

# Coquitlam

# For Committee

February 16, 2018  
Our File: 16-8690-20/PRLD/1  
Doc #: 2864575.v1

To: City Manager  
From: General Manager, Engineering and Public Works

Subject: **Pipeline Road Functional Design – Community Feedback – Second Session**

For: **Council-in-Committee**

**Recommendation:**

That the Committee receive the report of the General Manager Engineering and Public Works dated February 16, 2018, entitled “Pipeline Road Functional Design – Community Feedback – Second Session” for information.

**Report Purpose:**

To provide Council with a summary of the public feedback received after the Pipeline Road Functional Design Project – Open House #2: Design Options and Evaluation Criteria.

**Strategic Goal:**

The Pipeline Road Functional Design Project supports the City’s corporate strategic goals of strengthening neighbourhoods and enhancing sustainability of City services and infrastructure, as well as achieving excellence in City governance.

**Background:**

As highlighted in the report titled *Town Centre Park Master Plan – Step 3 “Envision”* to Council-in-Committee on April 18, 2017, the City commenced the functional design process for Pipeline Road from Guildford Way to David Avenue, in spring 2017. Staff anticipates having a preferred concept presented to Council in spring 2018. A detailed design will follow shortly afterwards, with construction scheduled to commence in 2019.

Pipeline Road is an arterial roadway in the City Centre. As growth in Northeast Coquitlam continues, Pipeline Road’s role is to support increasing mobility for Coquitlam residents and businesses. Pipeline Road is also an important gateway street that serves the Town Centre Park and its future Master Plan vision. The City is looking at options for Pipeline Road to “complete the street” by improving walking and cycling facilities, providing user safety, and reducing vehicle travel times. The functional design component is focused on the Guildford Way to David Avenue segment of Pipeline Road, though staff is also reviewing the needs of the corridor between Lincoln Avenue to Guildford Way.

There is public interest in knowing the future of arterial roads, i.e. when they will be completed, what the future cross sections would look like, and how the various users' needs will be met (i.e. pedestrians, cyclists, transit and personal vehicles). Community feedback is key to the future design of Pipeline Road and this project will include three phases of public consultation: (1) Design Considerations, (2) Design Options & Evaluation Criteria, and (3) Preferred Design. After completing the second phase of consultation, we heard from all Pipeline Road users – including pedestrians, cyclists, motorists, and park users.

The project area extent is shown in Attachment 1.

**Discussion/Analysis:**

The second public information session for the project was held on Wednesday, November 29, 2017 at City Hall. Advance notice of the sessions was provided on the City's website and Facebook page, in the Tri-City News newspaper, and approximately 1,000 direct mail-out letters to households the Nestor/New Horizons neighbourhood.

City staff from Parks, Traffic Operations, Design and Construction, and Parking attended a Technical Working Group meeting and provided input prior to creating the display boards for the public. Since Pipeline Road is an arterial street already carrying over 15,000 vehicles/day, dedicated left turn lanes were determined to be necessary through traffic analysis in order to maintain an acceptable delay and provide safe operation for motorists. Where left turn lanes are not provided between intersections, a centre landscaped median is proposed. Due to concerns of additional tree removal that may be required, an alternate option without a centre landscaped median was developed between Redonda Drive and Gabriola Drive.

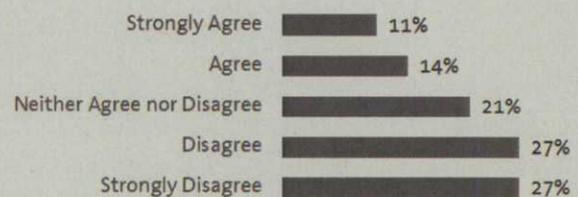
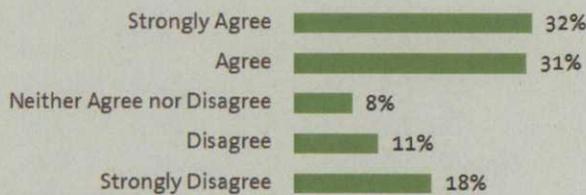
A total of 15 display boards were set up during the sessions, plus a tree inventory map identifying anticipated impacts to vegetation along Pipeline Road that will likely require removal and replacement elsewhere. Based on the proposed roadway geometrics, it is expected that 17 additional trees would be impacted with the centre median option. The display boards and the map are included in Attachment 2 and 3, respectively. Transportation Planning as well as other technical City staff were available at the public session to answer any questions.

Residents were encouraged to fill out online feedback forms with City-provided tablets or paper forms after they reviewed the design options and evaluation criteria. The online feedback form was also provided on the project website. On the public feedback form, the residents were asked to share their level of agreement regarding the design options being considered and to let staff know if any other evaluation criteria should be considered during the selection process. Attachment 4 shows a copy of the public feedback form.

A total of 174 participants completed the feedback form between November 29<sup>th</sup> and December 28<sup>th</sup>. Attachment 5 shows a summary of the main themes of the feedback. A summary of responses about the cross-section development were:

- Dedicated left turning lanes will support improved traffic flow & safety.
- Residents concerned about parallel parking availability once four-laned.
- The median option will provide a safety buffer between opposing traffic; the no median option will cause increased speeding and head-on collisions.
- A median provides landscaping opportunities although may require more existing tree removal.
- Some preferred to see dedicated on-street bike lanes rather than a multi-use path, although it would require additional road widening.
- Some thought Pinetree Way should support additional traffic rather than Pipeline Road.

Between Redonda Drive and Gabriola Street, 63% percent of participants ranked Option 1 – Median as strongly agree or agree while only 25% of the participants ranked Option 2 – No Median as strongly agree or agree (see summary below).



**Feedback: Option 1 - Median**

**Feedback: Option 2 – No Median**

It is important to recognize that 64% of respondents who live on Pipeline Road either strongly agree or agree with the median option as well.

When asked about other future improvements that would enhance the street, residents replied with the following themes:

- Bury power lines underground.
- Install more street lighting.
- Improve traffic light synchronization.
- Enhance speeding enforcement.
- Install more dedicated left turn lanes.
- Introduce on-road bike lanes.
- Encourage some light commercial businesses to serve the local neighbourhoods.
- Plant more trees along the side of the park to reduce noise levels for residents.
- Install sidewalks on both sides of the road.

When asked about the evaluation criteria, residents responded with the following considerations:

- Construction time and disruption to local traffic and access.
- Noise reduction for local residents.
- Walkability, e.g. connectivity to sidewalks and trails.
- Protection of wildlife habitats.

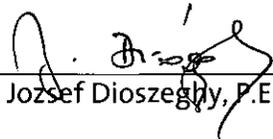
The above feedback is instrumental in choosing a preferred option. As the design moves forward, Transportation Planning is working with the Parks Department on landscaping opportunities and tree mitigation/replacement strategies. City staff has also been in contact with Metro Vancouver regarding a proposed watermain in the road right-of-way and will coordinate construction efforts where possible to minimize disruption. Staff anticipates a third public information session in spring this year.

**Financial Implications:**

The funding for planning for the arterial improvement program is included in the Engineering and Public Works Department's work plan and approved by Council in the Five Year Capital Plan.

**Conclusion:**

The median option, including between Redonda Way and Gabriola Drive, was the highest ranking street option according to the 174 respondents. Using the feedback received from the second public consultation phase, Transportation Planning is moving forward with the preferred design that supports the City's and public's interests along Pipeline Road. The next public information session is anticipated for spring 2018, which will present the preferred median option.

  
\_\_\_\_\_  
Jozsef Dioszeghy, P.Eng.

**Attachments:**

- 1- Project Area Extent
- 2- Community Information Session Display Boards
- 3- Pipeline Road Functional Design Tree Inventory
- 4- Pipeline Road Functional Design Survey Form
- 5- Pipeline Rd Design Considerations (Phase 2) - Consultation Summary Report

This report was prepared by Tyler Kuny, P.Eng., Senior Transportation Planning Engineer and reviewed by Dan Mooney, ASCT, Manager Transportation.



# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

### WELCOME

Thank you for attending this second information session for the Pipeline Road Design Project!

### WE WANT TO HEAR FROM YOU!

Please provide your feedback by **Friday, Dec. 15, 2017**. You can provide your feedback by:

- completing the online survey at [coquitlam.ca/pipelineroad](http://coquitlam.ca/pipelineroad) or
- filling out the paper survey and leaving it with staff.

### How will your feedback inform the design project?

Community feedback will be considered along with technical, environmental, park landscaping, and financial aspects in selecting an option for the improvements of Pipeline Road.

A third community information session will be held in early 2018 to present the preferred option.



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# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

### COMPLETING THE STREET

Design work is underway to complete Pipeline Road between Guildford Way and David Avenue. This arterial road serves the City Centre and Northeast Coquitlam.

This community information session builds on the initial input we received in May 2017 and is an opportunity to comment on the design options and the evaluation criteria.



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# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

### TIMELINE

#### Design Process

**Open House 1** – Design Considerations

May 24 & 27, 2017

**Open House 2** – Design Options and  
Evaluation Criteria

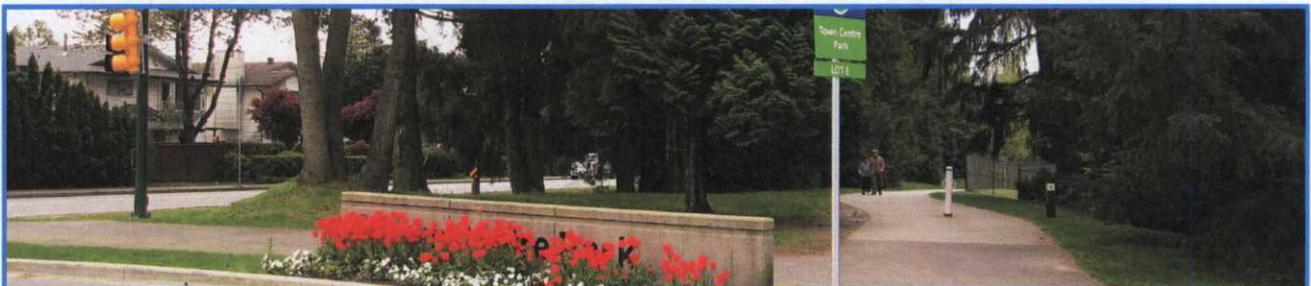
November 29, 2017

**WE ARE  
HERE**

**Open House 3** – Preferred Design

Early 2018

Detailed design to follow once a preferred option is selected.  
Estimated start of construction is 2019.



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## COMMUNITY INFORMATION SESSION

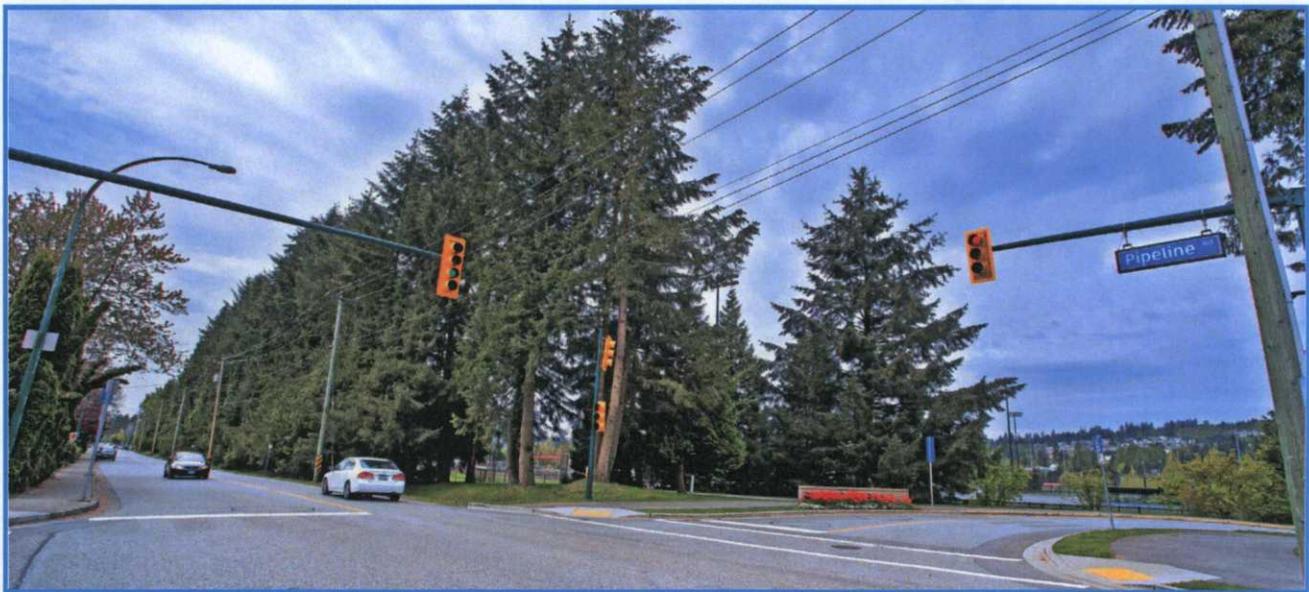
### GOALS & BENEFITS

#### Project Goals:

- Complete the street to better serve all users.
- Support existing development and future growth.
- Enhance mobility for area residents.
- Support the Town Centre Park Master Plan.
- Develop a cost-effective street design.
- Support the arterial street role as a primary mobility route.
- Balance environmental impacts, available space and community needs.
- Provide on-street parking during off-peak hours where feasible.

#### Benefits:

- Improved operations and safety for all users.
- Improved aesthetics and lighting.
- Enhanced pedestrian facilities.
- Enhanced gateway to Town Centre Park.



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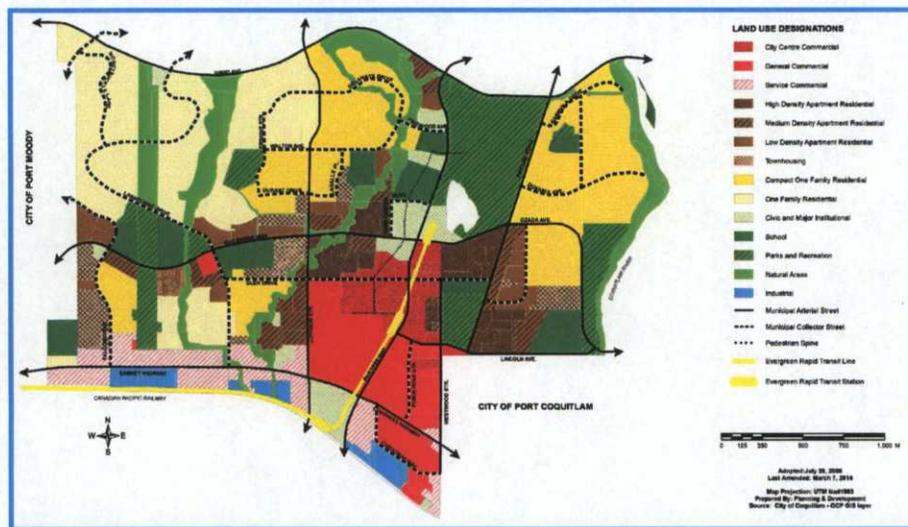
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# PIPELINE ROAD DESIGN PROJECT

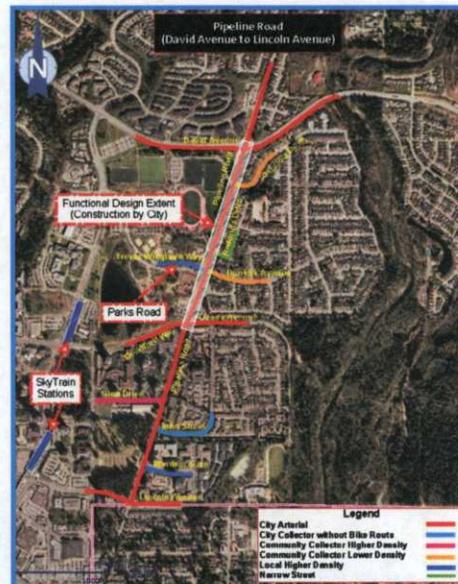
## COMMUNITY INFORMATION SESSION

### PLANNING CONSIDERATIONS FOR THE AREA

#### Land Use Plan for City Centre



#### Transportation Network Plan adjacent to the Project Area



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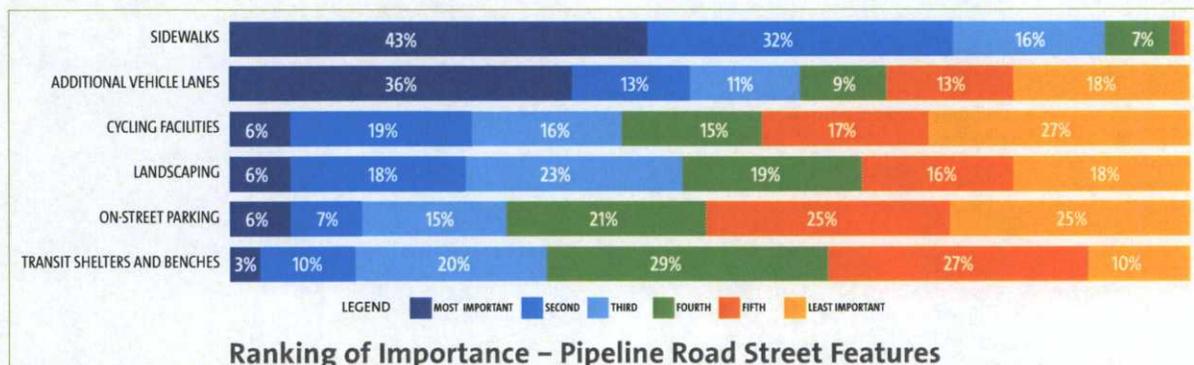
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# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

### WHAT WE HEARD

Thank you to everyone who provided their input through Phase 1 of our consultation in May 2017. The following graphic shows how the public ranked the various street features during the Phase 1 information session:



Key themes and comments included:

#### Pedestrian & Cycling Safety:

- Desire to add a sidewalk to the west side.
- Concerns with on-street cycling shared with vehicle lane.

#### Vehicle Safety / Capacity:

- Desire to reduce delays during rush hours.
- Concerns about turning vehicles blocking through traffic causing back-ups.

#### Landscaping:

- Desire to mitigate impact to existing trees.

#### On-Street Parking:

- Desire from Pipeline Road residents to retain on-street parking.

A detailed summary of feedback from the first Information Session, which was presented to Council-in-Committee on Oct. 2, is available at [coquitlam.ca/pipelineroad](http://coquitlam.ca/pipelineroad)

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# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

### DESIGN OPTION DEVELOPMENT AND ASSESSMENT

An evaluation process is being used to assess and recommend an option to improve Pipeline Road. Several options were preliminarily assessed and screened out based on the following considerations:

#### Mobility, Reliability and Safety:

- Pipeline Road has reached capacity as a two-lane street so there is a need to provide four through lanes to improve mobility, reliability and safety.
- Dedicated left turn lanes at signalized intersections to improve safety.

#### Active Transportation:

- Pipeline Road is a Class 3 cycling route in the Strategic Transportation Plan, which typically consists of a wide curb lane that cyclists and motorists share.
- There is an opportunity to integrate an off-street, multi-use, pedestrian and cycling path through Town Centre Park.

#### Improve Interface with Town Centre Park:

- Support Town Centre Park recreational uses.
- Mitigate impact to existing trees within the road right-of-way.
- Provide opportunity for tree replacement and/or replanting.

#### On-street Parking Considerations:

- On-street parking was monitored and is not heavily used on weekdays (4 p.m. - 8 p.m.) and weekends (9:30 a.m. - 1 p.m. and 4 - 7 p.m.), but it is recognized as important to residents along Pipeline Road.
- Off-peak hour parking would result in parking provided on both sides of the street, but prohibited in peak periods.
- Optional on-street parking would be provided for the general public, and not solely dedicated as resident parking.

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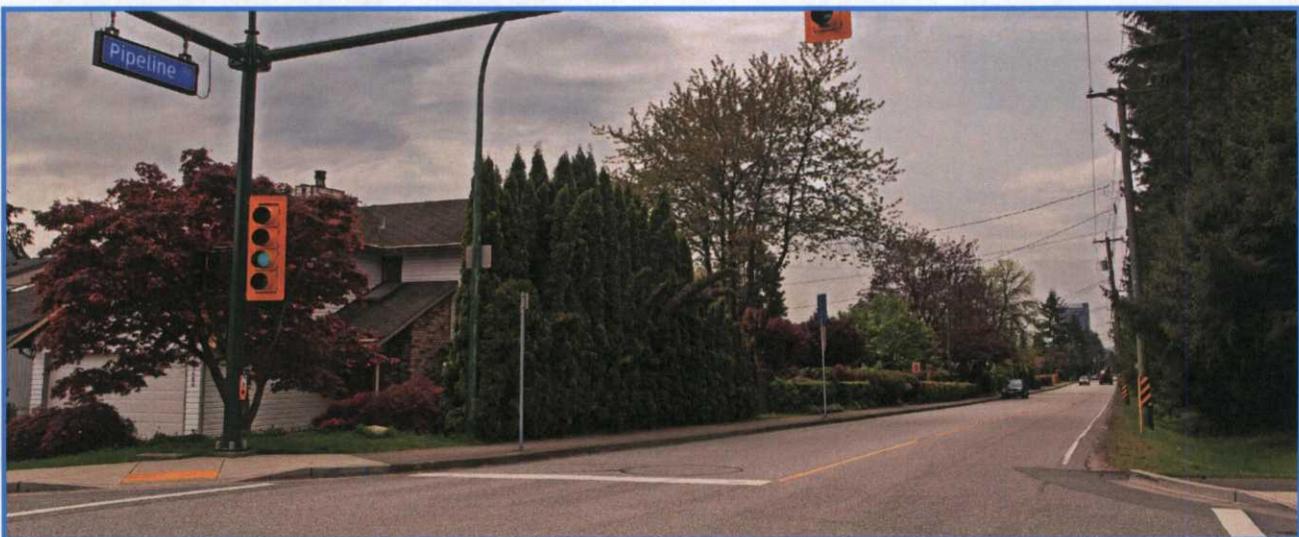
## COMMUNITY INFORMATION SESSION

### PROPOSED IMPROVEMENTS COMMON TO ALL SEGMENTS OF THE PROJECT

- Two 3.5-metre travel lanes in each direction and dedicated left turn lanes at signalized intersections.
- A 4.4-metre wide raised median with landscaping south of Dunkirk Avenue and north of Gabriola Drive.
- Improved street lighting.
- Consideration for on-street parking during off-peak hours or for special events.
- Retain existing sidewalk on east side.
- Multi-use pathway (MUP) separated from street with a landscaped boulevard along the west side adjacent to Town Centre Park.
- Relocate BC Hydro poles

#### What do you think?

Please review the specific design options on the following boards and let us know your comments by completing the survey.



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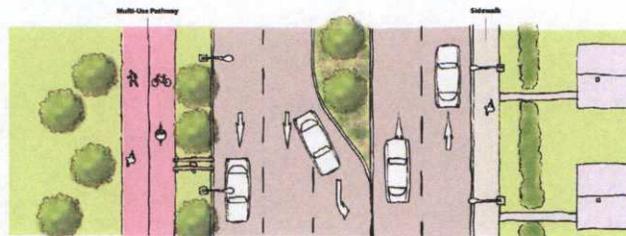
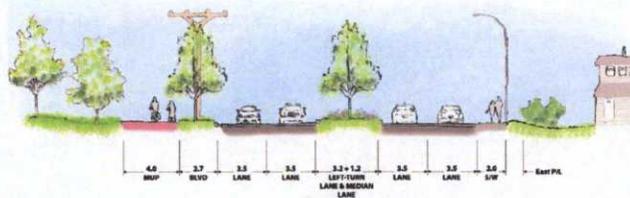
### GUILDFORD WAY TO REDONDA DRIVE

From Guildford Way to Redonda Drive, we're proposing dedicated left turn lanes at Guildford Way and at Trevor Wingrove Way / Dunkirk Avenue. These are needed to support the mobility, reliability, bus operations and safety of the street. Where no left turn lanes are required, a raised median with landscaping is provided. A typical cross-section for this segment is shown below.

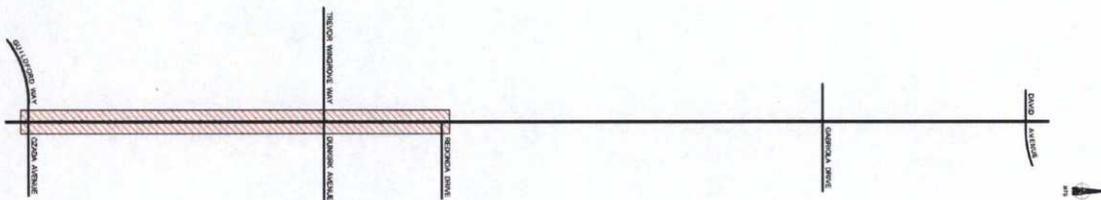
#### Proposed Design - Four lanes with left turn lanes and raised median

#### Features:

- Raised landscaped median to separate traffic and to provide street beautification.
- Maximizes on-street parking opportunities.
- Trees in this segment are farther away from the roadway, therefore impacts are minor.
- A 4-metre multi-use pathway along the park frontage on the west side of the street.



4 LANES WITH LEFT-TURN LANES/MEDIAN



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# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

### TWO OPTIONS FOR REDONDA DRIVE TO GABRIOLA DRIVE

Four lanes of travel are necessary from a mobility and reliability perspective. Two options were developed between Redonda Drive and Gabriola Drive.

- There are trade-offs with each of these options: one provides opportunity for a landscaped median while the second one provides a narrower footprint and less impact to adjacent trees in the road right-of-way.
- Both options balance the need for traffic growth and safety, while integrating existing trees and providing landscaping opportunities along the park frontage.

#### Option 1:

- A 4.4-metre landscaped, raised median.
- Dedicated southbound left turn lane at Redonda Drive.
- Dedicated northbound left turn lane at Gabriola Drive.

#### Option 2:

- No landscaped median (four lanes across from curb to curb).
- No southbound left turn lane at Redonda Drive (left turns allowed but shared with through lane).
- Dedicated northbound left turn lane at Gabriola Drive, but with reduced length.

The next two boards show a typical cross-section for the two options and their trade-offs.

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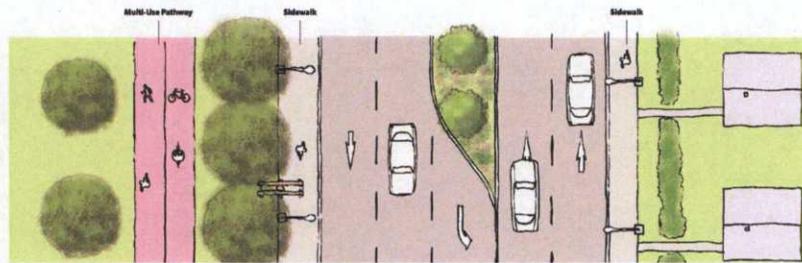
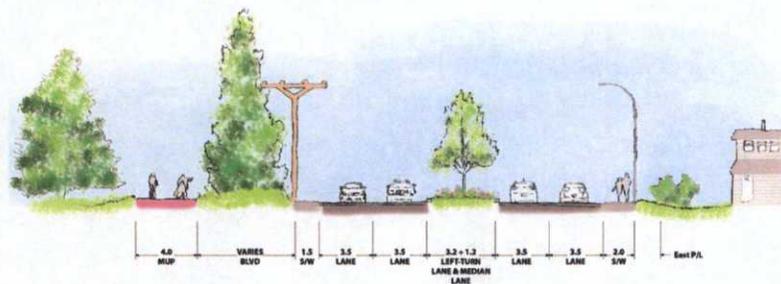


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# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

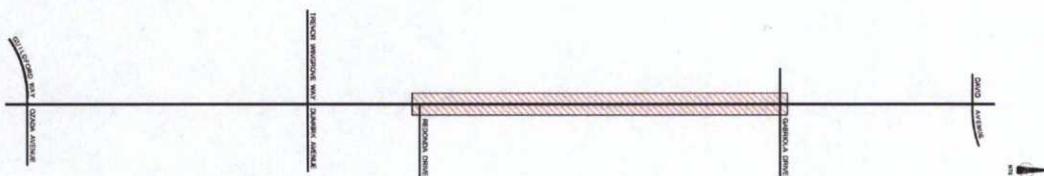
### REDONDA DRIVE TO GABRIOLA DRIVE — OPTION 1 (MEDIAN)



OPTION 1 - 4 LANES WITH LEFT-TURN LANES/MEDIAN

#### Trade-Offs:

- Raised landscaped median to separate traffic and to provide street beautification.
- Maximizes on-street parking opportunities.
- Wider cross-section results in more impact to existing trees within the road right-of-way.



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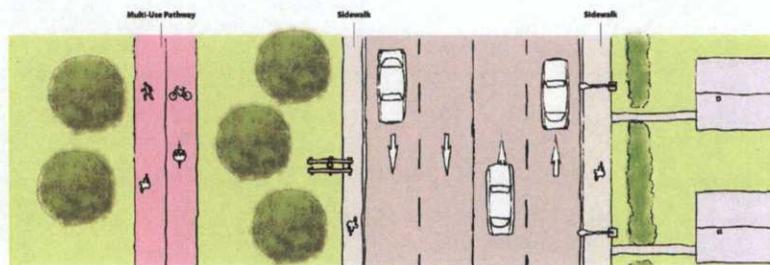
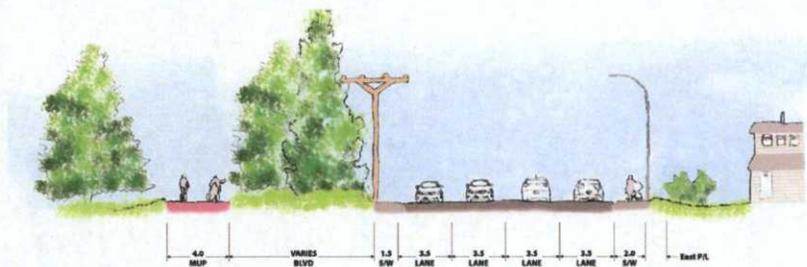
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## COMMUNITY INFORMATION SESSION

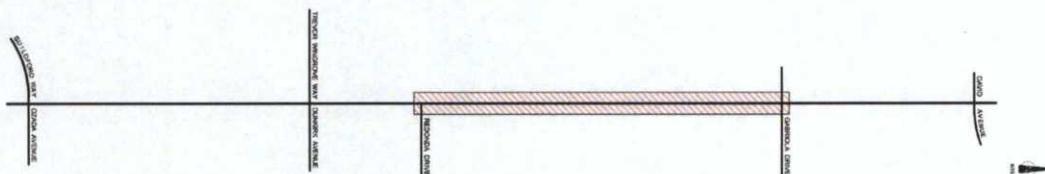
### REDONDA DRIVE TO GABRIOLA DRIVE — OPTION 2 (NO MEDIAN)



OPTION 2 - 4 LANES WITH SHARED LEFT / THROUGH LANES AND NO MEDIAN

#### Trade-Offs:

- Narrower cross-section between Redonda Drive and Gabriola Drive.
- Less impact to trees within the road right-of-way.
- No opportunity to provide landscaped median.
- Reduced opportunities for on-street parking where left-turn lanes are not provided.



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## COMMUNITY INFORMATION SESSION

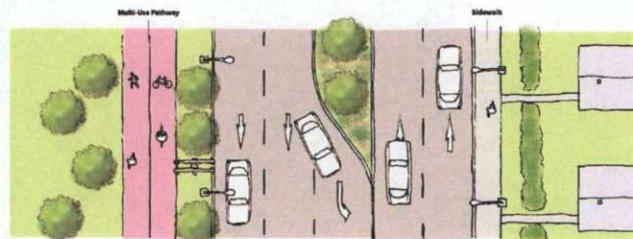
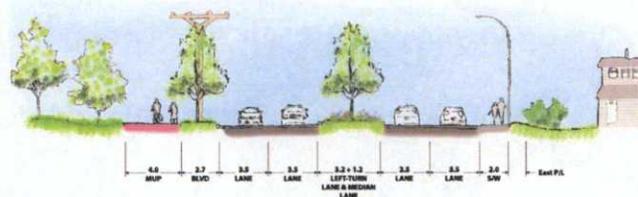
### GABRIOLA DRIVE TO DAVID AVENUE

From Gabriola Drive to David Avenue, we're proposing dedicated left turn lanes at both intersections. These are needed to support the mobility, reliability, and safety of the street. A typical cross-section is shown below.

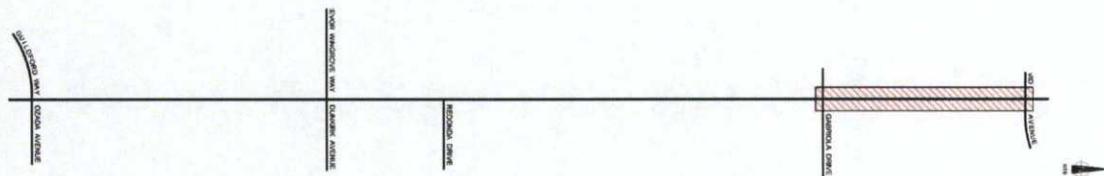
#### Proposed Design - Four lanes with left turn lanes and raised median

#### Features:

- Raised landscaped median to separate traffic and to provide street beautification.
- Maximizes on-street parking opportunities.
- Trees in this segment are farther away from the roadway, therefore impacts are minor.
- A 4-metre multi-use pathway along the park frontage on the west side of the street.



4 LANES WITH LEFT-TURN LANES/MEDIAN



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# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

### EVALUATION FRAMEWORK

Below is a list of proposed criteria to evaluate the design options.

Opportunities to integrate the adjacent trees, urban design, traffic capacity, safety, mobility, and reliability among other factors will be included in the evaluation process.

#### Tell us what you think!

Are there any other criteria we should use for the evaluation? Provide your feedback by completing the survey at [coquitlam.ca/pipelineroad](http://coquitlam.ca/pipelineroad) or by using one of the paper forms available at the information session.

Category	Criteria
Transportation	Multimodal travel
	Adequate traffic capacity
	Safety for all users
Socio-Community	Integration with Town Centre Park Master Plan
	Adjacent properties / Access implications
	Landscaping opportunities/impacts
	On-street parking considerations
Environmental	Integration with trees and parkland
Financial	Capital costs
	Operating/maintenance costs

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# PIPELINE ROAD DESIGN PROJECT

## COMMUNITY INFORMATION SESSION

### NEXT STEPS

- Review the feedback provided.
- Refine the options (including roadway geometry, safety improvements, landscaping details, and tree planting strategy) and the evaluation criteria.
- Evaluate the refined options and select a preferred option.
- Present the preferred option at the final public information session early in 2018.

### WE WANT TO HEAR FROM YOU

Please provide your feedback by Friday, Dec. 15, 2017.

If you are unable to provide comments during this information session, an online survey is available for you until Dec. 15 at [coquitlam.ca/pipelineroad](http://coquitlam.ca/pipelineroad).

### STAY INFORMED

Visit [coquitlam.ca/pipelineroad](http://coquitlam.ca/pipelineroad) and sign up to receive project updates by email.

### THANK YOU FOR YOUR PARTICIPATION!

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DRAFT FOR DISCUSSION

DRAFT FOR DISCUSSION

**NOTE**

- THIS IS AN INVENTORY OF AFFECTED TREES THAT ARE 20cm IN DIAMETER OR LARGER
- SOME OF THE TREES SHOWN AS IMPACTED MAY BE RETAINED ONCE A LANDSCAPING PLAN AND A TREE PLANTING STRATEGY ARE DEVELOPED IN CONJUNCTION WITH THE PREFERRED OPTION

**PIPELINE ROAD FUNCTIONAL DESIGN  
TREE INVENTORY WITHIN THE ROAD RIGHT-OF-WAY**



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**LEGEND**

PIPELINE ROAD RIGHT OF WAY	—
TREES NOT IMPACTED	103
TREES IMPACTED BY BOTH OPTIONS	158
ADDITIONAL TREES IMPACTED BY MEDIAN OPTION	17

NOVEMBER 2017



# PIPELINE ROAD DESIGN FEEDBACK FORM

## JOIN US IN PLANNING OUR CITY!

The City of Coquitlam is assessing current conditions and issues related to Pipeline Road between Guildford Way and David Avenue, and needs your input. By answering the questions in this survey, you are providing valuable feedback to assist the City in evaluating various options for further development.

### 1 GUILDFORD WAY TO REDONDA DRIVE

From Guildford Way to Redonda Drive, we're proposing dedicated left turn lanes at Guildford Way and at Trevor Wingrove Way / Dunkirk Avenue. These are needed to support the mobility, reliability, bus operations and safety of the street. Where no left turns are required, a raised median with landscaping is provided. A typical cross-section, and features of this design, were represented on the display boards.

Please tell us about your level of agreement with the proposed option for this segment:

Strongly Disagree    Disagree    Neither Agree Nor Disagree    Agree    Strongly Agree

Please comment on your level of agreement with the proposed option for this segment.

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### 2 TWO OPTIONS FOR REDONDA DRIVE TO GABRIOLA DRIVE

Four lanes of travel are necessary from a mobility and reliability perspective. Two options were developed between Redonda Drive and Gabriola Drive. The trade-offs, a typical cross-section, and features of the design options, were represented on the display boards. Please indicate your level of agreement with each option.

**OPTION 1: 4 lanes with left turn lanes and a raised median:**

Strongly Disagree    Disagree    Neither Agree Nor Disagree    Agree    Strongly Agree

Please provide reasons for your level of agreement with Option 1: 4 lanes with left turn lanes / raised median for the improvement of Pipeline Road (response optional):

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**OPTION 2: 4 lanes with shared left turn / through lanes and no raised median :**

Strongly Disagree    Disagree    Neither Agree Nor Disagree    Agree    Strongly Agree

Please provide reasons for your level of agreement with Option 2: 4 lanes with shared left turn / through lanes and no raised median for the improvement of Pipeline Road (response optional):

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**3** GABRIOLA DRIVE TO DAVID AVENUE

From Gabriola Drive to David Avenue, we're proposing dedicated left turn lanes at both intersections. These are needed to support the mobility, reliability, bus operations and safety of the street. A typical cross-section, and features of this design, were represented on the display boards.

**Please tell us about your level of agreement with the proposed option for this segment:**

Strongly Disagree    Disagree    Neither Agree Nor Disagree    Agree    Strongly Agree

Please comment on your level of agreement with the proposed option for this segment.

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**4** What other future improvements do you feel would enhance Pipeline Road?

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**5** Based on the feedback from earlier information sessions, on the display boards is a list of evaluation criteria that we developed in order to evaluate the options for Pipeline Road. Please provide any other factors or criteria that you consider important in evaluating the options:

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**6** Do you have any other additional comments and suggestions regarding Pipeline Road?

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**7** Did you attend previous information sessions on the Pipeline Road Design Project?

Yes    No

**8** How did you hear about this session?

Letter    Social Media    City Website (coquitlam.ca)  
 Newspaper    Word of Mouth    Other (please describe)

**9** How close do you live to Pipeline Road: (select one)

I live right on Pipeline road    3-5 blocks away    I do not live in Coquitlam  
 1-2 blocks away    Over 5 blocks away, but still in Coquitlam

**Thank you for providing your feedback on the future of Pipeline Road. Please return the completed questionnaire to staff at the Community Information Session or fill in the online questionnaire by Dec. 15, 2017, at [coquitlam.ca/pipelineroad](http://coquitlam.ca/pipelineroad)**

By filling in this form, I hereby acknowledge that the personal information collected on this form is collected with my consent in accordance with Section 26(d) of the *Freedom of Information and Protection of Privacy Act (the Act)*. The City acknowledges that the personal information provided will only be used in accordance with the Act by authorized staff for the purpose of the Pipeline Road Functional Design Project. Please note, written submissions provided in response to this consultation will become part of the public record which includes the submissions being made available for public inspection at Coquitlam City Hall and on our website as part of a future agenda at [coquitlam.ca](http://coquitlam.ca). If you have any questions about the collection, use or disclosure of your personal information please contact Tyler Kuny, Senior Transportation Planning Engineer, at 3000 Guildford Way, Coquitlam, BC V3B 7N2 or at 604-927-4325.

## PIPELINE ROAD - DESIGN CONSIDERATIONS (PHASE 2) Consultation Process – Public Feedback Summary

### 1. Introduction

As Coquitlam grows, so does the usage of streets and roads by pedestrians, cyclists, motorists and park users. Pipeline Road is one of the City's arterial streets and will need improvements in the near future, for the benefit of all users. The City of Coquitlam is assessing design options and evaluation criteria related to Pipeline Road between Guildford Way and David Avenue as part of Phase 2 of the Functional Design.

#### Community Information Session – Phase 2: Design Options

Date: November 29, 2017

Location: City Hall

#### Online Survey

The public feedback form was designed to gather input to assist the City in evaluating design options. In total, 174 participants completed the feedback form from Nov 29 through Dec 28, 2017:

- 150 participants from the Open Community survey
- 24 participants living in Hockaday-Nestor from the ViewPoint survey

### 2. Key Findings

***Eighty-eight percent of respondents lived within 5 blocks*** of the project and only 1% lived outside Coquitlam. Seventy-two percent of participants did not previously attend the first round consultation sessions in May 2017. In terms of public awareness of the session, 57% were notified via social media and 25% received the mailed letter notice. See Figures 1 & 2 in the attachment section for the graphical data results of the demographics.

Respondents were asked their level of agreement with the presented options. Two options were developed between Redonda Drive and Gabriola Drive in an attempt to reduce the impact to trees within the

Pipeline Road – Design Considerations (Phase 2)  
Public Feedback Summary – November 29, 2017

road right-of-way. For the alternate Option 2: No Median, the centre landscaped median was removed.

**Table 1: Level of Agreement by Street Segment**

Street Segment	Strongly Agree or Agree	Strongly Disagree or Disagree
Guildford Way to Redonda Drive	68%	25%
Option 1: Median - Redonda Drive to Gabriola Drive	63%	29%
Option 2: No Median - Redonda Drive to Gabriola Drive	25%	54%
Gabriola Drive to David Avenue	72%	20%

The majority of the public respondents supported the centre median design option, ranging from 63% to 72%. **Respondents living on Pipeline Road showed a preference for the median option with 64% in agreement.** Only 24% of those respondents preferred the no median option. See Figures 7 and 8 in the Appendix for more details.

The public feedback received reflects the Transportation Planning and Traffic Operations staff opinion that a median along Pipeline Road is preferred for operations and safety reasons. There is also an opportunity to landscape the median to provide a more attractive street fronting Town Centre Park and the existing homes.

### 3. Next Steps

The feedback received from Phase 2 of the public consultation is assisting City staff in moving ahead with the preferred option (with a centre median), which will be refined and presented at the next phase of public information session. Phase 3 of the consultation process is the Preferred Option, which will be presented at a public information session in spring 2018.

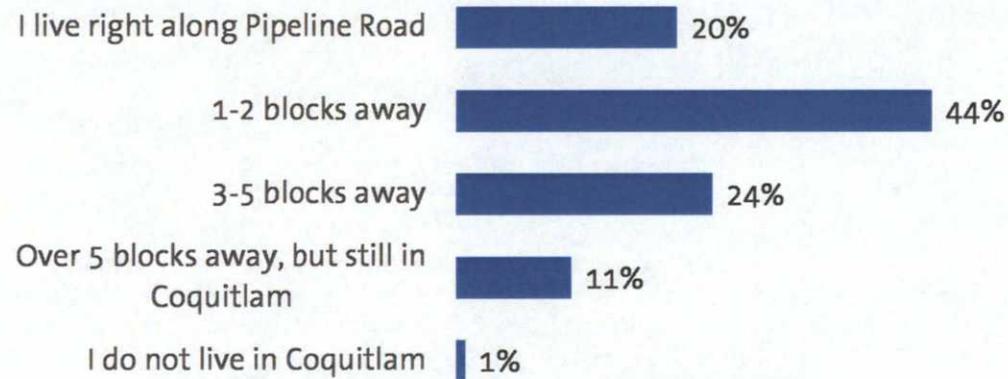
This attachment was prepared by Tyler Kuny, P.Eng., Senior Transportation Planning Engineer.

**Appendix to Attachment 5: Summary Charts of Feedback Data**

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## Profile of Participants (#1)

### Proximity to Pipeline Road



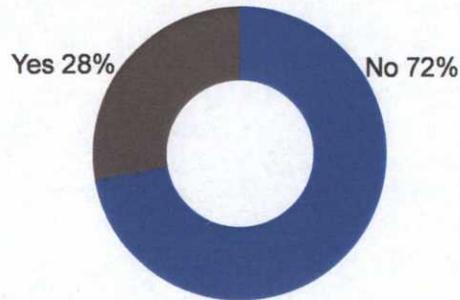
Total Participants: 122



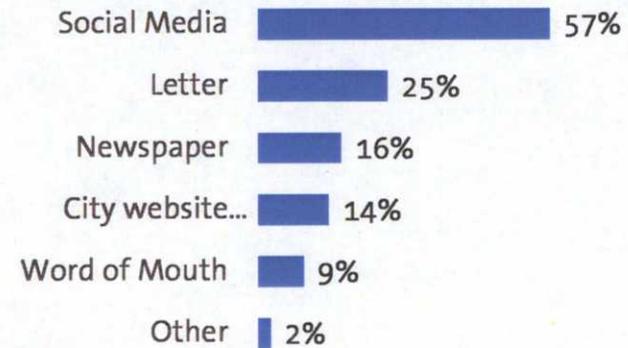
**Figure 1: Participants and their Proximity to the Project**

## Profile of Participants (#2)

### Attended Previous Information Sessions



### Aware of Information Session through.....



Total Participants: 122



Figure 2: Participants and their Previous Project Knowledge / Awareness

Pipeline Road – Design Considerations (Phase 2)  
Public Feedback Summary – November 29, 2017

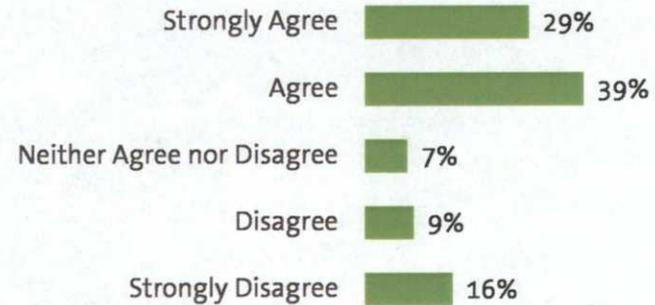
**GUILDFORD WAY TO REDONDA DRIVE**

From Guildford Way to Redonda Drive, we're proposing dedicated left turn lanes at Guildford Way and at Trevor Wingrove Way / Dunkirk Avenue. These are needed to support the mobility, reliability, bus operations and safety of the street. Where no left turn lanes are required, a raised median with landscaping is provided. A typical cross-section for this segment is shown below.

**Proposed Design - Four lanes with left turn lanes and raised median**

**Features:**

- Raised landscaped median to separate traffic and to provide street beautification.
- Maximizes on-street parking opportunities.
- Trees in this segment are farther away from the roadway, therefore impacts are minor.
- A 4-metre multi-use pathway along the park frontage on the west side of the street.



Q: Please tell us about your level of agreement with the proposed option for this segment.

Total Participants: 174

**Figure 3: Level of Agreement - Guildford Way to Redonda Drive**

## TWO OPTIONS FOR REDONDA DRIVE TO GABRIOLA DRIVE

Four lanes of travel are necessary from a mobility and reliability perspective. Two options were developed between Redonda Drive and Gabriola Drive.

- There are trade-offs with each of these options: one provides opportunity for a landscaped median while the second one provides a narrower footprint and less impact to adjacent trees in the road right-of-way.
- Both options balance the need for traffic growth and safety, while integrating existing trees and providing landscaping opportunities along the park frontage.

### Option 1:

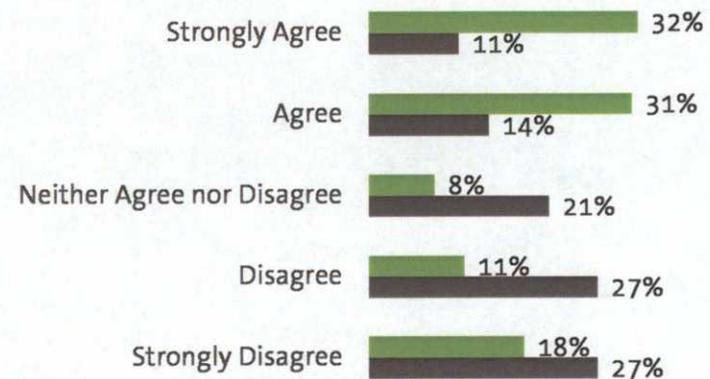
- A 4.4-metre landscaped, raised median.
- Dedicated southbound left turn lane at Redonda Drive.
- Dedicated northbound left turn lane at Gabriola Drive.

### Option 2:

- No landscaped median (four lanes across from curb to curb).
- No southbound left turn lane at Redonda Drive (left turns allowed but shared with through lane).
- Dedicated northbound left turn lane at Gabriola Drive, but with reduced length.

The next two boards show a typical cross-section for the two options and their trade-offs.

- Option 1 - Median
- Option 2 - No Median



Q: Two options were developed to address current and future needs between Redonda Drive and Gabriola Drive as shown on the presentation boards (see above). Please indicate your level of agreement with each option.  
Total Participants: 141

Figure 4: Level of Agreement for *Median* and *No Median* Options - Redonda Drive to Gabriola Drive

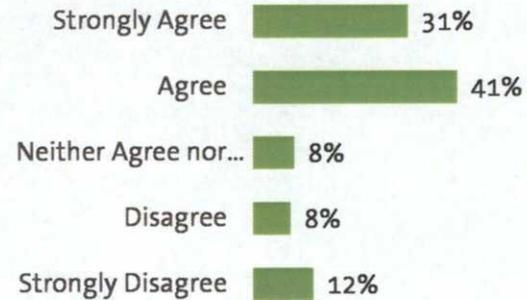
## GABRIOLA DRIVE TO DAVID AVENUE

From Gabriola Drive to David Avenue, we're proposing dedicated left turn lanes at both intersections. These are needed to support the mobility, reliability, and safety of the street. A typical cross-section is shown below.

**Proposed Design - Four lanes with left turn lanes and raised median**

**Features:**

- Raised landscaped median to separate traffic and to provide street beautification.
- Maximizes on-street parking opportunities.
- Trees in this segment are farther away from the roadway, therefore impacts are minor.
- A 4-metre multi-use pathway along the park frontage on the west side of the street.



Please tell us about your level of agreement with the proposed option for this segment.  
Total Participants: 132

Figure 5: Level of Agreement - Gabriola Drive to David Avenue

## Guildford Way to Redonda Drive – Agreement by Proximity to Pipeline Road

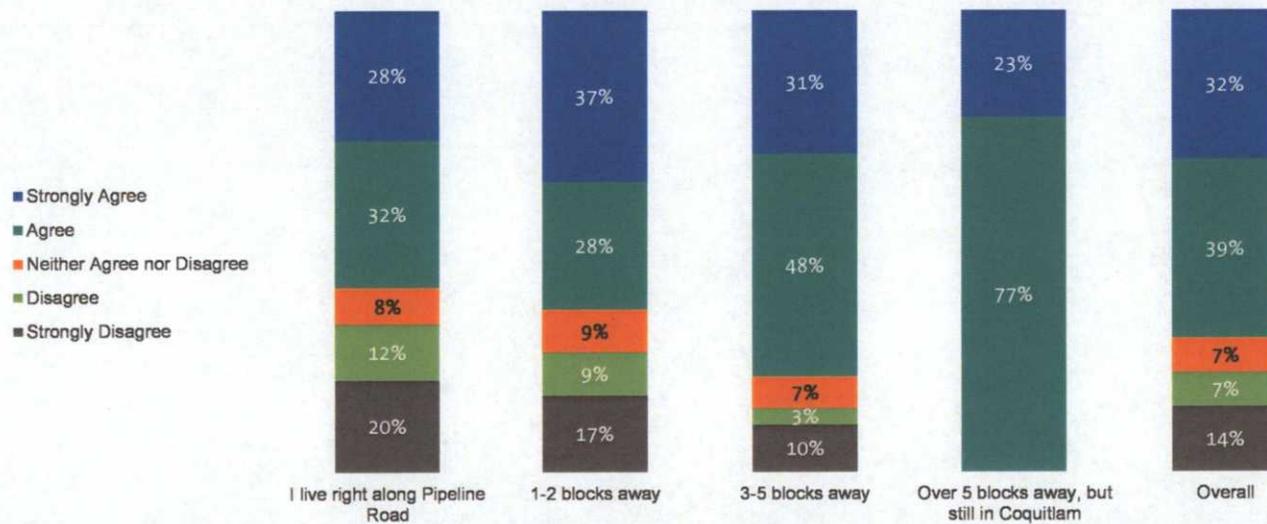
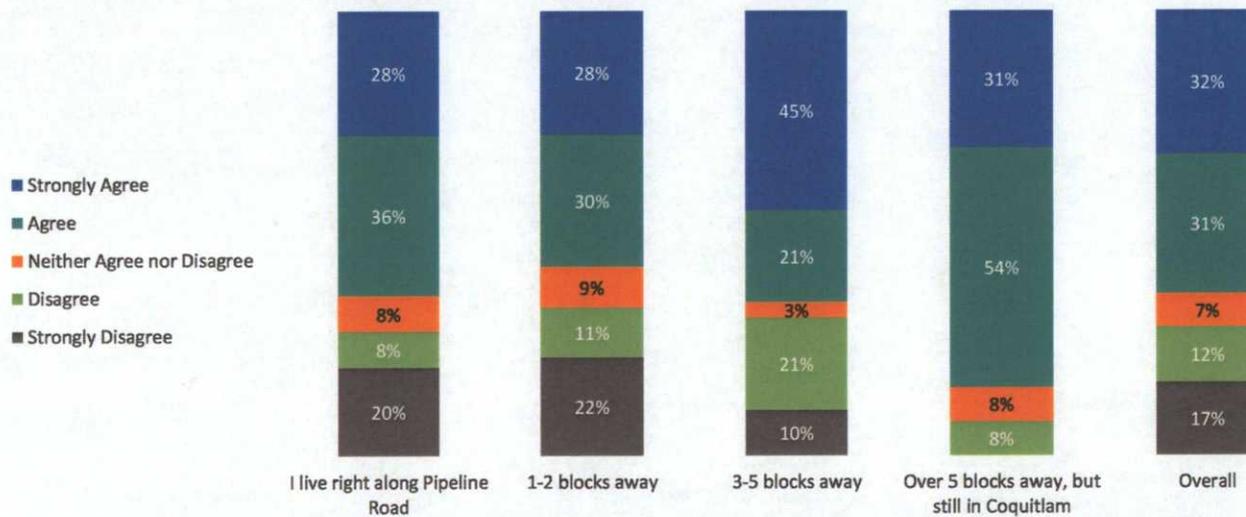


Figure 6: Level of Agreement by Proximity to Pipeline Road – Guildford Way to Redonda Drive

### Redonda Drive To Gabriola Drive Option 1 (Median) – Agreement by Proximity to Pipeline Road




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Figure 7: Level of Agreement by Proximity to Pipeline Road – Option 1: Median – Redonda Drive to Gabriola Drive

## Redonda Drive To Gabriola Drive Option 2 (No Median) – Agreement by Proximity to Pipeline Road

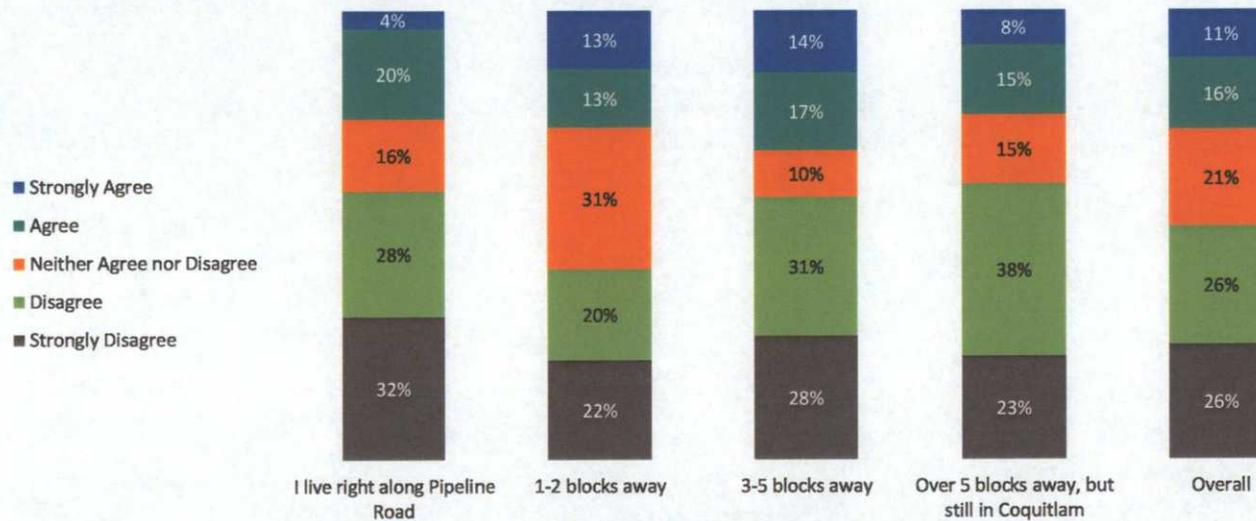
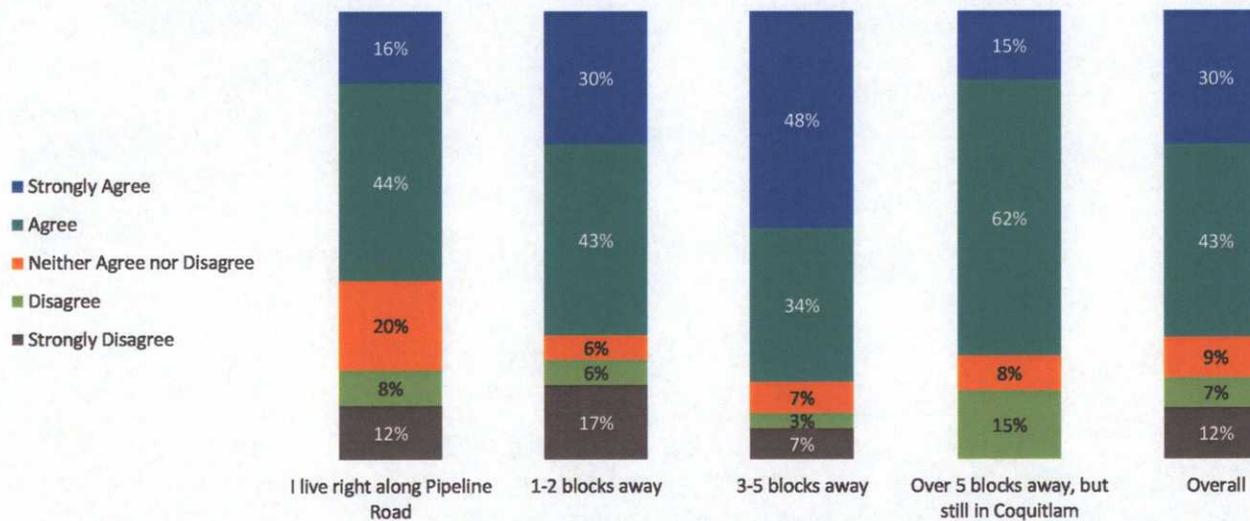


Figure 8: Level of Agreement by Proximity to Pipeline Road – Option 2: No Median – Redonda Drive to Gabriola Drive

### Gabriola Drive to David Avenue - Agreement by Proximity to Pipeline Road



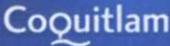

[CityofCoquitlam](#)


Figure 9: Level of Agreement by Proximity to Pipeline Road – Gabriola Drive to David Avenue