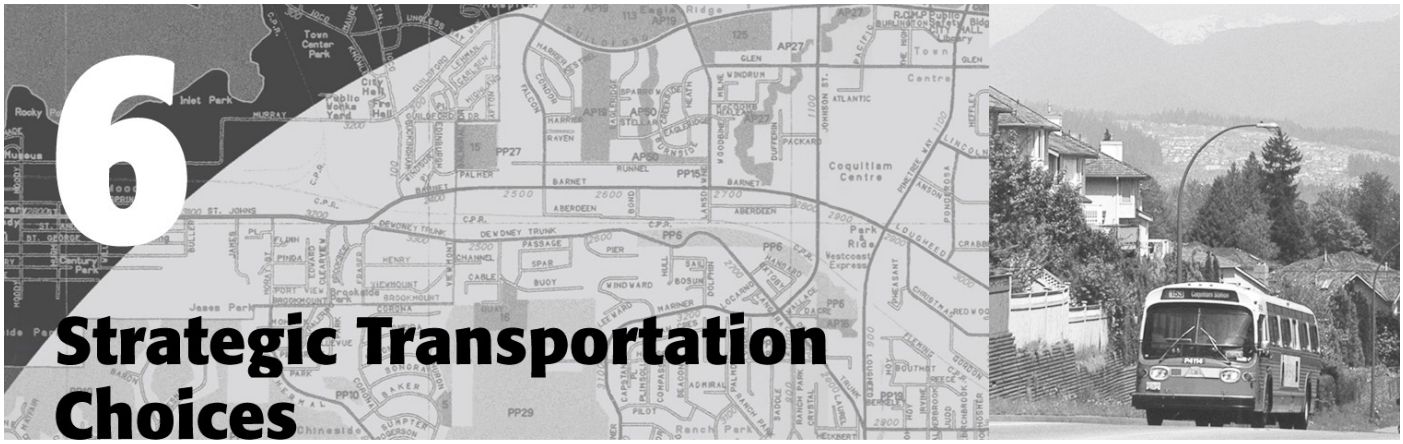

6. Strategic Transportation Choices

Residents, businesses and visitors rely on the transportation system to make important trips in their daily lives, and the effectiveness and affordability of the system has a major impact on local quality of life. During consultations, Coquitlam residents voiced concern that traffic congestion and insufficient transit service have reduced opportunities for traveling through the city and region, while impacting on neighbourhood stability. A Strategic Transportation Plan (STP) has been prepared, and is embodied in the CW OCP to addresses these concerns in a number of ways. The STP achieves the goal of greater transportation choice, and recognizes the inter-relationship between transportation and growth management planning, as described earlier in 2.1 Building a Network of More Compact, Complete Communities. Other responses address: the role of transportation in support of neighbourhood livability; the role of road networks in meeting a range of user needs; transit; pedestrian and cycling mobility; affordability; and transportation safety.

FILE #: 13-6480-20/01/1 DOC #: 44971.V3

6.1 Transportation to Support Neighbourhood Livability and Vitality

ISSUES

TRANSPORTATION SYSTEM EFFECTIVENESS

Historically transportation systems throughout the region have mainly focused on serving the automobiles and trucks, and to a lesser degree transit, with less emphasis on alternative travel modes and potential impacts on community quality of life. The City is committed to developing and maintaining neighbourhood livability and vitality. Opportunities thus exist to promote a balanced transportation system that supports all modes of travel while enhancing the livability and vitality of Coquitlam's residential communities.

RESPONSES

OBJECTIVE

To develop a transportation system that enhances neighbourhood livability and vitality while meeting mobility needs.

POLICIES

a) **Develop and maintain a hierarchy of roads throughout the City to accommodate regional and inter-community traffic and direct it to the major road systems.** Take steps where appropriate to reduce through-traffic in neighbourhoods by extended use of collector and arterial streets.

b) **Maintain and improve the quality of neighbourhood streets as a place for people and transportation.** Provide attractive pedestrian and cycling facilities, and implement traffic management measures where appropriate.

c) **Ensure continued neighbourhood safety through road access and improvements**. Maintain access to communities for emergency response and service vehicles, and design these as multi-purpose corridors where possible. Identify other safety-enhancing measures as appropriate. Provide for truck routes and dangerous goods routes in consultation with the Province, TransLink and nearby municipalities.

6.2 Roadway Networks for People, Goods and Services

ISSUES

ACCOMMODATING A DIVERSITY OF USERS ON ROADS

Roads are the foundation for meeting a variety of travel needs, and as the City changes, demands for improved mobility for people, goods and services increases. Accordingly, it is necessary to consider and respond in a balanced manner to the different expectations of various user groups to maximize mobility for people, goods and services.

Road users can include cars, delivery trucks, transit, cyclists and pedestrians

RESPONSES

OBJECTIVE

To provide a roadway network that integrates all modes of travel to move people, goods and services throughout the City and for connections to regional destinations.

POLICIES

a) **Develop the roadway network as a multi-use facility for automobiles, transit vehicles, cyclists, pedestrians, carpools and vanpools as well as commercial vehicles delivering goods and services.**

b) **Provide for network efficiency through a strategic and systematic approach.** Support intended roadway functions such as local, collector, arterial, or highway facilities, through appropriate design, access treatment, and interconnections.

c) **Continue to manage and expand the road network in a fiscally and environmentally sustainable manner.** Support initiatives to maximize the effectiveness of existing roadway networks, and implement new facilities which contribute significantly to mobility which may be achieved through the development and implementation of:
   - Integrated land use;
   - Corridor preservation strategies; and
   - Intelligent transportation systems.

d) **Recognize travel demands generated by new and infill developments**. Identify required road network improvements for automobiles, transit, cycling and walking, integrated with other transportation investment and maintenance priorities.

e) **Continue to cooperate with the Province, TransLink and other municipalities to enhance connectivity and consistency of the Major Road Network, while balancing local community needs.** Encourage investments to support regional transportation demands on facilities operated by the City.

f) **Provide for transit needs through appropriate road design**. Foster transit-friendly streets on bus routes and develop transit priority measures at key areas of roadway congestion and delay.

g) **Incorporate provisions for cyclists and pedestrians in the development of all future major road projects, as appropriate.**

h) **Improve local circulation for all travel modes.** Where land is more intensively used, consider direct connections between places, with shorter blocks for example.

i) **Ensure that the roadway network is accessible to individuals of varying ages and physical abilities, utilizing appropriate strategies and infrastructure.**

6.2.1 Loading and Servicing

ISSUES

In urban centers, there are many forms of deliveries and collections made by bikes, passenger vehicles, vans, and trucks of various sizes. Smaller vehicles tend to use on-street curb space if available; whereas, larger vehicles tend to use on-site loading space if it is adequately sized and provides convenient access within the building. Without adequate space and design of loading and waste collection areas these functions spill onto adjacent streets and may cause operation and safety concerns.

RESPONSES

OBJECTIVE 1

To accommodate loading and solid waste collection services in an effective and efficient manner that balances the function of the site with human-scaled urban design goals without creating operational and safety concerns within the public realm.

POLICIES

a) **Locations of loading access points and loading spaces should minimize impacts on the pedestrian and cycling environment** (e. g., through access via lanes and use of off-street loading spaces).

b) **Encourage truck deliveries to occur during off-peak periods.**

c) **Implement flexible curbside management practices in high density and medium density areas to facilitate a variety of street uses** (e.g., short-term home delivery services, food trucks).

d) **A Loading Management strategy that demonstrates operation and management must be prepared by a qualified professional and submitted with a development application.** The strategy must include, but not be limited to, proof of maneuverability of the appropriate vehicle to access the loading spaces without the use of a public dedicated road to load and unload and that they do not create conflict with pedestrian-oriented nature of an area.

e) **A Waste Management and Recycling Management strategy that demonstrates operation and management must be prepared by a qualified professional and submitted with the development application.** The strategy must include, but not be limited to, proof of maneuverability of the appropriate vehicle to access the development.

FILE #: 13-6480-20/01/1 DOC #: 44971.V3

f) **Confirmation from a waste disposal company is to be submitted at the time of development to ensure the proposed method of waste collection and maneuverability specific to the development is feasible**

g) **If a public or private lane is provided adjacent to the site, waste management and recycling services are permitted to occur within the lane where possible, but must allow a minimum 3 metre width for passing at all times.** None of the street, lane or public space is to be used as part of the staging area.

6.3 Transit Services and Facilities

ISSUES

Coquitlam residents have requested greater transportation choice, including more attractive transit services and facilities. Major challenges in achieving improved transit services include regional transit priorities that provide insufficient service to meet resident needs, and land use patterns that have been difficult to serve by traditional transit programs. Furthermore, the City is at present not responsible for transit services, which limits the range of possible responses. In this context, Coquitlam has a role to play in developing and implementing transit supportive measures and programs, and will need to develop a long-term transit service strategy that complements future services provided by TransLink.

Increasing transportation choice is a key provision of the Livable Region Strategic Plan.

RESPONSES

OBJECTIVE

To promote attractive transit facilities and services to enhance regional and local mobility.

POLICIES

Regional Access

a) **In support of regional transportation demands, enhance rapid transit access between Coquitlam and various regional destinations**. Pursue the implementation of SkyTrain between Coquitlam Regional Town Centre and Lougheed Mall. Provide for frequent, direct and reliable transit services connecting city residents to SkyTrain facilities.

b) **Promote the implementation of attractive transit services to other key destinations not served by SkyTrain**. Encourage the expansion of downtown Vancouver-Burnaby connections, in addition to services that also extend to Port Moody, Port Coquitlam, New Westminster, Maple Ridge, Mission and Surrey.

Local Access

Transit priority measures may include bus bulges, queue jumpers and special bus lanes

c) **Enhance the level of transit service for travel within Coquitlam neighbourhoods**. Promote the use of "*Community Shuttle*" bus service throughout many areas of Coquitlam to support local travel markets, provide attractive levels of service to lower density areas of the City and encourage transit within expanding areas like Northeast Coquitlam.

d) **Recognize that transit priority measures on roadways will enhance transit reliability**.

e) **Meet the needs of people with specialized access requirements**. Improve access to local transit for people with disabilities, through such measures as the provision of sidewalks, bus stop pads and other measures, along with improved programs provided by TransLink such as HandiDart.

f) **Recognize the unique transit needs of major institutions and employers.** Encourage TransLink to enhance levels of transit for such areas, and define strategies in concert with Coquitlam to ensure regional job targets can be achieved.

6.4 Pedestrian and Cycling Mobility

ISSUES

As the City has grown, both walking and cycling have become more prominent. Walking is the most fundamental form of transportation. It can be the mode of choice for an entire trip, and comprises a portion of all trips to connect with other modes. Additionally the role of bicycles has changed dramatically over the last ten years. Once considered mainly a recreational vehicle, the bicycle is now seen as a viable transportation form. It will thus be important to provide for these two forms of mobility as key components in Coquitlam's transportation system.

RESPONSES

OBJECTIVE 1

To support walking as the main mode of travel to local destinations and as a means of connecting with other modes, through appropriate pedestrian facilities and programs.

POLICIES

a) **Foster the development of facilities that enable safe and convenient pedestrian travel.** This may be achieved by:
   - Prioritizing continuous and attractive pedestrian facilities along all arterial roadways within the City and in key pedestrian areas;
   - Encouraging walking to schools in the City;
   - Ensuring that attractive and safe pedestrian facilities are provided as part of any new developments and that there are convenient walkways from the street to building entrances of major developments;
   - Recognizing that the design treatment of adjacent buildings will have implications for the real and perceived safety of pedestrian routes; and
   - Considering, where appropriate, the specialized needs of people with disabilities.

b) **Ensure consistent and attractive pedestrian connections to neighbouring municipalities**.

c) **Facilitate walking to transit stations**. Provide pedestrian facilities to, and amenities at, all major transit stops, bus exchanges, planned SkyTrain station areas, and West Coast Express.

OBJECTIVE 2

To provide bicycle facilities and programs that support cycling for local and regional travel.

POLICIES

a) **Facilitate cycling to key destinations**. Refine as necessary and implement a Bicycle Network Plan within the City to guide the development of a continuous network of facilities along key roadways and pathways throughout Coquitlam and connecting to neighbouring municipalities.

b) **Enhance the comfort and safety of cycling trips**. This may be achieved through:
   - Adopting standards for bicycle facilities (bicycle lanes, signed bike routes) to ensure consistency throughout the City and with neighbouring municipalities;
   - Locating end of trip facilities at major destinations, such as key employment sites, commercial areas, as well as transit stations and exchanges; and
   - Addressing issues of personal security in the planning and development stages for bicycle routes and facilities.

c) **Promote increased accessibility to public transit by cyclists through attractive connections between the cycling network and the transit network.** This may be achieved through the provision of bicycle racks on buses, bike storage at major transit nodes, and other measures.

d) **Support the development and implementation of complementary programs to support bicycle use**. This may be achieved through awareness, encouragement, education and enforcement programs.

6.5 Transportation System Safety

ISSUES

COMPLEXITY OF USERS RAISES SAFETY NEEDS

Transportation safety concerns have increased, influenced by greater number of trips, mixture of different types of vehicles with different trip purposes and a larger variety of road users. In recent years, Coquitlam has addressed safety at several high crash locations, to reduce the risk and consequences of collisions. The City should continue addressing safety at all stages of transportation system planning, design and operations.

RESPONSES

OBJECTIVE

To optimize transportation safety through proactive strategies that make safety an explicit priority in the planning, design and implementation of systems and facilities for all modes of travel.

POLICIES

a) **Minimize exposure to collisions**. This may be achieved by reducing the amount of automobile travel through:
   - The development of more compact, complete communities;
   - The provision of facilities and services that support safe transit, walking and cycling routes.

b) **Reduce the risk of collisions**. Provide a functional and predictable transportation network for all modes in order to minimize conflicts and enhance predictability of system functions.

c) **Pursue partnerships to address high collision locations in the City through safety reviews of intersections and corridors.**

d) **Minimize the consequences of collisions, particularly for vulnerable users such as cyclists and pedestrians.** This may be achieved by discouraging speeding and addressing roadside hazards through appropriate design. It may also be achieved by partnering with other agencies in advancing the planning and design of safer bicycle and pedestrian facilities.