

September 25, 2017

Our File: 16-8690-20/PRLD/1

Doc #: 2713290.v4

To: City Manager

From: General Manager, Engineering and Public Works

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

For: **Council-in-Committee**

Recommendation:

That the Committee receive the report of the General Manager Engineering and Public Works dated September 25, 2017, entitled “Pipeline Road Functional Design – Community Feedback” for information.

Report Purpose:

To provide Council with a summary of the public feedback received after the Pipeline Road Functional Design Project – Open House #1; Design Considerations.

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 early 2018. A detailed design will follow shortly afterwards, with construction scheduled 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 of Coquitlam is looking at options for Pipeline Road to “complete the street” by improving walking and cycling facilities, 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) Street Options & Evaluation Criteria, and (3) Preferred Design. After completing the first 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 initial public information sessions for the project were held on Wednesday, May 24th and Saturday, May 27th in Town Centre Park, concurrently with the Town Centre Park Master Plan (TCPMP). 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. A total of 12 transportation display boards were set up during the sessions, including 3 aerial photo boards identifying existing features or constraints along Pipeline Road. The boards and maps are included in Attachment 2. Transportation Planning staff were available at the sessions to answer any questions from the public.

Residents were encouraged to fill out paper or online feedback forms after they reviewed the project scope. On the public feedback form, the residents were asked (1) to share their opinion on existing street conditions to be considered during the design process and (2) to let staff know about opportunities for future improvements that the public would like to see in the design. Attachment 3 shows a copy of the public feedback form.

Residents were also asked to rank street features in order of importance. A large aerial photo roll plot map of the street corridor was also on hand for residents to write any additional comments on sticky notes.

A total of 191 participants completed the feedback form between May 24th and June 11th. Attachment 4 shows a summary of the main themes of the feedback. A

summary of responses about the first question on existing street conditions include:

- Dedicated turning lanes are needed to improve traffic flow
- Heavy traffic volumes moving slowly along narrow lanes/roads, which is exacerbated by street parking
- Traffic light patterns causing traffic to build up
- Hydro poles along Pipeline Road causes visibility/safety concerns

When asked about the opportunities for future improvements, residents replied with the following themes:

- Widen the road to improve traffic flow
- Address traffic flow issues at key intersections and the entrance to the park
- Improve street lighting, more sidewalks, and create bus bays
- Install better crosswalks at busy intersections
- Enhance the landscaping

Seventy-five percent of participants ranked sidewalks a the most important or second most important street feature while 49% of the participants ranked additional vehicle lanes as the most important or second most important street feature.

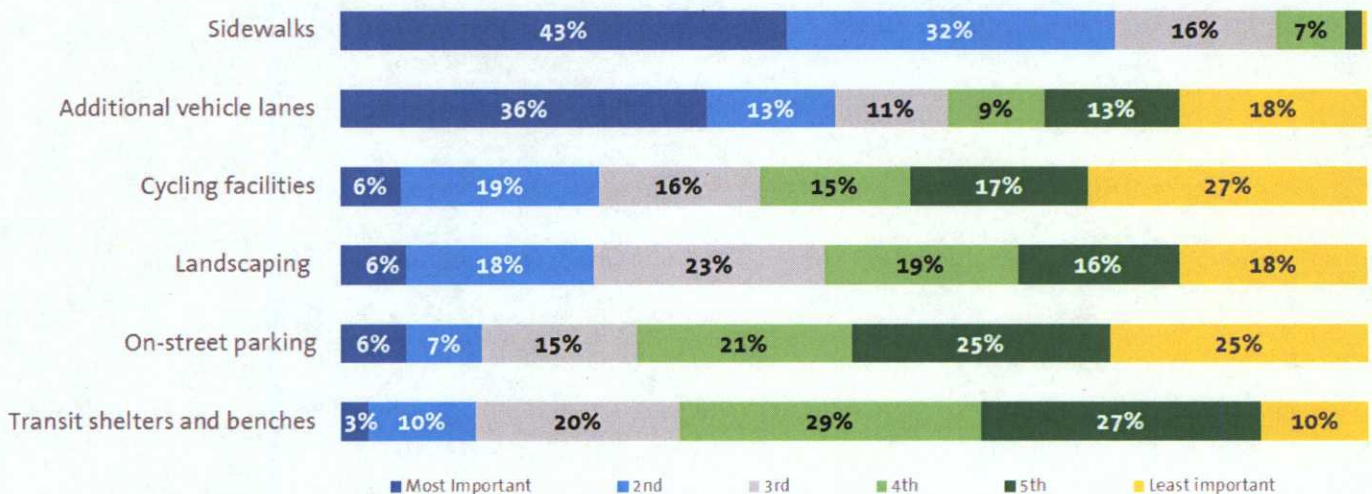


Figure 1: Ranking of Importance – Pipeline Road Street Features

The feedback received is likely due to a lack of sidewalk along the west side of the roadway, especially between Guildford Way and Trevor Wingrove Way. Additional vehicle lanes were also highly ranked by the public, most likely due to the travel time delays that exist during peak periods, and delays are expected to increase as development occurs in Northeast Coquitlam. While 36% of total respondents

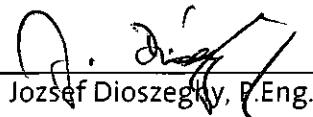
chose widening Pipeline Road as most important, 30% of participants that live on Pipeline Road chose on-street parking as the highest ranking subject (see Attachment 4). There is also support to reduce impacts to existing trees for aesthetic reasons, which Transportation Planning is working with the Parks department on a mitigation strategy. The above feedback will be key in developing a series of cross section options for the street. Staff is currently developing these options and their evaluation criteria and anticipates gathering feedback from the public on the options at a second open house in late October/early November 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. Funding for the detailed design and construction of roadways is the subject of the Loan Authorization Bylaw process currently underway.

Conclusion:

Sidewalks and additional vehicles lanes were the highest ranking street features to consider for the Pipeline Road functional design according to the 191 respondents. Using the feedback received from the public consultation process, Transportation Planning is moving forward with concepts that support the City's and public's interests along Pipeline Road. The next public information session is anticipated for later this fall, which will include street options and evaluation criteria.



Jozsef Dioszeghy, P.Eng.

Attachments:

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

This report was prepared by Tyler Kuny, P.Eng., Senior Transportation Planning Engineer and reviewed by Carlos Perez, P.Eng., Manager Transportation Planning.

**Pipeline Road
(David Avenue to Lincoln Avenue)**



**Functional Design Extent
(Construction by City)**

Parks Road

Legend

City Arterial	
City Collector without Bike Route	
Community Collector Higher Density	
Community Collector Lower Density	
Local Higher Density	
Narrow Street	



PIPELINE ROAD DESIGN PROJECT

COMMUNITY INFORMATION SESSION

COMPLETING THE STREET

Coquitlam is initiating the design to complete Pipeline Road between Guildford Way and David Avenue. This arterial road serves the Town Centre and Northeast Coquitlam.

This community information session is an opportunity to comment on the design considerations for completing the street.





FEEDBACK


Your feedback is important to us

Please take a moment to provide us with your comments.

STAY CONNECTED WITH US!

 coquitlam.ca/pipelineroad

 pipelineroad@coquitlam.ca

 604-927-3500

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PIPELINE ROAD DESIGN PROJECT

COMMUNITY INFORMATION SESSION

TIMELINE

Design Process

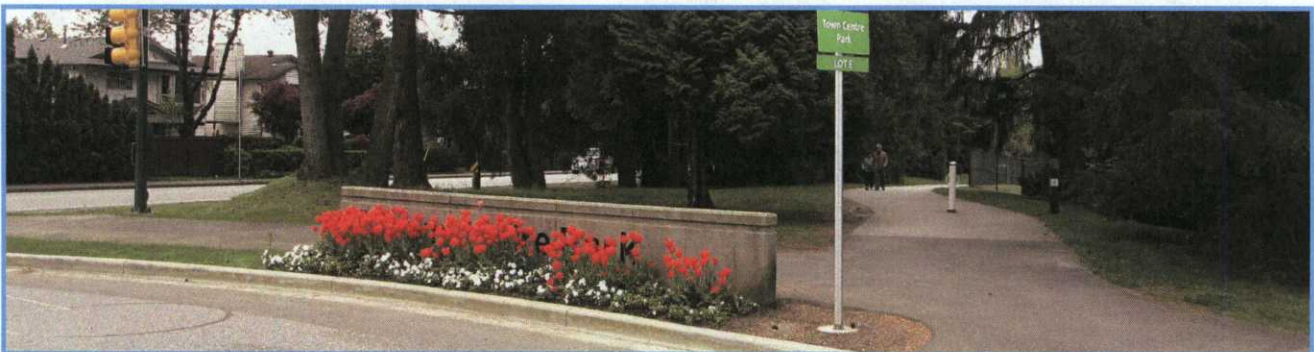
Open House 1 – Design Considerations
May 24 & 27, 2017

**WE ARE
HERE**




Open House 2 – Street Options and Evaluation Criteria
Fall 2017

Open House 3 – Preferred Design
Winter 2018

Detailed Design to follow once a preferred option is selected.
Phasing of construction will be determined once the design
process is complete.



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PIPELINE ROAD DESIGN PROJECT

COMMUNITY INFORMATION SESSION

GUIDING PRINCIPLES

Project Goals and Considerations:


- 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
- Design a cost effective street
- 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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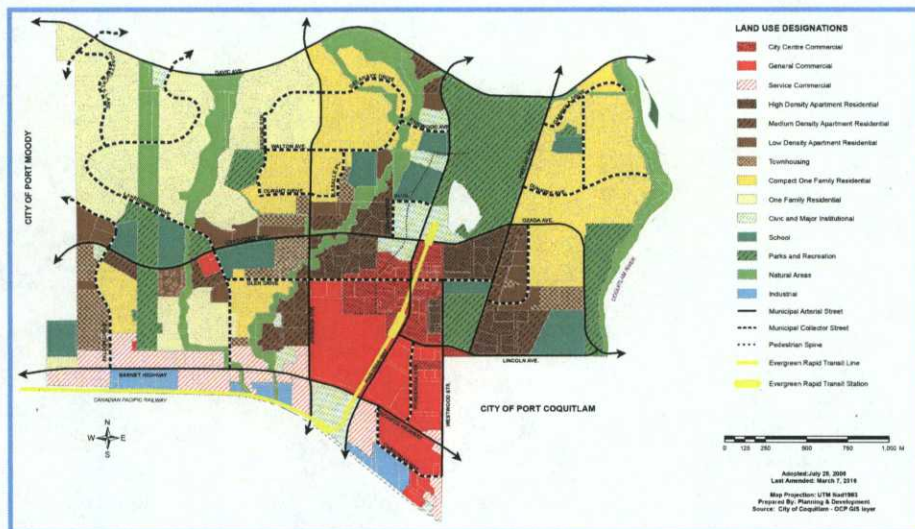
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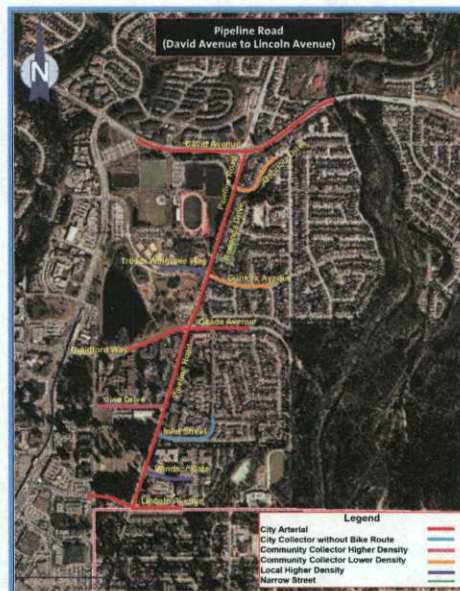
COMMUNITY INFORMATION SESSION

PLANNING CONSIDERATIONS FOR THE AREA

Land Use Plan for City Centre



Road Network Plan for City Centre



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COMMUNITY INFORMATION SESSION

PLANNING CONSIDERATIONS FOR THE AREA

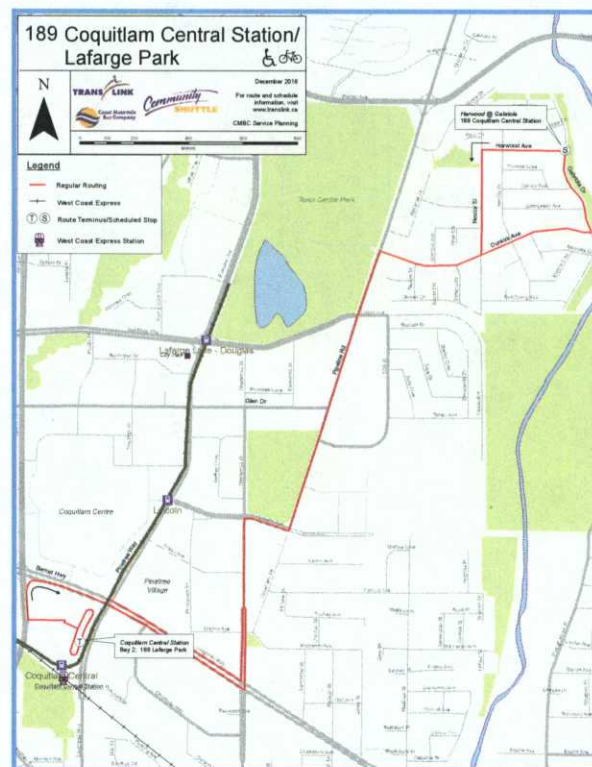


Cycling Connections

- Pipeline Road is a designated cycling route.
- It connects to David Avenue multi-use path, Trevor Wingrove Way and Guildford Way cycling routes.

Transit Service – TransLink’s 2017 transit routes & new # 189 route

- #189 is the only route currently traveling along Pipeline Road within the project.
- 30 min frequency except during evenings.
- #186, #188, #191 routes serve David Avenue at Pipeline Road.



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PIPELINE ROAD DESIGN PROJECT

COMMUNITY INFORMATION SESSION

EXISTING CONDITIONS

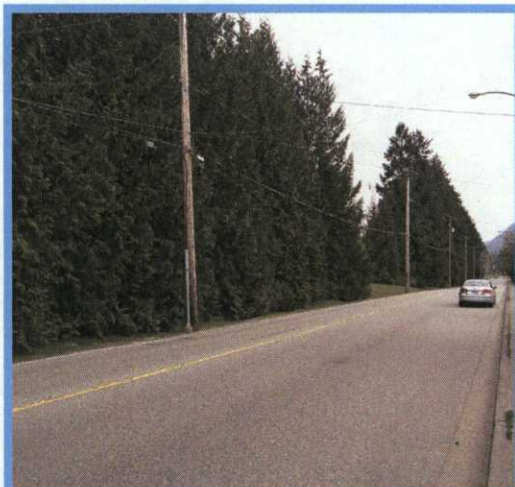
The majority of the street improvements are expected to be on the west side of Pipeline Road. Existing features include:



GAPS IN SIDEWALK



TREES WITHIN EXISTING ROAD RIGHT-OF-WAY






POWER POLES AND OVERHEAD UTILITIES



ROADSIDE WATERCOURSE

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PIPELINE ROAD DESIGN PROJECT

COMMUNITY INFORMATION SESSION

BIGGER PICTURE CONSIDERATIONS

GROWTH: As a result of land development and growth in Northeast Coquitlam, arterial traffic volumes will increase in built-out conditions as shown below.

Estimated Two Way Traffic Volumes along Pipeline Road

Now 13,000 – 15,000




BUILD-OUT* 20,000 +

*Estimate, dependant on actual land development build out. Source: Traffic Counts and estimates by the City of Coquitlam

FUNDING: To address this growth, the City collects Development Cost Charges from each new development to fund required infrastructure improvements. The Development Cost Charges will be used to pay for the upgrade of Pipeline Road.



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PIPELINE ROAD DESIGN PROJECT

COMMUNITY INFORMATION SESSION




KEY ELEMENTS

Typical features of an upgraded arterial street are:

- Continuous Sidewalk along both sides of the street
- Improved lighting conditions
- Appropriate capacity to address existing and future transportation and mobility needs
- Appropriate storm water management to protect stream health
- Improved intersections and street crossings
- Cycling connectivity within road right-of-way or through the park
- Provision for bus stops
- Landscape treatments



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PIPELINE ROAD DESIGN PROJECT

COMMUNITY INFORMATION SESSION

FEEDBACK – CONSIDERATIONS & OPPORTUNITIES

The design will take into account existing conditions and opportunities identified through this process:

- What existing street conditions should we be aware of during the design process? Some of these are already shown in the adjacent map.
- What are the opportunities for future improvements that you would like to see in the design?

Please identify additional considerations and opportunities along Pipeline Road. Your feedback will be considered in developing design options for the street.




THANK YOU FOR YOUR PARTICIPATION!

If you are unable to provide comments during this Open House, an online questionnaire is available for you until June 7 at coquitlam.ca/pipelineroad.

STAY INFORMED

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

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PIPELINE ROAD FUNCTIONAL DESIGN SURVEY

PIPELINE ROAD NEEDS YOUR OPINION.

As Coquitlam grows, so does the usage of streets and roads by pedestrians, cyclists, motorists and park users. Pipeline Road is one of the arterial streets of our city and will need improvements in the near future, for the benefit of all its users.

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

JOIN US IN PLANNING OUR CITY!

As a first step in this Pipeline Road design project, we have identified existing conditions and constraints (see the map provided), such as:

- Gaps in sidewalks and the cycling network,
- Utilities,
- Drainage features including ditches and catch basins,
- Mature trees,
- On-street parallel parking,
- Roadway geometry including intersections and signal infrastructure, and
- Vehicle traffic volumes.

1 In your opinion, what existing street conditions should we be aware of during the design process?

2 In your opinion, what are the opportunities for future improvements that you would like to see in the design?

3 Please rank the following list of street features from 1 to 6 in order of importance to you. 1=most important, 6=least important

Sidewalks	1	2	3	4	5	6
Cycling facilities	1	2	3	4	5	6
Transit shelters and benches	1	2	3	4	5	6
Additional vehicle lanes	1	2	3	4	5	6
On-street parking	1	2	3	4	5	6
Landscaping (trees, shrubs, public art, street furniture, etc)	1	2	3	4	5	6

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

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

- | | |
|--|---|
| <input type="checkbox"/> I live right on Pipeline road | <input type="checkbox"/> Over 5 blocks away, but still in Coquitlam |
| <input type="checkbox"/> 1-2 blocks away | <input type="checkbox"/> I do not live in Coquitlam |
| <input type="checkbox"/> 3-5 blocks away | |

6 What is your age category: (select one)

- | | |
|----------------------------------|----------------------------------|
| <input type="checkbox"/> 18 – 24 | <input type="checkbox"/> 45 - 54 |
| <input type="checkbox"/> 25 - 34 | <input type="checkbox"/> 55 – 54 |
| <input type="checkbox"/> 34 - 44 | <input type="checkbox"/> 65+ |

7 What is your gender?

- | | |
|---------------------------------|--|
| <input type="checkbox"/> Female | <input type="checkbox"/> Other |
| <input type="checkbox"/> Male | <input type="checkbox"/> Prefer not to say |

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 June 7, 2017, at 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. 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 1) 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 current conditions and issues related to Pipeline Road between Guildford Way and David Avenue as part of Phase 1 of the Functional Design.

Community Information Sessions:

Dates: May 24 and 27, 2017

Location: Town Centre Park concurrently with the Town Centre Park Master Plan (TCPMP) sessions.

Online Survey

The feedback form was designed to gather input to assist the City in evaluating various options for further development. In total, 191 participants completed the feedback form:

- 138 participants from the Open Community survey (May 24 - June 9, 2017)
- 53 participants from the ViewPoint survey (June 3 - 11, 2017).

2. Key Findings

Seventy-eight percent of respondents lived within 5 blocks of the project and only 1% lived outside Coquitlam. Eighty-one percent of participants were in the 25 to 64 years old age range, with 12% in the 65 years old and up category. In terms of gender, the **feedback was split evenly at 47% female, 47% male**, and 6% chose not to answer. See Figure 1 in the attachment section for the graphical data results of the demographics.

Respondents were asked to rank street features from 1st to 6th which they thought was most important to least important. **Sidewalks were considered to be most important by 43% of participants. Additional**

Pipeline Road – Design Considerations (Phase 1)
Public Feedback Summary, May 24 & 27, 2017

vehicle lanes were chosen as most important by 36% of the contributors. The least important features were cycling facilities (27%) and on-street parking (25%). However, it is important to note that **30% of participants who lived along Pipeline Road thought on-street parking was the most important street feature.** Figures 2 and 3 in the attachments section show the graphical results of the street feature ranking importance.

Another method to determine the ranked importance of the street features is by applying a weighted scoring factor; in this case the weighting is 6 points for highest rank through 1 point of lowest rank. The ranking results changed somewhat with landscaping and transit infrastructure moving up in the ranking, and cycling facilities and on-street parking moving down. However, **the two most important features using a weighted ranking remained as sidewalks and additional vehicle lanes.** A bar chart of this weighted data is represented in Figure 4 in the attachment section.

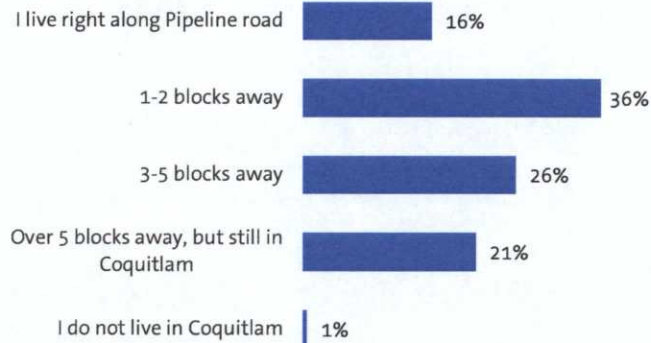
3. Next Steps

The feedback received from Phase 1 of the public consultation is assisting City staff in moving ahead with design concepts, which will be presented at the next phase of public information sessions. Phase 2 of the consultation process is Street Options and Evaluation Criteria, which will be presented at a public information session later this Fall 2017.

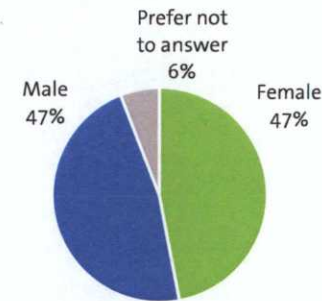
Appendix to Attachment 4: Summary Charts of Feedback Data

Profile of Participants

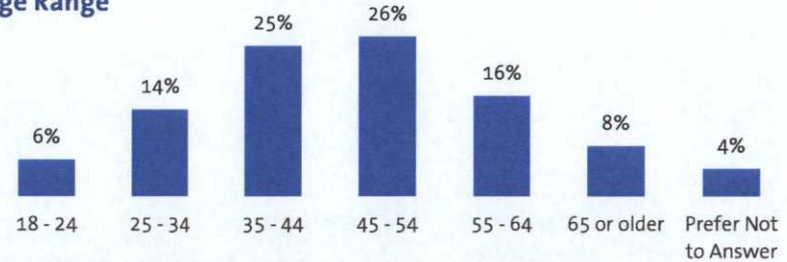
Proximity to Pipeline Road



Gender



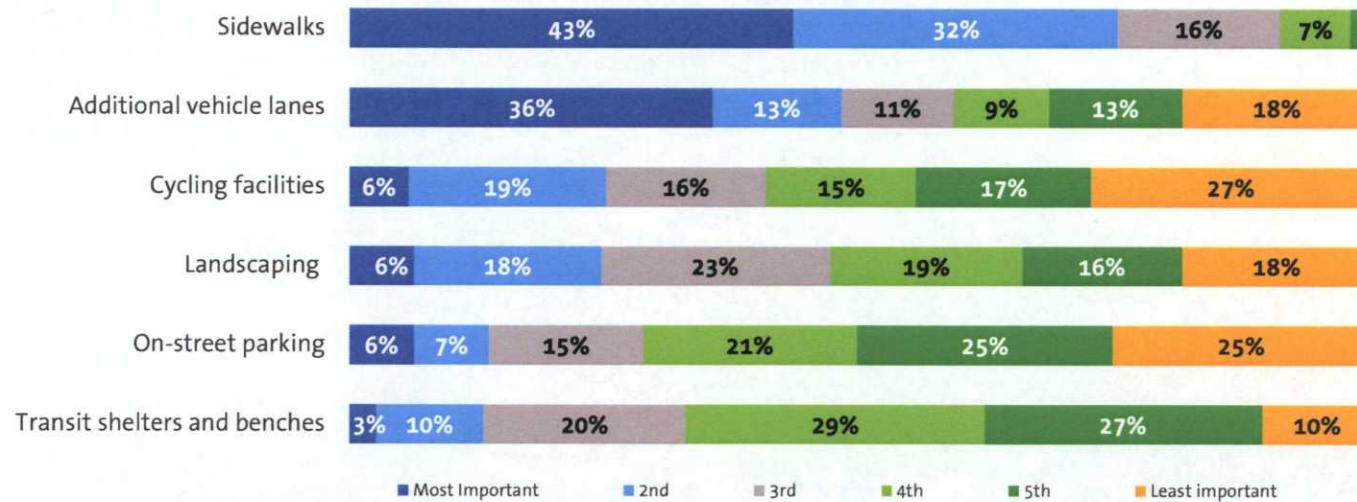
Age Range



Total participants: 184/134

Figure 1: Demographics of Participants and their Proximity to the Project

Ranking Importance of Pipeline Road Street Features



Q: Please rank the following Pipeline Road street features in the order you would like to see them addressed: 1 = Most Important to 6 = Least Important.
Read charts as follows: When ranking the importance of addressing *Sidewalks*, 43% said it was the most important feature to address.
Total participants: 191



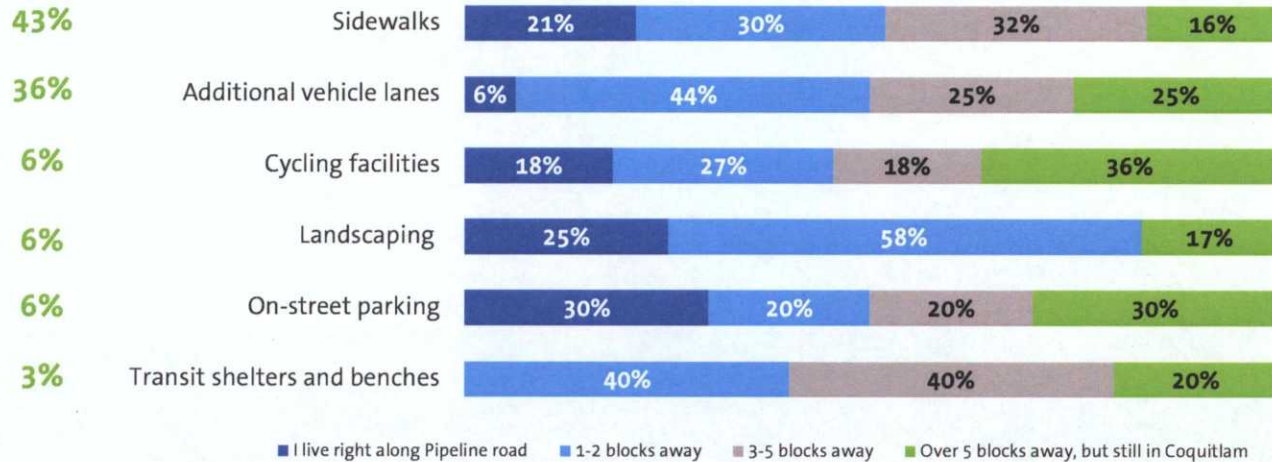


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Figure 2: Ranking of Street Features in Order of Importance

Profile of those who ranked each feature as Most Important – Proximity to Pipeline Road

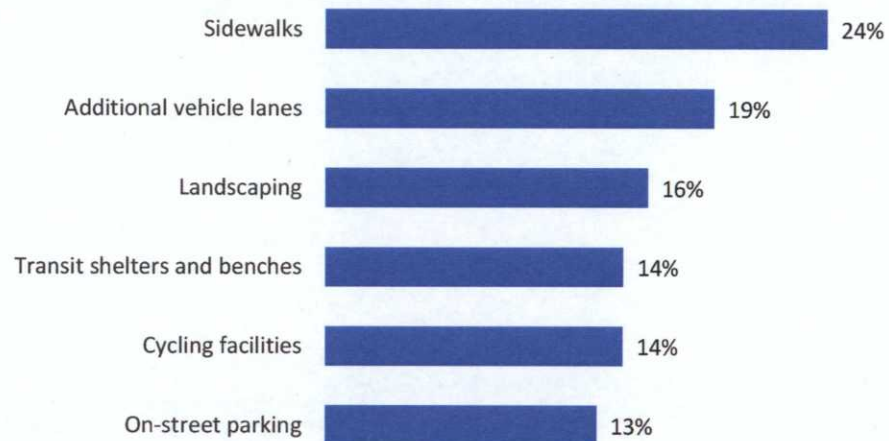
% ranking feature as most important



Q: Please rank the following Pipeline Road street features in the order you would like to see them addressed. Base: those participants who selected 1 = Most Important.
Total participants: 184

Figure 3: Ranking of Street Features according to Participant Proximity

Ranking Importance of Pipeline Road Street Features



Q: Please rank the following Pipeline Road street features in the order you would like to see them addressed: 1 = Most Important to 6 = Least Important. To calculate the weighted scores above, a value is assigned according to the level of importance of each feature (e.g. 1 = 6 points, 2 = 5 points....6 = 1 point). The values per feature are totalled for all participants and the percentage of all these values is then calculated for each feature.
Total participants: 191

Figure 4: Weighted Percentages of Most Important Street Features