



Public Consultation Summary

Open House on Options for a Potential Ioco Lands Connector Route



Lead Division: Engineering



May and June 2018



portmoody.ca/ioco

Public consultation details:

Open House: May 28, 2018

Venue: Port Moody City Hall Galleria

of attendees: 550+

How we collected feedback:

Online survey Paper survey

of surveys completed: 1,289

Respondents self-identified their place of residence.

1,124 live in Port Moody

39 live in Anmore

11 live in Belcarra

75 identified as "other"

105 are members of the Citizen Advisory Group

485 use Bert Flinn Park

Communication tactics:

Targeted print invitations

Targeted email invitations

Ads in the local newspaper

Media release

Posters in City facilities

Display boards at event

Project webpage & e-notifications

Social media

Additional Notes

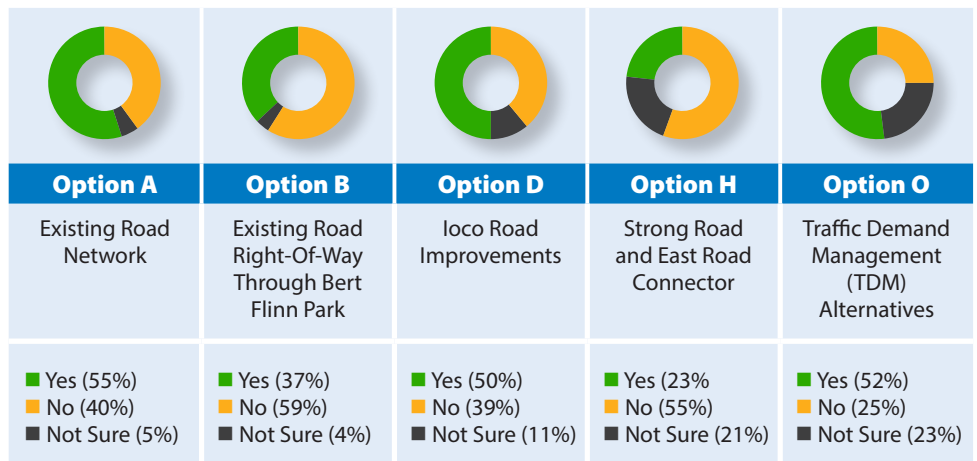
While public consultation and survey results provide the City with valuable information, please note the views expressed do not necessarily reflect the views of all Port Moody residents.

Scope of the Consultation:

If the Ioco Lands area is developed in the future, and would entail rezoning to allow extra density, then a connector route may be required to help accommodate any corresponding increase in traffic levels. Council directed City staff to prepare a technical report that investigates and evaluates alternatives to the present road right-of-way in Bert Flinn Park as a potential Ioco Lands connector route, and to review the identified options with residents and stakeholders.

Key Findings:

For each of the five route options presented, respondents were asked if they support using the option to accommodate an increase in traffic related to the potential future development of the Ioco Lands.



and



Environmental Impact (86%)

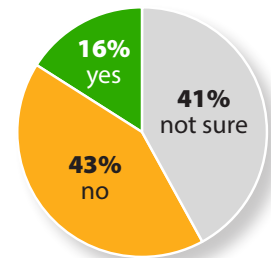
(64% "very important"
22% "important")

Social/Community Impact (87%)

(56% "very important"
31% "important")

are the most important evaluation criteria for Council to consider when assessing the options for a potential Ioco Lands connector route.

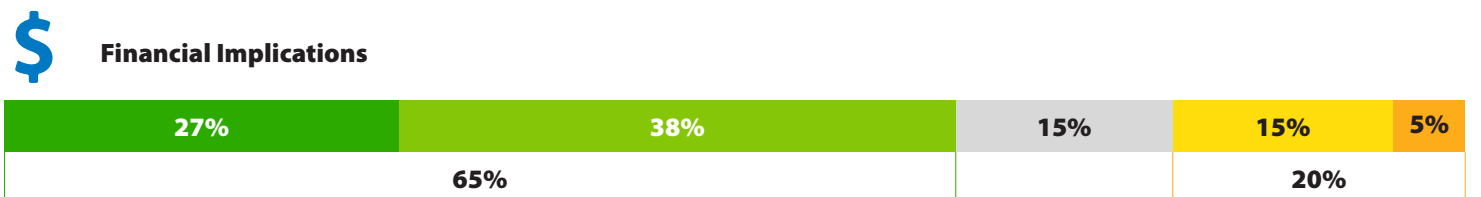
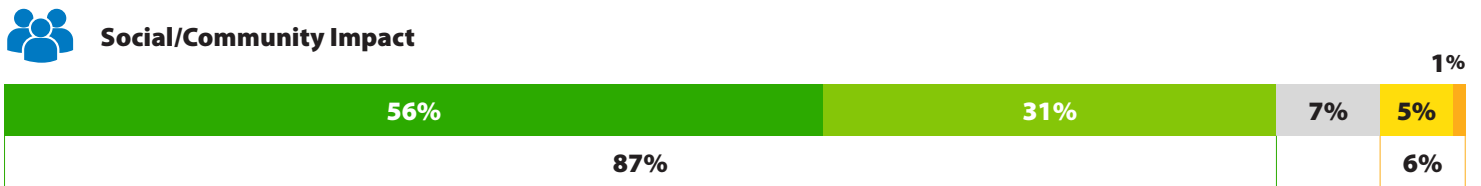
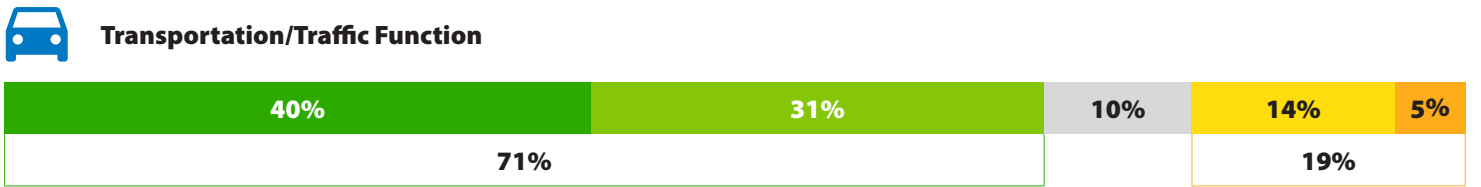
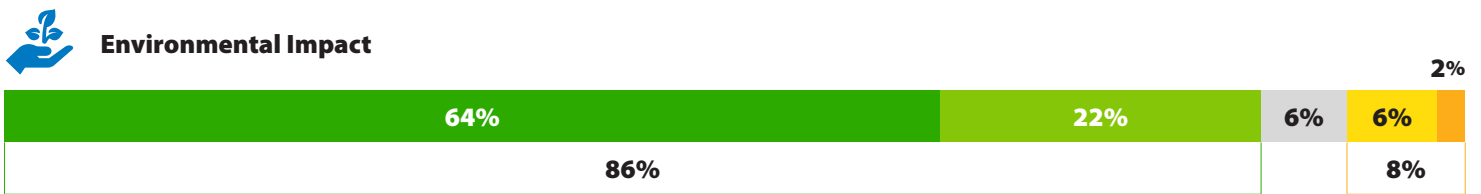
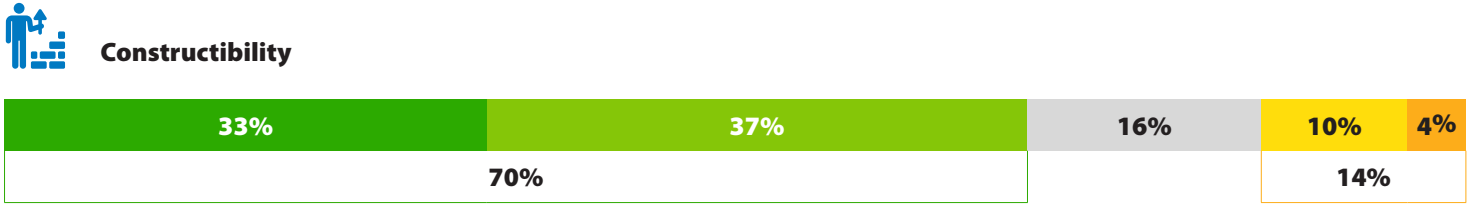
When asked if other options for a potential Ioco Lands connector route should be considered, respondents said:



Results on Evaluation Criteria for a Potential Ioco Lands Connector Route

Survey respondents were asked to indicate which criteria they felt were most important for Council to consider when assessing the options for a potential Ioco Lands connector route. The City measured responses using a five-tiered scale, ranging from “very important” to “not at all important”.

■ Very important
 ■ Important
 ■ Don't Know
 ■ Not Important
 ■ Not At All Important



Results on Options for a Potential loco Lands Connector Route

Survey respondents were presented with five route options that may be suitable for further analysis. For each one, respondents were asked if they support using the option to accommodate an increase in traffic related to the potential future development of the loco Lands area.

Option A Existing Road Network

There are two existing roadways from the loco Lands to Inlet Centre: loco Road, which runs directly east-west from the south end of the loco Lands to Inlet Centre; and Sunnyside Road to East Road, which extends into the Village of Anmore and then south-east into Port Moody. This option – using the existing road network – would mean no construction of a new loco Lands connector route.

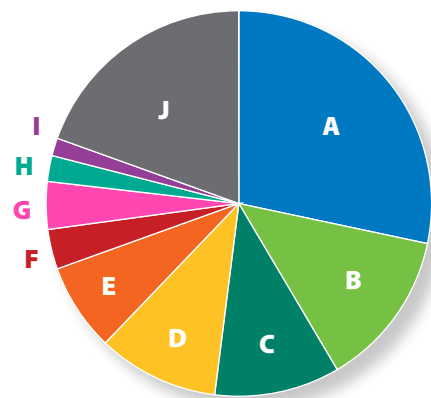
Respondents were asked if they supported using **Existing Road Network – Option A** to accommodate any corresponding increase in traffic levels.



Those who answered no indicated the following criteria as an issue:

Impact of loco Lands traffic on loco Road	80%
Transportation/traffic function	77%
Social/community impact	48%
Constructibility	19%
Environmental impact	17%
Financial implications	9%
Other	8%
Impact to Bert Flinn Park	6%

Common themes from open-ended comments:



Read all comments at portmoody.ca/iococomments

Total Number of Comments: 600

	#	%
A. Limit development on the loco Lands	170	28%
B. Traffic concerns with existing routes	79	13%
C. Safety concerns on existing routes	63	11%
D. Concerned with impact to Bert Flinn Park	61	10%
E. Support a road on the existing right-of-way through Bert Flinn Park	44	7%
F. Support new roads to connect the loco Lands	20	3%
G. Use existing roadways to connect the loco Lands	24	4%
H. Concerned with development in Anmore and Belcarra	13	2%
I. loco Road is at capacity	9	2%
J. Other	117	20%

Option B

Existing Road Right-Of-Way Through Bert Flinn Park

In 1994, the City of Port Moody dedicated a road right-of-way, for possible use as a future road, through what is now Bert Flinn Park. This option would mean construction of approximately 2km of new roadway.

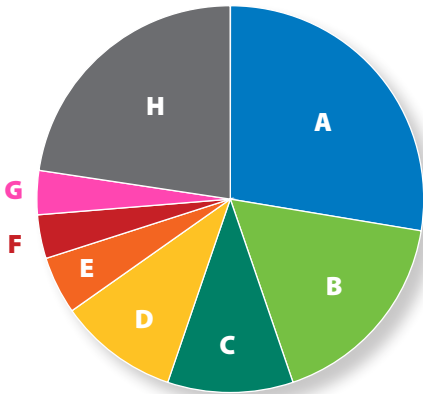
Respondents were asked if they supported using **Existing Road Right-of-Way Through Bert Flinn Park – Option B** to accommodate any corresponding increase in traffic levels.



Those who answered no indicated the following criteria as an issue:

Impact to Bert Flinn Park	95%
Environmental impact	89%
Social/community impact	73%
Transportation/traffic function	27%
Financial implications	24%
Constructibility	20%
Impact of loco Lands traffic on loco Road	17%
Other	6%

Common themes from open-ended comments



Total Number of Comments: 601

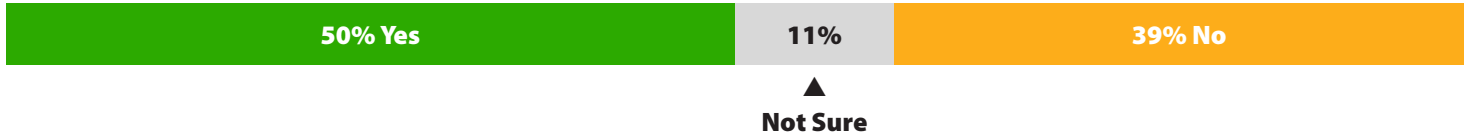
	#	%
A. Do not build a road through Bert Flinn Park	166	28%
B. Preserve long term plans to build road through park	103	17%
C. Limit development on the loco Lands	63	10%
D. Build a road that would benefit the park	60	10%
E. This is the most logical option	29	5%
F. This is the best option	22	4%
G. Option B would not reduce traffic on loco Road	22	4%
H. Other comments	136	23%

Read all comments at portmoody.ca/iococomments

Option D loco Road Improvements

Improvements to loco Road could include the addition of a dual left-turn lane at the intersection of loco Road and Ungless Way, and signalized intersections at loco Road and Maude Road, Kicking Horse Way, and April Road.

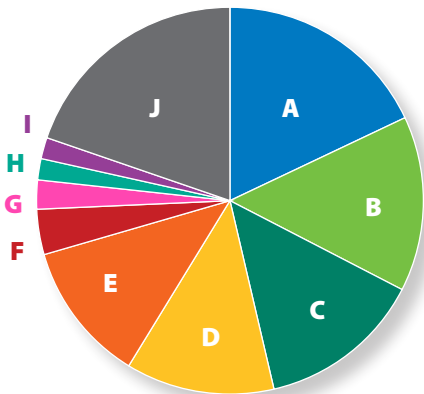
Respondents were asked if they supported using **loco Road Improvements – Option D** to accommodate any corresponding increase in traffic levels.



Those who answered no indicated the following criteria as an issue:

Impact of loco Lands traffic on loco Road	73%
Transportation/traffic function	71%
Social/community impact	55%
Constructibility	30%
Environmental impact	25%
Financial implications	17%
Impact to Bert Flinn Park	10%
Other	10%

Common themes from open-ended comments:



Read all comments at portmoody.ca/iococomments

Total Number of Comments: 451

	#	%
A. Improvements are required along loco Road regardless of the outcome	81	18%
B. This option does not solve the problem	66	15%
C. Not a good option	62	14%
D. Limit development on the loco Lands	56	12%
E. Option D is a good solution to accommodate development of loco Lands	53	12%
F. Concerns with safety along loco Road	17	4%
G. Focus on the long term plan - Option B	11	2%
H. Happy to use existing roads	8	2%
I. Improvements to bus stops, sidewalks and bike lanes are required	8	2%
J. Other	89	20%

Option H Strong Road And East Road Connector

This option would combine a new road connecting Ludlow Lane to Strong Road with a new road connecting East Road/Strong Road to David Avenue/Heritage Mountain Boulevard.

A statement from the Village of Anmore regarding Option H: "The Village of Anmore rejects the conclusion that this option is suitable for further analysis. The Village has identified information that was not included in the scope of the report that underlies this position. This was communicated to Port Moody Council in a letter that the Village has requested to be provided at the public meetings."

Respondents were asked if they supported using **Strong Road and East Road Connector – Option H** to accommodate any corresponding increase in traffic levels.

23% Yes

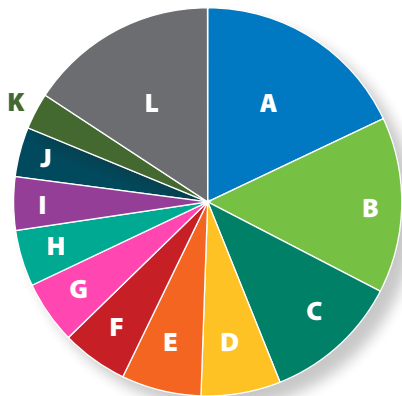
21% Not Sure

55% No

Those who answered no indicated the following criteria as an issue:

Social/community impact	63%
Environmental impact	55%
Transportation/traffic function	46%
Impact to Bert Flinn Park	44%
Constructibility	29%
Financial implications	25%
Impact of loco Lands traffic on loco Road	23%
Other:	11%

Common themes from open-ended comments:



Read all comments at portmoody.ca/iococomments

Total Number of Comments: 362

	#	%
A. We should respect the comments in Anmore's letter	65	18%
B. Anmore should be more receptive as they are traffic generators	53	15%
C. This option won't solve the problem of traffic on loco Road	41	11%
D. Limit development on the loco Lands	24	7%
E. This is a bad option	24	7%
F. This option is better than going through the park	20	6%
G. This is not a better option than going through the park (Option B)	19	5%
H. Concerns with property/social/community impact	17	5%
I. This is a good option	16	4%
J. Concerns with park impact	15	4%
K. Not worth it	11	3%
L. Other	57	16%

Option O Traffic Demand Management (TDM) Alternatives

Transportation Demand Management (TDM) is the application of strategies and policies to reduce travel demand, or to redistribute this demand to make more efficient use of the transportation network. Potential TDM measures include improved transit services, car-share services, and enhanced pedestrian and cycling facilities.

Respondents were asked if they supported using **Traffic Demand Measures (TDM) Alternatives** to accommodate any corresponding increase in traffic levels.

52% Yes

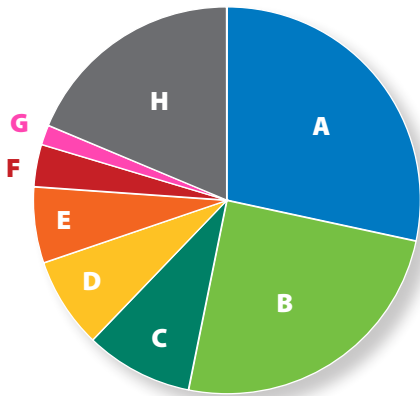
23% Not Sure

25% No

Those who answered no indicated the following criteria as an issue:

Transportation/traffic function	53%
Impact of loco Lands traffic on loco Road	43%
Social/community impact	39%
Environmental impact	21%
Other:	20%
Constructibility	19%
Impact to Bert Flinn Park	19%
Financial implications	18%

Common themes from open-ended comments



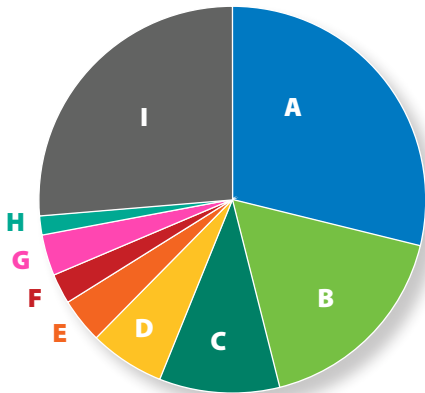
Read all comments at portmoody.ca/iococomments

Total Number of Comments: 423

	#	%
A. TDM is not a realistic approach for the loco Lands	120	28%
B. TDM is a good idea	105	25%
C. Limit development on the loco Lands	38	9%
D. Implement TDM with other options	32	8%
E. Implement TDM in Port Moody now	27	6%
F. Implement TDM with Option B	15	4%
G. More bus service is needed	7	2%
H. Other	79	19%

Overall Comments

Common themes from the question "Do you have any additional comments?"



Read all comments at portmoody.ca/iococomments

Total Number of Comments: 319

	#	%
A. Limit development on the loco Lands	92	29%
B. Option B is preferred	55	17%
C. Leave the park alone	32	10%
D. Support for bridge option (Option N)	20	6%
E. Flawed study considering absence of development application	12	4%
F. No more traffic on loco	8	3%
G. Improve loco Road now	11	3%
H. Consider a ferry as an option	5	2%
I. Other	84	26%

Survey Evaluation

Survey respondents were asked about their experience, and their opinions on the materials presented. The City measured responses using a five-tiered scale, ranging from "strongly agree" to "strongly disagree". The results are coded as follows:

■ Strongly Agree
 ■ Somewhat Agree
 ■ Not Sure
 ■ Somewhat Disagree
 ■ Strongly Disagree

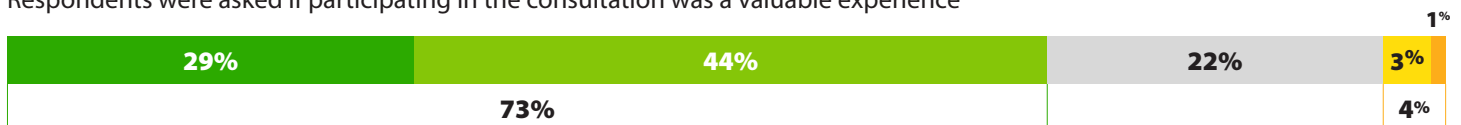
Survey Clarity

Respondents were asked if the information presented was clear and understandable.



Experience

Respondents were asked if participating in the consultation was a valuable experience



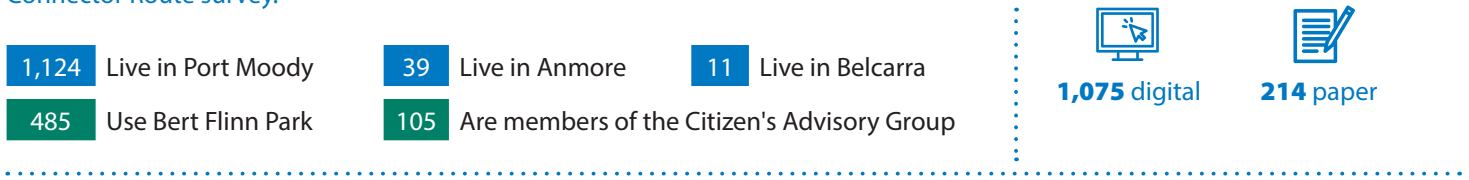
Input

Respondents were asked if their input would make a difference



Survey Respondent Overview

The City of Port Moody received 1,289 responses, including 2,522 open-ended comments, for the Options for a Potential Ioco Lands Connector Route survey.



Duplicate Surveys: Internet Protocol (IP) Address Analysis

Of the 970 electronic surveys submitted by the public:

<p>668 (69%) came from a unique IP address</p>	<p>200 (21%) came from duplicate IP addresses</p>	<p>In some cases, more than two surveys were submitted from the same IP address – these surveys represent 10% (102) of the total number of electronic surveys submitted</p>

Citizen Advisory Group Analysis

105 members of Port Moody’s Citizen Advisory Group (CAG) responded to the survey electronically; only one survey per CAG member was accepted. When compared with the responses submitted via the public survey, 27% more CAG members self-identified as Bert Flinn Park users. When comparing CAG support to public support for each route option, the highest variance in response was 9%.