

City of Coquitlam
Engineering and Public Works

Welcome

Resident Ideas Session

King Albert Avenue
Active Transportation
Improvements Final Phase

November 14, 2024 | 5:30 PM – 7:30 PM
Poirier Sport and Leisure Complex
CEDMS 5477332



LetstalkCoquitlam.ca/KingAlbertAvenue

Coquitlam





Tonight's Purpose

Share project information, answer questions, listen to residents, gather ideas and concepts, and provide space for all perspectives/needs.

No final designs or decisions will be made during this session.

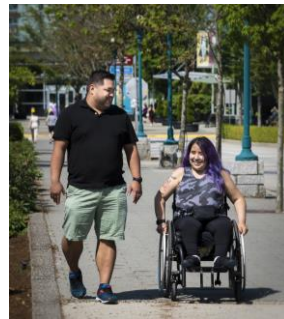
Tonight's Agenda

- 5:30** Call to Order; Welcome; Objectives; Guidelines
- 5:40** Project Background - City staff
- 6:00** Q&A / Open Discussion
- 6:20** Active Transportation Objectives and Design Opportunities - Consultant
- 6:35** Future of King Albert Avenue - Table Discussions
- 7:05** Share Back from Table Discussions; Key Points
- 7:25** Closing Remarks; Collect All Input
- 7:30** End of Session

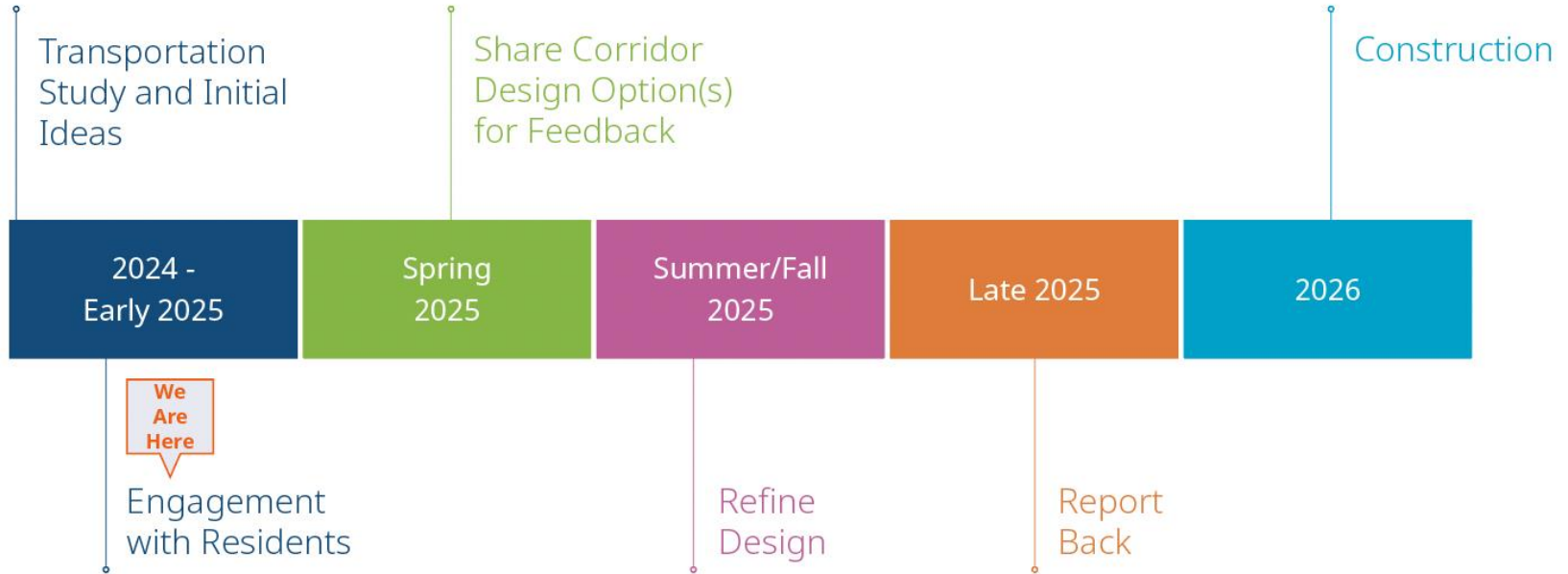


Guidelines for Success

- ❑ Share your views and ideas clearly, briefly and respectfully
- ❑ Avoid repetition of earlier points, to allow all ideas to surface
- ❑ Listen thoughtfully to the ideas and needs of others
- ❑ Treat each other and staff with courtesy throughout
- ❑ Follow agenda to maximize value of session
- ❑ Use the table discussions to go deeper
- ❑ Ask facilitators and staff for assistance as needed



Project Timing



Project Background

Thomas Thivener - 5 Minutes

Manager Transportation Planning
City of Coquitlam

Payvand Razaghizad - 10 Minutes

Transportation Planner 2
City of Coquitlam

Purpose of Tonight's Session

- Share Project Background & Initial Planning Work
- Receive your Input and Ideas
- Review potential Design Approaches
- Understand Trade Offs & Next Steps

Final Phase of King Albert Avenue

Project Background

Policy Support for Project

City plans and policies guide the decision-making framework, strategic priorities, and vision for the **future of Coquitlam**



Inclusive and Accessible Active Transportation

- **26.4% of Coquitlam's population does not have a driver's license** (CHTS, 2022)
- **Coquitlam** is rapidly growing and **changing**
- By investing in active transportation infrastructure, we create a **healthier, more connected community**



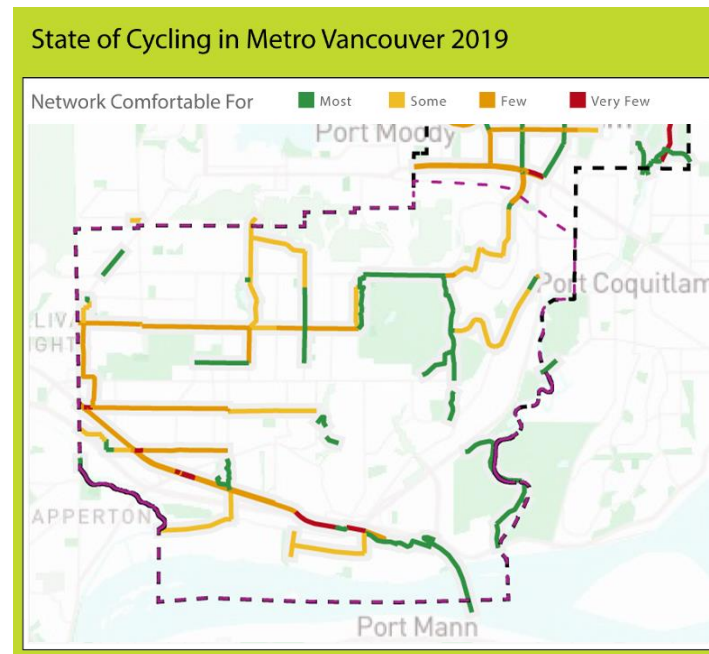
Very Few Corridors are Comfortable for All Ages and Abilities

Issues

- Few corridors that are *Comfortable For Most*
- Results in low ridership from mostly *Confident and Enthusiastic* users

Opportunities

- **Close to 60%** of residents own a micromobility device (CHTS, 2022)
- Central location with shorter trip distances to destinations



Source: Benchmarking the State of Cycling in Metro Vancouver Report (2019). Data Source: TransLink, Metro Vancouver municipalities

Transportation Plan Update

- **Citywide Engagement Highlights**

- **Safety concerns** with walking and using micromobility
- **Strong desire** to enhance multimodal options
- Most vehicle **trips are short** (40% < 5km)
- Desire to **separate by speed**



Top barriers to walking

42% Distance / time

31% Road safety, traffic speed and dangerous drivers

25% Lack of continuous sidewalks and crosswalks

24% Physical capabilities / health concerns

24% Weather



Top barriers to cycling

40% Road safety, traffic speed and dangerous drivers

38% Lack of protected bike lanes or crossings

20% Topography

16% Lack of end trip facilities

16% Personal safety

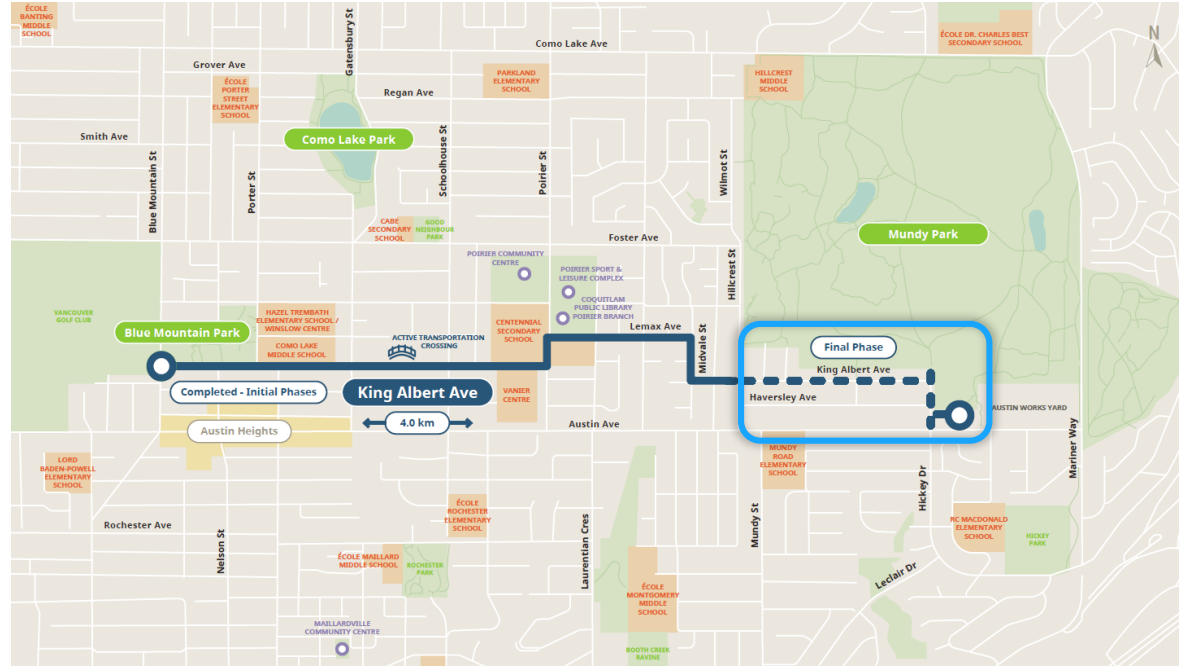
Active Transportation Network



King Albert Avenue Project Phasing

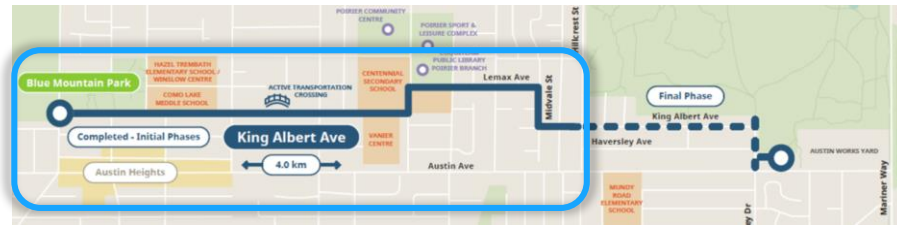
Initial phases
were completed
between 2013 –
2020

Final phase is
planned for
construction in
2026



Earlier Phases

Design Elements



Multi-Use Pathway



Como Creek Crossing



RRFB Crossing

Rectangular Rapid Flashing Beacons



Cross-Ride Marking



Tactile Letdown



Shared Pathway Signage



Shared Pathway Stencil

Project Goals

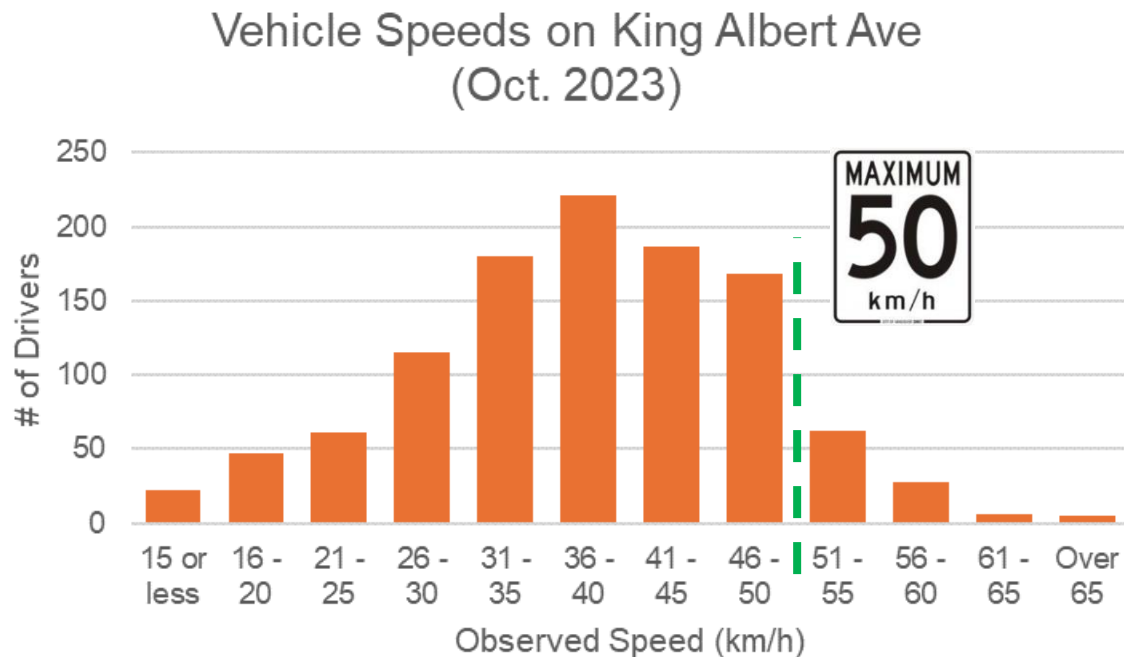
- The goal of King Albert Active Transportation Improvements Final Phase is to transform the corridor into a **safe, appealing, and comfortable environment** for people walking and using micromobility (bikes and scooters), while **carefully balancing the needs** of the residents living along the corridor, along with technical requirements.



Final Phase of King Albert Avenue

Initial Findings

Speed Study



**85th
Percentile
Speed:**

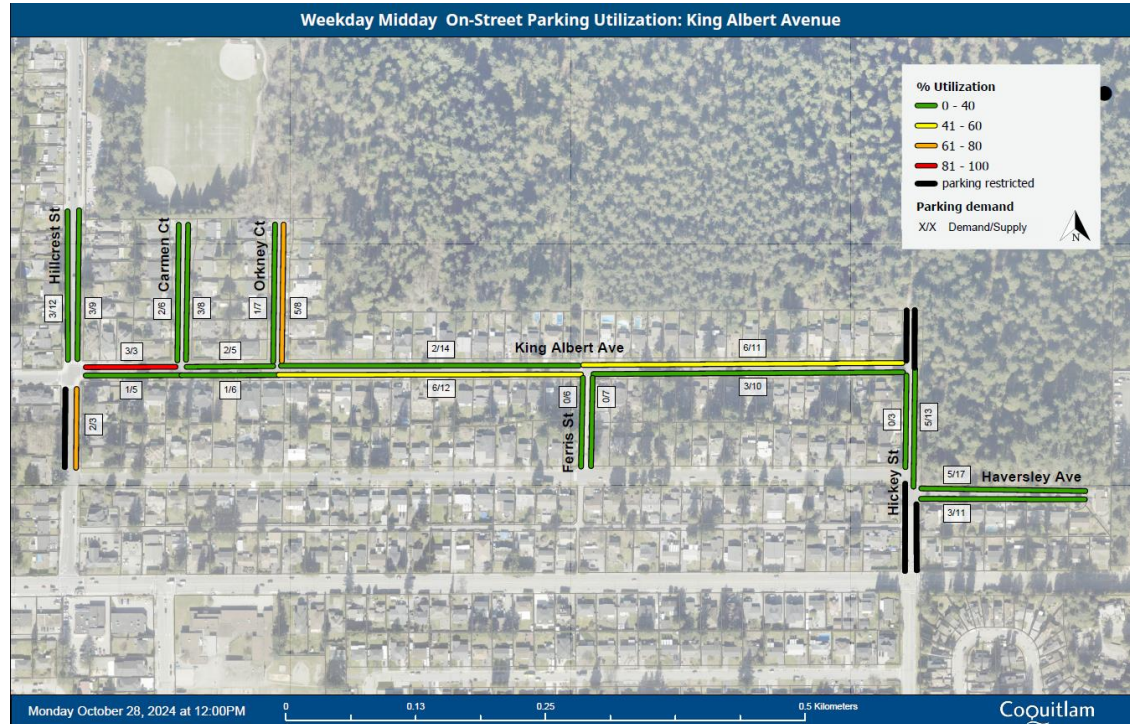
48 km/h

Parking Study

Weekday Midday On-street Parking Utilization

34% full (along corridor)
29% full (on side streets)

This excludes approx. 480 off-street parking spaces (driveways and garages) for properties along or fronting this corridor.

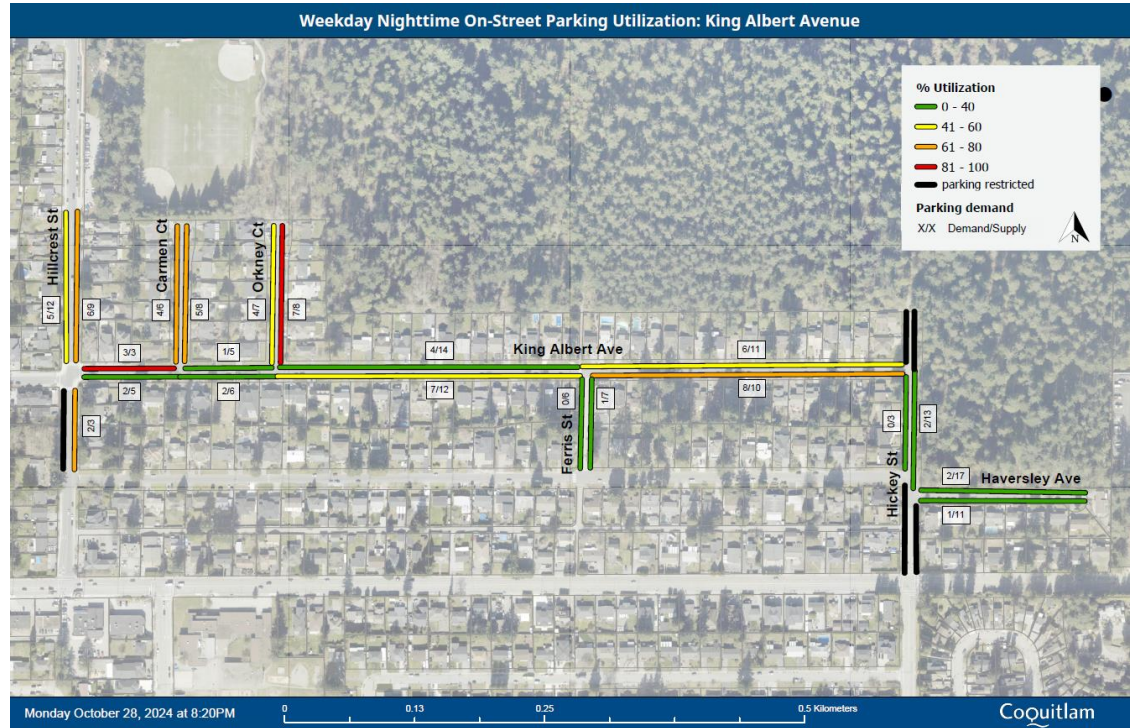


Parking Study

Weekday Nighttime On-street Parking Utilization

35% full (along corridor)
52% full (on side streets)

This excludes approx. 480 off-street parking spaces (driveways and garages) for properties along or fronting this corridor.



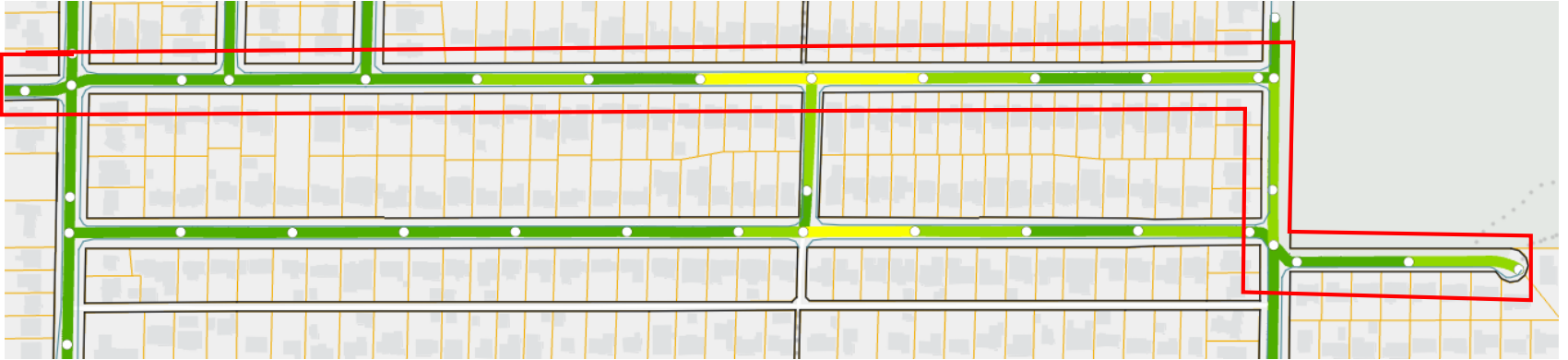
Existing Sidewalk Network

Hillcrest Street to Mundy Park Trailhead at Haversley Avenue



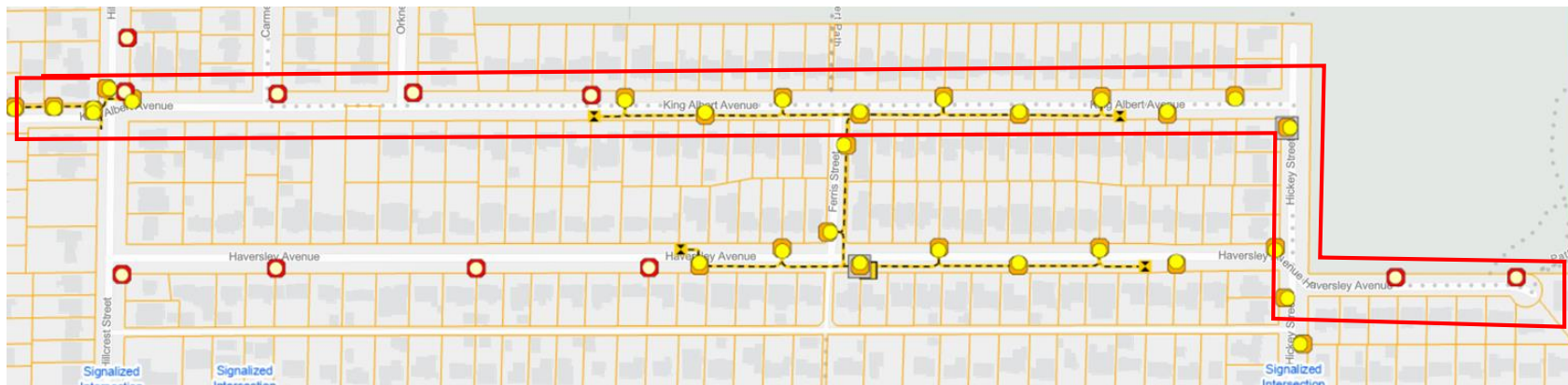
Road Slope

Hillcrest Street to Mundy Park Trailhead at Haversley Avenue



Lighting

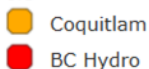
Hillcrest Street to Mundy Park Trailhead at Haversley Avenue



Street Light Luminaire (LED)



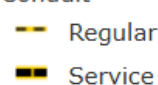
Pole



Service Base



Conduit



Junction Box



Capped End



Final Phase of King Albert Avenue

What We Have Heard

Final Phase - Timeline

June 29, 2023

Site Visit:

King Albert Citizen's Group

Oct 23, 2023

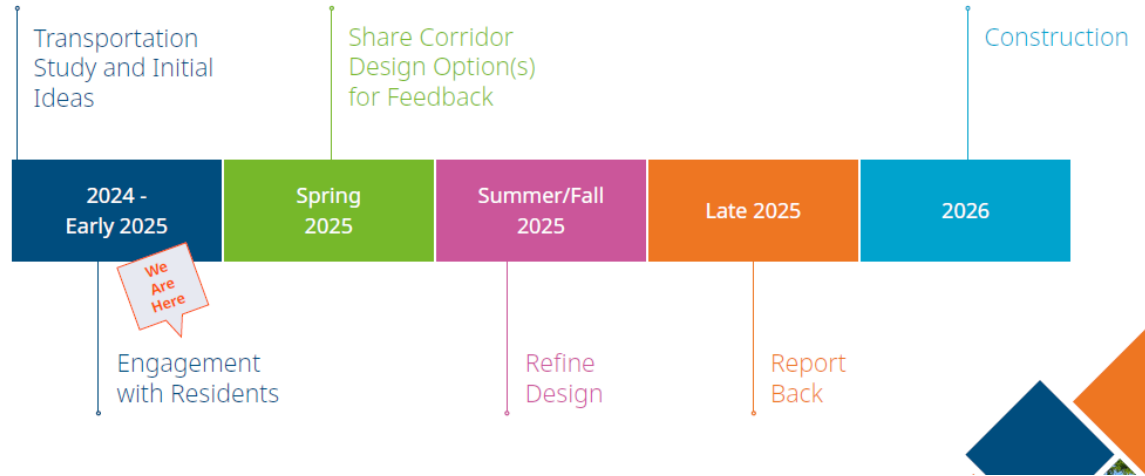
Council Delegation:

King Albert Citizen's Group

November 6, 2023

Council in Committee:

Staff report on Southwest
Coquitlam Upcoming Active
Transportation Improvement
Projects



What We've Heard

King Albert Citizen's Group Site Visit Meeting 06/29/2023

- Concern about missing sidewalks and adding street lighting
- Address vehicle speeds and where traffic calming might be needed
- Provide safer pedestrian crossings and wheel chair ramps for accessibility
- Design the corridor to fit the area's context
- Deliver safe, comfortable active transportation infrastructure that addresses these concerns



What We've Heard

King Albert Citizen's Group Council Delegation 11/23/2023

- Complete sidewalks
- Add bike stencils on road
- Add stop sign at Ferris
- No paved pathway
- No extra lighting
- Reduce speeds to 30km/h
- Keep costs down





Q&A / Open Discussion

Max 20 Min

Active Transportation Objectives and Design Opportunities

15 Minutes

Dylan Passmore, MScPI, P.Eng.
Principal Engineer
Toole Design

What does Creating a Neighbourhood Greenway Achieve?

Why?

- Improve **accessibility**
- Create **comfortable, safe,** enjoyable route for people to walk or use micromobility (e.g. bikes & scooters)
- Consider people of “**all ages and abilities**”
- Enhance **landscaping**
- Provide direct and intuitive **connections** (e.g. Blue Mountain Park & Mundy Park, schools)
- Support commuting and recreational opportunities

All while balancing access & community needs



Photo: StreetWorks Design

How?

How?

- Continuous sidewalks
- Curb ramps at all crosswalks
- Seating
- Landscaping, including street trees
- Appropriate lighting
- Wayfinding
- Traffic calming

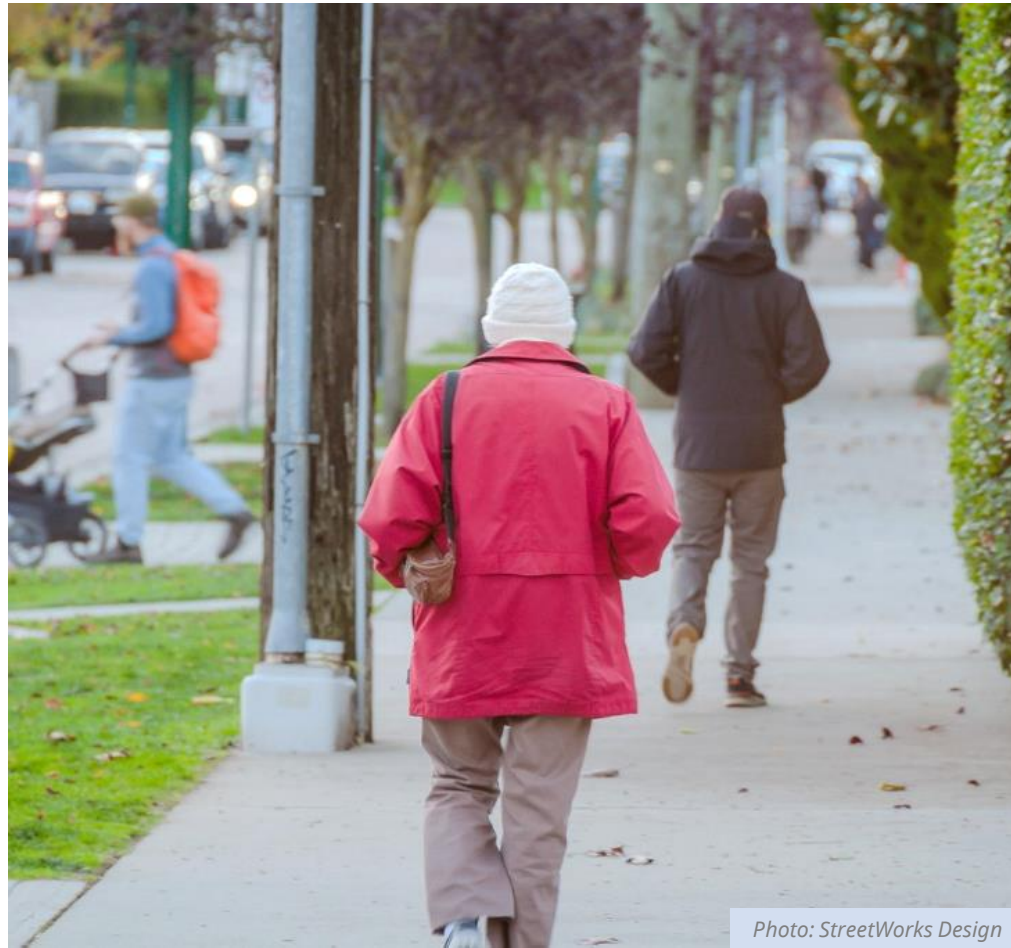


Photo: StreetWorks Design

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What about
people cycling or
using e-scooters?



Selecting a Bikeway Type

Less Comfortable

More Comfortable



Shared-Use Lane



Micromobility Lane



Buffered
Micromobility
Lane

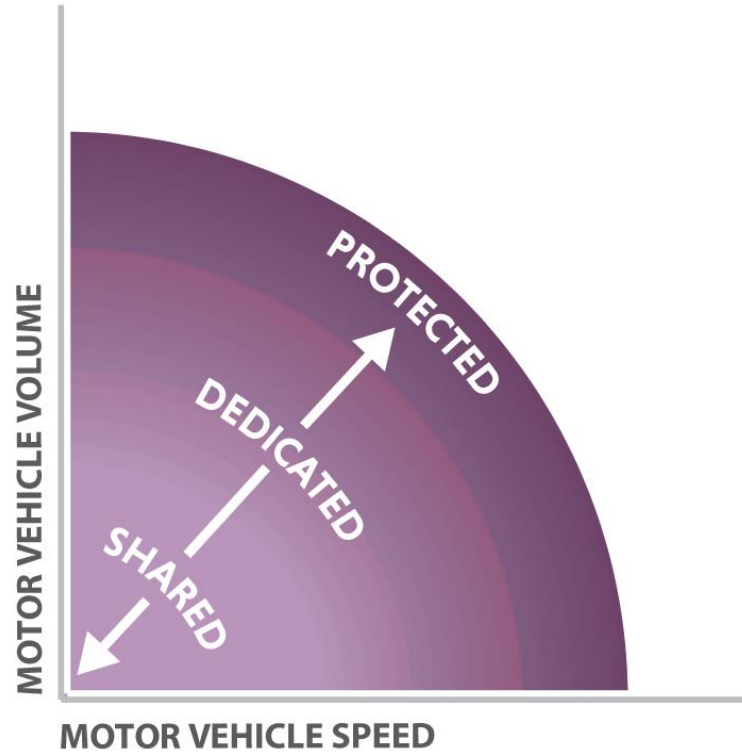


Neighbourhood
Greenway



Protected
Micromobility Lane
or Multi-use Path

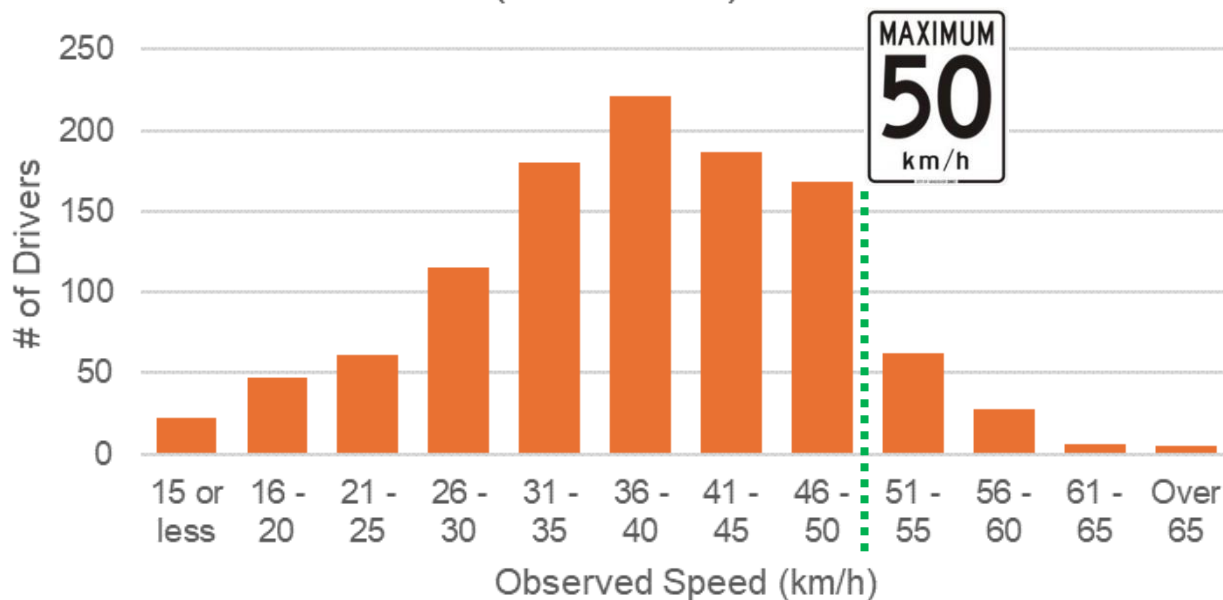
Selecting a Bikeway Type



Source: BCAT, 2019

Selecting a Bikeway Type

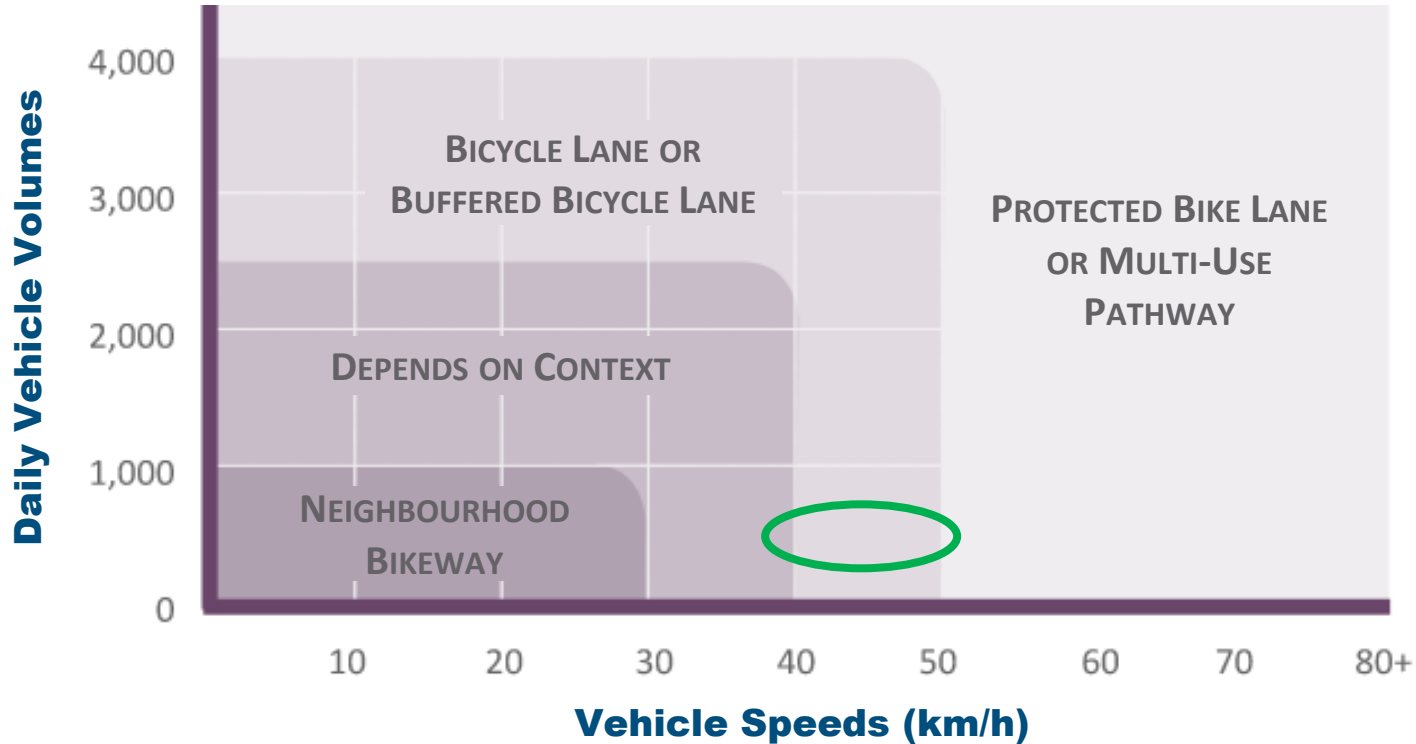
Vehicle Speeds on King Albert Ave
(Oct. 2023)



**85th Percentile
Speed:**

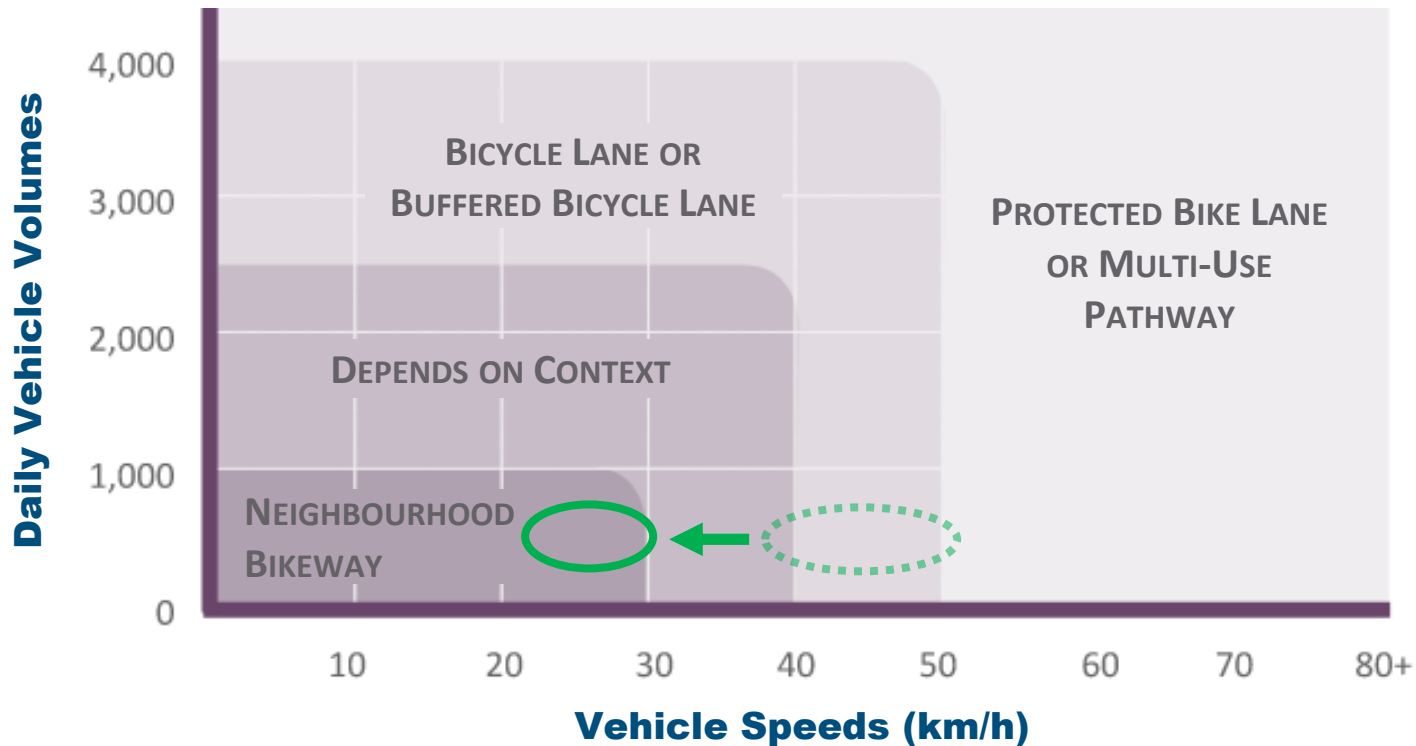
48 km/h

Selecting a Bikeway Type



Source: BCAT, 2019

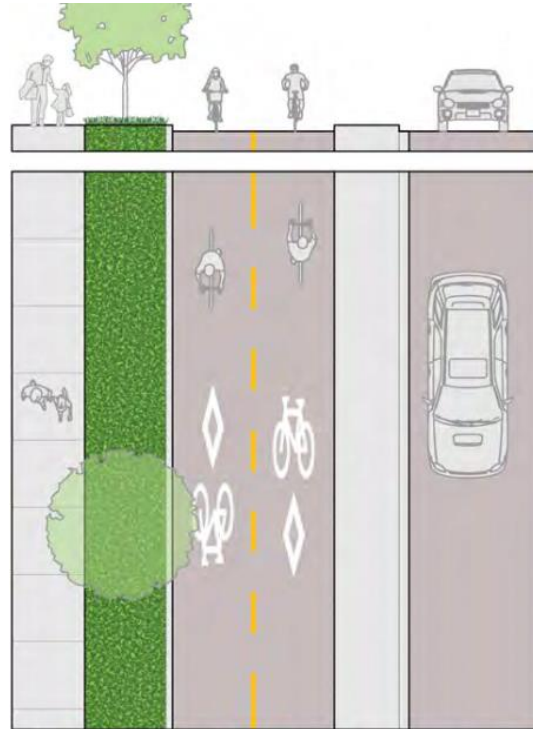
Selecting a Bikeway Type



Source: BCAT, 2019

Design Approaches

1. Sidewalks & Protected Bike Lanes



MoTI (2019) BC AT Design Guide

- All travel modes have separate **comfortable & safe** space
- Requires more space than other approaches
- Key tradeoffs: parking vs. landscaping vs. costs
- Frequent driveway gaps in micromobility lane separator

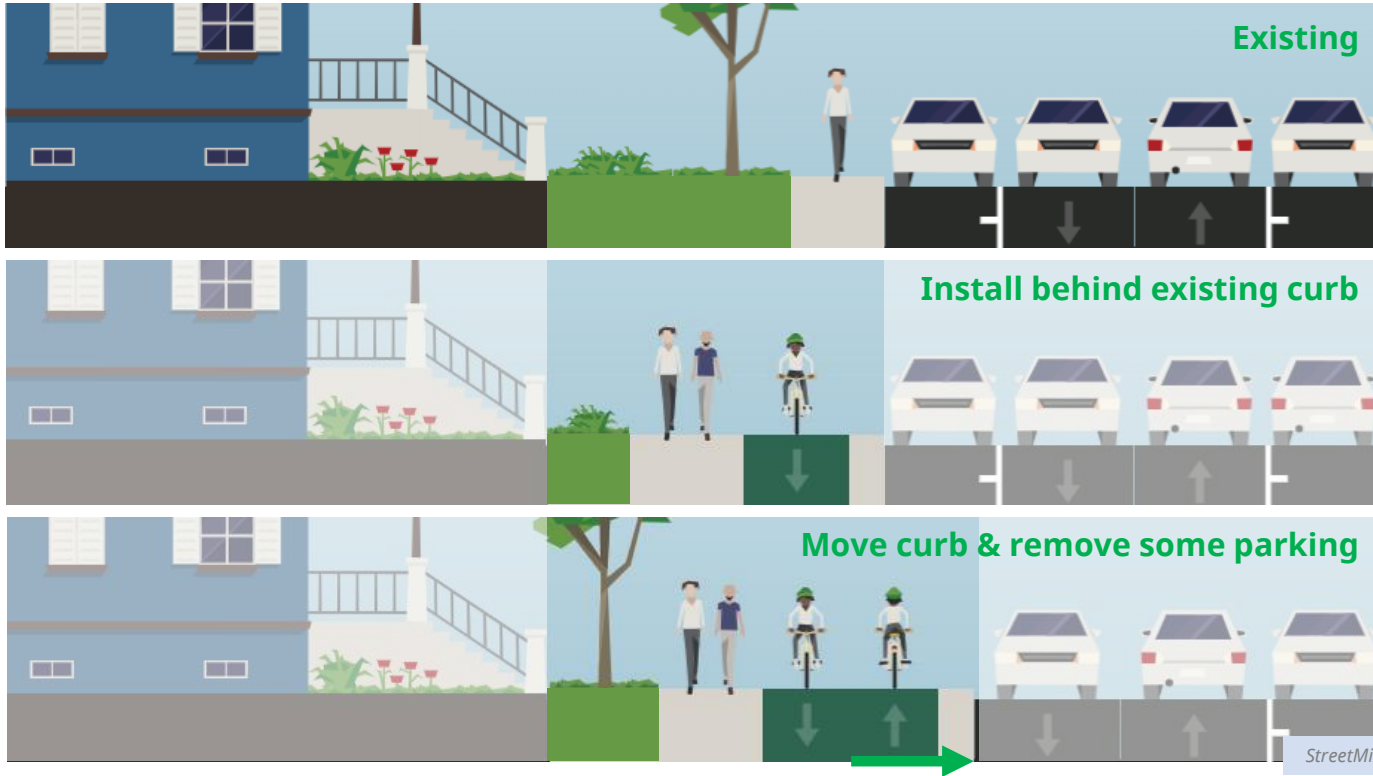
1. Sidewalks & Protected Bike Lanes



Vancouver, BC (Photo: Google StreetView)

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1. Sidewalks & Protected Bike Lanes



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- Key tradeoffs: parking vs. landscaping
- Frequent driveway gaps in micromobility lane separator

2. Multi-use Pathway



MoTI (2019) BC AT Design Guide

- Little / no parking impacts
- More room for landscaping
- Active travel comfortably separated from traffic *but* ...
- Faster moving cyclists have to share space with slower moving pedestrians
- MUP design must meet needs of both pedestrians and micromobility
- Challenging sightlines at driveways
- 7' / 2m of additional width needed on 1 side

2. Multi-use Pathway



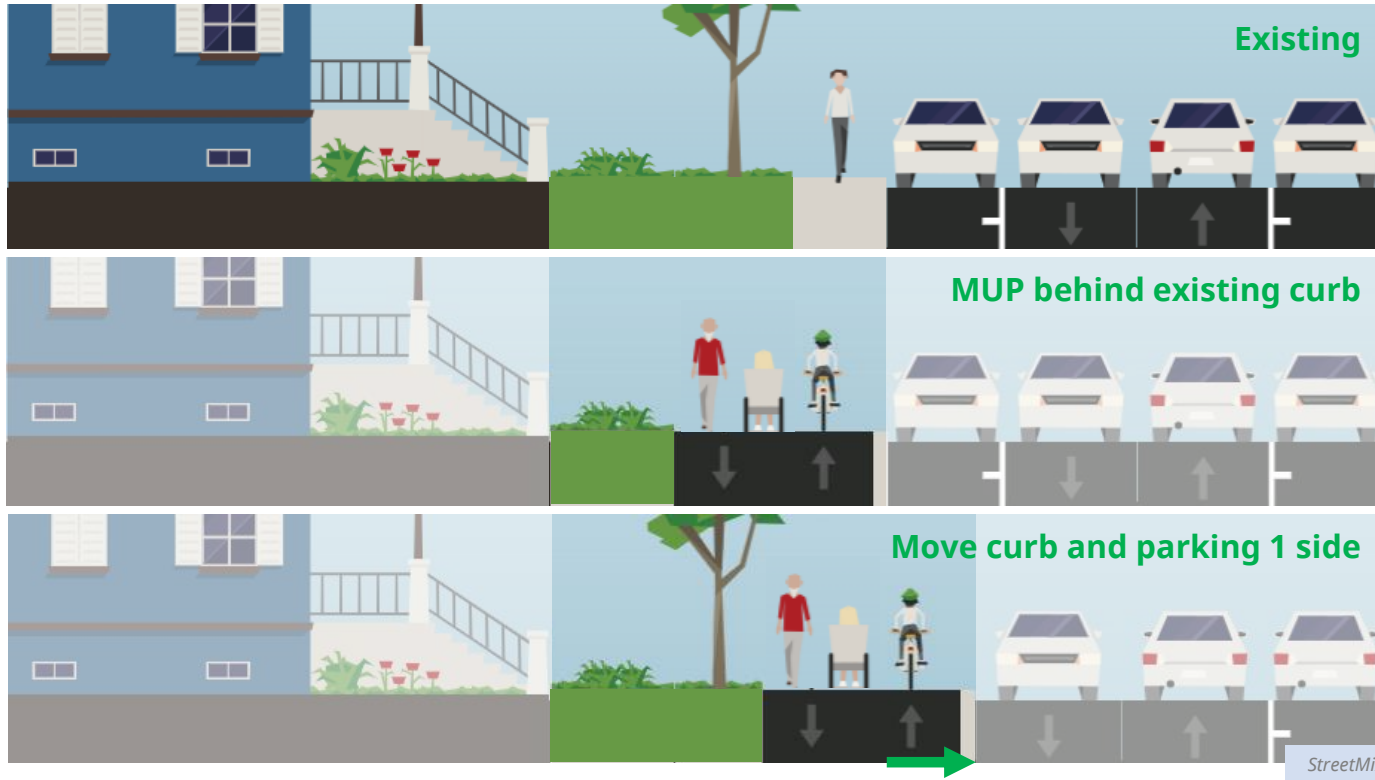
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3. Sidewalks & Neighbourhood Bikeway



MoTI (2019) BC AT Design Guide

3. Sidewalks & Neighbourhood Bikeway



Photo: Toole Design

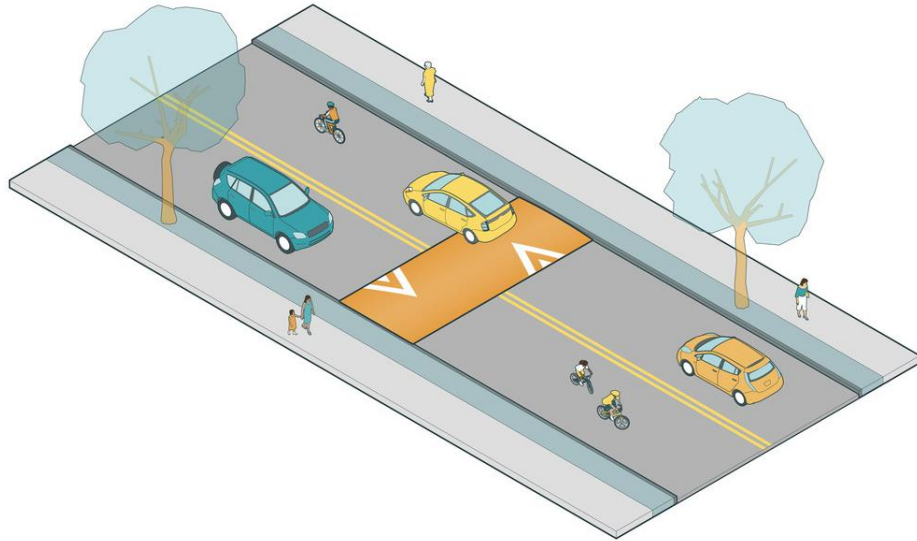
- Some frontage impacts for sidewalk infill
- Sharing the roadway requires significant traffic calming to ensure **everyone** can travel **comfortably** and **safely**
 - a. Requires **low traffic volumes**
 - b. Requires **slower driving**

3. Sidewalks & Neighbourhood Bikeway



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 - b. Requires **slower driving**

3. Sidewalks & Neighbourhood Bikeway



Reducing Vehicle Speeds

- a. Vertical deflection examples:
- Speed humps / cushions

Coquitlam currently has "Traffic Calming Policy" (2007) that does not allow speed humps on local streets

Credit: Toole Design

3. Sidewalks & Neighbourhood Bikeway

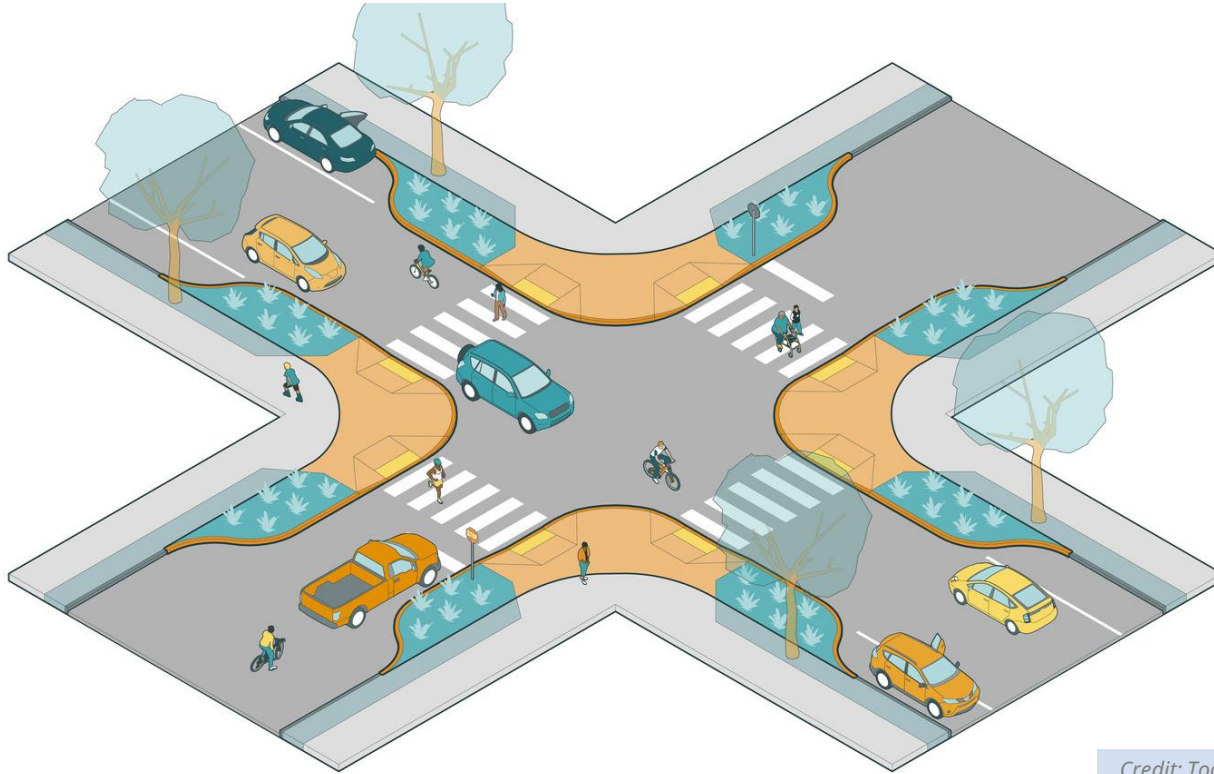


Vancouver, BC (Photo: StreetWorks Design)

Reducing Vehicle Speeds

- a. Vertical deflection examples:
- Speed humps / cushions
 - Raised crossings

3. Sidewalks & Neighbourhood Bikeway



Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
 - Curb extensions

Credit: Toole Design

3. Sidewalks & Neighbourhood Bikeway

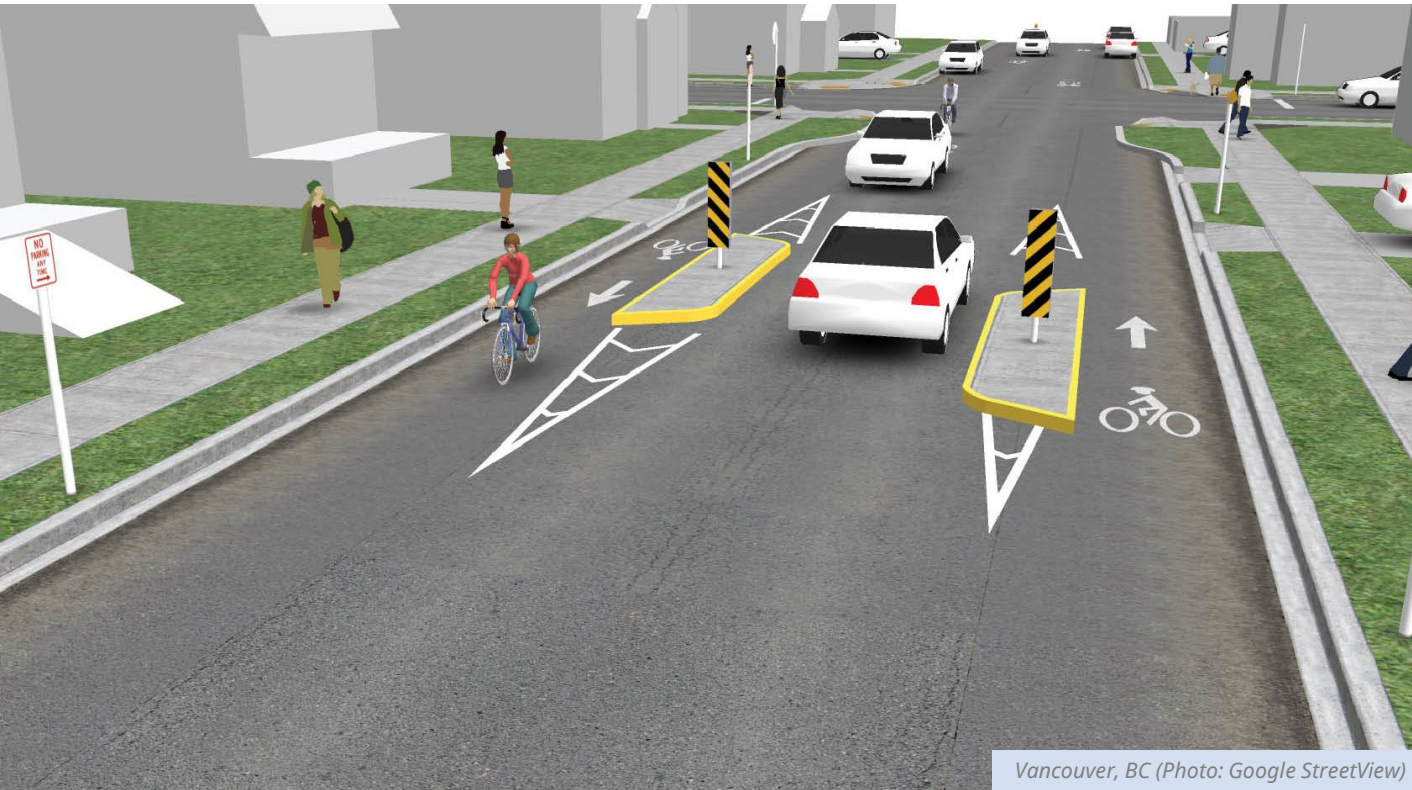


Vancouver, BC (Photo: Google StreetView)

Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
 - Curb extensions

3. Sidewalks & Neighbourhood Bikeway



Vancouver, BC (Photo: Google StreetView)

Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
- Curb extensions
 - Gateway / neckdown

3. Sidewalks & Neighbourhood Bikeway

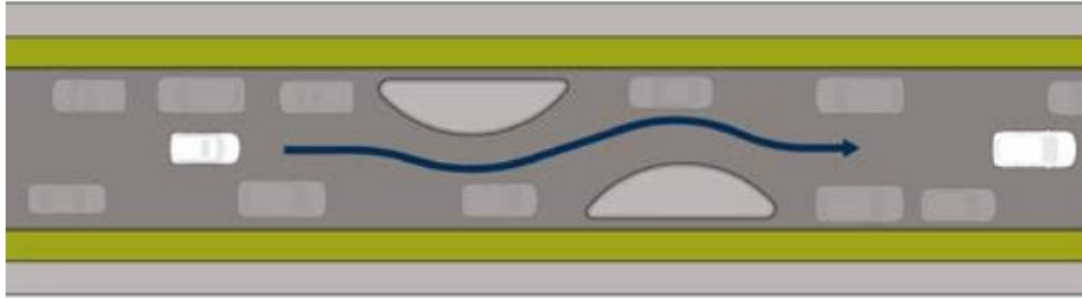


Photo: Toole Design

Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
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3. Sidewalks & Neighbourhood Bikeway



Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
- Curb extensions
 - Gateway / neckdown
 - Chicane

3. Sidewalks & Neighbourhood Bikeway



Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
- Curb extensions
 - Gateway / neckdown
 - Chicane

Leighton Rd, Victoria, BC (Photo: City of Victoria)

3. Sidewalks & Neighbourhood Bikeway



Seattle, WA (Photo: Toole Design)

Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
 - Curb extensions
 - Gateway / neckdown
 - Chicane
 - Traffic circle / button

3. Sidewalks & Neighbourhood Bikeway



Photo: Toole Design

Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
 - Curb extensions
 - Gateway / neckdown
 - Chicane
 - Traffic circle / button

3. Sidewalks & Neighbourhood Bikeway



Mitchell St, Petoskey, MI (Photo: Toole Design)

Reducing Vehicle Speeds

- b. Horizontal deflection / narrowing:
 - Curb extensions
 - Gateway / neckdown
 - Chicane
 - Traffic circle / button
 - Raised medians

4. Hybrid



Vancouver, BC (Photo: Google StreetView)

Not necessarily one-size-fits-all

West segment may warrant different design approach from east

Separated



- Full separation
- More space required (parking vs. landscaping)
- Frequent driveway gaps

Multi-use Pathway



- Minimal parking and/or landscaping impacts
- Separation from traffic
- Ped / bike interactions
- Challenging driveway sightlines
- More impacts on 1 side

Shared Roadway



- Requires reducing vehicle speeds
- Spot parking removal for traffic calming
- Landscaping impacts only the result of sidewalk infill



The Future of King Albert Avenue

30 Minutes

- ☐ Discussion at round tables
 - Table Facilitator
 - Max eight attendees
 - Follow steps on table card
- ☐ Prepare for report back





Report Back

Two minutes per table

- ☐ Top three opportunities and concerns

Closing Remarks

5 Minutes

Thomas Thivener

Manager Transportation Planning
City of Coquitlam

- ☐ Complete Feedback Form

Next Steps

Analyze Feedback

Staff will analyze the feedback received during today's engagement session

Develop Corridor Design Option(s)

Options will be developed based on all the feedback received while considering engineering standards and budget

Gather Input From Residents & Other Stakeholders

The design option(s) will be shared for input at a public engagement session in Spring 2025.

Contact Us

Thomas Thivener

Manager Transportation Planning

Payvand Razaghizad

Transportation Planner 2

Webpage

[LetsTalkCoquitlam.ca/KingAlbertAvenue](https://lets-talk-coquitlam.ca/KingAlbertAvenue)

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Thank you