

# B.C. on the Move: Engagement Meeting Notes

OCTOBER 22, 2014

9:00 AM

COQUITLAM

<b>ATTENDEES/AFFILIATION</b>	Neal Carley, City of Port Moody Mayor Mike Clay, City of Port Moody Jozsef Dioszeghy, City of Coquitlam Kim Grout, City of Pitt Meadows Catherine Mottoruk, City of Coquitlam Kevin Ramsay, City of Port Moody
<b>MOTI REPRESENTATIVES</b>	Renee Mounteney, Deputy Director South Coast Region, Ministry of Transportation and Infrastructure (MoTI) Ashok Bhatti, District Manager, Lower Mainland, MoTI Thomas Chhun, Operations Manager, MoTI
<b>NOTE TAKER</b>	Christel Guenette, Kirk & Co. Consulting Ltd.
<b>KEY THEMES (3-6)</b>	
1) <b>Transit:</b> Participants expressed the need to improve transit services and infrastructure to encourage ridership.	
2) <b>Rail:</b> Participants expressed that the impact to connectivity on at-grade rail crossings cut residents off from other sections of the district.	
3) <b>Engagement process:</b> Participants expressed that the timing of this engagement related to the Mayor's Council and referendum, is inappropriate.	
4) <b>Collaboration with Partners:</b> Participants noted the need to improve TransLink's relationship between municipalities and the Province.	
<b>CHALLENGES AND OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>A participant noted a past disconnect between projects and the implementation of projects, citing the Gateway Project as an example.</li> <li>Coquitlam's rapid growth, which is forecasted to grow 50% over the next 15 years, presents challenges.</li> <li>Participants from Coquitlam noted challenges with inadequate bus services and lack of funds for expansion.</li> <li>Participants expressed concern surrounding the timing of this engagement process as it corresponds to the Mayors' Council work with TransLink to formulate the Regional Transportation Plan.</li> <li>Participants noted there is a general lack of funding in maintaining assets.</li> <li>The Mayor of Port Moody expressed that this plan is ill-timed for Metro Vancouver due to the work that has been put into the Regional Transportation Plan, noting that many issues and priorities are contained within that plan.</li> <li>Participants noted this is an opportunity for the MOTI to work with TransLink regarding the Regional Transportation Plan.</li> <li>One participant noted that the at-grade crossing in Pitt Meadows will be difficult to address. An intermodal yard was constructed close to the center of town with a smaller capacity than what is currently being used. This creates lengthy delays and shuts down the center of town when trains are being rearranged. The participant noted this issue is too big for Pitt Meadows to address on its own.</li> <li>One participant noted that there are issues with CP Railway selling off parcels of real estate for development, which causes trains to be rerouted to Pitt Meadows, creating problems for the community. The participant suggested the Province could help bridge the division between CP Railway and communities.</li> <li>One participant noted there are challenges getting around on the roads in the area, and better connections are needed north of the Fraser.</li> <li>One participant noted that new routes are available for residents but people seem to be unaware of them. The participant suggested that better marketing is needed to inform residents.</li> </ul>	
<b>MOVING FORWARD – STRATEGIES</b>	
1) <b>Moving People and Goods Safely and Reliably</b>	
<ul style="list-style-type: none"> <li>The participant from Pitt Meadows noted there are concerns regarding safety at bus stops. The participant suggested that bus stations should ensure that riders are safe from traffic and encourage increased ridership.</li> <li>One participant noted that the Brunette Interchange improvements did not address capacity and safety issues. Pedestrians and cyclists are very exposed getting to the Skytrain station and there is no place for cyclists to park their bikes.</li> <li>One participant suggested monitoring and coordinating how Lower Mainland roads are functioning to identify where improvements are needed, in order to develop an integrated transportation network.</li> <li>One participant suggested that improvements to the Rapid Transit Line stations would encourage ridership.</li> <li>One participant noted that Coquitlam is building its grid system of roads and boundaries.</li> </ul>	
2) <b>Growing the Economy</b>	

3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> <li>Participants noted that expansion of the transit system in Coquitlam is needed.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted that improvement of bus services in Pitt Meadows, including a rapid transit system, is necessary.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants suggested the extension of United Boulevard, as this network is lacking a corridor between the communities of Coquitlam and Port Coquitlam. With the expected growth in Coquitlam, this would help mitigate congestion on the Lougheed corridor.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted that addressing at-grade rail crossings is important. Often residents of Port Moody are stuck behind crossing trains for long periods of time. Upgrade bridges could be built to avoid these train crossings.</li> </ul>	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> <li>Participants noted a good north-south connection from Vancouver International Airport to Highway 1 is needed. The Evergreen Line will help, but connections to and from the Evergreen Line could be improved.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted there is an initiative to look at short sea shipping. The participant suggested United Boulevard would provide a trucking route to access the ports. The property adjacent to the Fraser River is managed by the Province, and as such, the Province would need to take an active role in maintaining access to the river.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted that buses that service the Evergreen Line could be improved. The current bus schedule runs every 30-60 minutes, which does not work well with the Evergreen Line.</li> </ul>	
<b>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</b>	
Coquitlam:	
<ul style="list-style-type: none"> <li>Expansion of the transit system.</li> </ul>	
<ul style="list-style-type: none"> <li>Improving access at the Brunette Interchange for cyclists and pedestrians</li> </ul>	
Pitt Meadows:	
<ul style="list-style-type: none"> <li>Improvements to the transit system.</li> </ul>	
<ul style="list-style-type: none"> <li>Improvements to rail crossings, and addressing issues with respect to railways.</li> </ul>	
Port Moody:	
<ul style="list-style-type: none"> <li>Improvements to rail crossings to alleviate congestion on certain routes.</li> </ul>	
<ul style="list-style-type: none"> <li>Improvements to the transit system.</li> </ul>	
<ul style="list-style-type: none"> <li>Better connections between communities.</li> </ul>	
<b>ADDITIONAL COMMENTS/DISCUSSION</b>	
<ul style="list-style-type: none"> <li>Participants from Coquitlam expressed support for any funding that maintains current assets and current programs (i.e. cycling).</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted there was no reference to the Highway 7 and the Pitt River Bridge, which was the beginning of the Gateway Program.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted that pedestrian and cycling improvements along the Evergreen Line were eliminated when the budget was cut.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted that the Trans Canada Trail was missing from the highlights section in the discussion guide.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted that assistance from MOTI would be appreciated to deal with connectivity issues between local jurisdictions (i.e. between Coquitlam and Port Coquitlam). These communities have good intentions, but as it is a growing area, assistance would be appreciated in terms of moral support and funding.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants suggested that a benefit of this plan would be to find out what happened to the previous plan (i.e. The Gateway Program).</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted there has been no mention of tolling in the discussion guide. The participant noted that tolling has an impact on transportation plans, as it reduces auto demand as alternate routes are taken when roads are tolled. This creates congestion on some routes.</li> </ul>	
<ul style="list-style-type: none"> <li>It is important that local governments and regional districts work together with MoTI, as the values and goals are the same.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants expressed concern that the Lower Mainland needs would compete with rural areas. Lower Mainland transportation could develop into being self-sustaining, which would benefit the rest of the province.</li> </ul>	