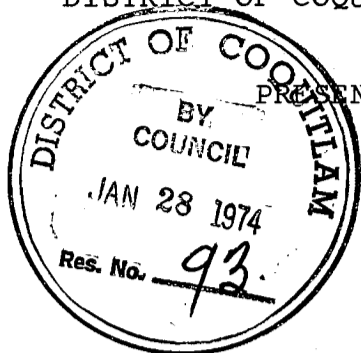


ROADS REVIEW COMMITTEE

MINUTES OF THE ROADS REVIEW COMMITTEE HELD ON WEDNESDAY,  
JANUARY 23, 1974, AT 3:15 P.M. IN THE COUNCIL CHAMBERS,  
DISTRICT OF COQUITLAM



PRESENT:

Ald. L. Garrison (Chairman)  
Ald. J. Gilmore  
Ald. S. Hofseth  
Mayor J. L. Tonn (part of meeting)  
D. J. Ashford, Deputy Engineer  
D. M. Buchanan, Planning Director  
(Mrs.) C. Whitton, Recording Secretary

Ald. Garrison opened the meeting by reviewing the terms of reference he had discussed with Mayor Tonn on January 11, 1974 regarding the Roads Review Committee. He summarized by saying that the Committee was to confine its discussions to internal roads in the western portion of Coquitlam, south of the Barnet Highway and west to North Road. He specifically referred to Como Lake Avenue, Austin Avenue, Mariner Way, Brunette Avenue and Laurentian Crescent as study areas of concern.

A prime factor in this Study will be to seek input from private citizens and organizations.

Ald. Garrison also discussed another meeting he had held with management of the Engineering and Planning departments on January 17, 1974 to discuss staff inputs and technical inputs.

He then called on Mr. Ashford who discussed a preliminary blueprint for the Study covering suggested time lines for various stages of the review.

The Committee examined Mr. Ashford's overall blueprint which has a starting date of January 23, 1974 and a finish date of September 23, 1974, and these dates were acceptable to the Committee.

FOR COUNCIL APPROVAL  
It was moved by Ald. Hofseth, seconded by Ald. Garrison that the Committee seek approval from Council on January 28, 1974, for funds of \$9,000.00 to update the 1969 Traffic Study. Mr. Paul Roer is to be hired to prepare the Study.

CARRIED

It was noted that it will take approximately three months for Mr. Roer to complete his study.

A general discussion took place on methods of increasing public attention on roads referendum.

Ald. Garrison was concerned about what the Committee could be doing during the months of February, March and April while Mr. Roer was conducting his studies, and it was suggested by Ald. Hofseth that progress reports be given the Committee at intervals during these months. Dates of February 13, 1974, March 13, 1974, and April 13, 1974, at 3:30 p.m. at the District hall were agreed upon to meet and receive such progress reports.

It was also agreed that by February 15, 1974, the Committee will invite written briefs and submissions from the public and private organizations on their ideas and opinions of general road conditions and improvements, etc. This invitation would be in the form of newspaper ads and letters written directly to Ratepayer organizations. The deadline for submitting these briefs would be April 1, 1974.

Ald. Gilmore said that the Committee must do some serious thinking about just what kind of a municipality we want over the next 10 - 20 years and decide what we want for ourselves rather than be pushed into a decision by public pressure.

Ald. Garrison asked the Committee what other inputs they could foresee.

Mr. Ashford stated that a 60-day Committee had been initiated between the three neighbouring municipalities. Mayor Tonn replied that a copy of this report would be given to the Committee before May 1, 1974.

Input from the neighbouring municipalities of Burnaby and New Westminster regarding road links such as the Como Lake Avenue - Broadway extension would be most important.

Input from the Bureau of Transit (Vic Parker) is another source as they may figure greatly in this Study.

Ald. Hofseth made the comment that perhaps we should consider asking the Provincial Government for assistance in our study on certain roads in Coquitlam which might eventually become part of the Provincial highway system; however, the general feeling among the Committee was that we should conduct this Study entirely on our own.

June would be the month in which the Committee would review all the input material received and emphasis was placed on trying to maintain the deadlines set forth in the overall plan.

July-August, being holiday months, would be used by the Engineering Department to prepare costs, etc.

A report to Council will probably be made in early August as any Bylaws to be passed require three readings.

Ald. Garrison emphasized that we must try and keep to the deadlines outlined, at least for the first part of the schedule. There is some leeway in the latter part of the schedule.

It was also agreed by the Committee that at least two public meetings should take place, with Mr. Roer in attendance, if possible, to answer questions.

A letter was received from Mr. Fred Robson of 613 Cottonwood Avenue addressed to the Roads Committee and Ald. Garrison passed the letter around and suggested the Engineering Dept. should handle it as it mainly dealt with potholes and road conditions, etc.

Another item mentioned was that another Recording Secretary would have to be found for the remaining meetings as Mrs. Whitton would be taking a leave-of-absence commencing February 15, 1974 until approximately May 1, 1974.

It was agreed by the Committee that a report to Council would be submitted by May 15th before going to the public in June.

As there was no further business, the meeting adjourned at 4:25 p.m.

*Carole Whitton*

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Carole Whitton  
Recording Secretary

Jan. 25/74

MINUTES OF THE "IN-HOUSE" TRAFFIC STUDY MEETING  
HELD AT 3:30 p.m., WEDNESDAY, AUGUST 21, 1974  
IN THE COUNCIL CHAMBERS

Present:

Ald. L. Garrison (Chairman)  
Ald. S. Hofseth  
Ald. C. Filiatrault

P. Roer  
E. Tiessen  
A. Phillips  
P. Lee

The Chairman opened the meeting by reviewing the background and the public meeting held on Tuesday, August 20, 1974 regarding the possible closure of Thermal Drive. Copies of the minutes of the meeting and cost estimates for the 5-year Capital Works Program as discussed in the July 17, 1974 meeting were distributed to all members of the meeting.

MOVED BY ALD. HOFSETH  
SECONDED BY ALD. FILIATRAULT

That the Roads Review Committee recommends to Council that no road closure be made on Thermal Drive from Como Lake Avenue to Moray Street and following the receipt of Mr. Roer's report on operational matters, the Engineering Department consider the necessity of establishing traffic control devices on Thermal Drive and present their recommendation to Council.

Ald. Filiatrault asked what other provisions or methods were considered to deter through traffic on Thermal Drive.

The Chairman replied that one of the several considerations was the installation of stop signs at the various intersections. Some of the possible sites were Seymour Drive, Baker Drive, Mohawk Street and Pinecrest Avenue.

Ald. Filiatrault asked if Port Moody have been consulted regarding the closure of Thermal Drive at Moray Street and the verification of the rumour of Port Moody's intention of four-laning Moray Street from St. John's Street to the Coquitlam border.

Mr. Phillips answered ---- no.

It was further suggested by Mr. Phillips that the through traffic on Thermal Drive be assessed after the opening of Mariner Way and then decide on whether or not the implementation of traffic control devices are necessary.

Ald. Filiatrault stressed that liaison with Port Moody be made.

The Chairman then moved onto the discussion of the Como Lake/Clarke Road intersection and asked Mr. Roer to present to the Committee his views on the matter.

Mr. Roer stated that he favoured channelization over closure.

He felt that closure of Como Lake Avenue at Emerson Street would encourage the existing traffic on Como Lake Avenue to seek an alternate route--most likely Foster Avenue.

It was also reiterated by Mr. Roer that Como Lake Avenue be maintained as a Municipal Arterial Street.

Ald. Hofseth suggested that a regulatory sign with a message of "NO THRU TRAFFIC" be posted at Como Lake Avenue for east bound traffic once Broadway is opened. He felt that neither channelization (with an estimated cost of \$400,000) nor diversion is justified at this time.

Ald. Filiatrault agreed and stated that the amount of through traffic on Como Lake Avenue be assessed after Broadway is opened.

Mr. Phillips explained that once Broadway is completed by the Provincial Government, the already congested Clarke Road north of the subject intersection will become so unattractive that motorists will use Como Lake Avenue as a by-pass.

The Chairman then quoted from Mr. Northey's minutes of the meeting held on July 10, 1974, figures of capacity deficiency on the Regional Highways surrounding the District to stress the fact that a new east-west corridor of regional nature is badly needed.

Mr. Tiessen suggested that we make known to the Department of Highways that we intend to close or channelize the intersection if they want to use Como Lake Avenue as a Regional Arterial Street.

Ald. Filiatrault said that the connection of Como Lake Avenue with Broadway will alleviate congestion on Blue Mountain Street, Austin Avenue and North Road.

At this point of the meeting, Ald. Garrison vacated the Chair to Mr. Phillips and debated on the necessity of implementing traffic diversion methods at the intersection.

Mr. Tiessen felt that without allotted funds to implement closure or channelization, it would appear to be an empty threat in the eyes of the Provincial Government.

After further discussion the following motion was proposed by Ald. Garrison and seconded by Ald. Hofseth.

That the Roads Review Committee recommends to Council to make provision of necessary funds in the Budget to ensure the closure of Como Lake Avenue at Emerson Street and the diversion of traffic onto Emerson Street to Smith Avenue, and onto Clarke Road.

A vote on this motion was recorded as follows:

In favour: Ald. Hofseth and  
Ald. Garrison  
Opposed: Ald. Filiatrault

Further discussion was made regarding the specific recommendation to be made to Council by the Committee as to the treatment and preventive measures to safeguard Como Lake Avenue from being created into a Regional Arterial Street.

It is also recorded that the Committee favoured the closure of Como Lake Avenue so that it cannot ever become part of a Regional Arterial System.

The meeting then moved onto the discussion of the Committee's adoption of Figure 9 of Mr. Roer's report as a major street plan to be recommended for Council's approval.

Mr. Roer explained that Figure 9 presents a balanced system of arterial and collector routes and that there are few choices for east-west arterials. He also further defined the difference between Regional Arterials and Municipal Arterials.

Ald. Filiatrault felt that arterial routes of Municipal level is not necessary in Coquitlam.

Mr. Roer explained that filtering of traffic onto local streets will result if no definite arterial routes are designated.

Ald. Filiatrault opposed any four-laning of streets in Coquitlam.

Ald. Hofset disagreed with the connection of Laurentian Crescent to Linton Avenue at Foster Avenue as shown in Figure 9.

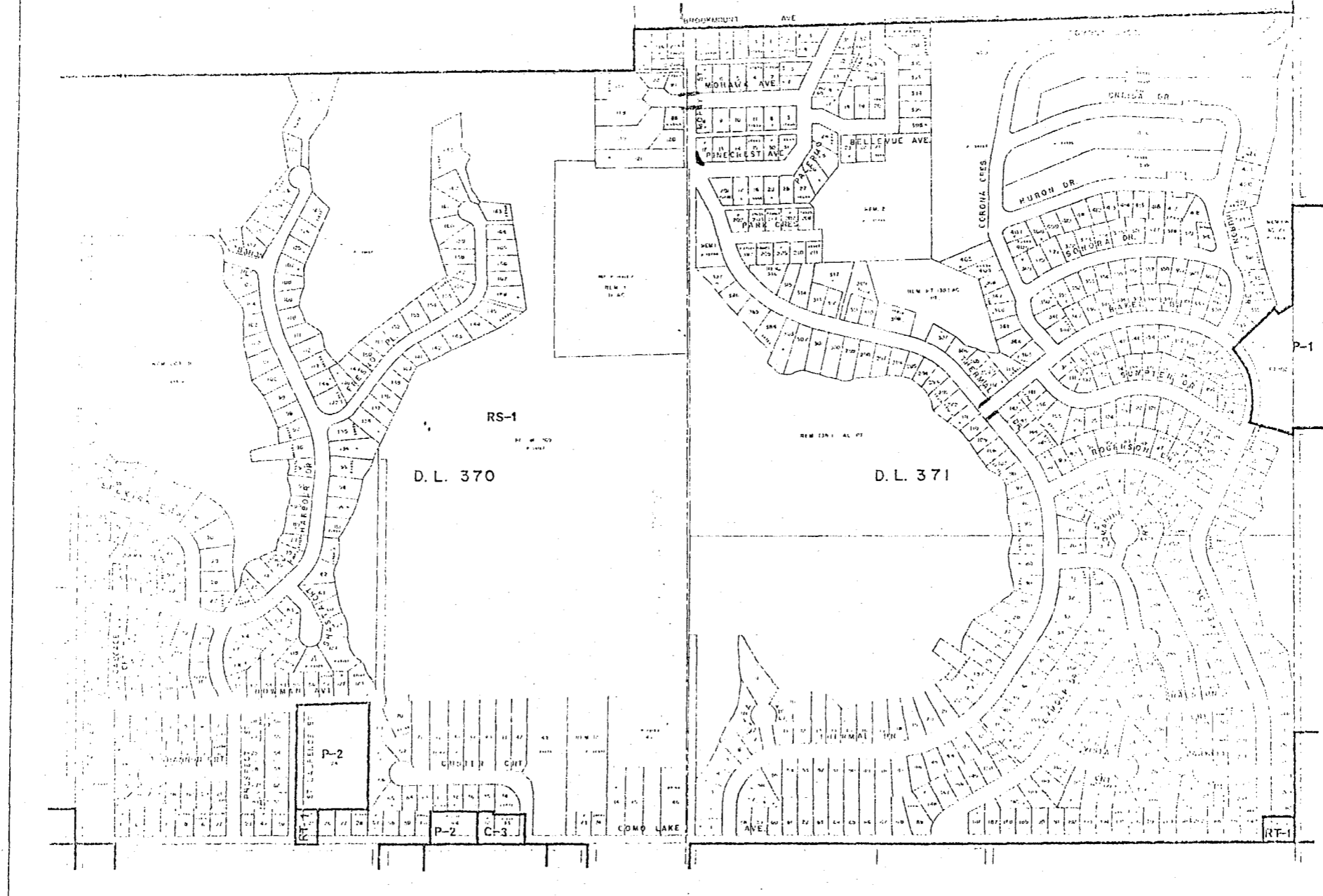
It was agreed by the members that the priority items be discussed and agreed upon before the Committee's adoption of Figure 9.

MOVED BY ALD. GARRISON  
SECONDED BY ALD. HOFSETH

That another meeting be scheduled to be held on  
Wednesday, August 18, 1974 at 3:30 p.m. in the  
Council Chambers.

Meeting was adjourned by the Chairman at 7:00 p.m.

*Eds. Lewis  
Committee*



*MOLLAWK  
BAKER DR.*

THE CORPORATION OF THE DISTRICT OF COQUITLAM	
ZONING MAPS	33
	33

*Stop Signs*



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*Carole Whitton*

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Carole Whitton  
Recording Secretary

Jan. 25/74

H. F. Hockey

ENGINEERING

Feb. 4/74

P. C. Lee

ENGINEERING

Summary of "In-House" Traffic Study MEETING

✓ 015-074

MEETING

held on Thursday, January 31, 1974  
at 2:00 p.m. in the Council Chambers,  
District of Coquitlam, 1111 Brunette  
Avenue, Coquitlam, B. C.

Members present at the meeting:

Prof. Paul Roer - (Co-Ordinator).

PLANNING DEPT:

D. M. Buchanan  
E. Tiessen

ENGINEERING DEPT:

H. F. Hockey  
D. J. Ashford  
E. Y. S. Ho  
P. C. Lee

- Copies of the Roads Review Committee (R.R.C.) Schedule were distributed to all members of the meeting. Prof. Roer was made aware of the implication and the proposed date of receipt of the study by the R.R.C. which was set on January 29th, 1974.

- Prof. Roer requested that automatic traffic counters be set up immediately for a period of two weeks on the following streets:

- 1) Austin Ave. east of Blue Mountain St.
- 2) Como Lake Ave. east of Blue Mountain St.
- 3) Blue Mountain St. between Austin & Como Lake Ave.

The counters are to be set-up at mid-block and the counts are to be directional.

- Prof. Roer felt that the R.C.M.P. should participate in the study. It was agreed that Inspector Young and Corp. Melanson be invited to attend the forthcoming meetings.

- Prof. Roer requested the following data along with the aforementioned 2-week counts be furnished to him in the next meeting:

- 1) A map of appropriate scale showing all the traffic "trouble spots" in Coquitlam.
- 2) A list of proposed development and major road

- HOURLY VARIATION GRAPH.

- SUMMARY & DAILY AVERAGE.

*How do you want the counts presented? graphs, summary sheet.*


February 4, 1974

- programs in Coquitlam, Also a list of roadwork programs implemented since 1968 to the present;
- ✓ 3) A copy of the 1971 census of the Coquitlam area;
  - 4) A copy of the 1973 transit route and schedule in the Coquitlam area; general information on the transit system prior to the present one; and information on the number of passengers carried by the present system. (It was suggested that Mr. D. Walker of B. C. Hydro be contacted regarding the last item); 261-551-949 - W 49TH VAN.
  - ✓ 5) A list of all the traffic signal locations and their respective timing.

- It was agreed that the budget allowed for hiring manual count assistants be increased, and that the Engineering Department will look into the matter.

- It was agreed that the next meeting be scheduled on Tuesday, February ~~11~~, 1974 at 3:00 p.m.

(13)

  
F. C. Lee,  
Project Technologist.

PCL:mdr

cc: D. J. Ashford  
D. H. Buchanan  
E. Tiessen  
K. Y. S. Ho

See D.J. Ashford re: Manual Counts budget.

- P.M. count sufficient?
  - A.M. req'd.
  - One day or two
  - "USE A.E.S.L.'s no. of intersections - no more." - Ror
- } Signalized intersections.  
MIGHT REQ'D NOON HR'S.

DISTRICT OF COQUITLAM

Inter-Office Communication

TO: H. F. Hockey DEPARTMENT: Engineering DATE: Feb. 20, 1974  
FROM: P. C. Lee DEPARTMENT: Engineering YOUR FILE:  
SUBJECT: Summary of "In-House" Traffic Study Meeting OUR FILE: 016-074  
February 13, 1974.

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MEETING: held on Wednesday, February 13, 1974 at 3:00 p.m.  
in the Council Chambers, District of Coquitlam,  
1111 Brunette Avenue, Coquitlam, B. C.

Members present at the meeting:

Mr. Paul O. Roer - Co-Ordinator  
E. Tiessen - Planning Department  
Corp. S. Melanson - R.C.M.P.-Coquitlam Detachment  
D. J. Ashford)  
E. Y. S. Ho ) - Engineering  
P. C. Lee )

The following work is to be carried out immediately and completed  
by April 1st, 1974:

- 1) Set up two permanent count stations; their locations  
to be determined after Mr. Roer reviews the  
results of the automatic counts on Blue Mountain,  
Austin and Como Lake Avenue.
- 2) Conduct manual counts on all signalized and  
major intersections.

Mr. Roer requested the following be furnished to him in the  
next meeting on March 4th, 1974:

- 1) An updated population and land use data (i.e.,  
Fig. 2 in the AESL 1968 Traffic Study). To be  
done by the Planning Department.
- 2) Accident records of all the signalized and major  
intersections. Assistance from Corp. Melanson  
was requested.
- 3) A copy of the 1973 Road Referendum.

Mr. Roer requested also the following information for forthcoming  
March 18th, 1974 meeting:

- 1) Data on the future 5 year planning of transit  
(all modes) by B. C. Hydro in the Coquitlam area.  
It was agreed that Mr. D. Walker, transit planner  
for B. C. Hydro be invited to the next scheduled  
meeting.

Page 2  
H. F. Hockey,  
February 20, 1974

- 2) The proposed 5 year Road Programs of the neighbouring municipalities and Department of Highways.
- 3) A sign and intersection control inventory of all the arterial and collector streets.

It was agreed that the next meeting be scheduled on Monday, March 4, 1974 at 3:45 p.m.



P. C. Lee,  
Project Technologist.

PCL:mdr

cc: D. J. Ashford  
D. M. Buchanan  
E. Tiessen  
Corp. Melanson, R.C.M.P.  
E. Y. S. Ho

DISTRICT OF COQUITLAM

Inter-Office Communication

TO:	H. F. Hockey	DEPARTMENT: Engineering	DATE: April 16/74
FROM:	P. C. Lee	DEPARTMENT: Engineering	YOUR FILE:
SUBJECT:			OUR FILE: 016-074

Summary of the "In-House" Traffic Study / Roads Review Committee Meeting - March 26th, 1974.

MEETING: Held on Tuesday, March 26th, 1974 at 3:30 p.m. in the Committee Room, 1111 Brunette Avenue, Coquitlam, B.C.

MEMBERS: (present at the meeting)

Mr. Paul O. Roer	- Co-Ordinator	
Alderman Garrison	} 1 Roads Review Committee	
Alderman Filiatrault		
D. M. Buchanan	} Planning Department	
E. Tiessen		
H. F. Hockey	} Engineering Department	
J. D. Robertson		
P. C. Lee		

(absent from the meeting)

Alderman Gilmore	} Roads Review Committee	
Alderman Hofseth		

Mr. Hockey opened the meeting by explaining the significance and meaning of the map prepared by the Engineering Department. Existing Municipal and Department of Highways arterials were indicated on the base map. Roads proposed by the Inter-Municipal Roads Committee and Planning Department were shown on the overlays.

Mr. Hockey mentioned that Mr. Goodman, the City Engineer of New Westminster has shown indication of wanting to re-route the Brunette Creek and consequently interested at the proposed plan of the Braid Street connector.

Alderman Filiatrault suggested that New Westminster be involved in the planning of the Braid Street connector.

Mr. Hockey agreed to the suggestion but felt that the immediate concern with New Westminster is at the portion of North Road south of Lougheed Highway. Mr. Hockey pointed out that portion of North Road is creating a "bottleneck" effect for the traffic between Coquitlam and New Westminster.



Mr. P. Roer asked if that portion of North Road is improved in the future, where will it be connected to? Mr. Hockey replied that North Road will likely be linked into East Columbia Street and that New Westminster has look into the possibility of widening East Columbia Street.

It was reported that Burnaby has received approval from Minister Lea in Victoria regarding the Broadway extension. Should the extension materialize, it will no doubt affect the traffic characteristic on Como Lake Avenue. The Inter-Municipal Roads Committee has recommended in the February 14th, 1974 meeting that the extension not be endorsed. It was suggested that Burnaby be contacted regarding this extension and other matters related to traffic planning, particularly on North Road - Lougheed Highway - Government Road area.

The Planning Department reported that it is still planning ahead with the Austin Extension, and the proposed alignment will traverse across Essondale.

On the topic of the public response to the advertisement put out by the Roads Review Committee, Alderman Garrison ensure Mr. Roer that the remainder of the public input received will be made available to him prior to the next meeting.

Mr. Roer reported that the "In-House" Traffic Study is still in the data collecting stage and analysis of the data should commence in the first week of April.

Alderman Garrison invited members of the meeting to identify and comment on the traffic "problem areas" in the Municipality.

D.M. Buchanan

- 1) Thermal Drive - being one of the few north-south connector north of Como Lake Avenue, its horizontal and vertical alignment needs improvement.
- 2) Clarke Road - the portion from Robinson to Glenayre Drive in Port Moody; Planning Department felt that the intersection of Robinson and Chapman on Clarke Road should be brought together; Alderman Garrison suggested that Robinson be linked with Glenayre Drive and not the former as suggested by Mr. Buchanan.

H. F. Hockey

- 1) Como Lake Ave - immediate east of Poirier Street; limited right distance because of the crest curve in the vertical alignment.

...../3

- 2) Como Lake Ave - at Emerson Street; limited sight distance at the intersection.
- 3) Platooning of traffic is still evident on Como Lake Avenue despite the installation of a signal at Gatensbury Street; suggested that a different location for the signal might be remedial to the platooning on Como Lake Avenue.
- 4) There is an urgent need for a by-law dealing with access control for both commercial and residential complex. The Burquitlam Plaza and the Como Lake Village were cited as example of poor access control in the Municipality.

Alderman Garrison

- 1) Inquiries were made regarding the proposed signals on North Road at Foster Avenue and Cameron Street; Mr. Hockey replied the former had been deleted from the 1974 budget. As to the signal at Cameron Street, Council has agreed to participate in the project on a cost-sharing basis. Alderman Garrison was concerned with the possible conflict between the signalized intersection and Perth Avenue; suggested the matter be brought up with Burnaby.

Other areas of conflict discussed in the meeting:

- 1) Blue Mountain Street and Lougheed Highway - the intersection is being reviewed by Department of Highways.
- 2) Cariboo Road - suggested to contact New Westminster's Chamber of Commerce.
- 3) Austin Development - Hickey Street
- 4) Cape Horn - Dawes Hill - Mathewson Area - the traffic situation of the industrial site south of Cape Horn Avenue and the general area are being studied by N.D. Lea and Associates.
- 5) King Edward - Brunette - Marmont - the Engineering Department reported that a preliminary design has been done for the re-alignment of the intersection.
- 6) Laurentian Crescent south of Brunette Avenue - foresee problem with B. C. Hydro regarding future extension of that portion of Laurentian Crescent.

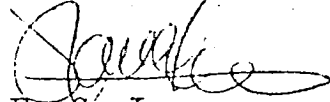
Alderman Filiatrault suggested to Mr. Roer that he attend some of New Westminster Chamber of Commerce meetings.

The meeting was adjourned with the recommendation that the Engineering Director prepare letters to be sent to the elected and technical officials of New Westminster and Burnaby, inviting them to attend a meeting with the Roads Review Committee.

The next scheduled meeting between the Roads Review Committee and the "In-House" Traffic Study was tentatively set on Wednesday, April 17th, 1974 at 3:30 p.m. in the Committee Room.

The date has since been revised to Friday, April 19th, 1974 at 3:30 p.m. in the Committee Room.

Yours truly,



P. C. Lee  
Project Technologist

PCL:sh

MINUTES OF THE "IN-HOUSE" TRAFFIC STUDY COMMITTEE HELD AT  
3:30 P.M., FRIDAY, MAY 31, 1974, IN THE COUNCIL CHAMBERS

PRESENT: Ald. L. Garrison (Chairman)  
Ald. J. Gilmore  
Ald. S. Hofseth  
Ald. L. Bewley (ex officio)  
(Acting Mayor)  
  
P. Roer  
E. Tiessen  
D. Buchanan  
H. Hockey  
J. Robertson  
P. Lee

Ald. Garrison opened the meeting by expressing his sincere thanks to the members of the Committee and Mr. Roer for all their work and efforts in this study.

From the draft copy of the report, Ald. Garrison read aloud from Section IV and stated that the Committee is to make preliminary recommendations, although final decision will not be made until after the public meeting in June.

Items 1 through 5 have all been accomplished and Item 6 is currently being worked on.

Ald. Garrison asked if there were any questions or suggestions from the Committee members. D. Buchanan, Planning questioned whether or not Mr. Roer's report should be a separate document or simply part of the overall report. It was concluded that Mr. Roer's report would remain part of the report section entitled Input, but would most certainly be headed up as a section of its own.

Ald. Garrison then proceeded to go over the specific proposals set out in Section IV, as follows:

Item 1 - It was moved by Ald. Hofseth, seconded by Ald. Gilmore that this proposal be accepted as stated.

CARRIED

Item 2 - It was moved by Ald. Gilmore, seconded by Ald. Hofseth that this proposal be accepted as stated.

CARRIED

Item 3 - Ald. Bewley expressed the opinion that this item should come under the Local Improvement Program rather than from Capital Works and Mr. Hockey explained that sidewalks ~~xxxx~~ always come under Capital Works, whilst ditches, road repairs, etc. come under Local Improvement and therefore, it was difficult to make such a ruling.

A discussion ensued regarding the safety hazard on our Arterial roads and Ald. Bewley ~~xxxxxxxxxxxxxxxx~~ ~~xxxxxxxx~~ again emphasized including the words Local Improvement Program into the statement of Item 3.

Ald. Gilmore moved that a continuing first priority should be the elimination of the hazard on our roads as stated in Item 3, and Ald. Bewley seconded the motion.

CARRIED

Item 4 - Access Control Bylaw. Ald. Gilmore moved that we recommend a Control Access Bylaw be prepared by the appropriate staff and brought forward to Council for their consideration, seconded by Ald. Hofseth.

CARRIED

Item 5 - Crosswalks. Ald. Bewley suggested we simply reaffirm our support of the present Safety System between the Engineering Department, the School Board, and the RCMP.

Paul Lee felt we needed a committee for the purposes of safety as the only time the Engineering Department gets together with the R.C.M.P. and the School Board is when there is an accident.

Mr. Roer felt we should take advantage of the road classification system and a brief study is required on patrolled crosswalks.

Ald. Bewley outlined the present system whereby it is the responsibility of the individual school to get in touch with Mr. Ken Mutter of the School Board when they feel a crosswalk is warranted, and Mr. Mutter in turn gets in touch with the Engineering Dept. and the R.C.M.P.

Item 5 - cont'd

Mr. Roer suggests we pull all this together and he would like to have a look at the process of things.

Ald. Gilmore stated that a crosswalk has to be in before a patrol is assigned, and he therefore moved that steps be taken immediately to establish an overall study of the rationale of our school crosswalks in this Municipality. This study is to be incorporated into Mr. Roer's study. Ald. Hofseth seconded the motion.

CARRIED

Ald. Hofseth, however, expressed some opposition to the above stated motion as he felt there was no need of such a study and that the present system was satisfactory.

Item 6 - Moved by Ald. Gilmore, seconded by Ald. Hofseth that it is essential that road widths and geometric standards used in design be compatible with the level of service to be provided and with the intended relative importance of the movement and access function.

CARRIED

Item 7(a) - Moved by Ald: Gilmore, and seconded by Ald. Hofseth that the Committee accept the recommendation in Mr. Roer's report that Austin Ave. be classified arterial and follow an alignment which turns southwards at its present easterly extremity to intersect with the Loughheed Highway.

Ald. Hofseth registered objection.

CARRIED

Item 7(b) - Moved by Ald. Hofseth, seconded by Ald. Gilmore that the Committee accept the recommendation in Mr. Roer's report that Schoolhouse Street from Como Lake Avenue to Austin Avenue, Galensbury Street north

Item 7(b), cont'd

of Como Lake Avenue and Thermal Drive be removed from arterial classification.

CARRIED

Moved by Ald. Gilmore, seconded by Ald. Hofseth that the Committee accept the recommendation in Mr. Roer's report that Robinson Street and parts of the old Dewdney Trunk Road be removed from arterial classification.

CARRIED

Item 8 - Moved by Ald. Gilmore, seconded by Ald. Hofseth that the Committee recommend that the following streets be considered for a 1974-79 Capital Improvement Program:-

1. Austin Ave. from LeBleu St. to Laurentian Cres.
2. Blue Mountain Street from Austin Ave. to Como Lake Ave.
3. Clarke Road from Como Lake Ave. to Ingersoll Ave.
4. North Road from Lougheed Highway to the Brunette River.
5. Laurentian Crescent/Linton Ave. from Brunette Ave. to Como Lake Avenue.
6. Como Lake Avenue from Blue Mountain St. to Gatensbury Street.

CARRIED

Moved by Ald. Gilmore, seconded by Ald. Hofseth that the reconstruction of North Road south of the Lougheed Highway be given number one priority.

CARRIED

The following statement was recorded:-

That the City of New Westminster be made aware of our feelings toward the importance of the North Road reconstruction and our proposed designation of it as arterial.

Items 9, 10 & 11 -

Moved by Ald. Gilmore, seconded by Ald. Hofseth that the priority of reconstruction after North Road be Clarke Road, and then the balance of roads indicated as having the designation of priority 3 in Mr. Roer's report.

CARRIED

The following statement was recorded:-

That the Provincial Highways Dept. be made aware of the fact that our road allowances are only sixty-six feet wide and should the plans for the proposed Broadway extension in Burnaby go forward, Coquitlam would expect the Highways Department to assume the full cost for the reconstruction of Como Lake Ave. to Clarke Road and Clarke Road to the Port Moody boundary to an arterial standard compatible to that proposed for the Broadway extension, including the cost of all land acquisition required.

Items 12 to 15, inclusive -

Moved by Ald. Gilmore, seconded by Ald. Hofseth that these items be referred to the public meetings for information.

CARRIED

The Committee recorded the following statement:-

That public meetings be held on June 18 and June 20, 1974 at locations which can be obtained.

It was moved by Ald. Hofseth and seconded by Ald. Gilmore that the meeting adjourn.

/cw

June 5/74





Mr. Roer replied that the discontinuity of Gatensbury Street from Foster Avenue to Como Lake Avenue was deliberately made to deter the use of the street as an arterial since it connects directly into Port Moody. Mr. Roer suggested that section of Gatensbury Street may be closed to vehicular traffic and made into recreational area.

Mr. Roer also explained that the upgrading of any street, such as Porter Street, does not automatically mean that it will be widened. Extra lanes would be constructed only if the traffic volume indicated that they are necessary in order to maintain the desired level of service.

Ald. Hofseth registered opposition to the extension of Austin Avenue southward to the Colony Farm intersection.

Mr. Roer explained that the extended section of Austin Avenue is to provide service to the development in the area.

The Chairman stated that it is imperative to clarify the point that an arterial street does not imply automatically a four-laned route.

Ald. Gilmore stated that the definition of the various classification require further clarification.

Mr. Roer then moved onto Figure 10. It was explained that the priorities are arrived at after the analysis of the existing traffic volume and the population forecast. By using Figures 5 and 6 of the Report, the physical aspect and level of service in relationship to classification was determined in the evaluation of the priorities.

It was the opinion of all the members that further subdivision of the Priority 3 items is necessary.

It was also felt by the members that without cost estimates on the priority items, it would be difficult to decide which project needs to be dropped.

Ald. Gilmore agreed with the Priority 1 items as shown in Figure 10. However, with regard to the Priority 3 items,

be suggested that the section of Blue Mountain Street between Foster Avenue and Como Lake Avenue be dropped if the improvement of the entire length of Blue Mountain Street (from Austin to Como Lake Avenue) places too great a burden on the expenditure of the 5 year Capital Works Program.

Ald. Hofseth registered opposition to the upgrading of Laurentian/Linton Route to an arterial classification.

The Chairman also suggested that pending on further negotiation with the Department of Highways, New Westminster and Burnaby, the following streets be dropped from the 5-year Capital Works Program:-

- 1) Como Lake Avenue - from Blue Mountain Street to Gatensbury Street .
- 2) North Road - from Lougheed Highway to the New Westminster boundary.
- 3) Clarke Road - from Como Lake Avenue to the Port Moody boundary.

Mr. Hockey was asked by Ald. Gilmore to comment on the ditch enclosure and bus-bay program.

Mr. Hockey replied that both items are on-going programs with funds provided by general revenue.

All members of the Committee agreed that ditch enclosure, especially on Como Lake Avenue be carried out on a continuous basis.

The Chairman requested that the Engineering Department provide the Committee with cost estimates for the improvement of Austin Avenue from LeBleu to Laurentian Crescent, Laurentian Crescent north of Austin Avenue to Foster Avenue and Blue Mountain Street from Austin Avenue to Foster.

It was agreed by members that the intersection of Laurentian Crescent and Brunette Avenue be included in the 5 year Capital Works Program since the portion of Laurentian Crescent south of Austin Avenue will not be improved.

The meeting was adjourned and members were reminded of the date and location of the public meetings.

The next meeting was to be scheduled by the Chairman after the public meeting.

A G E N D A

\* \* \* \* \*

ROADS REVIEW COMMITTEE MEETING

Wednesday, July 17, 1974, at 3:30 p.m. in the Council Chambers.

(1) PRESENTATIONS

The presentation of the Road Classification map and the overlay outlining the revised Five Year Capital Works Program.

A. Road Classification Map

The differences between Fig. 9 of Mr. Roer's report and the Map:

- (i) distinction is made between Local Arterial and Regional Arterials.
- (ii) de-classification of the portion of Como Lake Avenue between Robinson Ave. and Clarke Rd.

B. Five Year Capital Works Program (overlay)

The difference between the Program and the one presented in the Public Meeting:

- (i) the reconstruction of the following major intersections:-
  - Como Lake Ave. and Clarke Road
  - Clarke/Robinson/Chapman
- (ii) improvement of Blue Mountain Street from Foster Ave. to Como Lake Ave.
- (iii) possible improvement of Emerson and portion of Smith Ave., depending on the final design at the Como Lake Ave. and Clarke Road intersection.

*COST.*

*\$5,000,000*

(2) DISCUSSION TOPICS

A. Routing of through arterial traffic, (external/external trips) at the Como Lake Ave. and Clarke intersection.

- (i) intersection design, i.e. closure or channelization.
- (ii) Emerson Street. *Developm't from Smith to north of*
- (iii) treatment of Smith Avenue (arterial standard) *longside. 36' sts.*
- (iv) treatment of Robinson Street north of Como Lake Ave. (arterial standard)

*strip pavement.*

*SURS.*

*also expensive*

*(ii) will have to utilize Emerson/Robinson and Smith Ave.*

*CHANNELIZATION*

*OSTLY.*

*(ii) Smith will not be affected.*

A G E N D A

(2) DISCUSSION TOPICS, cont'd

4.62 max.

TEMP.  
DESIGN.

- B. Ultimate curb to curb width of Como Lake Ave.
- C. The implementation of Laurentian/Linton as an arterial route would be made in the following sequences:
  - (i) property acquisition (3 lots) \$21,000
  - (ii) necessary improvement of Laurentian Street from Austin Ave. to Cutler Crt. to 20 foot strip pavement standard. \$2,000
  - (iii) connection with Linton Ave. by interim paving. \$3,000
  - (iv) Laurentian & Brunette Ave. \$150,000
- D. Proposed geometric standards for local, collectors, and local arterial roads. These are classifications pertaining to geometrics rather than to functions. \$176,000  
(please refer to sketches)
- E. The priority of establishing a MAJOR STREET PLAN for Council endorsement. This plan would be a separate entity from the proposed Five-Year Capital Works Program such that if the latter is defeated, the former can still be adopted by Council in order to provide a framework for the planning of arterial and collector routes.
- F. Discussion of the impact of the Regional housing developing in Essondale on the Five Year Capital Works Program and the proposed MAJOR STREET PLAN.

5-yr. Capital Works Program (Revised)

Austin -	2,600,000	5.2
Blue Mt.	1,200,000	
Laurentian/Linton (incl. Brunette)	176,000	
Clarke/Robison/Chapman	475,000	
Como Wk/Clarke	500,000	
	<hr/>	
	4,951,000	SAY MILLIONS.

Ald. Les Garrison  
District of Coquitlam  
1111 Brunette Ave.  
Coquitlam, BC.

3563 Marine Dr.  
West Vancouver  
1974-08-25

Dear Les

Re: Thermal Drive/Moray Street

As you requested at the meeting of the Roads Review Committee on August 21. I have reviewed the traffic implications of the possible alternative treatments of the Thermal Drive/Moray Street route to Port Moody. It is my conclusion that the question facing the Committee, and Council, is simply whether or not the route should be entirely closed. There are no half-way measures which will work.

In reaching this conclusion I have considered the following alternatives:

1. Leave the situation as it is now;
2. Close the route, i.e. both Moray St. and Clearview Dr., at the Port Moody boundary;
3. Close Moray St. or Thermal Dr. only at a strategic location and install deterrents to discourage traffic from reaching Clearview Dr. via other streets;
4. No street closures, but install one or more deterrents to discourage traffic from using both Thermal Dr./Moray St. and Clearview Dr.

To give some perspective to the situation it should be noted that both Moray St. and Gatensbury St. carry the same amount of traffic at the Port Moody boundary, a total of 3 000 to 3 500 vehicles per day.

In dismissing alternatives 3 and 4 as possible solutions I have considered that they would involve the use of one or a combination of the following deterrents:

- a) Selected street closures to obtain a circuitous routing between Como Lake Ave. and either Moray St. or Clearview Dr. at the Port Moody boundary;
- b) The use of lower speed limits on one or more of the streets in the area;
- c) The use of speed-bumps on Thermal Dr./Moray St.;
- d) The use of STOP signs at one or more of the intersections along the routes to the Port Moody boundary;
- e) The use of turn prohibitions at selected intersections to obtain a circuitous routing without physical closure.

It is my considered opinion that none of the deterrents are strong enough to divert the 3 000 to 3 500 vehicles per day to the alternate routes of Gatensbury St., Clarke Rd. or Mariner Way. The deterrents will also have a number of negative aspects as follows:

- a) would simply transfer the problem from Thermal Dr./Moray St. to other streets in the area;
- b) would be a meaningless gesture unless there was almost continuous police enforcement of the reduced limit;
- c) might reduce some of the highest speeds observed now, but it would also constitute a safety hazard since drivers can easily lose control if the bumps are negotiated at speeds higher than their design speed;
- d) would be a meaningless gesture without almost continuous enforcement. This deterrent would also encourage disrespect for STOP signs generally and could easily create hazards at other intersections in the municipality where the signs really mean what they say;
- e) would also be meaningless without continuous enforcement.

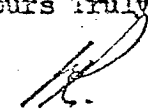
Should the deterrents work, much against my expectations, the 3 000 to 3 500 vehicles would be diverted to the other three available routes. Since Gatensbury St. is by far the most convenient of these three it would absorb the greater portion of the diverted traffic, perhaps as much as 50% of it. If the deterrents should work you will simply transfer the present Thermal Dr. problem to Gatensbury St. since its traffic can be expected to increase to between 4 500 and 5 000 vehicles per day, an increase of about 50% over its present traffic load.

In considering the two viable alternatives, 1 and 2, it should be observed that closure of the Thermal Dr. route to Port Moody would seriously distort the arterial/collector street system since there will be a gap of approximately 3 miles, between Gatensbury St. and the Lougheed Hwy., without any north/south service. This will obviously affect, adversely, a number of the people now using Thermal Dr. to and from Port Moody.

If the Thermal Dr. residents are correct in their contention that much of the Thermal Dr. traffic has neither origin nor destination in Coquitlam (I can't verify this one way or the other) the only way this traffic can be encouraged to use neither Thermal Dr. nor Gatensbury St. would be to greatly improve the service offered by the "ring routes", the Lougheed Hwy. and Clarke Rd./North Rd.. Should the Thermal Dr. residents be wrong concerning the amount of non-Coquitlam traffic on Thermal Dr. only minor relief would be offered by improved "ring routes".

Considering the gloomy predictions by the Department of Highways, about their ability to supply enough capacity to handle the population growth projected for the areas east of Coquitlam, I see little prospect for relief of the Thermal Dr. problem without complete closure of both Thermal Dr. and Clearview Dr.. This, as I have already outlined, would just transfer the problem to Gatensbury St. which is in no better condition to handle larger volumes of traffic than is Thermal Dr.. Your dilemma, then, is to decide who shall suffer the consequences of the continued growth which is beyond your control -- the residents on Thermal Dr. or the residents on Gatensbury St.. To intimate that the problems on either of these streets can be reduced through deterrent measures, however well intentioned, would in my opinion be misleading to the residents involved

Yours Truly

  
Paul O. Roer, P.Eng.

✓ cc. A. Phillips

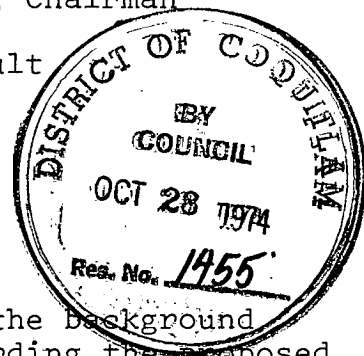


#501

MINUTES OF THE ROADS REVIEW COMMITTEE, HELD IN THE COMMITTEE ROOM, AT 2:00 P.M., THURSDAY, OCTOBER 17, 1974.

PRESENT:

- Ald. L. Garrison, Chairman
- Mayor J. L. Tonn
- Ald. C. Filiatrault
- Paul Roer
- D. M. Buchanan
- E. Tiessen
- A. Phillips
- P. C. Lee



Ald. Garrison opened the meeting by reviewing the background material and the report from Mr. Phillips regarding the proposed route of Laurentian/Linton as a municipal arterial route. Major points in Mr. Phillip's report:

- i) The establishment of arterial corridors will, if operating correctly, ensure protection to the residential areas within each grid of the arterial corridors from local arterial traffic movements.
- ii) As prescribed by the "IN-HOUSE" Traffic Study-1974, the predominant trip length for an arterial street is greater than one mile.
- iii) The Laurentian/Linton route is the most logical one to be designated as municipal arterial east of Blue Mountain Street in terms of proper spacing, (thus producing a balanced system) and practical possibilities of construction on the south slope beyond Austin Avenue.
- iv) A north-south municipal arterial route at the Essondale boundary will not serve as a substitute for the arterial corridor necessary in the Laurentian/Linton area.

The Chairman went on to ask if Mr. Phillips had further comments regarding the matter.

Mr. Phillips stressed that operational problems will develop on Austin Avenue if no specific north-south route is designated in the Laurentian/Linton area. In summary, he pointed out that the decision on the Laurentian/Linton route would either see traffic filter through residential areas or traffic using the designated routes in the coming five years.

The Mayor raised the point that the Laurentian/Linton route does not provide an outlet onto a regional arterial highway and questioned the necessity of designating a municipal arterial road which connects into another municipal arterial, namely Brunette Avenue.

Mr. Roer explained that the Laurentian/Linton route is merely to provide an arterial service to the area and likely to be used predominantly by internal traffic.

Mr. Phillips pointed out that because of the steep gradient south of Cutler Court, the extension of Laurentian towards Brunette Avenue and Loughheed Highway would not be easy, and that Brunette Avenue is a logical connector to the Freeway for inter-municipal traffic.

The Mayor felt that further technical data and documentation is required to justify the need to provide a municipal arterial route in the Laurentian/Linton area.

MOVED BY MAYOR TONN  
SECONDED BY ALD. FILIATRAULT

That staff to come up with cost estimate and schedule for an Origin-Destination Study within the western portion of the Municipality and report to the Committee.

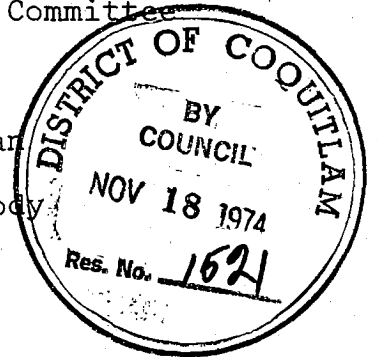
Mr. Roer was asked to prepare the cost estimate and to make necessary arrangements to co-ordinate the Origin-Destination study with Municipal Staff at an early date.

The meeting was adjourned at 3:00 p.m.

# 503

MINUTES OF THE ROADS REVIEW COMMITTEE, held in the Committee Room, at 2:00 p.m., Wednesday, November 6, 1974.

PRESENT: Ald. L. Garrison, Chairman  
Ald. C. Filiatrault  
Ald. B. Bennett, Port Moody  
D. M. Buchanan  
A. Phillips  
P. C. Lee



Ald. Garrison called the meeting to order.

Members of the Committee received copies of the Coquitlam Origin/Destination Survey (CODS) Proposal and Cost Estimates prepared by Hirotaka Koike and Paul Roer, sketches showing the proposed improvement of Clarke/Chapman/Robinson intersection and the alternatives, and a report by Mr. Buchanan to the committee expounding his views on the Origin/Destination Study.

Mr. Phillips then reviewed with committee members the methodologies outlined in the Cost Proposal. It was pointed out that Method 3, a Mail Survey in postcard form obtained minimal information at an estimated cost of \$16,000. Method 1 and 2 obtained comprehensive and basically identical information. Although their methodology varied, the former being home interview survey at an estimated cost of \$30,000 and the latter a mail survey at an estimated cost of \$20,000, Mr. Phillips indicated that the study will identify the Origin/Destination of vehicular travel and establish major desire lines. In considering Method 2, the Comprehensive Mail Survey, Mr. Phillips felt that data pertaining to Planning Studies may be collected along with vehicular data as supported by the Planner's memo to the Committee dated November 6, 1974 (copy attached).

Mr. Buchanan indicated the following information may be obtained in Method 2:-

- 1) Vehicle ownership data to assess parking demand in relationship to land development.
- 2) Transit information.
- 3) Opinions of the public on future vehicle/transit roles.

Ald. Filiatrault suggested that opinions may be solicited from the industry surrounding Coquitlam.

Mr. Phillips observed that in addition to the three methods proposed by the Consultant, the obvious fourth method was to rely on the professional judgement already obtain, thus eliminating the need and cost of the O/D Study.

Mr. Buchanan related a request from Vic Parker, the Bureau of Transit, that we give consideration to a transit terminal design at the Sports Centre on Poirier Street.

Ald. Filiatrault questioned the 25% overhead indicated in the cost proposal of the Consultant and the accountability of the consultant once their project is finished. It was noted that Mr. Roer is a Professional Engineer working in a private capacity not directly related to his primary occupation as Assistant Professor at U.B.C. Association of Professional Engineers minimum scale of fees recommend a fee based on payroll, plus 100%.

MOVED BY ALD. GARRISON  
SECONDED BY ALD. FILIATRAULT

That a meeting be scheduled with Paul Roer and his associate to discuss in detail the Origin/Destination Study. The date was set at 2:00 p.m., Thursday, November 21, 1974.

Mr. Phillips suggested to the committee that other consultants may be invited to submit proposals for an Origin/Destination Study.

MOVED BY ALD. GARRISON  
SECONDED BY ALD. FILIATRAULT

That two other traffic consultant firms be invited to submit plans and costs for such Origin/Destination Studies.

Ald. Bennett of Port Moody arrived at the meeting at 3:00 p.m.

Ald. Bennett distributed to the members of the meeting his letter to the Committee appealing for reconsideration on the District's proposed improvement at Clarke/Robinson/Chapman intersection.

Ald. Bennett stated that Port Moody is dissatisfied with the District's proposal to improve the intersection. He felt that Glenayre Drive should be connected with Robinson Street in Coquitlam. He stressed that the Glenayre/Clarke Road intersection is hazardous for pedestrian traffic, difficult for left-turn movements and susceptible for the occurrence of serious accidents.

Mr. Phillips asked Ald. Bennett if he had received a copy of the report to Council prepared jointly by the Engineering and Planning Departments regarding the improvement of the subject intersection, in which a copy of the report was sent to the City Engineer of Port Moody. This report is comprehensive

and gives all the pros and cons of one arrangement against another, setting out reasons for selecting one and not selecting the others.

Ald. Bennett replied that he had not seen the report. Mr. Phillips then reviewed the contents of the report with Ald. Bennett. The reasons for the rejection of the idea that Glenayre Drive be connected into Robinson Street was related mostly to traffic operation problems and to land use.

A lengthy discussion followed which indicated very little agreement was to be reached between the District staff who felt that the Robinson/Chapman connector was the best solution, and Ald. Bennett who felt that Robinson/Glenayre connector would best serve the residents north of the Municipal boundary. Ald. Garrison expressed his support of the Robinson/Chapman alignment as approved by Council.

MOVED BY ALD. GARRISON  
SECONDED BY ALD. FILIATRAULT

That the Engineering and Planning Department review the points in Ald. Bennett's letter to the Committee and report to Council in a forthcoming meeting.

The meeting was adjourned at 4:30 p.m.

PCL:cw

**DISTRICT OF COQUITLAM**

Inter-Office Communication

TO: Roads Review Committee      DEPARTMENT:      DATE: Nov. 6, 1974  
FROM: Planning Department      DEPARTMENT:      YOUR FILE:  
SUBJECT: Coquitlam Origin-Destination Survey      OUR FILE:

I wish to table with the Committee the Planning Department's position on the O-D Survey, as submitted by Mr. Roer and his associates. On balance, the Planning Department recommends Method 2 as the best approach. It is only an extra \$4,000.00, and, I think, well worthwhile. The main difference between Method 1 and Method 2, as I understand it, is that Method 1 would see a house to house survey within the home, and could elicit probably a 90%-95% response and be very complete. However, I think that Method 2 with the mail survey would certainly provide us with an effective response, and hopefully it would be in the 60%-75% range. This would depend on accompanying publicity in the newspapers and on other media.

The reason we recommend Method 2 over Method 3 is simply the fact that we should go beyond simply mailing a small postcard to residents and seek information on their use of the automobile between various areas of Coquitlam and to and from areas of Coquitlam to the other areas within the GVRD. The sorts of areas I would see included in the questionnaire under Method 2 are as follows:

1. The question of vehicular ownership; we are now moving in Coquitlam to consideration of smaller lot sizes, but on the other hand we know that ownership of second and third cars, camper vehicles, recreation vehicles, etc. does have an effect in terms of land usability on small lots. Furthermore, we still have the continuing pressure for lowering the parking standard in our higher density areas (e.g. Daon Development's proposals on Howie Avenue).
2. We should have some information on the origin and destination of transit trips; the Bureau of Transit can certainly provide ridership figures, i.e. the number of people using a bus at certain points, but it is only by this type of O-D Survey that we could get an effective comparison of motor vehicle and transit trips.
3. Opinions on the future; many matters were raised at the public meetings on the question of people switching to transit and selling their second and third cars, etc. If the questions were asked in a fairly direct way, perhaps we could determine whether there is any validity to the fact that people are willing to make that switch, at least on the journey to work.

In addition to the above comments on the O-D Survey, I would just like to add an addendum to the report by saying that it

Roads Review Committee . . .

Nov. 6, 1974

seems the effective alternative which Council can discuss is either having the Laurentian-Linton defined municipal arterial or having Schoolhouse Street and Linton Street as two-lane throughout. In my opinion, Gatensbury should be closed south of Smith Avenue, and Council give eventual consideration to part or all of the greenhouse site being added to Como Lake Park.

Secondly, the Planning Department has started, in a limited way, the review of the "West Coquitlam Community Centre", i.e. the old civic centre at Poirier and Winslow, and I have had some discussion with Mr. Parker of the Bureau of Transit. He has asked us to come back to him with a conceptual proposal for an architect designed bus transit shelter in the area of the present transfer point, with a covered pedestrian walkway to that shelter. Mr. Cunnings and I have discussed this and are going to try to have Mr. Webber of Carlberg Jackson do some conceptual design for us at nominal cost. The other elements of this "West Coquitlam Community Centre" are somewhat indeterminate at this time. There are certainly some ideas generated by the planning consultant work two or three years ago on library and certain cultural facilities. Whether or not these facilities are to be transferred in total or in part to the new town centre area on the Barnet Corridor makes it difficult to come to grips with a design plan for the area at this time. It seems the best way to proceed in an incremental way and concentrate on the transit issue. Eventually, we see Poirier Street being closed south of the Sports Centre parking lot.

The other alternative in the area is, of course, Hillcrest-Wilmot, but this has various factors against it and could not be recommended as a viable two-lane through road (collector or municipal arterial).

In closing, the Planning Department would therefore recommend that the amended budget include an item of \$20,000.00 to allow for an immediate start on the O-D Survey under Method 2. I feel this will provide invaluable information to the Committee and Council in dealing with the public over the next few years on transportation issues.

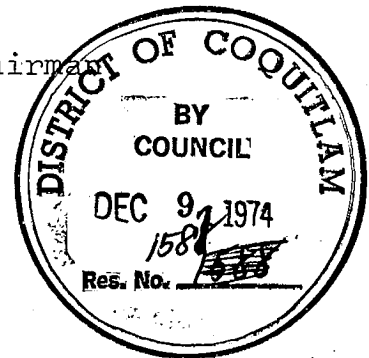
DMB/ci

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D.M. Buchanan  
Planning Director

MINUTES OF THE ROADS REVIEW COMMITTEE held in the Council Chambers at 2:00 p.m., Thursday, November 21, 1974.

PRESENT: Ald. L. Garrison, Chairman  
Mayor J. L. Tonn  
Ald. C. Filiatrault  
P. O. Roer  
H. Koibe  
D. M. Buchanan  
E. Tiessen  
A. Phillips  
P. C. Lee



Ald. Garrison opened the meeting and asked Mr. Roer to review the methodologies outlined in the proposed Coquitlam Origin-Destination Study (C.O.D.S.) to be conducted in the western portion of Coquitlam.

Mr. Koike, who prepared the outline for C.O.D.S. was introduced to the Committee.

Mr. Roer summarized the methodologies as follows:

A road-side interview common to all 3 proposed methods, will be necessary in order to obtain external trip information.

COST: approx. \$3,000.

Method 1. Home interview survey where the O/D information is obtained by door-to-door interview; the most expensive one of the three methods.

COST: approx. \$30,000.

Method 2. Comprehensive Mail Survey in which questionnaires are sent to the residents; basically, the information obtained by this method is similar to Method 1. However, because of the nature of the survey, the information obtained will not be as detailed and the return rate lower than Method 1.

COST: approx. \$20,000.

Method 3. Postcard Mail Survey, which essentially is a simplified version of Method 2, and only vehicle trips O/D information is obtained.

COST: approx. \$16,000.

Information pertaining to Planning Studies may be collected along with vehicle-trip data in both Methods 1 and 2, whereas only vehicular O/D data is obtained in Method 3.



Ald. Filiatrault asked for details regarding the hiring of interviewers as required in Method 1.

Mr. Roer replied that all supporting personnel for the Study will be hired through Canada Manpower Centres.

Mayor Tonn put forth to Committee members the question ... "Should the study collect data on a comprehensive scale which would include data for planning and related purposes or should it be strictly an O/D Study of vehicle trips, aiming specifically at the question of whether or not an additional north-south Municipal Arterial Route is needed at the Linton/Laurentian area?"

Ald. Garrison asked Mr. Roer which method would he recommend for the O/D Study.

Mr. Roer replied that he preferred Method 2 where comprehensive data may be collected.

Mayor Tonn felt that the O/D Study would provide documentation for the support or opposition to the Linton/Laurentian question. Furthermore, it would provide justification to some of the decisions made thus far by the Committee.

Ald. Garrison asked whether or not a fourth method has been considered for the Study.

Mr. Buchanan suggested perhaps a telephone survey be considered as an alternative to the three methods discussed.

Mr. Roer questioned the credibility of the information obtained through a brief telephone conversation.

Mr. Phillips expressed the view that in order to design the street geometric of Austin Avenue, i.e. left-turn facilities, a decision must be made prior to Spring, 1975 on the provision of a north-south arterial route, and that an O/D Study would provide the technical documentation for such a decision. If we face the prospect of making renovations to the already improved Austin Avenue in the future, the expenditure for reconstruction would far exceed the present cost of an O/D Study.

The Mayor asked Mr. Phillips when Tenders would be called for the improvement of Austin Avenue.

Mr. Phillips replied that they would be called, hopefully, in March, 1975.

MOVED BY MAYOR TONN  
SECONDED BY ALD. FILIATRAULT

- A. That in view of the need to reach a decision on the provision of a north-south arterial as part of the design of Austin Avenue, and that the cost of reconstruction of Austin Avenue in the future could be greater than the cost of an Origin/Destination Study, the Committee recommends that an Origin/Destination Study of the western portion of Coquitlam be carried out as part of the project to improve Austin Avenue between LeBleu and Linton.
- B. That the Committee recommend to Council its choice of consultant to carry out the Origin/Destination Study after reviewing the plans and costs submitted by Messrs. Roer and Koike and two other traffic consultant firms.

Mr. Phillips suggested to the Committee the following addendum to the Motion:-

That the Committee recommends to Council, based on the findings of the Origin/Destination Study, whether or not the Linton/Laurentian arterial route is needed and if so, its date and ways of implementation.

CARRIED UNANIMOUSLY

The meeting then proceeded to the topic regarding the Clarke/Chapman/Robinson realignment and reviewed the letter from Ald. Bennett of Port Moody to the Committee.

A question was raised regarding the validity of the assumption that Port Moody traffic will infiltrate Robinson Street should Glenayre Drive be aligned with Robinson at Clarke Road.

Mr. Roer pointed out that the channelization of Como Lake and Clarke Road intersection would undoubtedly increase the traffic volume on Robinson Street.

Mr. Tiessen reiterated the land-use problem should Glenayre Drive be aligned with Robinson Street.

MOVED BY MAYOR TONN  
SECONDED BY ALD. FILIATRAULT

That a letter be sent to the City of Port Moody requesting proof of the need to connect Glenayre to Robinson rather than the arrangement approved by Council. This could be in the form of an Origin/Destination Study for the purpose of evaluating the travel desire of traffic generated in the Glenayre Drive area to the outer areas of Coquitlam.

CARRIED

The meeting adjourned at 3:15 p.m.

PCL:cw