

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 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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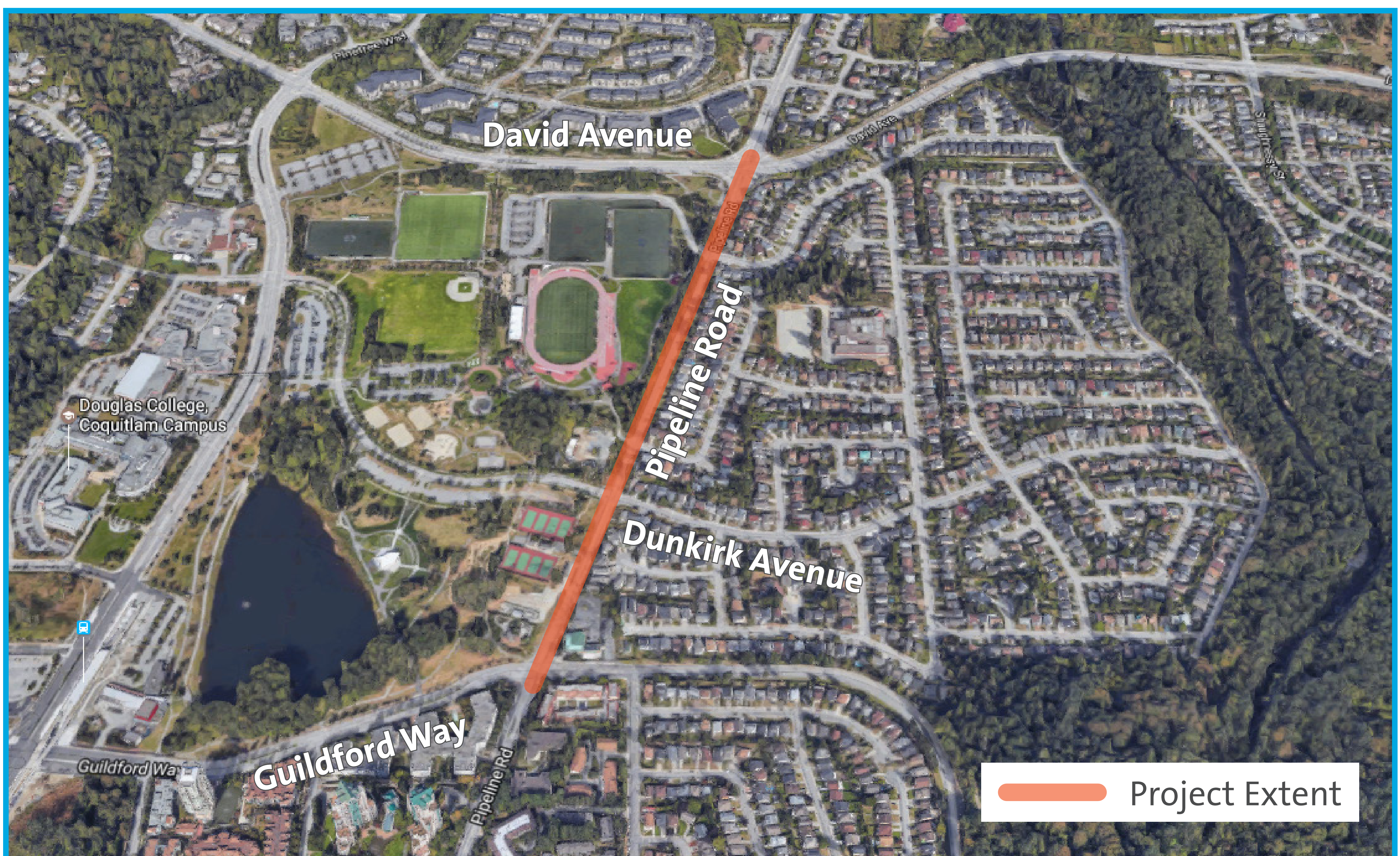
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COMPLETING THE STREET

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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TIMELINE

Design Process

Open House 1 – Design Considerations

May 24 & 27, 2017

Open House 2 – Design Options and
Evaluation Criteria

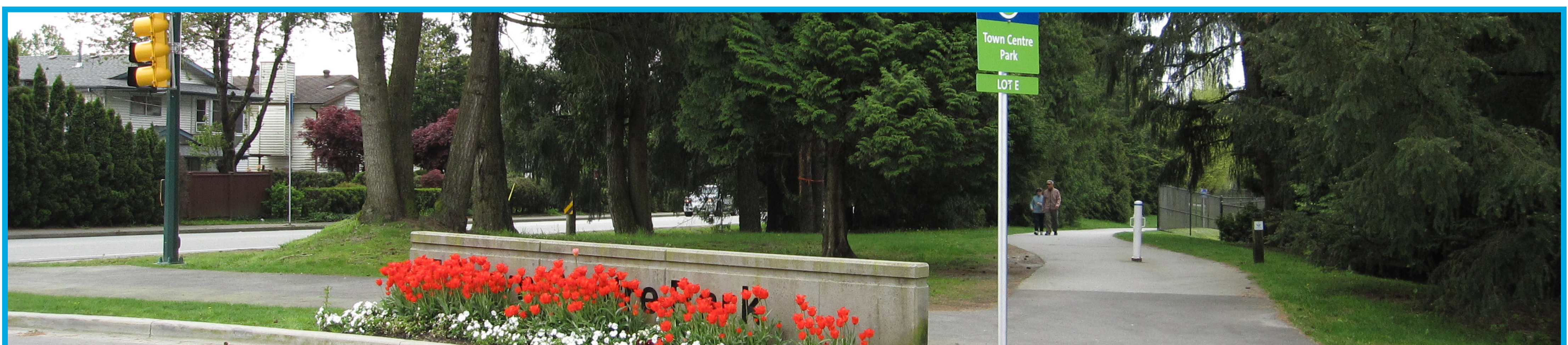
November 29, 2017

**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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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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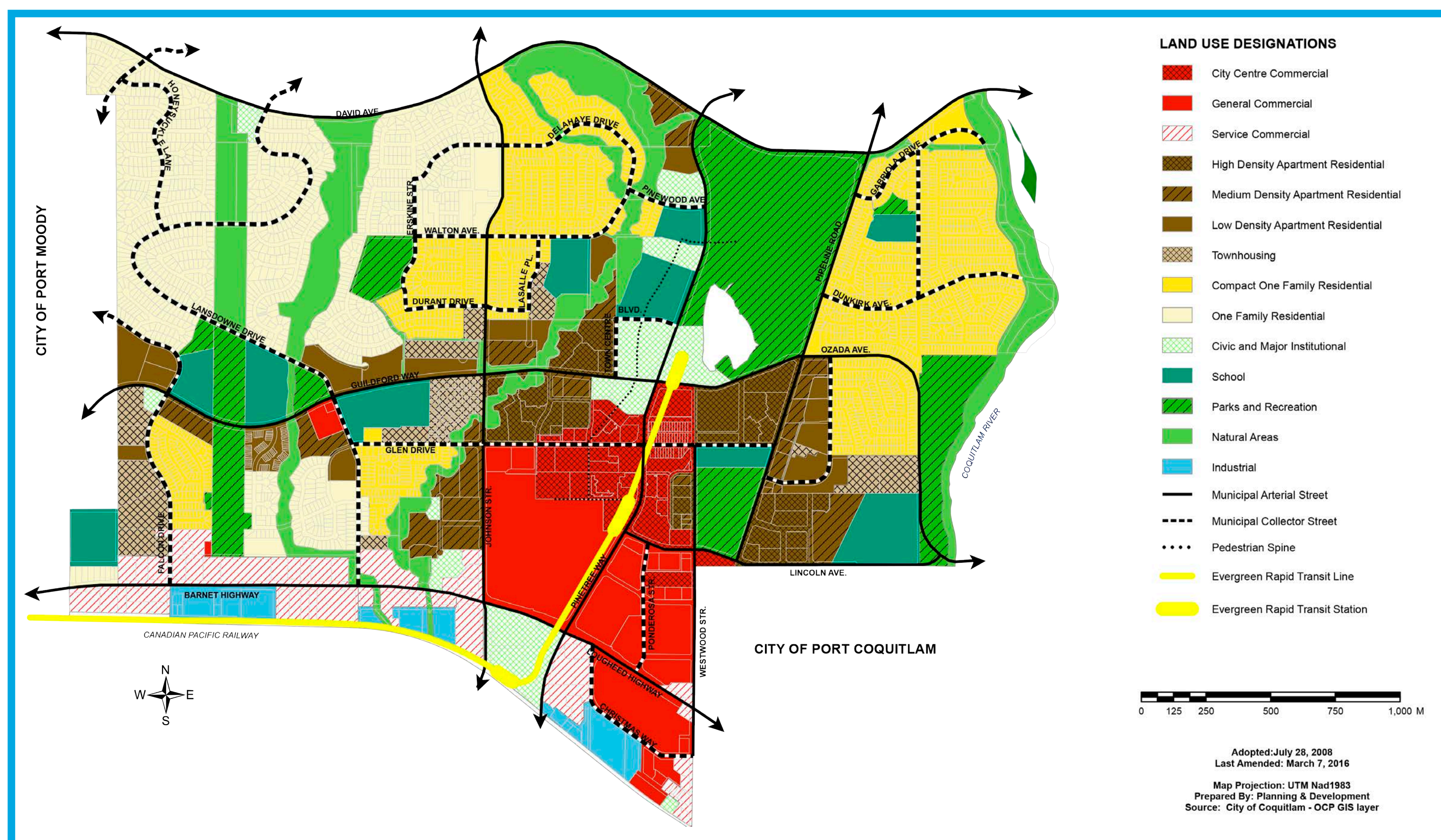
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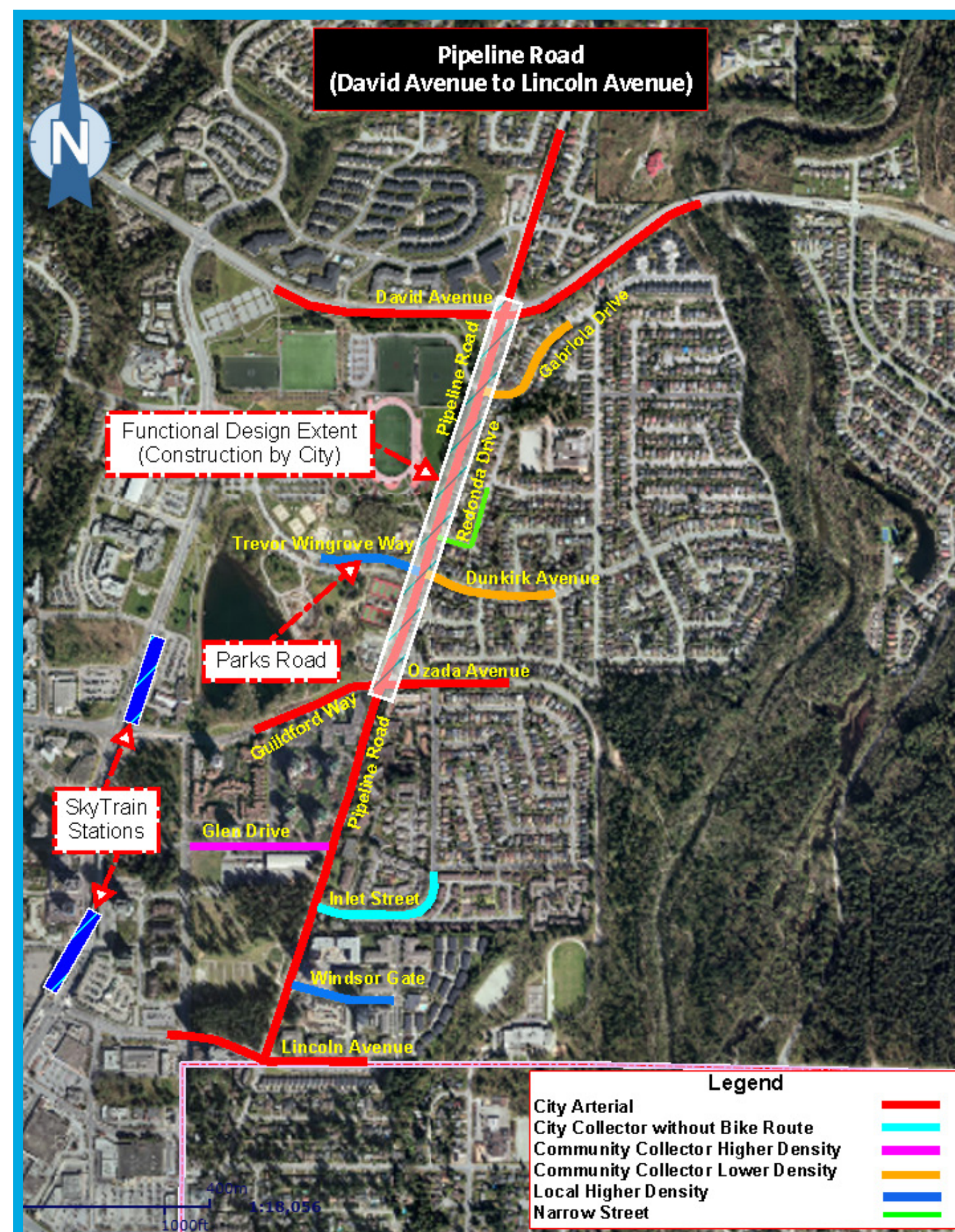
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PLANNING CONSIDERATIONS FOR THE AREA

Land Use Plan for City Centre



Transportation Network Plan adjacent to the Project Area



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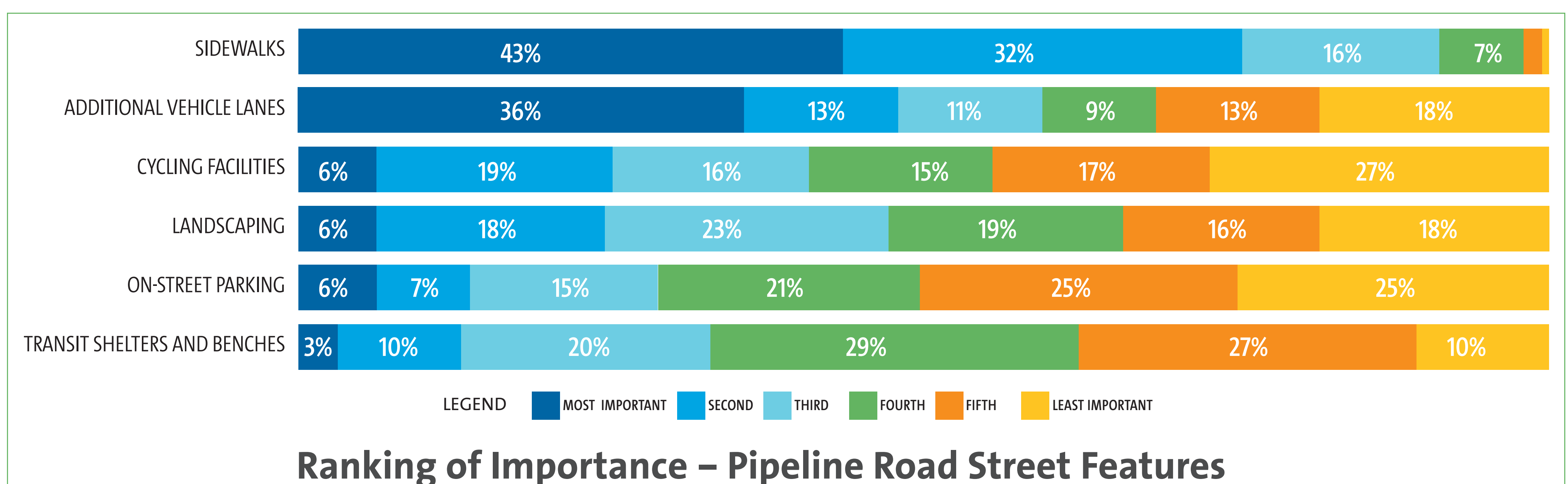


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WHAT WE HEARD

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

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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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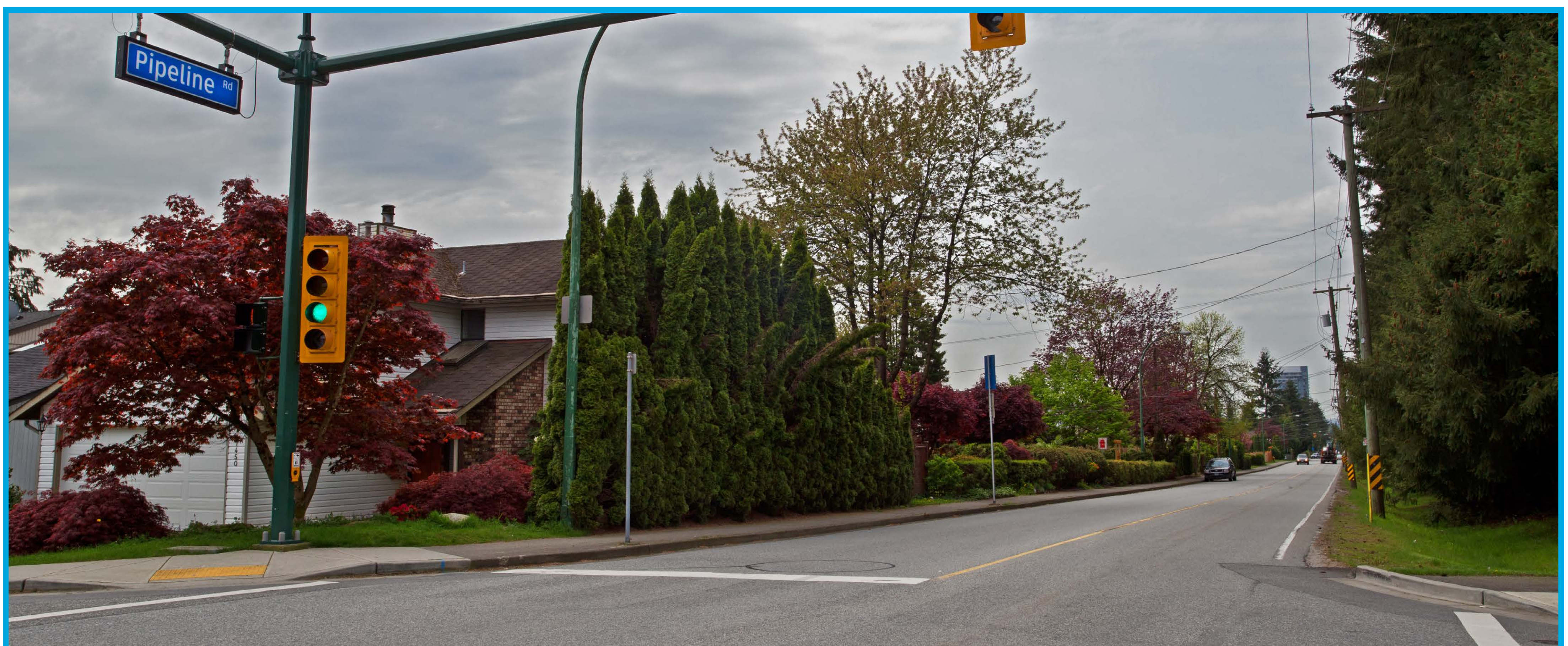
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PROPOSED IMPROVEMENTS COMMON TO ALL SEGMENTS OF THE PROJECT

- 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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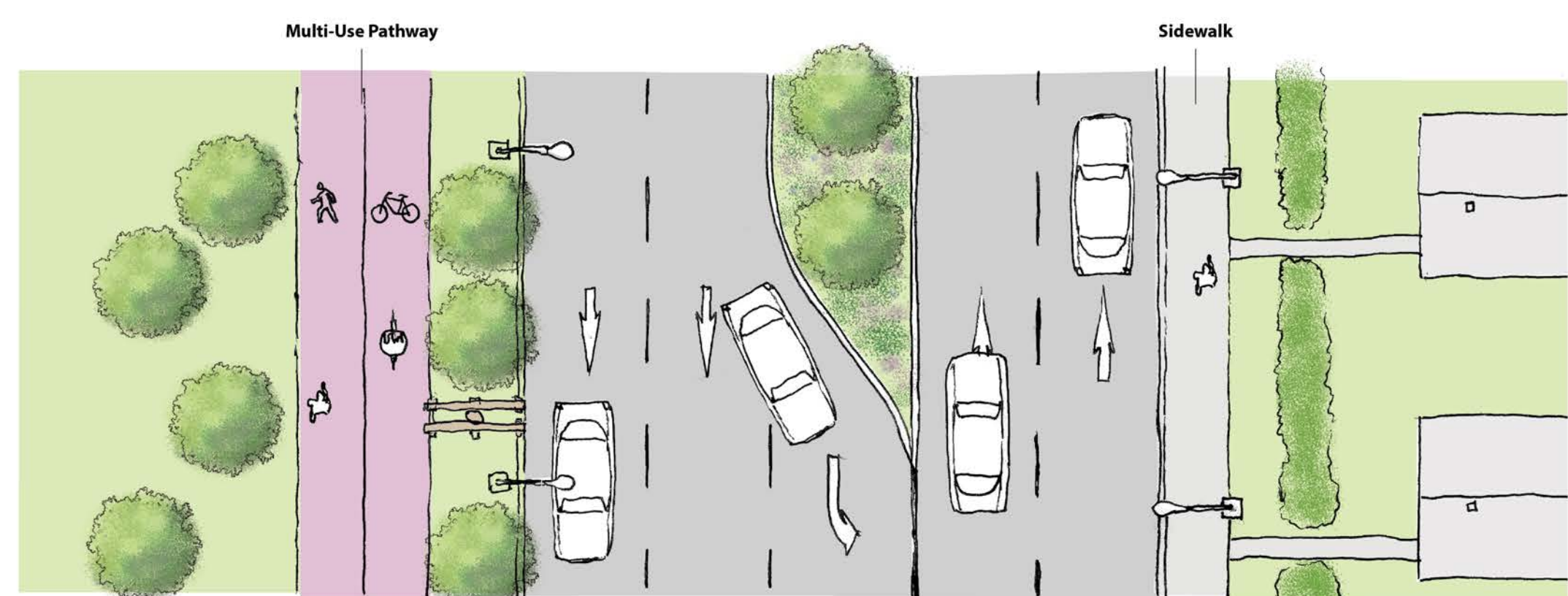
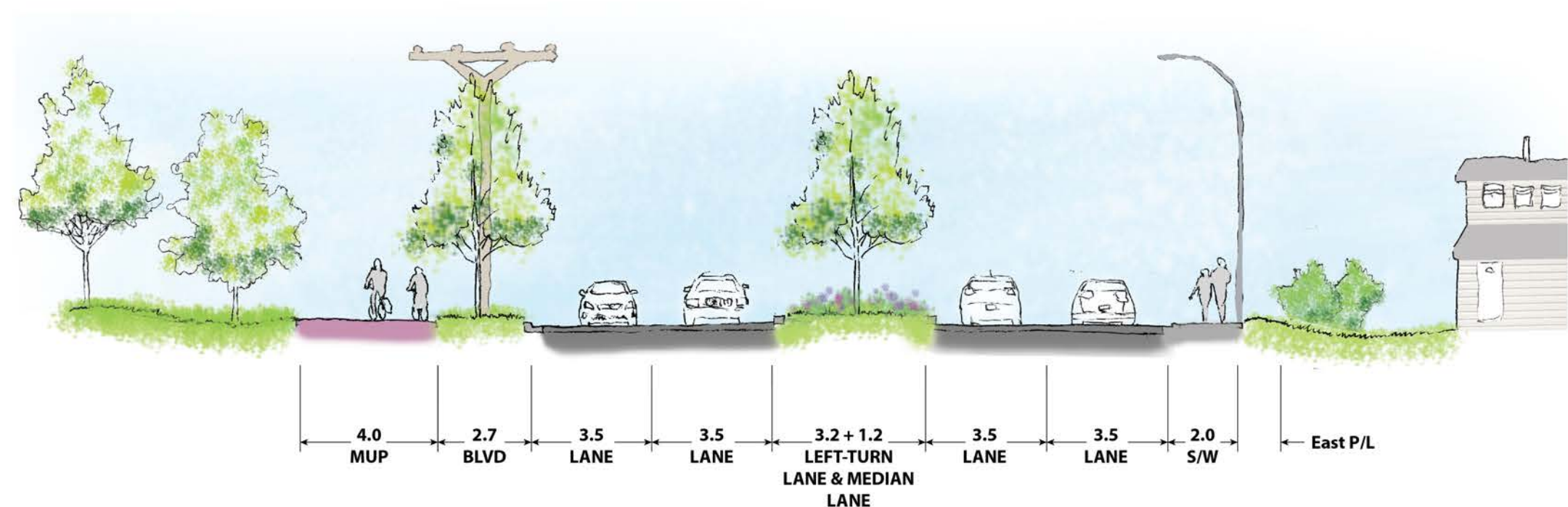
GUILDFORD WAY TO REDONDA DRIVE

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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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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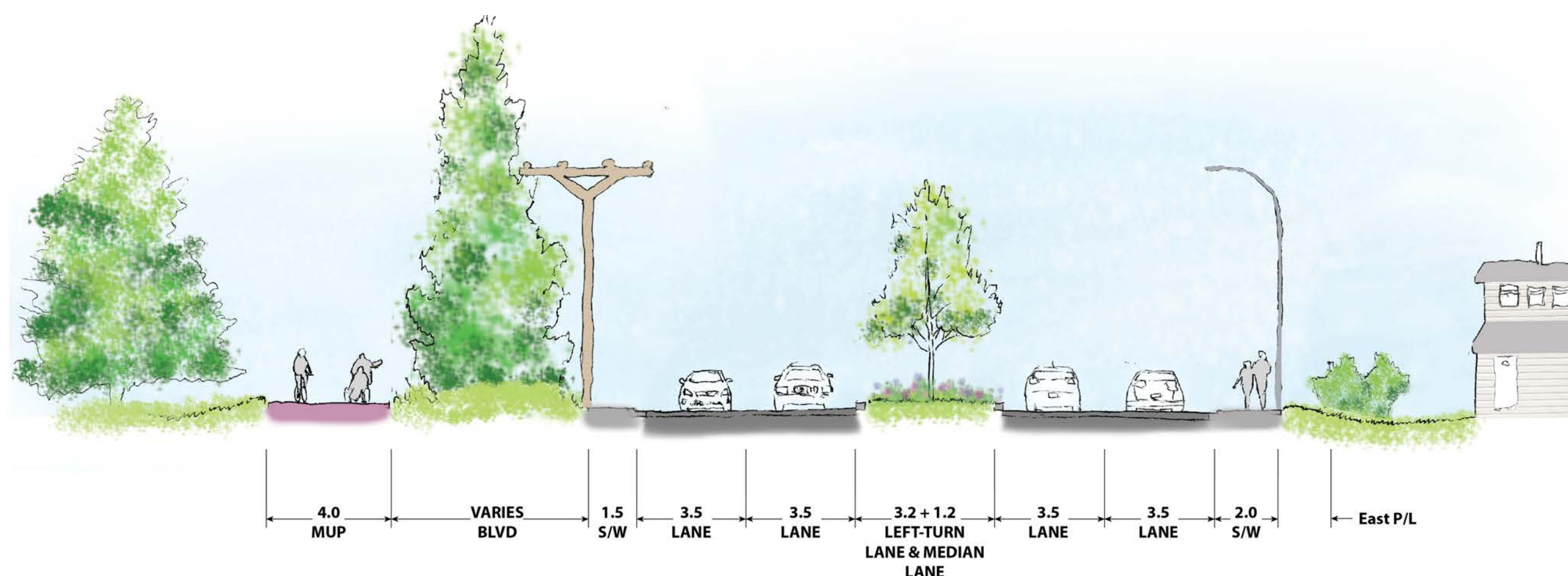


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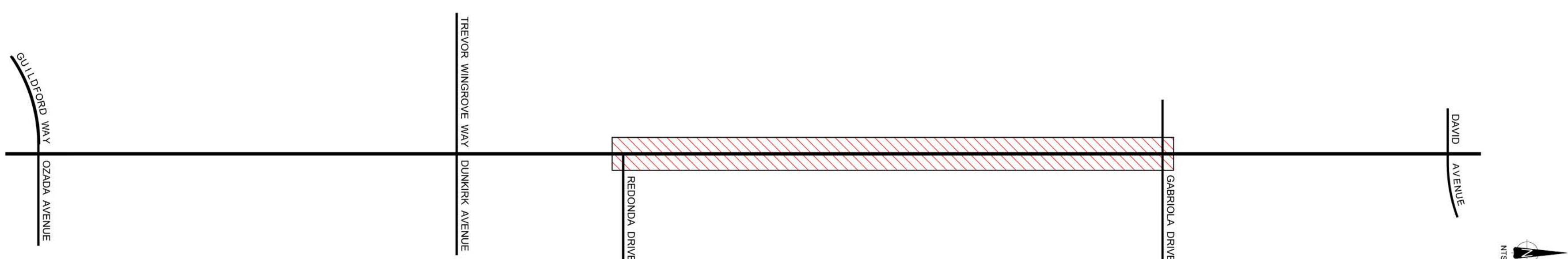
REDONDA DRIVE TO GABRIOLA DRIVE — OPTION 1 (MEDIAN)



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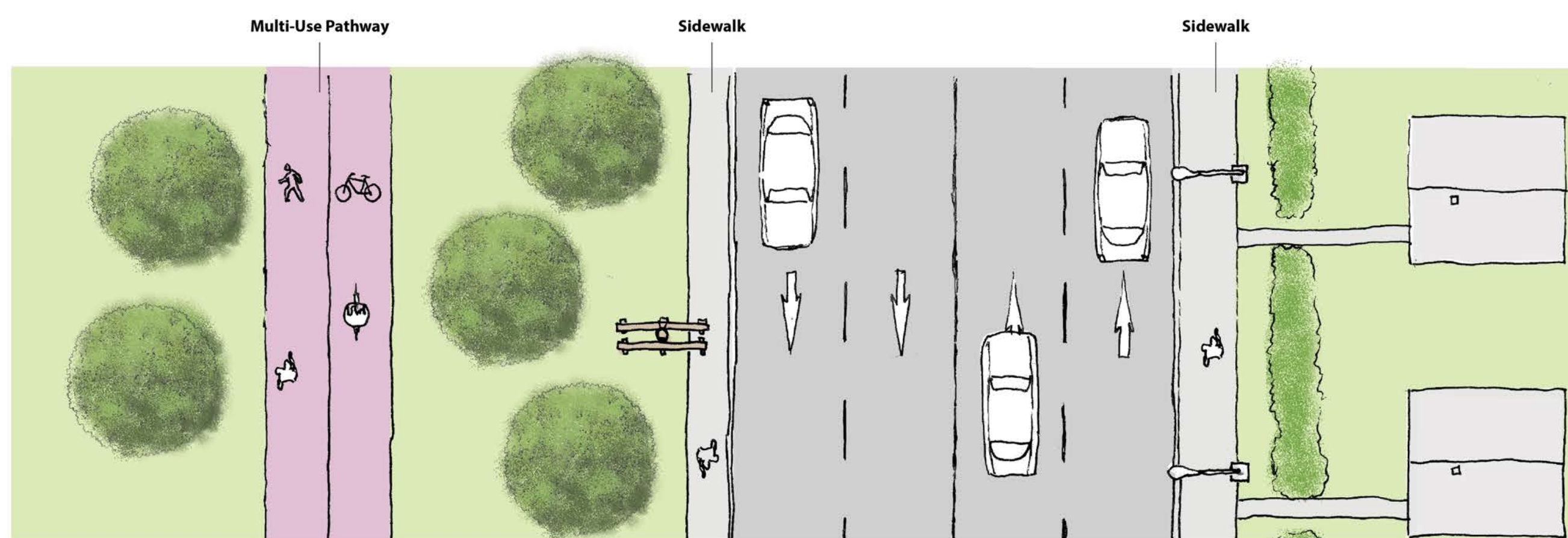
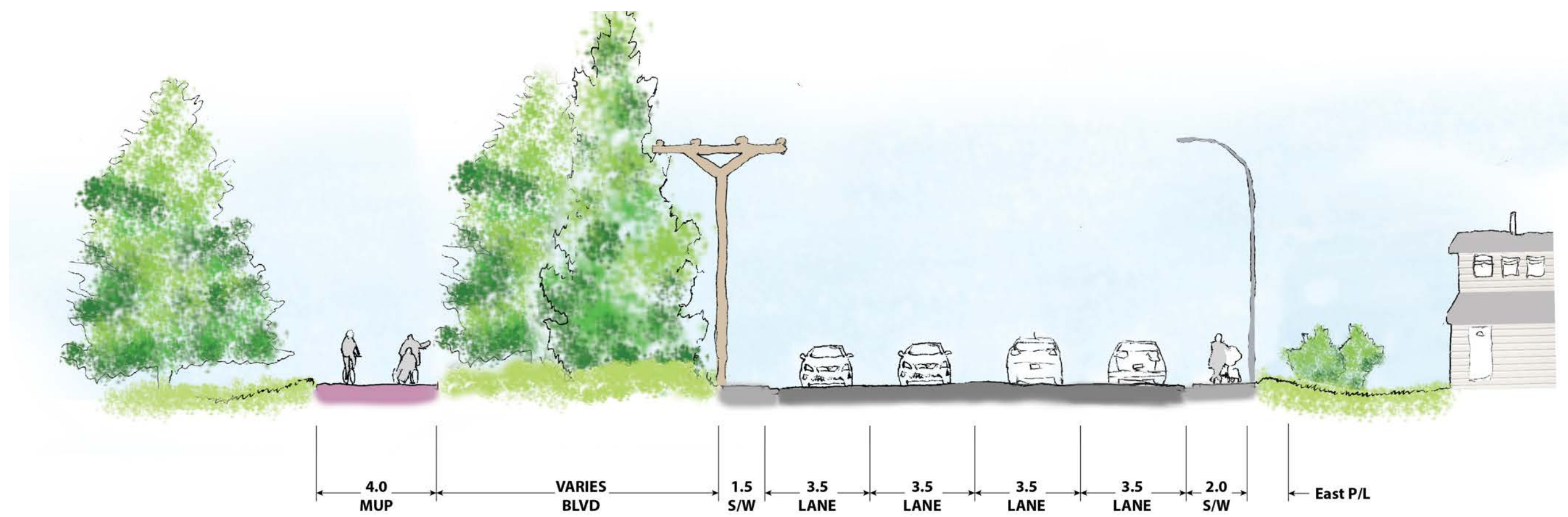
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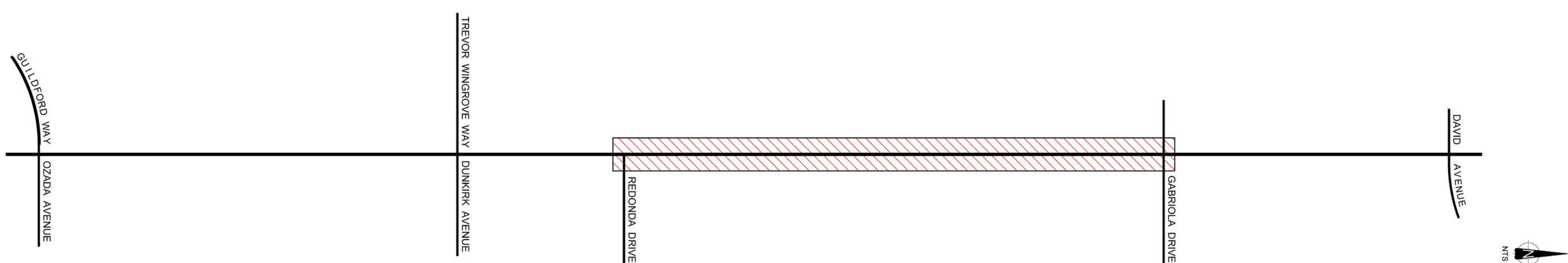
REDONDA DRIVE TO GABRIOLA DRIVE — OPTION 2 (NO MEDIAN)



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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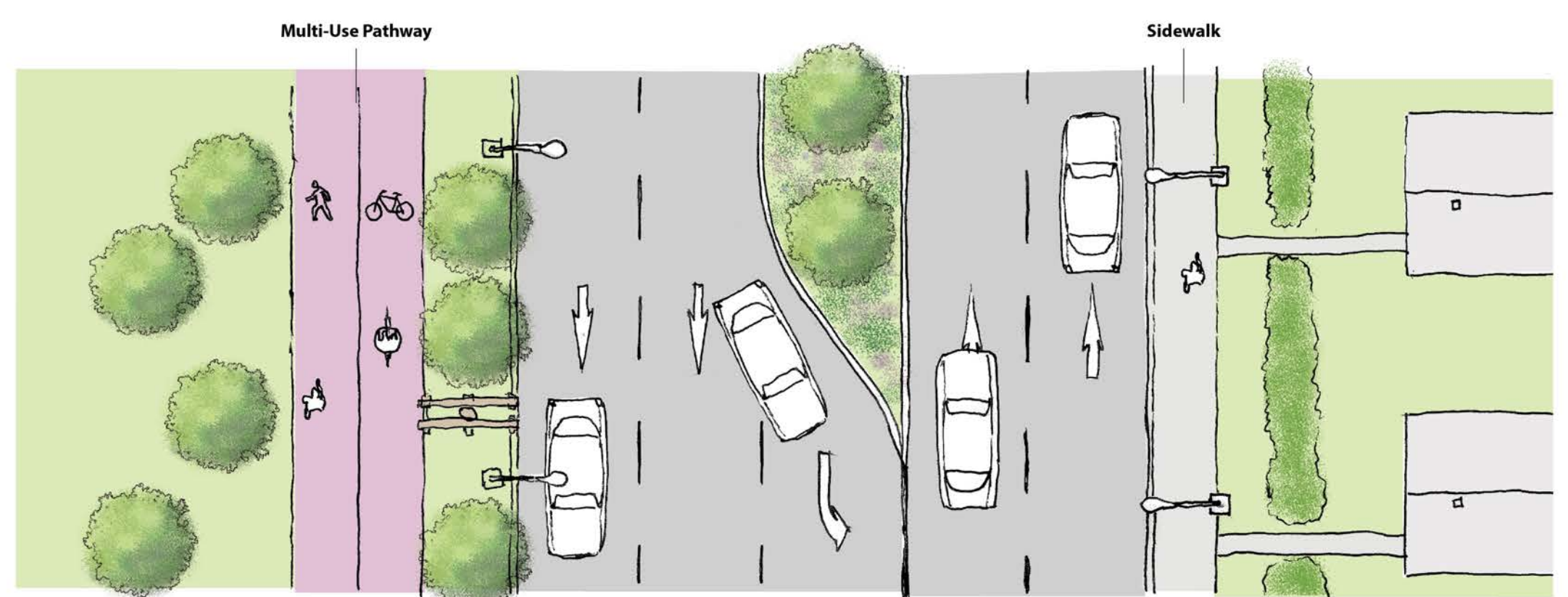
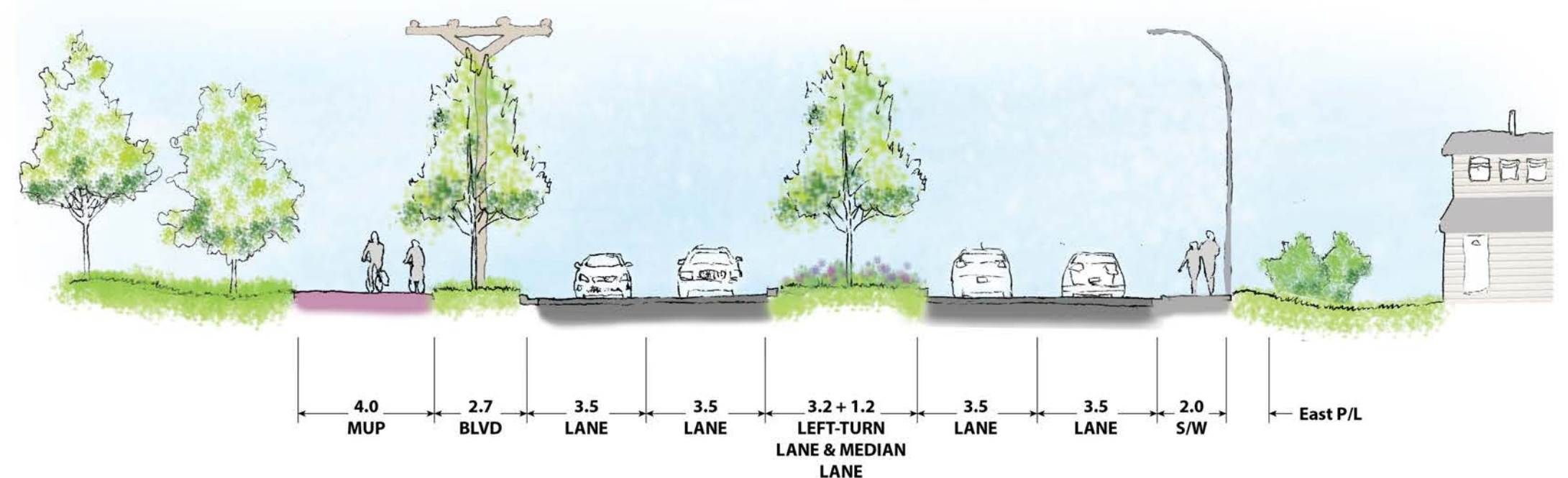
GABRIOLA DRIVE TO DAVID AVENUE

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.

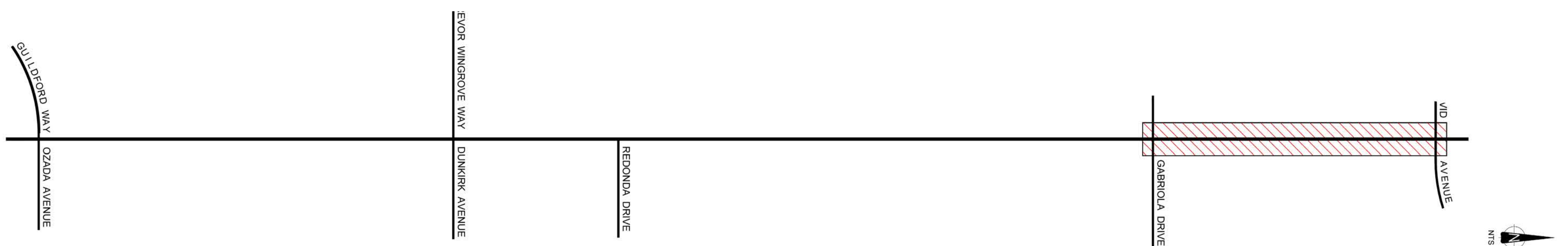
Proposed Design - Four lanes with left turn lanes and raised median

Features:

- Raised landscaped median to separate traffic and to provide street beautification.
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- 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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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 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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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.

STAY INFORMED

Visit coquitlam.ca/pipelineroad and sign up to receive project updates by email.

THANK YOU FOR YOUR PARTICIPATION!

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