

# Transportation

## Promoting Sustainable Choices

In sustainable and successful neighbourhoods people can conveniently access the places they live, work, shop, and play.

## Design Principles for Sustainable Transportation:

- Accompany land use changes with new walking and cycling street connections that provide additional travel choices.
- Establish a well-connected grid that minimizes travel distances, provides direct routes and distributes traffic.
- Support connectivity and walkability with short blocks.
- Effectively manage parking.



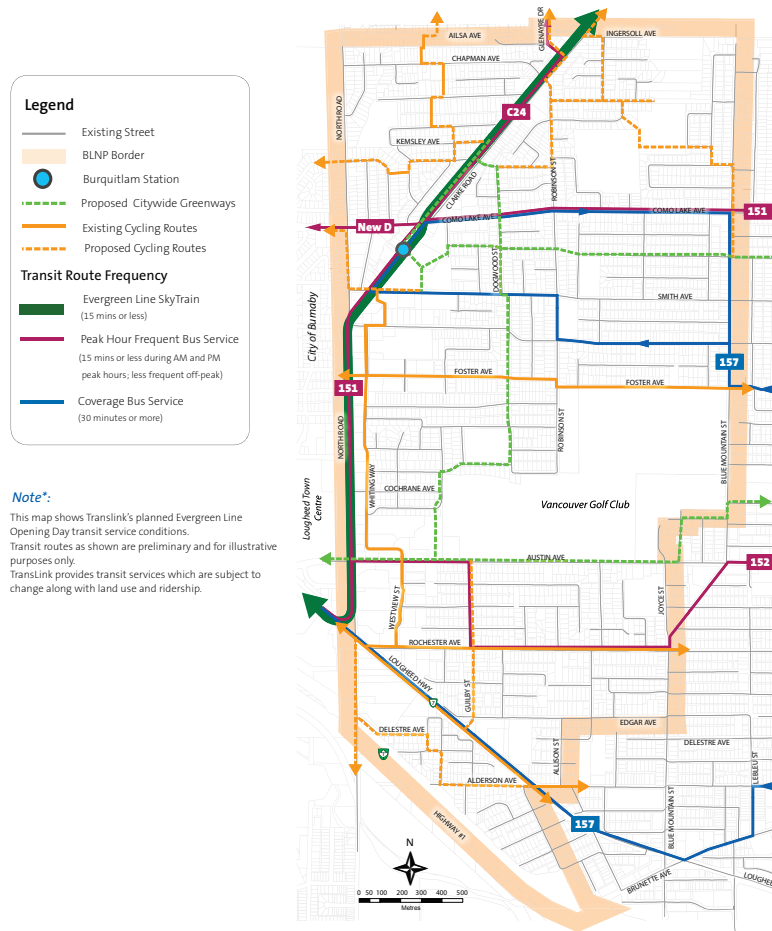
## How New Streets are Created

- When new developments come forward, developers are required to construct all new streets and lanes related to their property.
- Over time, the new street and lane connections result in a well-connected street network.

Planning & Development Department  
Email: [planninganddevelopment@coquitlam.ca](mailto:planninganddevelopment@coquitlam.ca)  
Phone: 604-927-3430

# Transportation

## Sustainable Transportation: Walking, Cycling & Transit



### The Plan envisions:

- Safe, barrier-free access to Skytrain stations and bus stops
- Bike routes and greenways linking parks, open spaces and other activity centres.

Bike routes and greenways serve an important transportation function, promoting active lifestyles, and recreational opportunities.

As next steps in the BLNP process, the preferred land use concept plan for each sub area of the plan will help determine the appropriate pedestrian facilities (sidewalks and walkways) and cycling routes to support surroundings land uses.

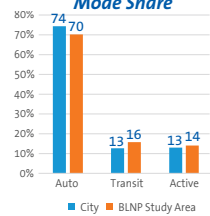


Planning & Development Department  
 Email: [planninganddevelopment@coquitlam.ca](mailto:planninganddevelopment@coquitlam.ca)  
 Phone: 604-927-3430

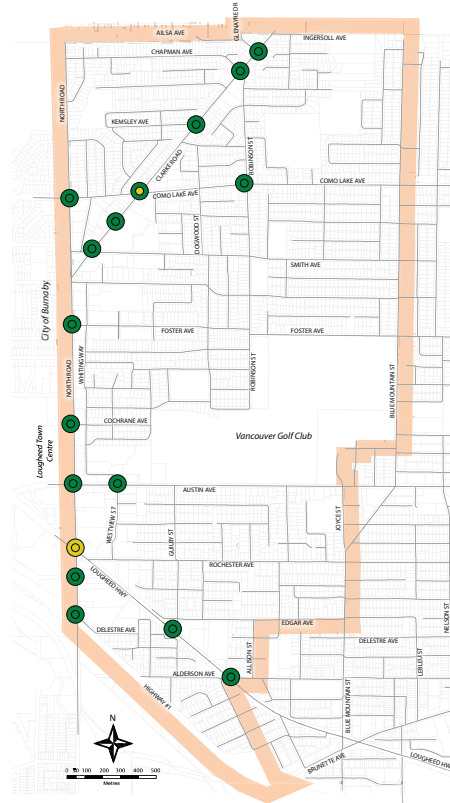
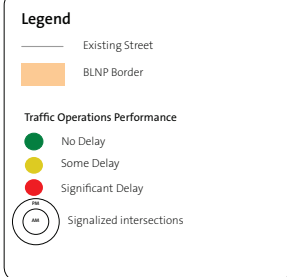
# Transportation

## Vehicular Traffic Performance in 2016: (Evergreen Line Opening day)

**Evergreen Line Opening Day  
Mode Share**



**\* Note:**  
Intersection timing, phasing, and configuration have been optimized based on projected future demand.



Once the Evergreen Line is operational major streets are anticipated to generally operate well. However there are projected to be some delays at:

- Como Lake Avenue / Clarke Road
- Lougheed Highway / North Road

In 2016 the transportation split for the BLNP Study Area is projected to be 70% Auto and 30% Sustainable (Transit and Active). In comparison, the City wide is projected to be 74% Auto and 26% Sustainable (Transit and Active).

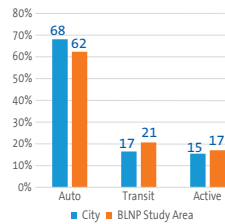
Planning & Development Department  
Email: [planninganddevelopment@coquitlam.ca](mailto:planninganddevelopment@coquitlam.ca)  
Phone: 604-927-3430

# Transportation

## Vehicular Performance in 2041

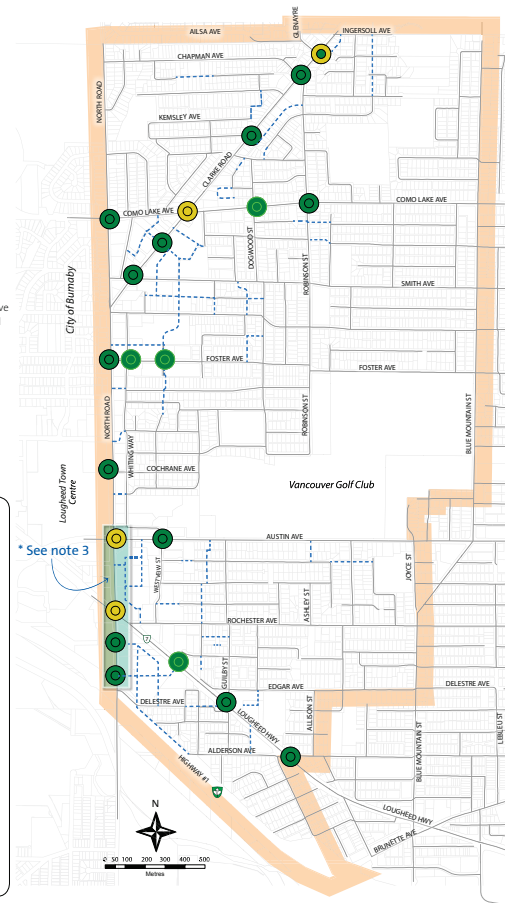
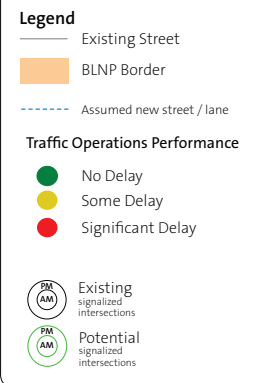
The BLNP area will accommodate the expected growth resulting from new developments. Future traffic patterns are anticipated to change and will be managed through the creation of a grid street network that provides more route choices.

Future Mode Share



**\* Note:**

1. Intersection timing, phasing, and configuration have been optimized based on projected future demand.
2. Network performance based on Land Use Concept "Option 3".
3. Assumed third northbound lane along North Road from Delestre Avenue to Austin Avenue.
4. The potential new streets and lanes as shown are conceptual and the ultimate location will be determined through the final plan and future development applications. The final subdivision layout is subject to review by the City's Approving Officer.



In certain areas, this leads to increased vehicular volumes:

- During rush hours, North Road is expected to experience some delay at Loughheed Highway and Austin Avenue.
- At Como Lake Avenue / Clarke Road, delays are expected to extend into the PM peak as population and employment grow around the station. Travel to / from SFU may be impacted.

However, with a more connected street network, route choices and increased transit access, any delays and increased traffic volumes will be managed.

Planning & Development Department  
 Email: [planninganddevelopment@coquitlam.ca](mailto:planninganddevelopment@coquitlam.ca)  
 Phone: 604-927-3430



# Transportation

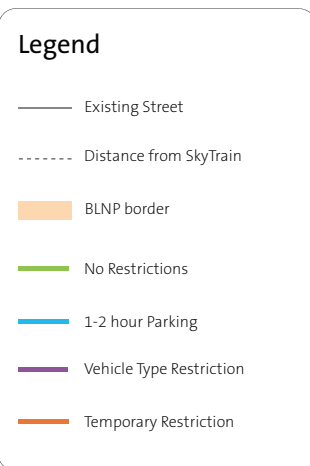
## Managing Parking

Managing both on-street and private off-street parking is a key component for the success of the BLPN area. Managing parking can support residential, commercial, institutional, and recreational uses.

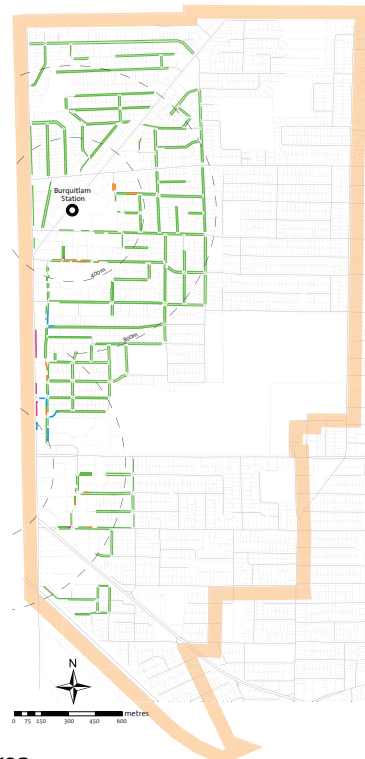
## Neighbourhood Context

- The Evergreen Line is anticipated to affect the parking patterns near SkyTrain stations. Commuter parking can compete with other users for on-street parking (if not managed properly).
- Commuters prefer to park within a 400m (5 minute) walk from rapid transit stations: Some commuter parking demand can also occur up to 800 m (10-15 minutes) walking distance from a SkyTrain station, although less frequently.

## Existing Parking Regulations



**\* Note:**  
If no line is indicated, no parking is permitted on blockface, or the parking location is outside study area.



### • Lougheed SkyTrain Station Area:

- » In place for the last 15 years.
- » 750 spaces of on-street public parking in Coquitlam located between 400 metres to 800 metres of this station and currently unrestricted.

### • Burquitlam SkyTrain Station Area:

- » 370 on-street parking spaces within 400 metres.
- » 2,500 more spaces between 400 and 800 m from this new station.
- » Most of on-street parking spaces do not have parking restrictions.

Planning & Development Department  
Email: [planninganddevelopment@coquitlam.ca](mailto:planninganddevelopment@coquitlam.ca)  
Phone: 604-927-3430

# Transportation

## Parking Objectives

- Support growth around the Lougheed and Burquitlam Stations, by managing both public on-street parking and private development parking requirements.
- Require new residential developments to provide for their parking needs on-site and new non-residential developments to provide shared parking facilities that are managed and accessible to the public.
- Manage on-street public parking for various users through the use of parking time limits, pricing, and other strategies to accommodate various users.
- Improve technological resources for better, more convenient public parking management.
- Support use of enforcement programs, user information, and marketing.



Source: British Columbia Ministry of Transportation, 2010



## Proposed Parking Management Approach

### 2016 Evergreen Line Operating:

- Manage on-street public parking within 400 metres walking distance of rapid transit station through the use of time limits and/or pay parking and enforcement to limit the impacts of commuter parking (benefits both businesses and residents).
- Support the provision of pick up and drop off spaces in close proximity to the stations (benefits commuters).

### After the Evergreen Line opens:

- In shoulder areas, utilize time limits to mitigate commuter parking impacts in response to resident concerns and where on-street parking turnover is low and occupancy is assessed to be high.

### In the longer term:

- Explore some pay parking including at public recreation facilities, other new development, or on-street where it does not impact adjacent land uses.
- Monitor on-street public parking in shoulder areas.
- Explore time restrictions and/or pay parking upon redevelopment of commercial and multi-family blocks.
- Work with developers to explore on-site pay parking in locations close to transit stations.

What do  
you think?

Planning & Development Department  
Email: [planninganddevelopment@coquitlam.ca](mailto:planninganddevelopment@coquitlam.ca)  
Phone: 604-927-3430