417	1	Lincoln Avenue	Richmond Street	Local	Local	Existing	N: M-P+EFGreen, SL; E: EFGreen, SL; W: Raised Crosswalk, M-Z+1/2EFGreen, SL	$77,000	Lincoln MUP, Lincoln sidewalk, Richmond Slow Street, Richmond sidewalk, Greg Moore Trail		S132, W254, T015
X7717	1	Inverness Street	Lincoln Avenue	Local	Local	Existing	N: M-P+EFGreen, SL, S: M-P, SL	$44,800	Lincoln MUP, Lincoln sidewalk		M130
X7817	1	Skye Place	Lincoln Avenue	Local	Local	New	N: M-P+EFGreen, SL	$22,400	Lincoln MUP		M130
X7917	1	Hamilton Street (S Leg)	Lincoln Avenue	Local	Local	Existing	S: M-P, SL	$22,400	Lincoln sidewalk		M130
X8017	1	Hamilton Street (N Leg)	Lincoln Avenue	Local	Local	Existing	N: M-P+EFGreen, SL, E: Raised Crosswalk M-Z, SL	$53,200	Lincoln MUP, Lincoln sidewalk		M130

X5617	1	Ulster Street	Lincoln Drive	Local	Collector	New	N: M-P+EFGreen, SL	$22,400	Lincoln MUP		M270
Project Code	**Priority**	**Street1**	**Street 2**	**Street 1 Class**	**Street 2 Class**	**New or Existing**	**Requirements**	**Cost**	**Connections**	**Notes**	**Related Projects**
X5618	1	Sutherland Street	Lincoln Drive	Local	Collector	New	N: M-P+EFGreen, SL	$22,400	Lincoln MUP, Sutherland Slow Street, Sutherland sidewalk		W353, M270, M256, S092
X5916	1	Lincoln Drive	Bracewell Place	Collector	Local	New	S: M-P+EFGreen, SL; E: RRFB, M-Z+EFGreen, SL	$100,800	Lincoln MUP, Bracewell Slow Street, Bracewell sidewalk	Driving factor is existing pedestrian visibility and safety.	M256, S918, W253
X2551	1	Atkins Avenue	Mary Hill Road	Local	Collector	Existing	W: M-P+EFGreen, SL	$22,400	Mary Hill MUP, Atkins sidewalk		M012
X2556	1	Welcher Avenue	Mary Hill Road	Local	Collector	Existing	E: M-P, SL, W: M-P+EFGreen, SL	$44,800	Mary Hill MUP, Mary Hill sidewalk, Welcher sidewalk		M012
X2560	1	Central Avenue	Mary Hill Road	Local	Collector	Existing	N: Add 1/2EFGreen; E: M-P; S: Convert to M-P+1/2EF Green; W: M-P+EFGreen	$5,600	Mary Hill sidewalk, Mary Hill MUP, Central sidewalk, Central Slow Street		M012, S703
X6558	1	2385 Ottawa Street	Ottawa Street	Driveway	Collector	Existing	W: M-P, SL	$21,000	Ottawa sidewalk	Consider half or full signal for safe crossing of Ottawa St (low ped movements, little demand)	X6559
X6559	1	2385 Ottawa Street	Ottawa Street	Driveway	Collector	Existing	W: M-P, SL	$21,000	Ottawa sidewalk	Consider half or full signal for safe crossing of Ottawa St (low ped movements, little demand)	X6558
X6459	1	2325 Ottawa Street	Ottawa Street	Driveway	Collector	Existing	W: M-Z on Right In; M-P on Right-Out, SL	$22,400	Ottawa sidewalk		X6460
X6460	1	2310 Ottawa Street	Ottawa Street	Driveway	Collector	Existing	E: M-Z on Right In; M-P on Right-Out, SL	$22,400	Ottawa sidewalk		X6459
X1919	1	McRae Crescent	Patricia Avenue	Local	Collector	New	N: M-P, SL	$22,400	Patricia sidewalk		S250
X3077	1	Rita Place	Pooley Avenue	Local	Collector	Existing	S:M-P, SL	$22,400	Pooley sidewalk		M513
X3177	1	Stella Place	Pooley Avenue	Local	Collector	New	N: M-P+EFGreen, SL	$22,400	Pooley MUP		M513
X1351	1	Atkins Avenue	Reeve Street	Local	Collector	Existing	E: M-P	$1,400	Reeve sidewalk, Atkins sidewalk		C100
X6146	1	N Driveway @ TFSS	Riverside Drive	Driveway	Collector	Existing	E: D/W Letdown, SL	$28,000	Riverside sidewalk		M017
X6147	1	S Driveway @ TFSS	Riverside Drive	Driveway	Collector	Existing	E: D/W Letdown, SL	$28,000	Riverside sidewalk		M017
X6148	1	Po Avenue	Riverside Drive	Local	Collector	Existing	N: SL, W: M-P+EFGreen, SL	$43,400	Riverside MUP	N: raised x-walk installed in 2021	M017

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X6248	1	Lane E of 1272 Riverside	Riverside Drive	Lane	Collector	Existing	S: EFGreen, SL	$22,400	Riverside MUP		M017
X6249	1	Driveway @ 1268 Riverside	Riverside Drive	Driveway	Collector	Existing	S: Add EFGreen, SL	$22,400	Riverside MUP		M017
X6449	1	Lane E of Yangtze Gate	Riverside Drive	Lane	Collector	Existing	S: Add EFGreen, SL	$22,400	Riverside MUP		M017
X6649	1	Lane E of Ottawa Street	Riverside Drive	Lane	Collector	Existing	S: Add 1/2EFGreen, SL	$22,400	Riverside MUP		M017
X6749	1	Congo Crescent/ Tigris Crescent	Riverside Drive	Local	Collector	Existing	N: M-P, S: M-P+EFGreen	$2,800	Riverside MUP, Riverside sidewalk	W: RRFB, M-Z; S: M-P installed in 2022	M017, W557
X6949	1	Nile Gate	Riverside Drive	Local	Collector	Existing	S: M-P+EFGreen, SL	$22,400	Riverside MUP		M017
X7148	1	Riverside Close	Riverside Drive	Local	Collector	Existing	E: M-P+EFGreen, SL	$22,400	Riverside MUP		M017
X7146	1	Lane N of 1078 Riverside	Riverside Drive	Lane	Collector	Existing	E: Add EFGreen, SL	$22,400	Riverside MUP		M017
X7144	1	S Driveway @ 1055 Riverwood	Riverside Drive	Driveway	Collector	Existing	W: SL	$21,000	Riverside sidewalk		M017
X7244	1	Driveway @ 998 Riverside	Riverside Drive	Driveway	Collector	Existing	E: Add EFGreen, SL	$22,400	Riverside MUP		M017
X7143	1	N Driveway @ 1055 Riverwood	Riverside Drive	Driveway	Collector	Existing	W: SL	$21,000	Riverside sidewalk		M017
X7142	1	Lane S of 988 Riverside	Riverside Drive	Lane	Collector	Existing	E: Add EFGreen, SL	$22,400	Riverside MUP		M017
X7638	1	Skeena Street	Riverside Drive	Local	Collector	Existing	N: M-P, SL, S: M-P+EFGreen, SL	$44,800	Riverside MUP, Riverside sidewalk		M017, W555
X5547	1	Rhine Crescent/ Thames Crescent	Riverwood Gate	Local	Collector	Existing	N:M-P+EFGreen, SL S: M-P, SL	$44,800	Riverwood MUP, Riverwood sidewalk, Rhine sidewalk, Thames sidewalk		M018
X5946	1	Driveway @ 1370 Riverwood	Riverwood Gate	Driveway	Collector	Existing	S: D/W Letdown, SL	$28,000	Riverwood sidewalk		M018
X6245	1	W Driveway @ TFSS	Riverwood Gate	Driveway	Collector	Existing	S: D/W Letdown, SL	$28,000	Riverwood sidewalk		M018
X6345	1	E Driveway @ TFSS	Riverwood Gate	Driveway	Collector	Existing	S: D/W Letdown	$7,000	Riverwood sidewalk		M018
X6645	1	Lane W of 1088 Riverwood	Riverwood Gate	Lane	Collector	Existing	S: SL	$21,000	Riverwood sidewalk		M018
X6745	1	Lane @ 1081 Riverwood	Riverwood Gate	Lane	Collector	Existing	N: M-P+EFGreen, SL	$22,400	Riverwood sidewalk		M018

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X6845	1	Driveway @ 1055 Riverwood	Riverwood Gate	Driveway	Collector	Existing	N: M-P+EFGreen, SL	$22,400	Riverwood sidewalk		M018
X7045	1	Lane E of 1008 Riverwood	Riverwood Gate	Lane	Collector	Existing	S: SL	$21,000	Riverwood sidewalk		M018
X3766	1	Tyler Avenue	Taylor Street	Local	Collector	New	W: M-P+EFGreen, SL	$22,400	Taylor MUP		M300
X3767	1	Warwick Avenue	Taylor Street	Local	Collector	Existing	E:M-P, SL	$22,400	Taylor sidewalk		M300
X3770	1	Morgan Avenue	Taylor Street	Local	Collector	New	W: M-P+EFGreen, SL	$22,400	Taylor MUP	Converted to 4-way stop with crosswalks and streetlights in 2023	M300
X3772	1	Cameron Avenue	Taylor Street	Local	Collector	New	W: M-P+EFGreen, SL	$22,400	Taylor MUP, Cameron MUP, Thompson Park Trail	Raised crosswalk in 2023	M300, M587, T124
X3773	1	Connaught Avenue/Drive	Taylor Street	Local	Collector	Existing	E: Convert M-Z to M-P; W: M-P+EFGreen	$2,800	Taylor MUP, Taylor sidewalk	E: SL in 2023	M300
X3774	1	Hutchinson Place	Taylor Street	Local	Collector	Existing	E: Convert M-Z to M-P	$1,400	Taylor sidewalk	Convert with SL project in 2023	M300
X3775	1	Mercer Avenue/ Mercer Place	Taylor Street	Local	Collector	Existing	E: Convert M-Z to M-P, W: M-P+EFGreen, SL	$23,800	Taylor MUP, Taylor sidewalk	Convert with SL project in 2023	M300
X2374	1	Anita Drive	Western Drive	Local	Collector	Existing	E:M-P, SL	$22,400	Western sidewalk		M265
X2375	1	Audrey Drive	Western Drive	Local	Collector	Existing	E:M-P, SL	$22,400	Western sidewalk		M265
X2376	1	Elinor Crescent	Western Drive	Local	Collector	New	S: SL, W:M-P+EFGreen, SL	$43,400	Western sidewalk, Western MUP, Routley Park trail	Existing raised crosswalk	M265, T137
X2277	1	Elspeth Place	Western Drive	Local	Collector	Existing	E: M-P, SL	$22,400	Western sidewalk		M265
X2080	1	Gloria Drive	Western Drive	Local	Collector	New	W:M-P+EFGreen, SL	$22,400	Western MUP		M265
X4343	1	Coventry Crescent	Westminster Avenue	Local	Collector	Existing	N: M-P, SL	$22,400	Westminster sidewalk, Westminster Slow Street		S193
X4843	1	Cumberland Street	Westminster Avenue	Local	Collector	Existing	N: M-P, SL	$22,400	Westminster sidewalk, Westminster Slow Street, Cumberland sidewalk		W057
X5043	1	Newcastle Place	Westminster Avenue	Local	Collector	Existing	N: M-P, SL	$22,400	Westminster sidewalk		S193
X5143	1	Sefton Street	Westminster Avenue	Local	Collector	Existing	N: M-P, SL	$22,400	Westminster sidewalk, Westminster Slow Street		

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X4609	1	Renton Way/Renton Avenue	Wellington Street	Local	Collector	Existing	E: M-P+EFGreen, SL, W: M-P	$23,800	Wellington MUP, Wellington sidewalk, Renton sidewalk, Renton Slow Street	S: Raised crosswalk in 2023	M214, S086
X4613	1	Heather Avenue	Wellington Street	Local	Collector	Existing	W: M-P, SL	$22,400	Wellington sidewalk		M214
X4615	1	Windermere Avenue/Place	Wellington Street	Local	Collector	Existing	E: M-P+EFGreen, SL, W: M-P, SL	$44,800	Wellington MUP, Wellington sidewalk		M214
X4625	1	Lane N of Dorset	Wellington Street	Lane	Collector	Existing	W: SL	$21,000	Wellington sidewalk		M258
X4627	1	Lane S of Dorset	Wellington Street	Lane	Collector	Existing	W: SL	$21,000	Wellington sidewalk		M258
X4628	1	Salisbury Avenue	Wellington Street	Local	Collector	Existing	E: M-P+EFGreen, SL, W: M-P, SL	$44,800	Wellington sidewalk, Wellington MUP	N: RRFB in 2023 by dvpt	M258
X4632	1	Grant Avenue	Wellington Street	Local	Collector	Existing	E: M-P; W: M-P+EFGreen, SL; SL over crosswalk	$44,800	Wellington sidewalk, Wellington MUP, McLean Park Trail	Raised x-walk in 2022.	M259, T056
X5145		Amazon Drive	Amazon Street	Local	Local	Existing	S: Stop sign, stop bar; W: Stop sign, stop bar, M-P+EFGreen, SL	$23,100	Amazon MUP, Amazon sidewalk, Amazon Trail (TRL00224)		M001
X5144	1	Cambridge Street	Westminster Avenue	Local	Local	Existing	E: M-P	$21,000	Cambridge sidewalk		W114
X5711	1	Chelsea Avenue	Toronto Street	Local	Local	Existing	E: Stop Sign & Stop Bar, M-P, S: M-Z	$24,500	Chelsea sidewalk, Toronto sidewalk		S093, W352
X7711	1	Elbow Place	Tulameen Place	Local	Local	New	W: M-P, SL	$22,400	Elbow sidewalk		S158
X7710	1	Inverness Street	Chelsea Avenue	Local	Local	New	N: EFGreen, SL; S: M-P+1/2EFGreen, SL	$44,800	Chelsea Slow Street, Chelsea sidewalk		S142, W201
X7910	1	Hamilton Street	Chelsea Avenue	Local	Local	New	Convert to 4-way stop. N: Stop sign, stop bar, EFGreen; S: Stop sign, stop bar, M-P+1/2EFGreen, SL	$24,500	Chelsea Slow Street, Chelsea sidewalk		S142, W201
X8110	1	St Thomas Street	Chelsea Avenue	Local	Local	New	N: Stop sign, stop bar, EFGreen, SL; S: Stop sign, stop bar, M-P+1/2EFGreen; E: M-P, SL	$67,900	Chelsea Slow Street, Chelsea sidewalk	No existing stop control	S142, W201
X8111	1	St Thomas Street	Essex Avenue	Local	Local	New	N: Stop sign, stop bar, EFGreen, SL; S: Stop sign, stop bar, M-P+1/2EFGreen, SL	$24,500	Essex Slow Street, Essex sidewalk	No existing stop control	S905, W202
X8113	1	Glasgow Street	Dorset Avenue	Local	Local	New	S: M-P, SL	$22,400	Dorset sidewalk		W149
X8115	1	Edinburgh Street	Dorset Avenue	Local	Local	New	S: M-P, SL	$22,400	Dorset sidewalk		W149
X8114	1	Lane E of Glasgow	Dorset Avenue	Lane	Local	New	S: letdown, SL	$28,000	Dorset sidewalk		W149

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X8116	1	Flint Street	Dorset Avenue	Local	Local	Existing	Convert to 4-way stop. N: stop sign, stop bar; E: stop sign, stop bar, SL; S: stop sign, stop bar, SL; W: stop sign, stop bar	$43,400	Dorset sidewalk, Flint Slow Street		W149, S898
X8117	1	St Anne Street	Dorset Avenue	Local	Local	Existing	N: M-P+EFGreen, SL; E: EFGreen	$23,800	Dorset Slow Street, St Anne Slow Street	Raised crosswalk on Dorset Avenue	S99, S252
X8119	1	Liverpool Street	Dorset Avenue	Local	Local	New	Convert to 4-way stop. N: M-P, SL, stop sign, stop bar; S: M-P, SL, stop sign, stop bar	$45,500	Dorset sidewalk, Dorset Slow Street		W204, S950
X8120	1	Vincent Street	Dorset Avenue	Local	Local	New	N: EFGreen, SL; S: M-P+EFGreen, SL	$44,800	Dorset sidewalk, Dorset Slow Street		W204, S950
X8118	1	Galer Way	Myrtle Way	Local	Local	New	N: M-P+EFGreen, SL	$23,800	Myrtle sidewalk		W074
X6007	1	Lynwood Avenue	Plymouth Crescent	Local	Local	Existing	N: M-P, SL, W: Raised Crosswalk	$32,200	Lynwood sidewalk, Chelsea Park Trail		S097
X7607	1	Lynwood Avenue	Ayling Street	Local	Local	New	N: M-P, SL	$22,400	Lynwood sidewalk, Ayling sidewalk		W045, W046
X7608	1	Huber Drive	Walkway at 893 Huber Drive (TRL0160)	Local	Local	New	W: Raised Crosswalk, M-Z, SL	$30,800	Huber sidewalk, Walkway		W047
X7609	1	Ayling Street	Huber Drive	Local	Local	New	S: M-P, SL	$22,400	Huber sidewalk, Ayling sidewalk		W047, W046
X7610	1	Mars Street	Huber Drive	Local	Local	New	Convert to 4-way stop. S: M-P+EFGreen, SL; W: M-P+EFGreen	$23,800	Mars sidewalk, Huber sidewalk, Mars/ Huber Slow Street		W047, S166
X6608	1	Wedgewood Street	Lynwood Avenue	Local	Local	Existing	Convert to 3-way stop. N: M-P+EFGreen; E: EFGreen; W: EFGreen	$4,900	Lynwood sidewalk, Lynwood Slow Street, Wedgewood sidewalk, Wedgewood Slow Street		S097, S098
X6723	1	Lombardy Drive (N)	Juniper Avenue	Local	Local	New	S: Raised Crosswalk, EFGreen, SL	$30,800	Lombardy sidewalk, Lombardy Slow Street, Juniper sidewalk, Juniper Slow Street		W040, S146, S147
X6922	1	Lombardy Drive (N)	Vineway Street	Local	Local	New	Convert to 3-way stop. N: M-P+EFGreen, SL; E: M-P+EFGreen, SL	$44,800	Lombardy sidewalk, Lombardy Slow Street, Vineway sidewalk, Vineway Slow Street		W041, S145, S146

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X7322	1	Lombardy Drive (N)	Greg Moore Trail	Local	Trail	Existing	W: Raised Crosswalk, M-Z+EFGreen, SL	$32,200	Lombardy sidewalk, Lombardy Slow Street, Greg Moore Trail		S146, T014, T015
X7326	1	Lombardy Drive (S)	Greg Moore Trail	Local	Trail	Existing	Raised Crosswalk, M-Z+EFGreen, SL	$32,200	Lombardy Slow Street, Lombardy sidewalk, Greg Moore Trail		S147, T014, T013
X7325	1	Lombardy Drive (S)	Cornwall Street	Local	Local	New	N: M-P+EFGreen, SL; E: Raised Crosswalk, M-Z, SL; S: EFGreen, SL	$57,400	Lombardy sidewalk, Lombardy Slow Street, Cornwall sidewalk		W039, S147
X6026	1	Lombardy Drive (S)	Finley Street	Local	Local	New	Raised Crosswalk, M-Z, EFGreen, SL	$22,400	Lombardy sidewalk, Lombardy Slow Street, Finley sidewalk, Finley Slow Street.		S147, S908, W354
X7413	1	Richmond Street	Cedar Creek Crossing (S of Essex Ave)	Local	Pathway	New	Raised Crosswalk (SW to NE Corner), M-Z, SL	$32,200	Richmond sidewalk, Richmond Slow Street, Cedar Creek Crossing		W254, S132
X7411	1	Raymond Avenue	Richmond Street	Local	Local	New	W: M-P, SL	$22,400	Richmond sidewalk		W254
X6432	1	Larch Way	Fraser Avenue	Local	Local	Existing	S: EFGreen, SL	$22,400	Fraser sidewalk, Fraser Slow Street, Larch sidewalk, Larch Slow Street		S205, S209
X6433	1	Kilmer Street	Fraser Avenue	Local	Local	Existing	N: 1/2EFGreen; W: EFGreen, SL	$23,800	Fraser sidewalk, Fraser Slow Street, Kilmer sidewalk, Kilmer Slow Street		S205, S910
X6434	1	Newberry Street	Fraser Avenue	Local	Local	Existing	N: 1/2EFGreen: S: EFGreen, SL	$23,800	Fraser sidewalk, Fraser Slow Street		S205
X6435	1	Beech Street	Fraser Avenue	Local	Local	Existing	N: 1/2EFGreen	$1,400	Fraser sidewalk, Fraser Slow Street		S205
X6436	1	Ellis Drive	Fraser Avenue	Local	Local	New	S: EFGreen, SL	$22,400	Fraser Slow Street		S205
X6437	1	Newberry Street	Laburnum Avenue	Local	Local	New	N: M-P, SL	$22,400	Laburnum sidewalk, Newberry sidewalk		W026
X6536	1	Laburnum Avenue	Birchland Park Walkway (TRL0197)	Local	Trail	New	Raised Crosswalk	$9,800	Laburnum sidewalk, Walkway		W026

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X6138	1	Larch Way	Tamarack Place	Local	Local	New	S: Raised Crosswalk, SL; E: EF-Green, SL	$37,800	Larch sidewalk, Larch Slow Street, Tamarack sidewalk		W152, S209
X6139	1	Ellis Drive	Sandlewood Way	Local	Local	New	W: M-P, SL	$22,400	Ellis sidewalk, Sandlewood sidewalk		W150, W151
X6140	1	Sandlewood Way	Tamarack Place	Local	Local	New	S: Raised crosswalk, M-Z, SL	$30,800	Sandlewood sidewalk, Tamarack sidewalk		W151, W152
X6141	1	Rosewood Street	Birchland Avenue	Local	Local	New	M-P+1/2EFGreen, SL; S: EFGreen	$23,800	Birchland MUP, Rosewood/Larkspur sidewalk, Rosewood/Larkspur Slow Street		
X6142	1	Laburnum Avenue	Larch Way	Local	Local	Existing	W: M-P+EFGreen, SL	$22,400	Larch sidewalk, Larch Slow Street, Larkspur sidewalk, Larkspur Slow Street		S209, S903
X6143	1	Barberry Drive	Larch Way	Local	Local	New	Convert to 3-Way Stop, N: SL, W: M-P	$23,100	Larch sidewalk, Larch Slow Street, Barberry sidewalk, Barberry Slow Street		S209, S904, W155
X8222	1	Handley Crescent (N Leg)	Fremont Street	Local	Local	New	Raised Crosswalk M-Z, SL, Bike Stencils w/Arrows	$32,200	Fremont sidewalk, Handley sidewalk, Fremont Trail, Fremont Slow Street, Handley Slow Street	Angled from Sidewalk to Trailhead (SW to NE)	S151, W255, S152, W035
X8223	1	Handley Crescent (N Leg)	Fremont Street	Local	Local	New	N: EFGreen, SL	$22,400	Handley Slow Street, Walkway		S151, S907, T155
X8227	1	Handley Crescent (S Leg)	Fremont Street	Local	Local	New	W: M-P	$1,400	Fremont sidewalk		
X7626	1	Pinemont Avenue	Hemlock Crescent	Local	Local	New	W: Raised Crosswalk, SL	$30,800	Hemlock sidewalk, Pinemont sidewalk	Slow Street	W036, W038, S150
X7627	1	Hemlock Crescent	Pinemont Park Trail (TRL0273)	Local	Trail	New	Raised Crosswalk, SL	$30,800	Hemlock sidewalk, Pinemont Park trail		W038
X7726	1	Inverness Street	Pinemont Avenue	Local	Local	New	N: M-P, SL	$22,400	Pinemont sidewalk		W036
X7827	1	Fir Street	Pinemont Park Pathway (TRL0272)	Local	Trail	New	Raised Crosswalk, SL	$30,800	Fir sidewalk, Pinemont Park Pathway		W036
X5112	1	Sefton Street	Kent Avenue	Local	Local	New	N: M-P, SL. Convert to 4-way stop with Sefton Slow Street	$22,400	Kent Sidewalk, Sefton Slow Street		W075, S100

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X5113	1	Sefton Street	Chelsea Avenue	Local	Local	New	N: Stop sign, M-P; S: Stop sign, SL	$23,100	Sefton Slow Street, Chelsea Slow Street, Chelsea sidewalk	Convert to 4-way stop	W251, S100, S084
X5124	1	Sefton Street	Laurier Avenue	Local	Local	New	N: M-P, E: M-P, SL; Convert to 4-Way Stop	$24,500	Sefton sidewalk, Sefton Slow Street, Laurier sidewalk, Laurier Slow Street		S101, S184, W154
X5125	1	Coast Meridian Lane	Laurier Avenue	Lane	Local	Existing	SW to NW diagonal crosswalk	$22,400	Laurier sidewalk, Walkway at 3481 Coast Meridian (TRL0167)		
X5126	1	Sefton Street	Dorset Avenue	Local	Local	Existing	E: M-P+EFGreen: S: M-P+EFGreen; W: EFGreen, SL	$25,200	Sefton sidewalk, Sefton Slow Street, Dorset sidewalk, Dorset Slow Street		W066, S101, W204
X5127	1	Sefton Street	Salisbury Avenue	Local	Local	Existing	N: M-P+EFGreen, SL	$22,400	Salisbury sidewalk, Salisbury MUP, Sefton Slow Street, Sefton sidewalk		S101, M997
X3819	1	St Anne Street	Patricia Avenue	Local	Local	New	Convert to 4-Way Stop. S: M-P, SL Retrofit, W: M-P, SL	$24,500	Patricia sidewalk, Patricia Slow Street, St Anne sidewalk, St Anne Slow Street		W071, W072, S251, S252
X3823	1	St Anne Street	Laurier Avenue	Local	Local	New	W: M-P, SL	$22,400	St Anne sidewalk		W072
X4418	1	Kennedy Street	Patricia Avenue	Local	Local	New	N: EFGreen, SL, S: M-P+EFGreen, SL	$44,800	Patricia sidewalk, Patricia Slow Street		W069, S270
X4419	1	Lane E of Kennedy Street	Patricia Avenue	Local	Local	New	S: M-P, SL	$22,400	Patricia sidewalk, Patricia Slow Street	Consider 2-way stop	W069, S270
X4720	1	Pionniers School Driveway (W)	Patricia Avenue	Driveway	Local	Existing	S: D/W Letdown, M-Z+EFGreen, SL	$29,400	Patricia MUP		M013
X5020	1	Pionniers School Driveway (E)	Patricia Avenue	Driveway	Local	Existing	S: D/W Letdown, M-Z+EFGreen, SL	$29,400	Patricia MUP		M013
X5021	1	Sefton Street	Patricia Avenue	Local	Local	New	E: Raised crosswalk, EFGreen, SL; W: EFGreen, SL; S: convert to M-P	$56,000	Sefton sidewalk, Sefton Slow Street		W154, S101
X5526	1	Laurier Avenue	Hyde Creek Rec Centre	Local	Local	Existing	E: Add EFGreen, SL	$22,400	Laurier MUP, Trails		M185
X5527	1	Laurier Avenue	Ulster Street	Local	Local	New	Raised Crosswalk, M-P+EFGreen, SL; W: EFGreen	$33,600	Ulster Slow Street, Ulster sidewalk, Laurier sidewalk, Laurier MUP		M185, S183

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X5528	1	Ulster Street	Salisbury Avenue	Local	Local	Existing	Convert to 3-Way Stop, N: M-P, S: M-P, SL, W: M-P	$25,900	Ulster Slow Street, Ulster sidewalk, Salisbury MUP, Salisbury sidewalk		M997, S183, W050
X1920	1	Holland Avenue	Perkins Street	Local	Local	New	W: Stop sign, stop bar; S: Stop sign, stop bar, M-P+EFGreen, SL	$23,100	Mary Hill Bypass/Holland MUP, Holland Connector MUP		M010, M919
X3634	1	Cambridge Street	Fraser Avenue	Local	Local	Existing	E: M-Z, S: M-P, SL	$23,800	Cambridge sidewalk, Fraser sidewalk, Fraser Slow Street	Add EFGreen on N and S legs with Fraser Slow Street (P2)	W113, S202
X3636	1	Cambridge Street	Manning Avenue	Local	Local	Existing	N: M-P, SL; E: M-P, SL; S: M-P, SL; W: M-P, reorient SL from SW to W	$68,600	Cambridge sidewalk, Manning sidewalk		W113
X3640	1	Cambridge Street	Suffolk Avenue	Local	Local	Existing	E: M-P, SL, S: Raised Crosswalk	$32,200	Cambridge sidewalk, Suffolk sidewalk		W113
X5234	1	Fraser Avenue	Lane W of Coast Meridian	Lane	Local	New	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, SL	$65,100	Coast Meridian Slow Lane, Fraser Slow Street, Fraser sidewalk	M-P markings (not M-Z) as the crossing also serves vehicles.	S103, S203
X5235	1	Lurio Crescent	Walkway	Local	Lane	New	N: Raised crosswalk	$9,800	Walkway		T036
X5236	1	Manning Avenue	Lane W of Coast Meridian	Local	Lane	New	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, SL	$65,100	Coast Meridian Slow Lane	M-P markings (not M-Z) as the crossing also serves vehicles.	S103
X5245	1	St Albert Avenue	Lane W of Coast Meridian	Local	Lane	Existing	Raised Intersection (6m Wide); N: Stop Sign, continuous MJP; E: M-P+1/2EFGreen, SL; S: Stop Sign, continuous sidewalk; W: M-P+1/2EFGreen, SL; Remove Curb Returns	$65,100	Coast Meridian Slow Lane	M-P markings (not M-Z) as the crossing also serves vehicles.	S103
X4646	1	St Michael Street	Imperial Avenue	Local	Local	New	N: Stop sign, stop bar, SL; S: Stop sign, stop bar, SL	$45,500	Imperial Slow Street, Imperial sidewalk, St Michael Slow Street, St Michael sidewalk		S188, S189
X4647	1	St Michael Street	Robertson Avenue	Local	Local	New	N: Raised Crosswalk, SL	$30,800	St Michael Slow Street, Imperial Park, James Park Elem, Terry Fox SS, Terry Fox Park		Planned S/Ws, S189, S190

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X5247	1	Robertson Avenue	Lane W of Coast Meridian	Local	Lane	Existing	Raised Intersection (6m Wide), N: Stop Sign, E: M-P+1/2EFGreen, SL, S: Stop Sign, W: M-P+1/2EFGreen, SL, Remove Curb Returns, Install Continuous Sidewalk (N)	$65,100	CM Slow Lane, Robertson Slow Street, Roberson sidewalk, Riverwood MUP	M-P markings (not M-Z) as the crossing also serves vehicles.	S190, S103
X6747	1	Congo Crescent	Pathway to Congo Place	Local	Local	Existing	Raised Crosswalk, M-Z	$9,800	Pathway, Congo MUP		M999
X1093	1	Fort Fraser Rise	Walkway @ 981 Fort Fraser Rise	Local	Local	Existing	SL	$14,000	Fort Fraser Slow Street, Fort Fraser sidewalk		
X1194	1	Fortress Drive	Fort Fraser Rise	Local	Local	Existing	W: Raised Crosswalk, M-Z+1/2EFGreen, SL	$30,800	Fortress Slow Street, Fortress sidewalk, Fort Fraser Slow Street, Fort Fraser sidewalk		S565, S566
X1396	1	Fortress Court	Fortress Drive	Local	Local	New	S: M-P+EFGreen, stop bar	$1,400	Fortress sidewalk, Fortress Slow Street		W256, S906
X1191	1	Coutts Way	Homesteader Way	Local	Local	New	N: Stop sign, stop bar, EFGreen, SL; E: stop bar	$22,400	Coutts Slow Street, Homesteader Slow Street	Convert to 2-way stop	S580, S581
X1192	1	Coutts Way	Fletcher Way	Local	Local	New	N: M-P+1/2EFGreen, SL; W: stop sign, stop bar; S: EFGreen, SL	$45,150	Fletcher Slow Street, Coutts Slow Street, Castle Park Elem		S580, W001, S902, W200
X2183	1	Roselynn Way	Paula Place	Local	Local	Existing	E: Convert to M-P, SL	$22,400	Paula Slow Street		S591
X2783	1	Vivian Place	Columbia Avenue	Local	Local	New	Convert to 3-Way Stop, S: M-P, SL	$23,100	Columbia Slow Street, Vivian Slow Street, Hazel Trembath Elem, Citadel Middle,		W003, S582, S583
X2577	1	Celeste Crescent	Routley Park Trail (T136)/Belle Walkway (TRL0183)	Local	Trail	Existing	Raised Crosswalk, M-Z+EFGreen, SL	$36,400	Celeste sidewalk, Celeste Slow Street, Routley Park Trail, Belle Place Walkway		S589, W359, T126, T136
X2171	1	Mary Hill Road	Nacht Avenue	Local	Local	Existing	Convert to 3-Way Stop. S: M-P, SL	$23,100	Nacht Slow Street, Nacht sidewalk Mary Hill Slow Street, Mary Hill sidewalk		S508, S507
X2173	1	Thea Drive	Mary Hill Road	Local	Local	Existing	E: M-P, SL	$22,400	Mary Hill sidewalk, Mary Hill Slow Street, Thea sidewalk, Thea Slow Street		S508, S509

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X1755	1	Rowland Street	Welcher Avenue	Local	Local	Existing	Convert to 4-way stop. N: M-P, SL; E: M-P+1/2EFGreen, SL; S: M-P: W: M-P+1/2EFGreen	$48,300	Welcher sidewalk, Rowland sidewalk, Rowland Slow Street		S709
X1756	1	Kelly Avenue	Rowland Street	Local	Local	Existing	E: 1/2EFGreen, SL; S: 1/2EFGreen; W:1/2EFGreen	$25,200	Kelly sidewalk, Kelly Slow Street, Rowland sidewalk, Rowland Slow Street		W157, S706, S709
X1757	1	Rowland Street	Hawthorne Avenue	Local	Local	Existing	Convert to 4-way stop. N: M-P+1/2EFGreen, E: Stop sign, stop bar, M-P+1/2EFGreen; S: M-P+1/2EFGreen; W: Stop sign, stop bar, M-P+1/2EFGreen, SL	$27,300	Hawthorne Slow Street, Hawthorne sidewalk, Rowland Slow Street, Rowland sidewalk		S701, S709
X3059	1	Tyner Street	Kingsway Avenue	Local	Local	Existing	W: M-P+EFGreen	$22,400	Tyner sidewalk, Tyner/Kingsway MUP		M924
X3060	1	Tyner Street	Central Avenue	Local	Local	Existing	N: M-Z+1/2EFGreen, SL, S: Add 1/2EFGreen, W: M-P	$25,200	Tyner sidewalk, Tyner MUP, Central sidewalk, Central Slow Street		M019, M924, S703
X1345	1	Chine Avenue	Burleigh Avenue	Local	Local	Existing	N: M-P, E: M-Z+ 1/2EFGreen, W: Raised x-walk, 1/2EFGreen, SL	$25,200	Chine sidewalk, Burleigh sidewalk, Westside Trail	Raised x-walk planned for construction after sanitary siphon construction	S726
X1424	1	Kitchener Avenue	Clayton Street	Local	Local	New	W: Raised Crosswalk	$9,800	Kitchener sidewalk	Clayton St is collection point for area N of Kitchener; x-walk provides access to Kitchener s/w	
X1425	1	Stevenson Street	Kitchener Avenue	Local	Local	New	N: M-P, SL	$22,400	Kitchener sidewalk		W080
X1426	1	Carlisle Street	Kitchener Avenue	Local	Local	New	N: M-P, SL	$22,400	Kitchener sidewalk		W080
X1532	1	Lancaster Street	Gordon Avenue	Local	Local	New	S: M-P+1/2EFGreen, SL; N: M-P+1/2EFGreen, SL, Convert to 3-way stop	$45,500	Gordon sidewalk, Gordon Slow Street, Fox Park trail		W087, S900
X1533	1	Raleigh Street	Gordon Avenue	Local	Local	New	E: M-P+1/2EFGreen, SL; S: M-P+1/2EFGreen, SL; W: EFGreen; N: EFGreen. Convert to 4-Way Stop	$48,300	Raleigh Slow Street, Gordon Slow Street		S900, W087, S220, W086
X1534	1	Jervis Street	Gordon Avenue	Local	Local	Existing	N: EFGreen, SL; S: M-P+1/2EFGreen SL; E: SL	$66,500	Gordon sidewalk, Gordon Slow Street		
X1535	1	Fox Street	Fox Park Pathway (TRL0351)	Local	Trail	Existing	N: Raised crosswalk, M-Z+EFGreen	$9,800	Fox sidewalk, Fox Slow Street, Pathway		S899

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X1536	1	Fox Street	Fox Park Playground Entrance	Local	Trail	Existing	N: Raised crosswalk, M-Z+EFGreen	$9,800	Fox sidewalk, Fox Slow Street, Pathway		S899
X3589	1	Harbour Street	Guest Street	Local	Local	Existing	M-Z+EFGreen, SL	$22,400	Guest sidewalk, Guest Slow Street, Harbour sidewalk, Harbour Slow Street		
X3590	1	Hyde Rec Centre Drive Aisle	Hickory Trail	Lane	Trail	New	Raised crosswalk, SL	$30,800	Hyde Rec Centre Slow Lane, Hickory Trail		S165, T053

Local Road Crossings - Priority 1	**$7,769,300**

Local Road Crossings - Priority 2											
Project Code	**Priority**	**Street1**	**Street 2**	**Street 1 Class**	**Street 2 Class**	**New or Existing**	**Requirements**	**Cost**	**Connections**	**Notes**	**Related Projects**
X4023	2	Laurier Avenue (W Leg)	Oxford Street	Local	Arterial	New	W: M-P, SL	$15,400	Oxford Sidewalk		W902
X4027	2	Wingrove Place	Oxford Street	Local	Arterial	New	W: M-P, SL	$15,400	Oxford Sidewalk		W902
X4028	2	Salisbury Avenue	Oxford Street	Local	Arterial	Existing	E: M-P+EFGreen (Full), SL; W: M-P, SL	$30,800	Oxford Sidewalk, Oxford Cycle Track	RRFB/SL installed in 2021. E: SL for existing.	C108, W902
X4032	2	Grant Avenue	Oxford Street	Local	Arterial	New	W: M-P+EFGreen, SL	$15,400	Oxford Sidewalk, Oxford Cycle Track		C109, W902
X4037	2	Manning Avenue (W leg)	Oxford Street	Local	Arterial	New	W: M-P+EFGreen, SL	$15,400	Oxford Cycle Track, Oxford Sidewalk		C109, W902
X6012	1	Windsor Avenue	Lincoln Drive	Local	Collector	New	W: M-P+EFGreen; E: M-P, SL	$16,800	Lincoln MUP		M256
X6013	2	Halifax Avenue	Lincoln Drive	Local	Collector	New	W: M-P+EFGreen; E: M-P, SL	$16,800	Lincoln MUP		M256
X5915	2	Sutherland Avenue	Lincoln Drive	Local	Collector	New	W: M-P, SL	$15,400	Lincoln MUP		M256
X5806	2	Derby Court	Apel Drive	Local	Collector	New	W: M-P, SL	$15,400	Apel sidewalk		W542
X0898	2	Fort Fraser Rise	Citadel Drive	Local	Collector	New	N: M-P+1/4-3/4 EFGreen	$15,400	Citadel MUP, Fort Fraser Cycle Track		M927, S563
X0899	2	Scarborough Way (N)	Eastern Drive	Local	Collector	New	E: M-P+EFGreen, SL	$15,400	Eastern MUP		M555
X0890	2	Scarborough Way (S)	Eastern Drive	Local	Collector	New	E: M-P+EFGreen, SL	$15,400	Eastern MUP		M555
X2582	2	Tina Way	Eastern Drive	Local	Collector	New	S: M-P+EFGreen, SL	$15,400	Eastern MUP		M558
X2681	2	Una Way	Eastern Drive	Local	Collector	New	S: M-P+EFGreen, SL	$15,400	Eastern MUP		M558

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X3068	2	Langan Avenue	Eastern Drive	Local	Collector	Existing	E: M-P+EFGreen, SL	$15,400	Langan MUP, Langan sidewalk, Eastern MUP, Eastern sidewalk	Consider removal of this raised crossing when the raised crossing at Humber Cres and Eastern MUP connection are constructed	M554, M555, W608
X4034	2	York Street	Fraser Avenue	Local	Local	Existing	N: Add EFGreen; S: EFGreen, SL	$16,800	Fraser sidewalk, Fraser Slow Street, York sidewalk		S202
X7242	2	Parana Drive	Riverside Drive	Local	Collector	New	W: M-P, SL	$15,400	Riverside sidewalk, Parana sidewalk		W555
X7239	2	Nechako Crescent	Riverside Drive	Local	Collector	New	N: M-P, SL	$15,400	Riverside sidewalk		W555
X1983	2	Western Place	Western Drive	Local	Collector	New	W M-P, SL	$15,400	Western sidewalk		W650
X1985	2	Donald Street	Wilson Avenue	Local	Collector	Existing	N: Add EFGreen	$1,400	Wilson Cycle Track, Donald MUP		C716
X1765	2	Lobb Avenue	Walkway @ 2380 Lobb	Local	Trail	Existing	Raised Crosswalk, SL	$25,200	Existing Trail, Sitka Spruce Park, Nacht Park, Gates Park, Riverside SS		Ex Trail
X7606	2	Huber Drive	Ayling Street	Local	Local	New	W: Raised Crosswalk, SL	$23,800	Huber sidewalk, Ayling sidewalk, Huber slow street		W046, W047, S134
X4842	2	Suffolk Avenue	Cumberland Street	Local	Local	New	W: Raised crosswalk, SL	$23,800	Suffolk sidewalk, Cumberland sidewalk		W057
X7337	2	Elbow Place	In Lane N of Riverside Drive	Local	Lane	Existing	N: SLx2	$28,000	Slow Lane N of Riverside, Greg Moore Trail, Cedar Drive Elem, Blakeburn Elem, Terry Fox SS, Blakeburn Park, Cedar Drive Park	One Cobra Head, One Pedestrian Light on Stairs	B157, Ex Stairs
X5034	2	Vincent Street	Fraser Avenue	Local	Local	New	N: Raised Crosswalk, 1/2EFGreen, SL; S: EFGreen	$26,600	Fraser Slow Street, Fraser sidewalk		S203
X5035	2	Vincent Street	Grant Avenue	Local	Local	Existing	N: M-P, SL; E: M-P, SL; S: M-P; W: M-P, SL	$47,600	Vincent sidewalk, Grant sidewalk		W104
X6035	2	Fraser Avenue	Birchwood Park Trail	Local	Trail	Existing	Raised Crosswalk, SL	$23,800	Existing Trail, Birchwood Elem, Birchwood Park		Ex Trail
X2484	2	Sandra Way	Trail	Local	Trail	Existing	Raised Crosswalk, M-Z, SL Upgrade	$16,800	Existing Trails, Connection to Skyline Park Trail System (Citadel Trek)	Replace Ped Path SL with Cobra Head SL	Ex Trail
X2784	2	Una Way	Trail	Local	Trail	Existing	Raised Crosswalk, M-Z, SL Upgrade	$16,800	Existing Trails, Connection to Skyline Park Trail System (Citadel Trek)	Replace Ped Path SL with Cobra Head SL	Ex Trail

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
X2475	2	Audrey Drive	Walkway @ 2135 Audrey	Local	Trail	Existing	Raised Crosswalk, SL, Short MUP Segment	$29,400	Existing Trails, Connection to Routley Park		Ex Trail
X2773	2	Oughton Drive	York Place	Local	Local	New	3-Way Stop. N: stop sign, stop bar; E: stop sign, stop bar; S: stop sign, stop bar	$700	York Slow Street, Oughton Slow Street		S511, S512
X2478	2	Celeste Crescent	Delia Drive	Local	Local	New	3-Way Stop, S: M-P, SL	$16,100	Celeste sidewalk, Celeste Slow Street, Delia sidewalk, Delia Slow Street		W358, W359, S589, S590
X3386	2	Nova Scotia Avenue	Yarmouth Street	Local	Local	New	3-Way Stop, E: M-P, SL	$16,100	Yarmouth Slow Street, Nova Scotia Slow Street, Citadel Middle, Marian Kroeker Park, Skyline Park (Citadel Trek)		S549, S548
X3388	2	Saskatchewan Avenue	Yarmouth Street	Local	Local	New	N: M-P, SL; Convert to 4-Way Stop.	$14,700	Yarmouth sidewalk, Yarmouth Slow Street, Saskatchewan sidewalk, Saskatchewan Slow Street		S549, S550
X3588	2	Guest Street	Saskatchewan Avenue	Local	Local	New	N: M-P, SL. Convert to 3-way stop.	$16,100	Saskatchewan sidewalk, Saskatchewan Slow Street, Guest sidewalk, Guest Slow Street		W360, W361, S550, S551
							Local Road Crossings - Priority 2	**$639,100**			

URBAN DESIGN STREET PROJECTS

ROADS

			Roads Projects								
Project ID	**Priority**	**Road Project**	**Extents**	**Length**	**Requirements**	**Total Cost**	**City Cost**	**Other Funding Sources**	**Destinations/Connections**	**Notes**	**Related Projects**
R01	1	Fremont Connector	Victoria Dr to Dominion Ave	4700	2 travel lanes, MUP one side, streetlighting, roundabout at Prairie, signal at Fremont/ Dominion, signal at Cedar/ Victoria	$30,000,000	75,000	Coquitlam (TBD) and DCC: $7.425M	City of Coquitlam, Commercial area, Lougheed Highway, Mary Hill Bypass, Traboulay Trail, Sun Valley Park		
R02	1	Lincoln Connector & Coquitlam River Bridge	Kensal Pl (CQ) to Shaughnessy St (PoCo)	750	Two travel lanes. S: 2-way cycle track (3m) and sidewalk (1.8m). N: sidewalk (1.8m). Street trees, banners, streetlighting, new crosswalks and crosswalk improvements.	14,000,000	60,000	Coquitlam (TBD), DCC: $5.94M	Skytrain, Douglas College, Commercial areas, NE Coquitlam, North Port Coquitlam, Westwood Elementary, Westwood Park, Hyde Creek Reserve, Ecole des Pionniers		SL004
R03	1	Lougheed Highway & Coquitlam River Bridge	Westwood St to Shaughnessy St	1200	4 travel lanes, 2 HOV lanes, 3m MUP both sides, street trees, street lighting, banners, utility box wraps	$55,000,000	1,800,000	Federal: $1.135M, Provincial: $20M, TransLink: $19.9, OMR Reserve: $1.6M, DCC: $13.25M	Downtown, Commercial areas, Traboulay Trail, Lions Park, Skate Park, Centennial Pool, Aggie Park, West Coast Express, PCCC, Bus Stops, Skytrain, Aggie Park, Centennial Pool, Lady Assumption school, McLean Park, Coquitlam, Pitt Meadows, Maple Ridge		

Project Code	Priority	Street1	Street 2	Street 1 Class	Street 2 Class	New or Existing	Requirements	Cost	Connections	Notes	Related Projects
R04	1	Lougheed Highway	Shaughnessy St to Oxford St	760	4 travel lanes, 2 HOV lanes, 3m MUP both sides, street trees, street lighting, banners, utility box wraps	$7,000,000	$50,000	DCC: $3.9M, TransLink: $1.55M, Grant: $1.5M	Downtown, Commercial areas, Traboulay Trail, Lions Park, Skate Park, Centennial Pool, Aggie Park, West Coast Express, PCCC, Bus Stops, Skytrain, Aggie Park, Centennial Pool, Lady Assumption school, McLean Park, Coquitlam, Pitt Meadows, Maple Ridge	Option to construct temporary asphalt cycle track on Oxford Connector at back of sidewalk if Oxford Cycle Track and Shaughnessy MUP are constructed prior to Lougheed Hwy improvements	X3139, X3643, X3744, X4045, R05
R05	1	Lougheed Highway	Oxford St to Sherling Ave	1990	4 travel lanes, 2 HOV or dedicated bus lanes, cycle track (N)	18,000,000	2,500,000	DCC: $10M, TransLink: $4M, Grant: $1.5M	Downtown, Commercial areas, Traboulay Trail, Lions Park, Skate Park, Centennial Pool, Aggie Park, West Coast Express, PCCC, Bus Stops, Skytrain, Aggie Park, Centennial Pool, Lady Assumption school, McLean Park, Coquitlam, Pitt Meadows, Maple Ridge		R04
R06	1	Shaughnessy Underpass	Lions Way to Elgin Avenue	50	Box culvert on the east side for active transportation tunnel (3-4m wide, 3m high). Feasibility study in advance to determine constructability, CP coordination and costs and timing.	6,000,000	500,000	DCC: $1.8M, Grants: $3.2M	Downtown, Commercial area, Traboulay Trail, Centennial Pool, Aggie Park, West Coast Express, PCCC, Shaughnessy Slow Lane, Shaughnessy MUP, McAllister MUP, Donald MUP, Lougheed MUP, Lougheed Cycle Track	$100k City cost for feasibility study	M114, M004, W562

Road Projects	**$4,985,000**

BUDGET

- Priority 1 Projects with MTP - 20 year term - $3M per year - $60M
- Priority 2 Projects by opportunity (development, grants, capital projects) or next MTP
- Street and Road projects supported by DCC, TransLink and grant funding

SIDEWALKS				
	Priority 1	**Priority 2**		
Arterial	$669,900	$1,299,200		
Collector	$710,500	$3,588,025		
Local	$12,060,405	$2,060,450		
Total	**$13,440,805**	**$6,947,675**		
CYCLING & MIXED USE				
	Priority 1	**Priority 2**		
Slow Street	$2,315,250	$429,800		
MUP	$13,692,000	$5,311,400		
Cycle Track	$3,575, 750	$1,698,200		
Upgrades - Cycling & Mixed Use	$746,910	$-		
Total	**$20,329,910**	**$7,439,400**		
TRAILS				
	Priority 1	**Priority 2**		
Trails - New and Upgraded	$4,251,300	$244,950		
Total	**$4,251,300**	**$244,950**		
CROSSINGS				
	Priority 1	**Priority 2**		
Arterial	$3,667,300	$1,212,960		
Collector	$3,933,150	$476,000		
Local	$7,769,300	$639,100		
Total	**$15,369,750**	**$2,328,060**		
STREET DESIGN				
	Priority 1	**Priority 2**	**External**	**Total**
Corridor Projects	$850,000		$10,750,000	11,600,000
Streetscape Projects	$928,000			
Total	**$1,778,000**	**$0**	$10,750,000	$12,528,000

ROADS				
	City Cost		External	Total
Fremont Connector	$75,000		$29,925,000	$30,000,000
Lincoln Connector w/ Bridge	$60,000		$13,940,000	$14,000,000
CQ River Bridge & Lougheed Hwy	$1,800,000		$53,200,000	$55,000,000
Lougheed Highway - Shaughnessy to Sherling	$2,550,000		$22,450,000	$25,000,000
Shaughnessy Underpass	$500,000		$6,500,000	$7,000,000
Total	**$4,985,000**		$126,015,000	$131,000,000
MTP TOTAL	**$60,167,365**	**$16,960,085**		

APPENDIX C - REFERENCES

List of References

BC Active Transportation Guide (Ministry of Transportation and Infrastructure, 2019)

Canada National Active Transportation Strategy

CleanBC Roadmap to 2030 (Government of British Columbia, 2021)

Institute of Transportation Engineers – Traffic Calming Guidelines

Lanarc Consultants

Metro Vancouver 2050 - Regional Growth Strategy (February, 2023)

Metro Vancouver Climate 2050 (Metro Vancouver, 2018)

National Association of City Transportation Officials (NACTO)

Port of Vancouver – Greater Vancouver Gateway 2030

Transportation Association of Canada Guidelines

Tri-City Zero Emissions Plan (WSP, 2023)

Transport 2050 – Regional Transportation Strategy (TransLink, 2022)

TransLink Design Guidelines

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