THE CORPORATION OF THE CITY OF PORT COQUITLAM

COMMITTEE MEETING AGENDA

March 2nd, 1992

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2.	FIG Committee, re: 1992 Budget	29
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4.	City Planner, re: Agri-wash at 807 Dominion Avenue Grant Anderson will be in attendance	

Ken for Thompson.

THE CORPORATION OF THE CITY OF PORT COQUITLAM

COMMITTEE MEETING AGENDA

March 2nd, 1992

7 PM.

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- copies for John & Council.

THE CORPORATION OF THE
CITY OF PORT COQUITLAM

COMMITTEE

MAR - 2 1992

MEMORANDUM

TO: B.R. Kirk
City Administrator

DATE: February 27, 1992

FROM: I.R. Zahynacz, P. Eng.
City Engineer

SUBJECT: **Preliminary Review - Traffic in Woodland Area**
(Public Works/Traffic Committee Meeting of February 25, 1992)

Recommendations:

That Council approve the opening of the median at Kitchener and Westwood in order to allow eastbound vehicles on Kitchener to turn north onto Woodland.

Background:

1. Memorandum from the City Engineer to the Public Works/Traffic Committee dated February 25, 1992.

2. Minutes of the Public Works/Traffic Committee meeting held February 25, 1992.

3. Letter and plan from local residents dated February 18, 1992 proposing changes to streets in the Woodland area.

4. Second alternate proposal from local residents for road changes proposing a round-about.

5. A third alternate proposed by the local residents showing an opening in the island at Kitchener and Woodlands in order to allow eastbound traffic on Kitchener to turn north on Woodland Drive.

6. Road changes in the Woodland area proposed by the Public Works/Traffic Committee.

Comments:

The Committee feels that a total daily volume of 2,210 vehicles per day and a peak hour flow of 292 vehicles per hour on Clayton/Tuohey/Murchie is extremely high for a local residential street. As there is approximately 300 vehicles per hour on Murchie, and 300 per hour on Clayton during the same peak hour, it appears that the majority is through traffic shortcutting through the Woodland area.

I discussed the matter with Stewart Mayne, P. Eng., Senior Traffic Engineer with the Ministry of Transportation & Highways, and he said that the Ministry is reviewing the following two changes:

Cont'd /2...

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Report to B.R. Kirk, February 27, 1992 Cont'd...

1. A traffic count is underway for Hastings & Lougheed with the intention of installing a left green arrow for eastbound traffic on Lougheed turning north on to Hastings. If the traffic counts show that this arrow is warranted, it could take approximately one to two months to install the green arrow.

2. A traffic count will be undertaken at Westwood and Lougheed with the intention of installing a split phase traffic signal (similar to Pinetree & Lougheed) so that there would be two left turns for southbound traffic on Westwood turning east on Lougheed Highway. When the Ministry makes these two changes it is anticipated that the volume of traffic shortcutting through the Woodland area would definitely be reduced.

In the interim, the Committee feels that some changes should be done as soon as possible. Hastings/Patricia/Woodland are designated collector streets and are built to a higher standard than Clayton/Tuohey/Murchie. It is therefore recommended that the traffic island at Kitchener and Woodland be opened so that eastbound traffic on Kitchener can turn north on to Woodland. Also, in order to accommodate pedestrian and vehicular in the Woodland area, sidewalk and road improvements could be made on Hastings and Patricia in the future.

I.R. Zahynacz, P. Eng.
City Engineer

IRZ:gc
Attachments

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THE CORPORATION OF THE
CITY OF PORT COQUITLAM

MEMORANDUM

TO: Public Works/Traffic Committee DATE: February 25, 1992

FROM: I.R. Zahynacz, P. Eng.
City Engineer

SUBJECT: **Preliminary Review - Traffic in Woodland Area**

Background:

1. Memorandum from the Project/Traffic Technician dated February 21, 1992 regarding a 24 hour traffic count on Murchie and Hastings.

2. Letter dated February 13, 1992 from Alice Rosario of 2678 Tuohey Avenue, and letter received February 17, 1992 from Darlene Montgomery of 2641 Tuohey Avenue.

3. List of suggestions for traffic improvements in the Woodland area phoned in by local residents.

4. Map sent to Cardinal Transportation Ltd. showing bus route restrictions.

5. Sections of the manual Geometric Design Standards For Canadian Roads - Roads & Transportation Association of Canada.

Discussion:

As the one day traffic count indicates, there is a daily traffic volume of 2,210 vehicles per day and a peak hour volume of 292 vehicles per hour on Murchie Street. According to the Artak manual, this volume of traffic at a 50 km/h design speed is considered a local urban road. However, according to Figure No. 3 in the one day traffic count, it appears that the majority of traffic using Clayton/Tuohey/Murchie (especially between 3:00 p.m. and 6:00 p.m.) continues onto Patricia, Hastings, and back onto the Lougheed Highway and therefore, the traffic on Murchie does have some characteristics as a collector road.

The pavement width on Clayton and the uncurbed portion of Tuohey is 6.6 metres wide while the pavement width on the curbed portion of Tuohey and Murchie is 7.9 to 8.5 metres wide. Although in theory a pavement width of 6.6 metres is sufficient to carry traffic at a design speed of 30 km/h on an urban road, parked vehicles in this area, and narrow shoulders, the collector capacity of the road would be considered marginal.

Cont'd /2...

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Report to Public Works/Traffic Committee Cont'd...

Some of the following suggestions could be considered in order to reduce the volume of traffic travelling through Clayton/Tuohey/Murchie:

1. Place a "No Left Turn Between 3:00 & 6:00 p.m." sign for eastbound traffic on Kitchener at Kitchener and Clayton.

2. Relocate the existing barrier between Pipeline Road and Woodland Drive to Woodland Drive just south of Larkin.

3. Reduce the speed limit on Clayton/Tuohey/Murchie.

4. Stop sign at Murchie and Patricia.

I.R. Zahynacz, P. Eng.
City Engineer

IRZ:gc
Attachment

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THE CORPORATION OF THE
CITY OF PORT COQUITLAM

MEMORANDUM

TO: Igor Zahynacz
City Engineer

DATE: Feb. 21, 1992

FROM: Ike De Boer
Project/Traffic Technician

PROJECT: 309

SUBJECT: Murchie/Hastings Traffic Count

Attached are results of 24 Hr. traffic counts taken on Murchie and Hastings on February 20-21 1992. See figure 1 & 2. Figure 3 shows totals for both streets for the same time period. The counts were started at 9:00 PM on both streets. The total count for Murchie (2210) is high for these relatively narrow local streets. The total for Hastings (3188) has increased by 165 cars since the last count was done in 1987.

attach

I. De Boer

Ike De Boer
Project/Traffic Technician

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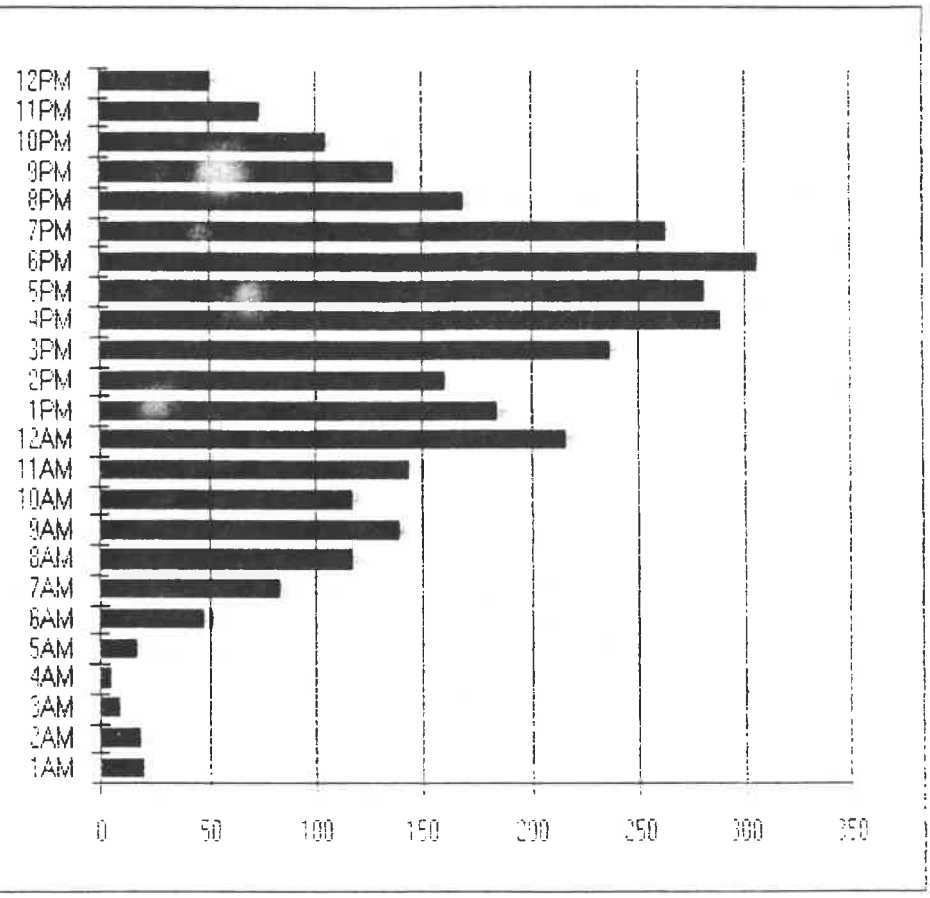
Hastings St. (both ways)
Feb 20-21
Counter North of Lougheed (Sta 36)

Date	Time	Hrly totals
Feb-20	1AM	20
	2AM	18
	3AM	9
	4AM	5
	5AM	17
	6AM	47
	7AM	83
	8AM	117
	9AM	129
	10AM	117
	11AM	144
	12AM	216
	1PM	184
	2PM	161
	3PM	237
	4PM	289
	5PM	281
	6PM	306
	7PM	263
	8PM	169
	9PM	137
	10PM	105
	11PM	74
	12PM	50



TOTALS 3188

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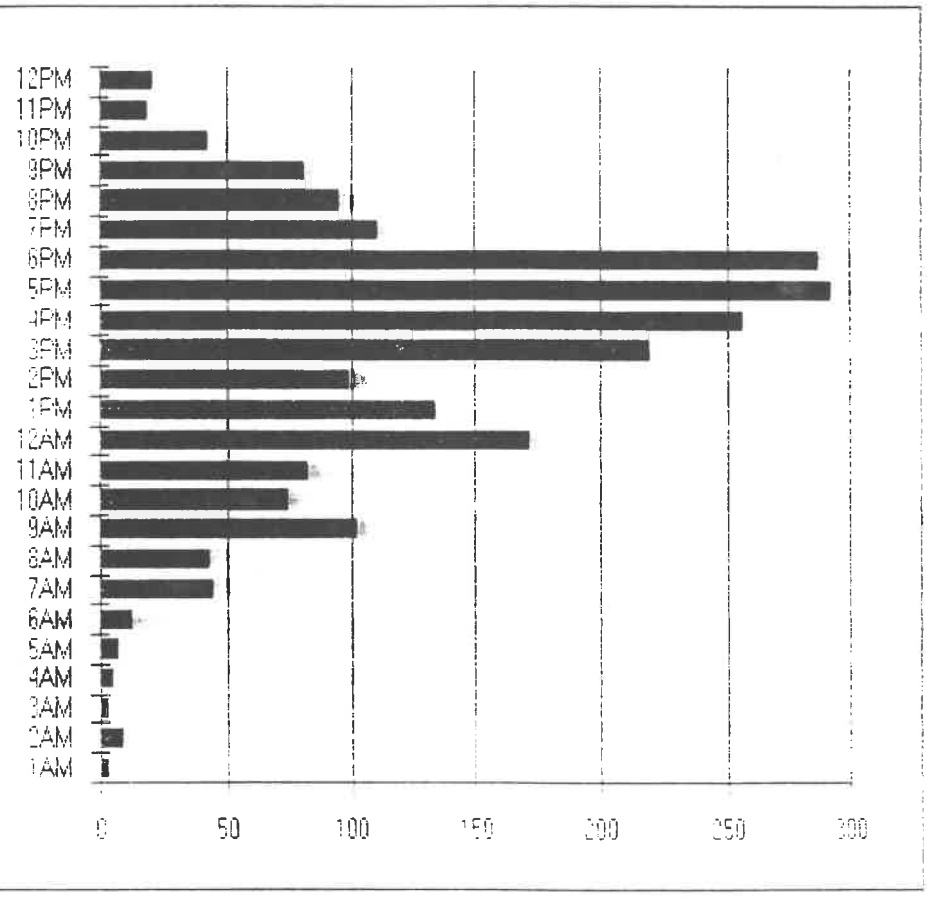
FIG 1

Murchie St. (both ways) 24 Hour Period
Feb 20-21
Counter south of Patricia

Date	Time	Hrly totals
Feb-20	1AM	3
	2AM	9
	3AM	3
	4AM	5
	5AM	7
	6AM	12
	7AM	44
	8AM	43
	9AM	102
	10AM	74
	11AM	82
	12AM	172
	1PM	134
	2PM	99
	3PM	219
	4PM	256
	5PM	292
	6PM	287
	7PM	111
	8PM	95
	9PM	91
	10PM	42
	11PM	18
	12PM	20



TOTALS 2210

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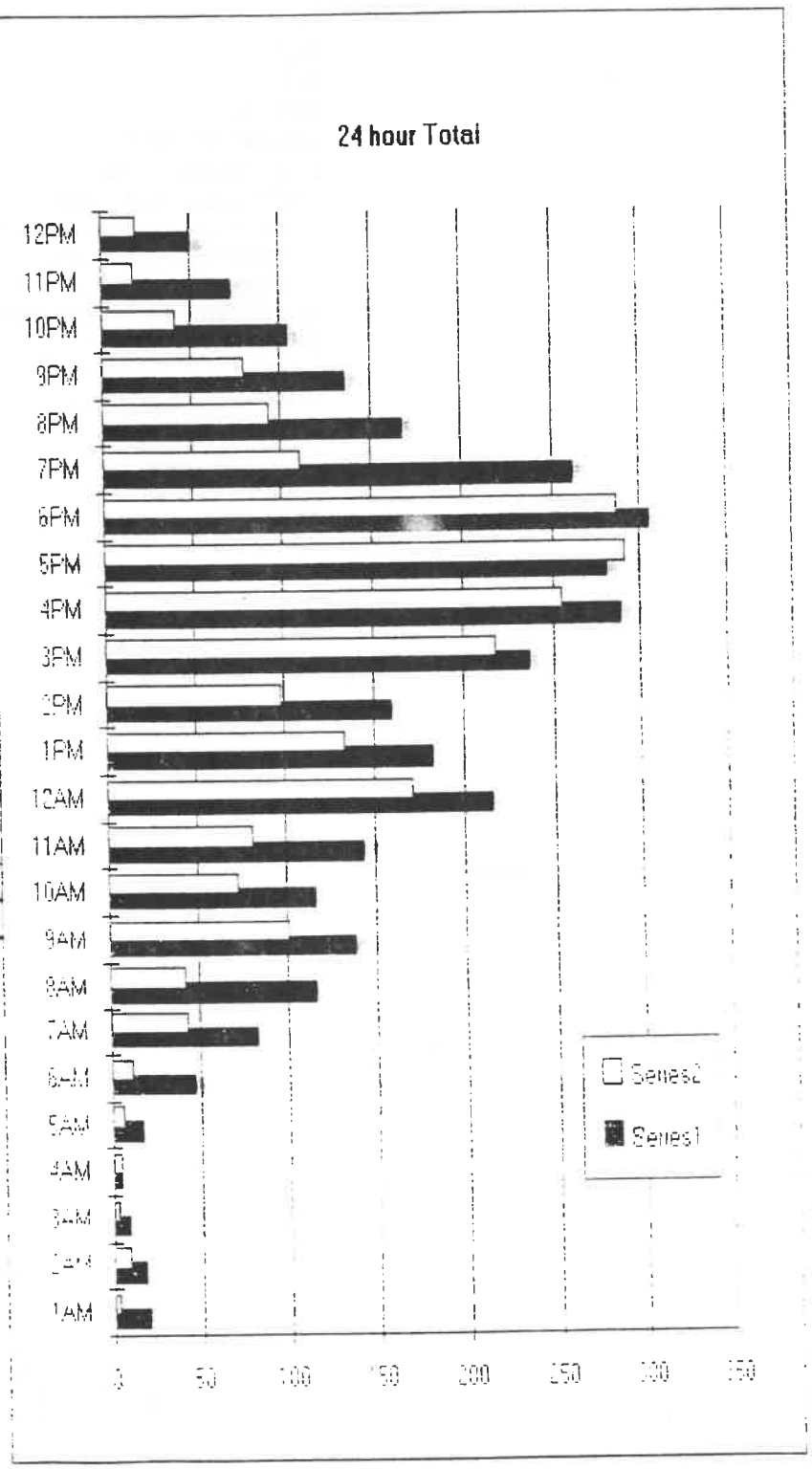
Fig

Hastings St (both ways)
Feb 20-21
Counter North of Lougheed (Sta 36)

		Hastings (1)	Murchie (2)
Date	Time	Hrly totals	Hrly totals
Feb-20	1AM	20	3
	2AM	18	9
	3AM	9	3
	4AM	5	5
	5AM	17	7
	6AM	47	12
	7AM	83	44
	8AM	117	43
	9AM	139	102
	10AM	117	74
	11AM	144	82
	12AM	216	172
	1PM	184	134
	2PM	161	99
	3PM	237	219
	4PM	289	256
	5PM	281	292
	6PM	306	287
	7PM	263	111
	8PM	169	95
	9PM	137	61
	10PM	105	42
	11PM	74	18
	12PM	50	20
TOTALS		3188	2210



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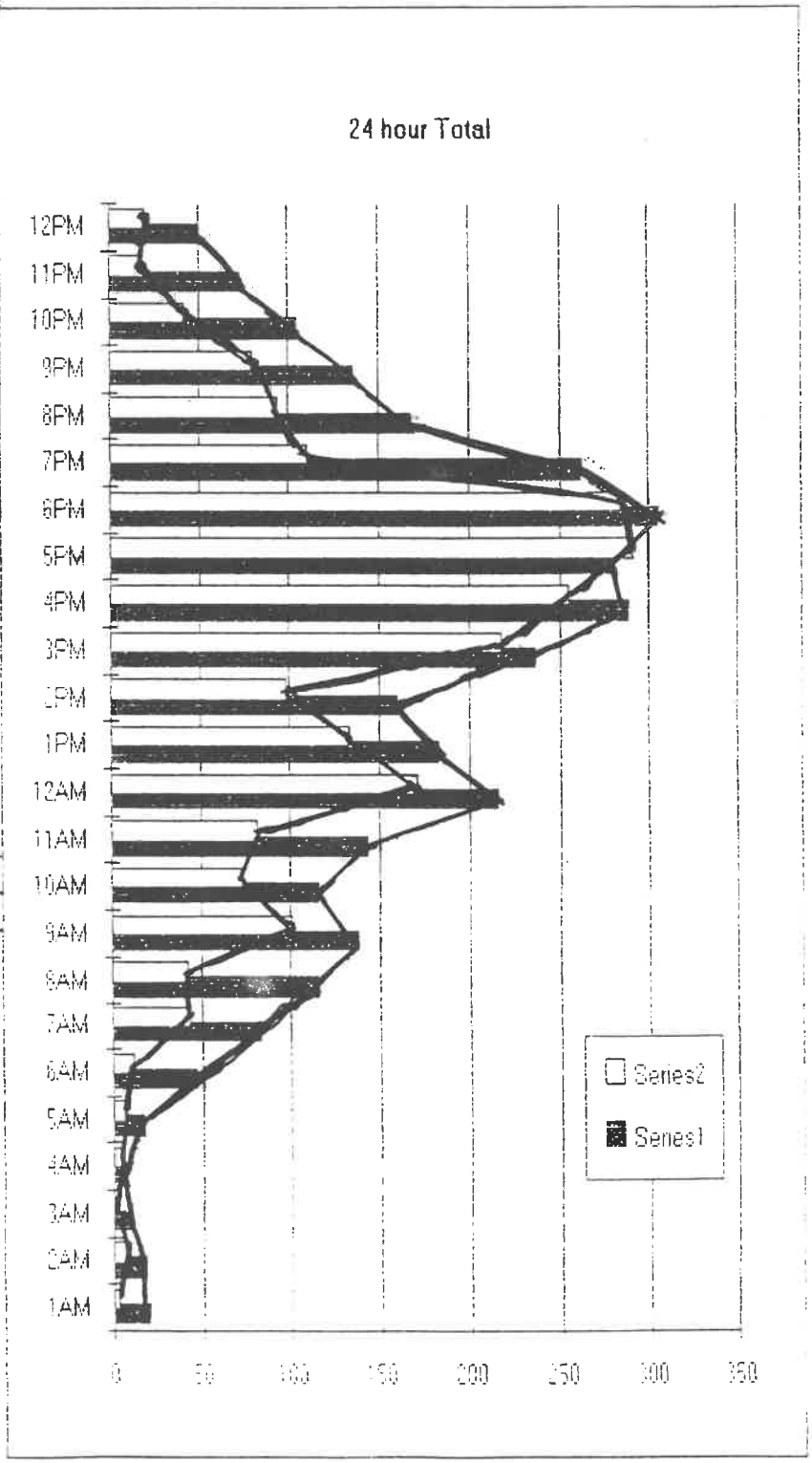
Hastings St. (both ways)
Feb 20-21
Counter North of Lougheed (Sta 36)

		Hastings (1)	Murchie (2)
Date	Time	Hrly totals	Hrly totals
Feb-20	1AM	28	3
	2AM	18	9
	3AM	9	3
	4AM	5	5
	5AM	17	7
	6AM	47	12
	7AM	83	44
	8AM	117	43
	9AM	139	102
	10AM	117	74
	11AM	144	82
	12AM	216	172
	1PM	184	134
	2PM	161	99
	3PM	237	219
	4PM	289	256
	5PM	281	202
	6PM	306	287
	7PM	263	111
	8PM	169	95
	9PM	137	61
	10PM	105	42
	11PM	74	18
	12PM	50	20
TOTALS		3188	2210



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Port Coquitlam City Council
Port Coquitlam

Alice Rozario
2678 Tuohey Avenue
Port Coquitlam
V3B 2G1 B.C.
464-3067
13 February 1992

Dear Mr.Mayor and Members of Council,

It is 7:30 am and the traffic is unrealistic in this once quiet neighbourhood - I've lived here for ten years. Children are starting out for school as usual walking on the roadway along side parked cars but now they have to suddenly dodge vehicles coming up from their rear - cars coming down Kitchener onto Clayton then onto Tuohey and Murchie to get to Patricia then onto Hastings their destination on a very round about route. This is all happening since you in your wisdom put up a barrier not allowing left hand turns at Woodland. At 7:30 am it is not local traffic but traffic of people who do not live in this immediate area but have children in the Westwood Elementary or Hastings Jr. High, it is big yellow school buses (two to be exact), it is police cars (this is of course a welcome sight),it is customers of the Ford dealership (these clients use this route since it is like suicide to do a left from Lougheed onto Hastings as there are no left turn signals at that intersection).

I objected to this idea of yours, I am all for opening up Woodland - more exits and entrances helps to ease congestions But no you would not listen or if you did you listened to what you wanted to hear - selective hearing! So now my narrow side-walkless neighbourhood suffers. WAKE UP! If you are going to use a narrow neighbourhood than enlarge the road and put in side-walks for safety sake. There has to be progress but safety must be taken into account too,especially since the onslaught of traffic is at the same time as when the schools begin and end.

I will not exaggerate that this traffic is constant since it is not and there is a lull now at 9 am - as school is in progress. But at 3 pm it will all resume when the same parents go to pick up their respective children from the schools near by and when the local people come home from work.

I am all for progress but with a bit of common sense please. More exits and entrances can help ease congestions as well as give people optional routes, left turn lights at well used major intersections are essential, more side-walks are a necessity for safety.

Prior to writing this letter I had a very long talk over the phone with a gentleman (sorry I cannot recall his name) from your engineering department.I must commend him for his patience and understanding in the face of irate and overly anxious people at 8 am.He is a credit to his department.

In closing I want to wish you all luck in deciding what to do now - you cannot please everybody but common sense must prevail and safety should be priority in all decisions.

Sincerely yours

Alice Rozario

COPIES: ALDERMEN
ENGINEERING DEPT.

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Engineering Dept - Traffic
City Hall
2580 Shaughnessy
Pt. Coquitlam B.C

Re: Traffic Problem concerning Crabbe - No left turn onto 5t Woodland

We live on Tuohey avenue and are really upset about the traffic being diverted onto our streets Kitchener - Clayton - Tuohey on to Patricia The traffic has increased from about 30 cars ada to 200 plus. We have no sidewalks and ditche and there is approx 40 children living on Tuo Ave. and now there is no where for the childre to walk. One of the children in our area was almost hit by a car yesterday. Also 4 of t large Cardinal buses (school buses) come thro our area. The traffic is coming out of Safew out of London Drugs, plus 4 loads of of Lougheed Hwy to take short cuts through ou area. Most of these don't even know wher their going - they turn the wrong way and then I have to back up causing more traff jams and chance for someone getting hurt. The large Cardinal bus had to back up thi morning with 4 cars right behind him I think it would be a great idea to

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(2)

block off the entrances only off of Langley Hway and blocking off the roads at Patu and Hastings with signs (Local Traffic - No Exit Large trucks (Lumberland, Old Dutch) are also using the area. We want something done about this before one of our children get killed.

Please, please do something.

Sincerely

Darlene Montgomery
2641 Tuohey Ave
Pt. Coq. BC
V3B2E7

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LIST OF SUGGESTIONS FOR

TRAFFIC IMPROVEMENTS

WOODLAND AREA

The following suggestions have been made by residents in the Woodland area for traffic improvements:

- Sidewalk on Tuohey/Murchie/Clayton for children.
- No left turn for southbound traffic at Hastings and Lougheed between 4:00 and 6:00 p.m.
- Four way stop at Kitchener and Hastings.
- Install a left turn arrow for eastbound traffic at Hastings and Lougheed. ✓
- Remove the island on Kitchener to allow the left turn for eastbound traffic at Kitchener and Woodland.
- Block Patricia at Hastings.
- Reduce speed on Clayton/Murchie/Tuohey to 30 km/h.
- Install stop signs at Clayton and Kitchener.

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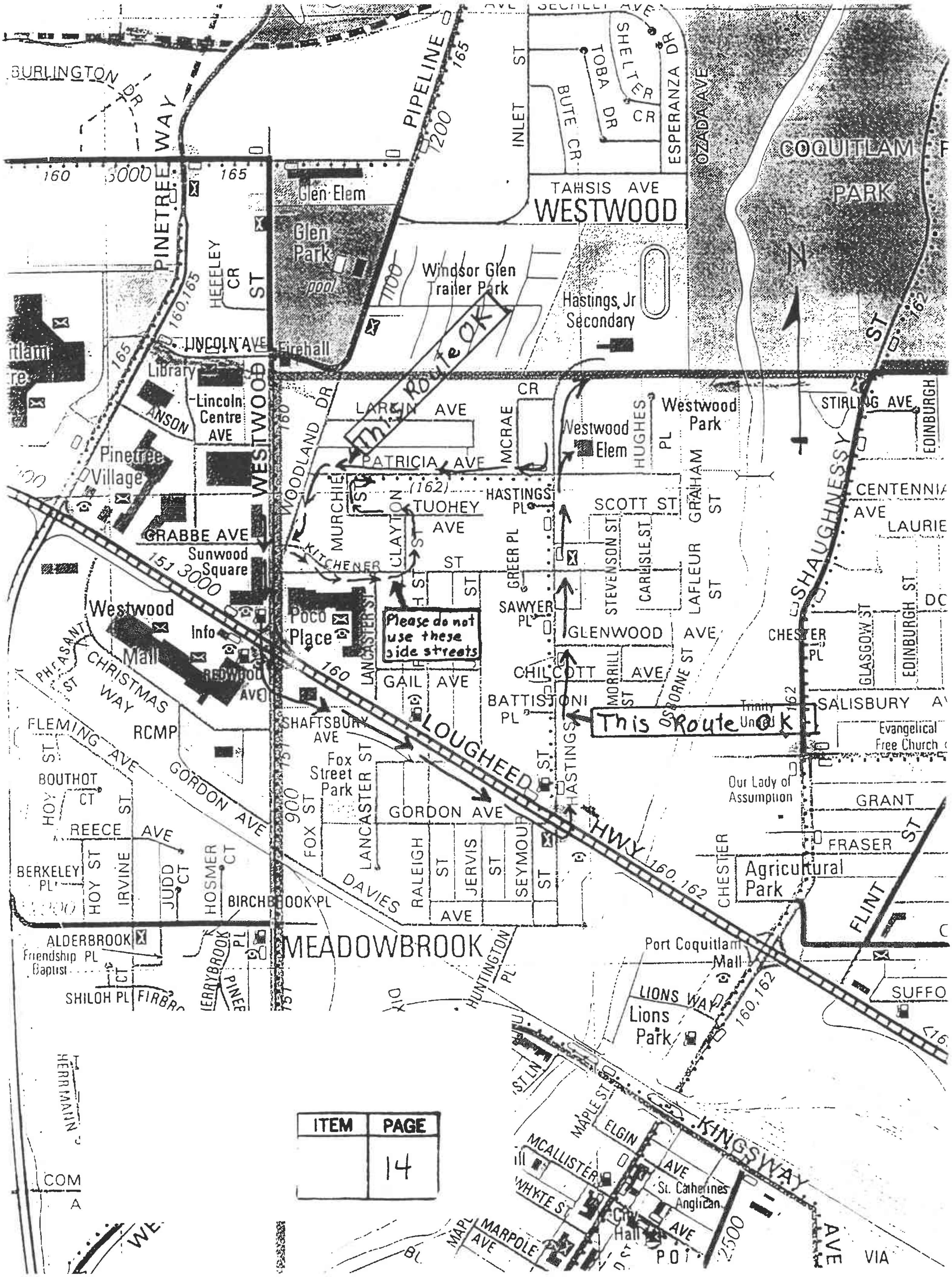
This Route OK
Please do not use these side streets
This Route OK
WESTWOOD
COQUITLAM PARK
PINETREE WAY
PIPELINE
WESTWOOD ST
LOUGHEED HWY
SHAUGHNESSY ST
HASTINGS ST
MEADOWBROOK
KINGSWAY
Glen Elem
Glen Park
Windsor Glen Trailer Park
Hastings Jr Secondary
Westwood Elem
Westwood Park
Lincoln Centre
Library
Firehall
Pinetree Village
Sunwood Square
Westwood Mall
Poco Place
RCMP
Fox Street Park
Port Coquitlam Mall
Lions Park
Agricultural Park
Our Lady of Assumption
Trinity United
Evangelical Free Church
St. Catherines Anglican
City Hall
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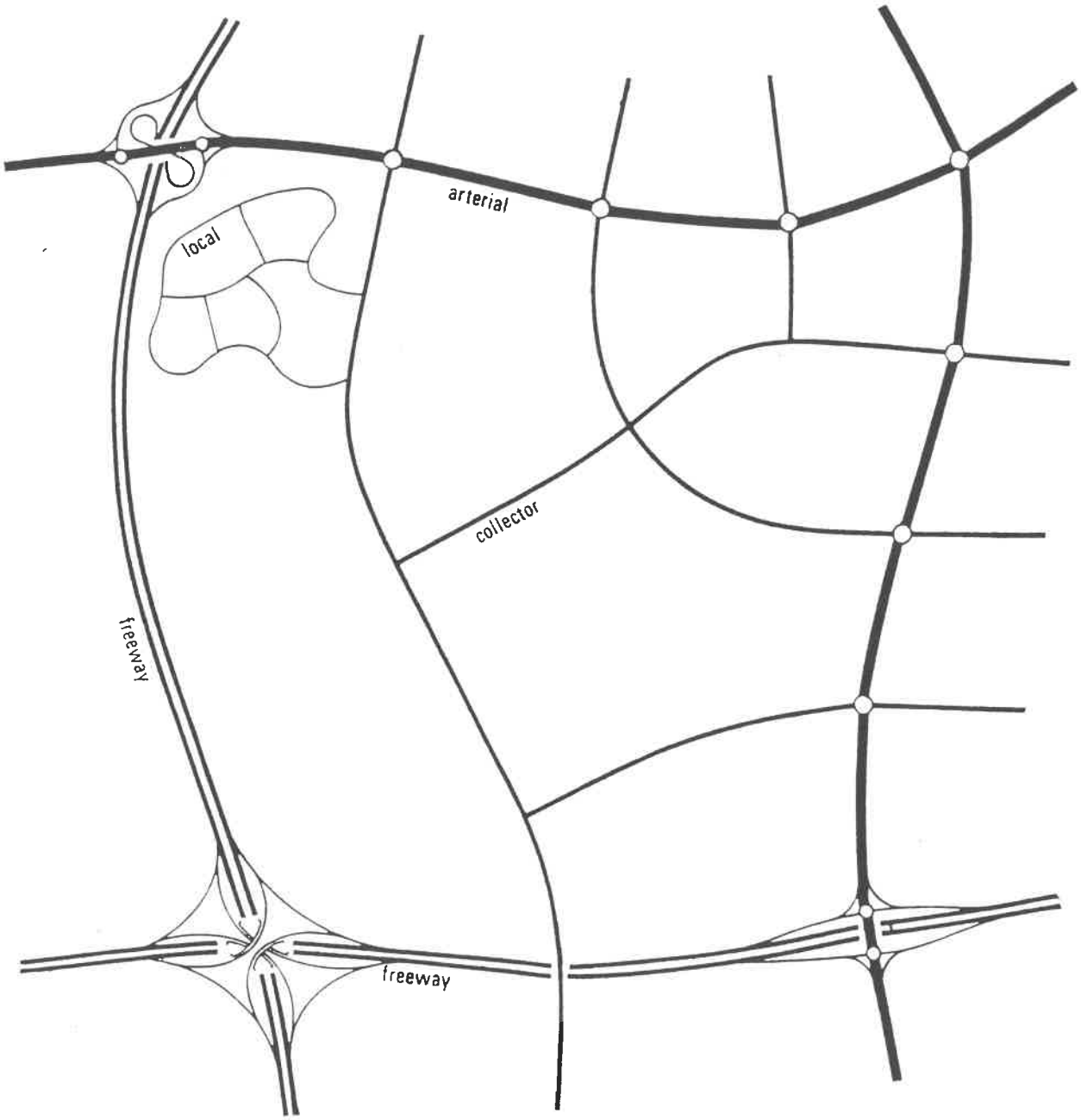
Figure A.5
Relationship of road classifications



freeway
arterial
collector
local
signalized intersection

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Vehicle type
Rural freeways carry all types of vehicular traffic, with heavy trucks normally amounting to between 20% and 30% of the total volume.

Connections
Rural freeways connect with other freeways, arterials and collectors, through interchanges.

A.5.5 Urban local roads

Service function
The function of local roads is to provide land access, and direct access is allowed to all abutting properties. Local roads are not intended to carry large volumes of traffic. The local road primarily carries traffic with an origin or destination along its length. It is not intended to carry through traffic other than to immediately adjoining roads. Local roads may be residential, or commercial and residential developments might carry appreciably higher traffic volumes and therefore may be multi-lane, but are seldom divided.

Traffic volumes
Traffic volumes vary with the density of adjacent development and generally do not exceed 3000 vehicles per day.

Flow characteristics
Local roads have interrupted traffic flow, and stop, yield or signalized controls where they intersect other roads and traffic flow is interrupted.

Design speed
Design speeds are necessarily low, in the range of 30 km/h to 50 km/h.

Running speed
Running speed under free flow conditions is generally 20 km/h to 40 km/h.

Vehicle type
The type of vehicle using local roads varies. Residential roads carry predominantly passenger vehicles and some industrial roads carry a nigh percentage of trucks. Bus operations on residential local roads are generally avoided.

Connections
Local roads connect to other local roads and collector roads. In some cases industrial or commercial local roads connect directly to arterials.

A.5.6 Urban collector roads

Service function
Urban collector roads provide both traffic service and land service. The traffic service function of this type of road is to carry traffic between local and arterial roads. Full access to adjacent properties is generally allowed on collectors.

Traffic volumes
Traffic volumes range between 1000 and 12 000 vehicles per day. Collector roads might have more than two traffic lanes and might be divided.

Flow characteristics
The traffic flow on urban collector roads, in and near the central business district, is interrupted frequently by signalized intersections. In residential areas, simpler forms of traffic control are generally used. There are few parking restrictions except during peak hours

Table A.5b
Characteristics of urban roads

	urban locals	urban collectors	urban arterials	urban freeways
service function	traffic movement secondary consideration	traffic movement and land access	traffic movement primary consideration	optimum mobility
land service	land access primary consideration	of equal importance	land access secondary consideration	no access
traffic volume vehicles per day (typically)	<3000	1000 - 12 000	5000 - 30 000	>20 000
flow characteristics	interrupted flow	interrupted flow	uninterrupted flow except at signals and crosswalks	free-flow (grade separated)
design speed, km/h	30 - 50	50 - 80	50 - 100	80 -120
average running speed, km/h (free-flow conditions)	20 - 40	30 - 70	40 - 90	70 -100
vehicle type	passenger & service vehicles	all types	all types up to 20% trucks	all types up to 20% trucks
normal connections	locals collectors	locals collectors arterials	collectors arterials freeways	arterials freeways

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when traffic movement might be the most important consideration. There are generally no special pedestrian crossing restrictions, but crosswalks may be provided where traffic volumes are high. To improve traffic flow, particularly at peak hours, it is sometimes desirable to provide collector roads with bus bays or turning lanes similar to those provided on arterial streets.

Design speed
Design speeds normally range from 50 km/h to 80 km/h.

Running speed
The normal running speed under free-flow conditions varies from 30 km/h and 70 km/h, with the higher values prevailing in suburban areas.

Vehicle type
In commercial and industrial areas, all types of vehicles including truck transports moving to and from arterials use urban collector roads. In residential areas, collectors carry a low percentage of trucks composed mainly of service vehicles.

Connections
Urban collector roads are connected to arterial and local roads, but connections to freeways are rarely found except in areas of concentrated development.

A.5.7 Urban arterial roads

Service function
Urban arterial roads carry large volumes of all types of traffic moving at medium to high speeds. These roads serve the major traffic flows between the principle areas of traffic generation; and connect to rural arterials and collectors. In urban areas without freeways, arterial roads provide the best quality of traffic service.

The amount of direct access to adjacent development on urban arterial roads preferably should be limited. Desirably, such access should be confined to local and collector roads, by applying treatments such as frontage roads.

Traffic volume
Urban arterial roads normally experience traffic volumes of 5000 to 30 000 vehicles per day. Urban arterials may be divided or undivided.

Flow characteristics
The traffic flow is generally uninterrupted except at signalized intersections and crosswalks. Where signals are closely spaced synchronization minimizes the interference to through movements. Parking and unloading are often prohibited where they might seriously affect through movement of traffic, particularly at peak hour. Pedestrian crossing preferably should be limited to intersections or special crosswalks.

Design speed
Design speed is in the range of 50 km/h to 100 km/h.

Running speed
Running speed under free flow conditions normally ranges from 40 km/h to 90 km/h, with the higher values prevailing in suburban areas.

Vehicle type
Urban arterial roads are used by all types of traffic. Trucks may comprise as much as 20% of the total traffic volume. Both express and local buses are generally routed on arterial roads.

Connections
Arterial roads connect to freeways, other arterials, and collector roads. In certain cases, local industrial or commercial roads connect to arterials because of their location or the traffic volumes carried. It is undesirable to have local residential roads connect with arterials.

A.5.8 Urban freeways

Service functions
Urban freeways accommodate high volumes of traffic moving at high speeds under free- flowing conditions. Urban freeways connect primary areas of traffic generation and serve as urban extensions of principal rural highways. They are intended to serve traffic between large residential areas, industrial or commercial concentrations and the central business district. To provide optimum mobility for through traffic, service to adjacent lands is eliminated. No parking, unloading of goods, or pedestrian traffic is permitted.

Traffic volumes
Urban freeways normally carry traffic volumes in excess of 20 000 vehicles per day.

Flow characteristics
To move high volumes at high speeds, urban freeways have uninterrupted flow conditions. This is provided by grade- separated crossings and interchanges. Parking and pedestrians are prohibited. Urban freeways are generally constructed on new alignments.

Design speed
The normal range of design speed is 100 km/h to 120 km/h. In special circumstances a design speed as low as 80 km/h is acceptable.

Running speed
The normal running speed under free-flow conditions varies between 70 km/h and 100 km/h.

Vehicle type
Urban freeways carry all types of vehicles including a relatively high percentage of trucks, amounting up to 20% of the total volume. The only bus service on urban freeways is express, with stops only at interchanges.

Connections
Urban freeways connect directly to intersecting or adjacent freeways and to most intersecting or adjacent arterial streets. Some direct connections to collector streets may be provided in the central business district.

A.6 SELECTION OF ROAD DESIGN CLASSIFICATION

The design standards in this Manual are intended to be applied only after the classification of a road has been determined. The selection, is based on a knowledge of the purpose, function and general characteristics of the road and its relationship to other roads in the network.

For each road classification given, there is a range of design speeds and corresponding range of standards. This allows variation in prevailing conditions to be reflected in the geometric design by the selection of classification.

Careful application of standards for the 56 classifications shown, bring the geometric features into harmony.

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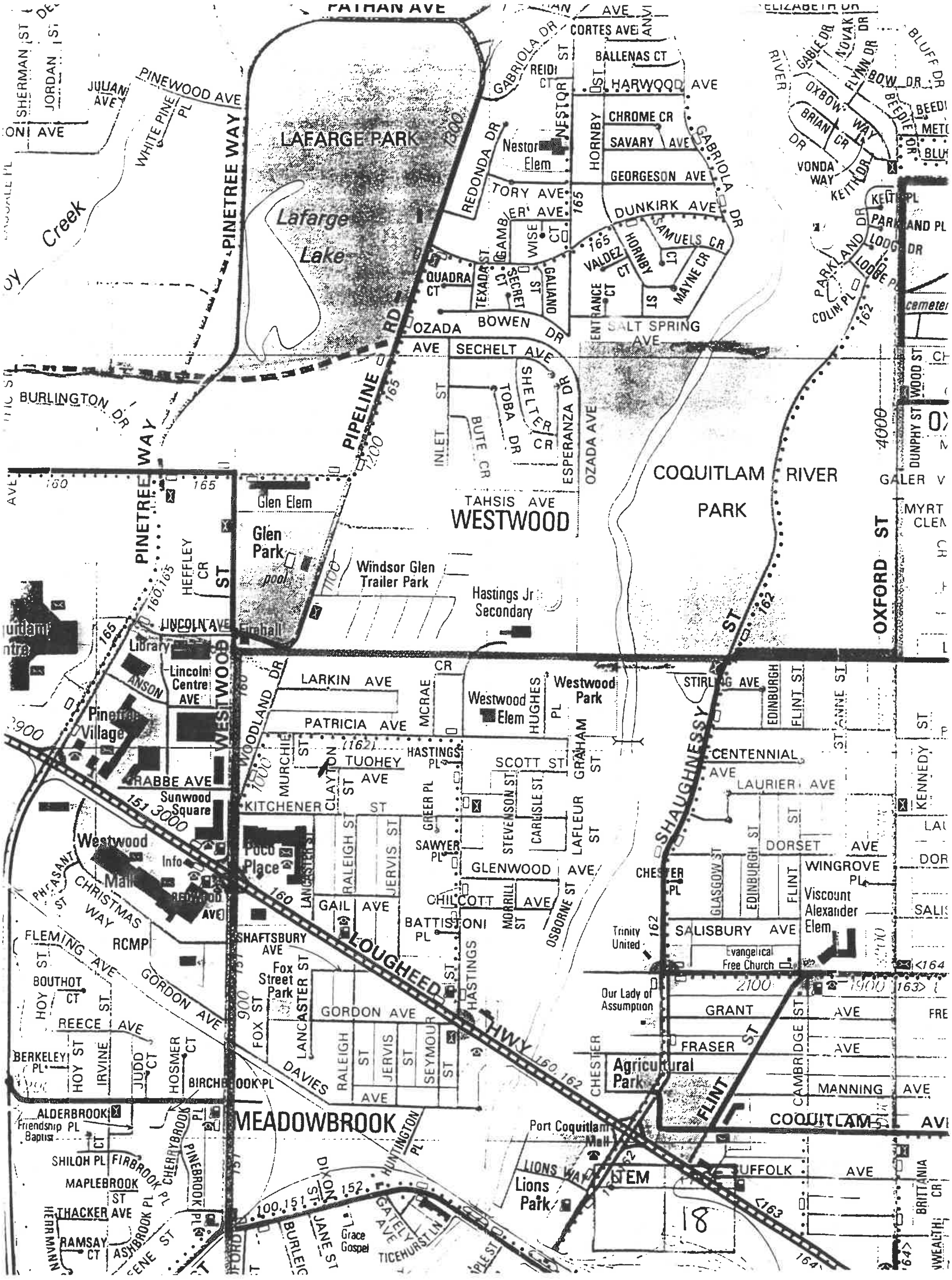
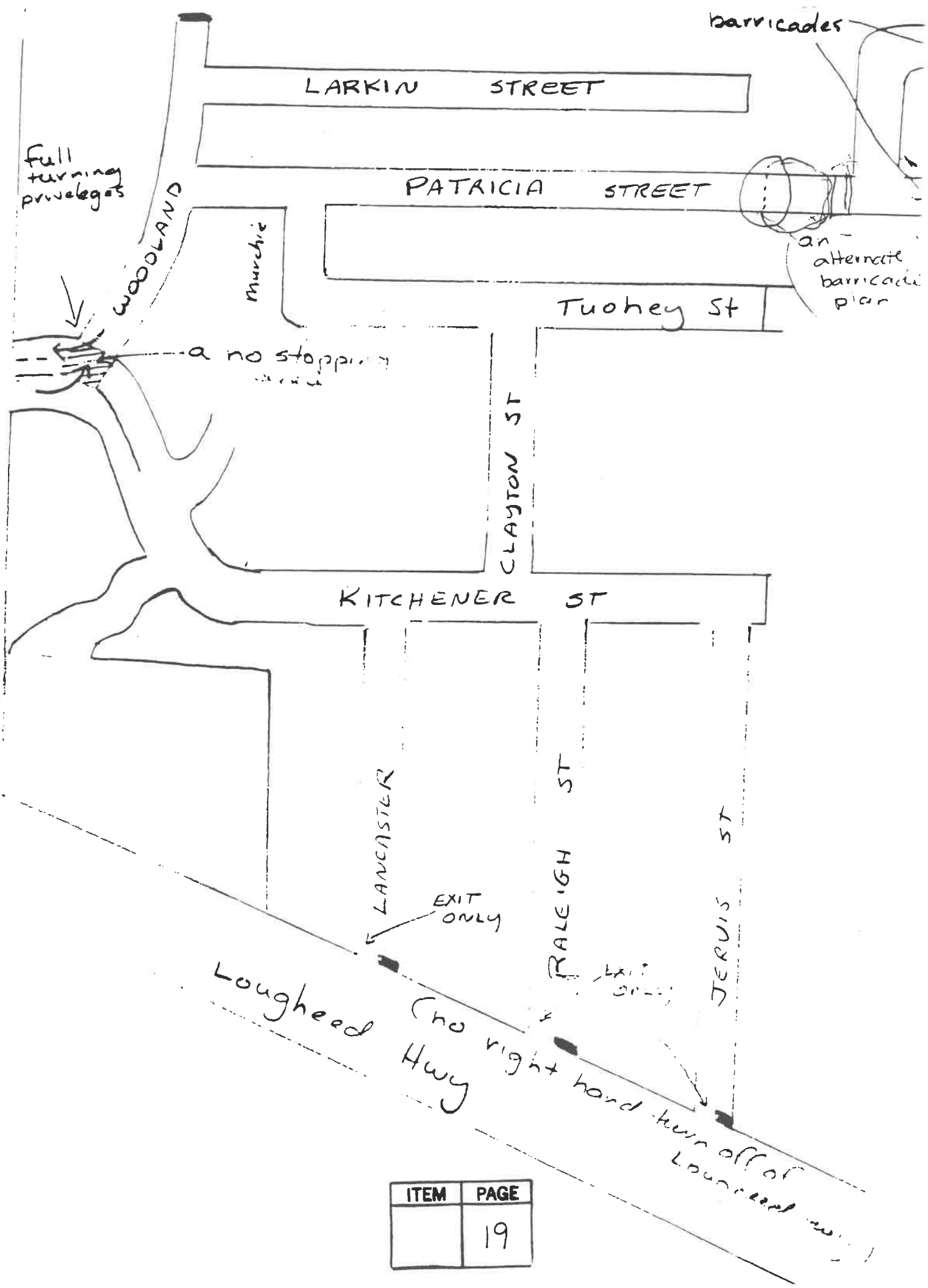


PATHAN AVE
CORTES AVE
ELIZABETH DR
BALLENAS CT
HARWOOD AVE
GABRIOLA DR
REID CT
NESTOR ST
PINEWOOD AVE
JULIAN AVE
SHERMAN ST
JORDAN ST
WHITE PINE PL
PINETREE WAY
LAFARGE PARK
Lafarge Lake
Creek
CHROME CR
SAVARY AVE
HORNBY
GEORGESON AVE
Nestor Elem
REDONDA DR
TORY AVE
GAMBIER AVE
DUNKIRK AVE
WISE CT
SAMUELS CR
VALDEZ CT
MAYNE CR
QUADRA CT
TEXADA ST
SECRET CT
GALIANO ST
ENTRANCE CT
BOWEN DR
OZADA AVE
SALT SPRING AVE
SECHELT AVE
SHELTER CR
ESPERANZA DR
TOBA DR
BUTE CR
INLET ST
PIPELINE RD
BURLINGTON DR
RIVER DR
GABLE DR
NOVAK DR
FLYNN DR
BOW DR
OXBOW WAY
BRIAN CR
BEEDIE DR
VONDA WAY
KEITH DR
KEITH PL
PARKLAND DR
PARKLAND PL
LODGE DR
COLIN PL
cemetery
WOOD ST
DUNPHY ST
COQUITLAM RIVER PARK
Glen Elem
TAHSIS AVE
WESTWOOD
GALER
MYRTLE
Glen Park
pool
Windsor Glen Trailer Park
Hastings Jr Secondary
HEFFLEY CR
WESTWOOD ST
OXFORD ST
SHAUGHNESSY ST
LINCOLN AVE
Library
Lincoln Centre
ANSON AVE
Pinetree Village
WOODLAND DR
LARKIN AVE
MCRAE CR
Westwood Elem
HUGHES PL
Westwood Park
STIRLING AVE
EDINBURGH ST
FLINT ST
ST ANNE ST
PATRICIA AVE
GRAHAM ST
MURCHIE ST
CLAYTON ST
TUOHEY AVE
HASTINGS PL
SCOTT ST
CENTENNIAL AVE
LAURIER AVE
KENNEDY
GRABBE AVE
Sunwood Square
KITCHENER ST
GREER PL
STEVENSON ST
CARLISLE ST
LAFLEUR ST
Westwood Mall
Info
Poco Place
LANCASTER ST
RALEIGH ST
JERVIS ST
SAWYER PL
GLENWOOD AVE
DORSET AVE
WINGROVE PL
CHESTER PL
GLASGOW ST
PHEASANT ST
CHRISTMAS WAY
REDWOOD AVE
GAIL AVE
CHILCOTT AVE
MORRILL ST
OSBORNE ST
Viscount Alexander Elem
FLEMING AVE
RCMP
SHAFTSBURY AVE
BATTISTONI PL
Trinity United
SALISBURY AVE
Evangelical Free Church
LOUGHEED HWY
Fox Street Park
HASTINGS ST
Our Lady of Assumption
BOUTHOT CT
HOY ST
GORDON AVE
GRANT AVE
REECE AVE
FOX ST
CAMBRIDGE ST
FRASER AVE
BERKELEY PL
IRVINE ST
JUDD CT
HOSMER CT
DAVIES AVE
SEYMOUR ST
CHESTER ST
Agricultural Park
FLINT ST
MANNING AVE
BIRCHBROOK PL
ALDERBROOK PL
Friendship Baptist
MEADOWBROOK
HUNTINGTON PL
Port Coquitlam Mall
COQUITLAM AVE
SHILOH PL
FIRBROOK PL
CHERRYBROOK PL
PINEBROOK PL
MAPLEBROOK ST
DIXON ST
LIONS WAY
Lions Park
SUFFOLK AVE
BRITTANIA CR
THACKER AVE
HERRMANN
ASHBROOK PL
RAMSAY CT
BURLEIGH
JANE ST
GATELY AVE
Grace Gospel
TICEHURST LN
18


barricades
LARKIN STREET
PATRICIA STREET
full turning privelages
WOODLAND
Murchie
an alternate barricade plan
Tuohey St
a no stopping
CLAYTON ST
KITCHENER ST
LANCASTER
EXIT ONLY
RALEIGH ST
JERVIS ST
Lougheed Hwy
(no right hand turn off of

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THE CORPORATION OF THE CITY OF PORT COQUITLAM

PUBLIC WORKS/TRAFFIC COMMITTEE

MINUTES

A meeting of the Public Works/Traffic Committee was held in the Third Floor Meeting Room, City Hall, 2580 Shaughnessy Street, Port Coquitlam, on Tuesday, February 25, 1992, at 5:00 p.m.

In attendance were:

Alderman R. Talbot, Co-Chairman
I.R. Zahynacz, P. Eng., City Engineer
Cpl. Shumborski, RCMP

Delegation of Local Residents:
Mike McGowan
Doug Finlay
Gerald Abrams
Brent Zenchuck
Jeff and Mrs. Clough

ITEM I: PRELIMINARY REVIEW - TRAFFIC IN WOODLAND AREA

The City Engineer presented the present traffic patterns and volumes in the Woodland area along with options for reducing traffic through Clayton/Tuohey/Murchie Streets as described in a memorandum from the City Engineer to the Public Works/Traffic Committee dated February 25, 1992.

A traffic count taken during February 21 and 22, 1992 shows that there is a daily traffic volume on Murchie of 2,210 vehicles per day and a traffic volume of 3,188 vehicles per day on Hastings Street. The peak hourly flow at 6:00 p.m. is approximately 300 vehicles per hour on both Murchie and Hastings Street.

These results indicate that in the afternoon rush hour the majority of traffic is shortcutting through the Woodland area.

Some of the following suggestions were noted to help reduce the traffic volume travelling through Clayton/Tuohey/Murchie:

1. "No Left Turn" sign for eastbound traffic on Kitchener and Clayton between 3:00 and 6:00 p.m.

2. Relocate the existing barrier between Pipeline Road and Woodland Drive to Woodland Drive just south of Larkin.

3. Reduce the speed limit on Clayton/Tuohey/Murchie to 30 km/h.

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Cont'd /2...

Mr. Mike McGowan, spokesman for local residents, presented a proposal with the following features:

1. A road closure and turn-around on Patricia Avenue directly west of McRae.

2. The opening of the median on Kitchener and Woodland to allow northbound traffic onto Woodland.

3. The placement of "No Right Turn" barriers on Jervis, Raleigh, and Lancaster for westbound traffic on Lougheed Highway.

Mr. McGowan stated that the general idea for these proposals is to create two neighbourhoods - Woodland Acres East, and Woodland Acres West, where there would be no through traffic and where people would be encouraged to walk or use bicycles. A survey of the residences in the west Woodland Acres area shows that 80% of the people who live on Patricia and south of Patricia are in favour of this project while the majority of the residents on Larkin and McRae were not in favour of the proposal.

As alternates to this first proposal, Mr. McGowan proposed the following:

1. Construction of a round-a-bout in Kitchener Street between Woodland and the entrance to Poco Place Mall.

2. Open Woodland at Kitchener and widen the south part of Kitchener.

The delegation and members of the Committee agreed that the necessary land should be purchased as soon as possible from Poco Place Mall, and the left turn lane at Westwood and Lougheed Highway for southbound traffic turning east should be constructed.

In the interim, the delegation would like to have the island opened at Woodland and Kitchener.

Mr. Clough, who lives on Patricia Avenue and McRae, stated that Patricia Avenue should not be blocked off because of safety and access concerns.

Mr. McGowan noted that if barriers at Jervis, Raleigh, and Lancaster are not acceptable, that one-way southbound traffic designations on Jervis, Raleigh, and Lancaster between Kitchener and Gail could be considered.

Mr. Clough would like a survey made of the whole neighbourhood prior to any major changes being made.

Cont'd /3...

Public Works/Traffic Committee Minutes of February 25, 1992 Cont'd...

It was suggested that a proposal be presented to Council to approve one of the following interim solutions:

1. Open the island at Kitchener and Woodland to allow northbound traffic on Woodland.

2. Install a temporary road block on Tuohey, just west of Clayton.

The Meeting Adjourned at 8:30 p.m.

I.R. Zahynacz, P. Eng.
Deputy City Engineer

Alderman R. Talbot
Committee Co-Chairman

IRZ:gc

NOTE: Minutes not read and adopted by the Committee until certified correct by the Committee Chairman's signature.

cc: Mayor and Aldermen
City Administrator
Deputy Engineer
Traffic Technician

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Feb. 18, 1992

To All Our Neighbours:

A very serious traffic problem on the Murchie-Tuohey elbow has resulted from the left-turn restriction from Kitchener to Woodland street. All who live on the surrounding streets are aware that:

(1) Most of the families on these and adjoining streets are young families with school age children.

(2) Children use this corridor as a meeting place and it is their only route to and from school.

(3) Houses situated on these streets are equipped with single carport facilities, therefore all excess parking is at roadside.

(4) The roadway is narrow and is further narrowed to a mere 15 ft when utilized for parking.

(5) There are no sidewalks and due to culverts no room for sidewalks.

(6) Pedestrian traffic will increase upon the opening of the neighbourhood low income housing complex, as those children will make their way to and from school using Murchie St.

It is unfair to exsisting and future families, that they be subjected to a potentialy dangerous situation due to an increase of vehicular traffic in their neighbourhood.

- The foregoing, is an alternative plan -

(1) Close Patricia at Hastings.

(2) Open the intersection at Woodlands and Kitchener streets.
(please refer to the attached map.)

These alternatives will afford the following benifits to all concerned.

(1) The total elimination of all drivers that use the Patricia-Hastings route as merely a shortcut to their homes elsewhere.

(2) Easier access for residents on Larkin, and Patricia streets.

(3) An increase in property values due to the revision of our neighbourhood serenity.

(4) The reduction of traffic through our neighbourhoods will secure a safer environment for our children by reducing the risk of a pedestrian-vehicle mishap. Also, it will reduce the risk of child molesters cruising the neighbourhoods and reduce the risk of break-ins, as we now can be more aware of strangers in our neighbourhoods.

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To our neighbours on Jervis, Raleigh and Lancaster streets, now is the time to band together to eliminate right-hand turns from Lougheed Hwy. onto your respective streets. The benifits listed above will also apply to your neighbourhoods. We hope you will support us as we will support you.

There will be some inconvenience to us all, but mere inconvenience cannot be a consideration when the lives of our children are at stake by using the the streets bound by; Jervis to east, Westwood to the west, Lougheed to the south and Patricia-Larkin to the north.

Please consider this problem carefully and look closely at our suggestions. We will get action from City Council if we stand united. Otherwise they will do as they please.

Thank You

Brent Zenchuk
Gerald Abrams
Lynn MacKenzie
Mike McGowan
Michele McGowan
Ed Yardley
Brenda Yardley

For more information please contact:

Mike McGowan 941-7437
Gerald Abrams 941-4058

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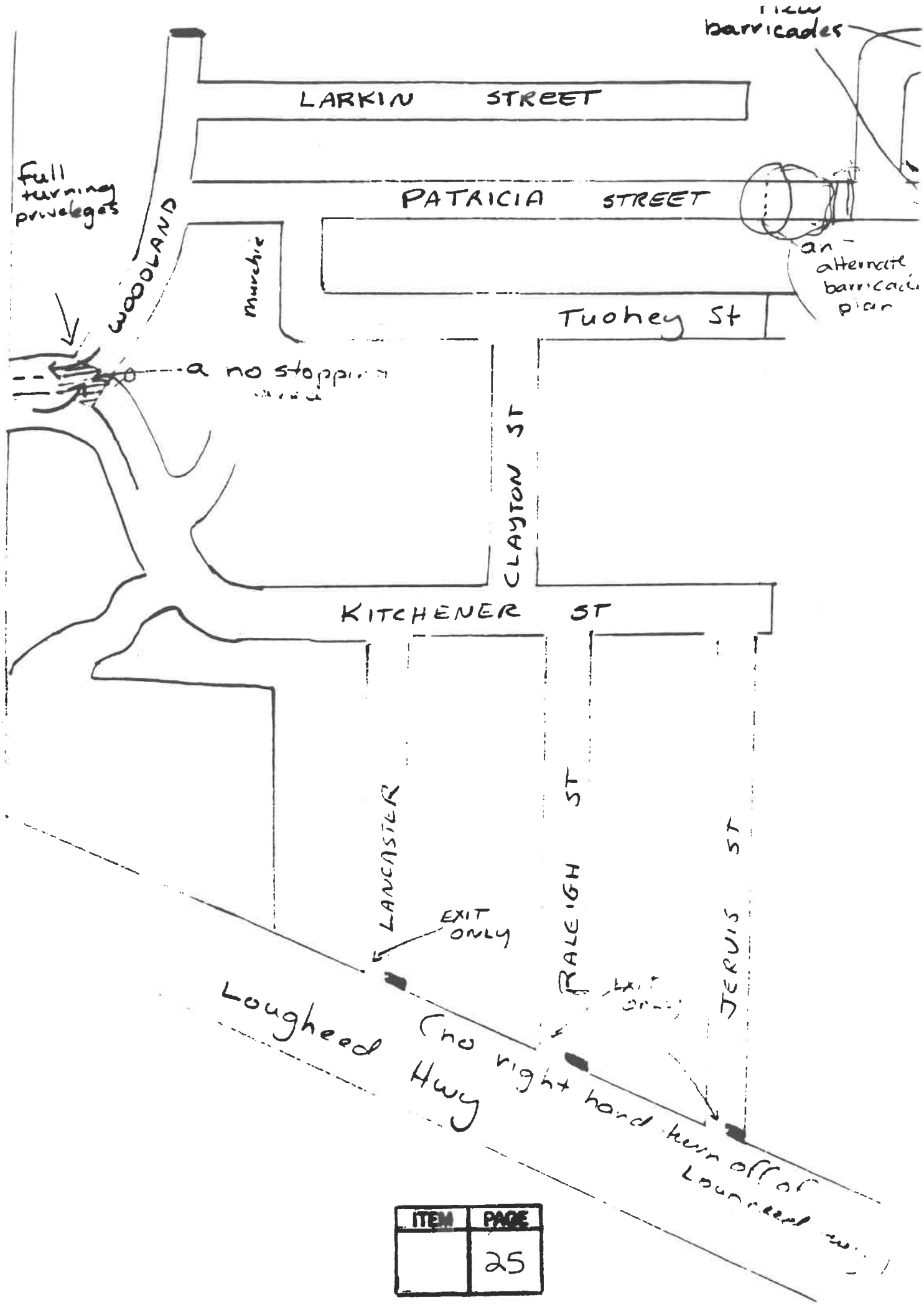
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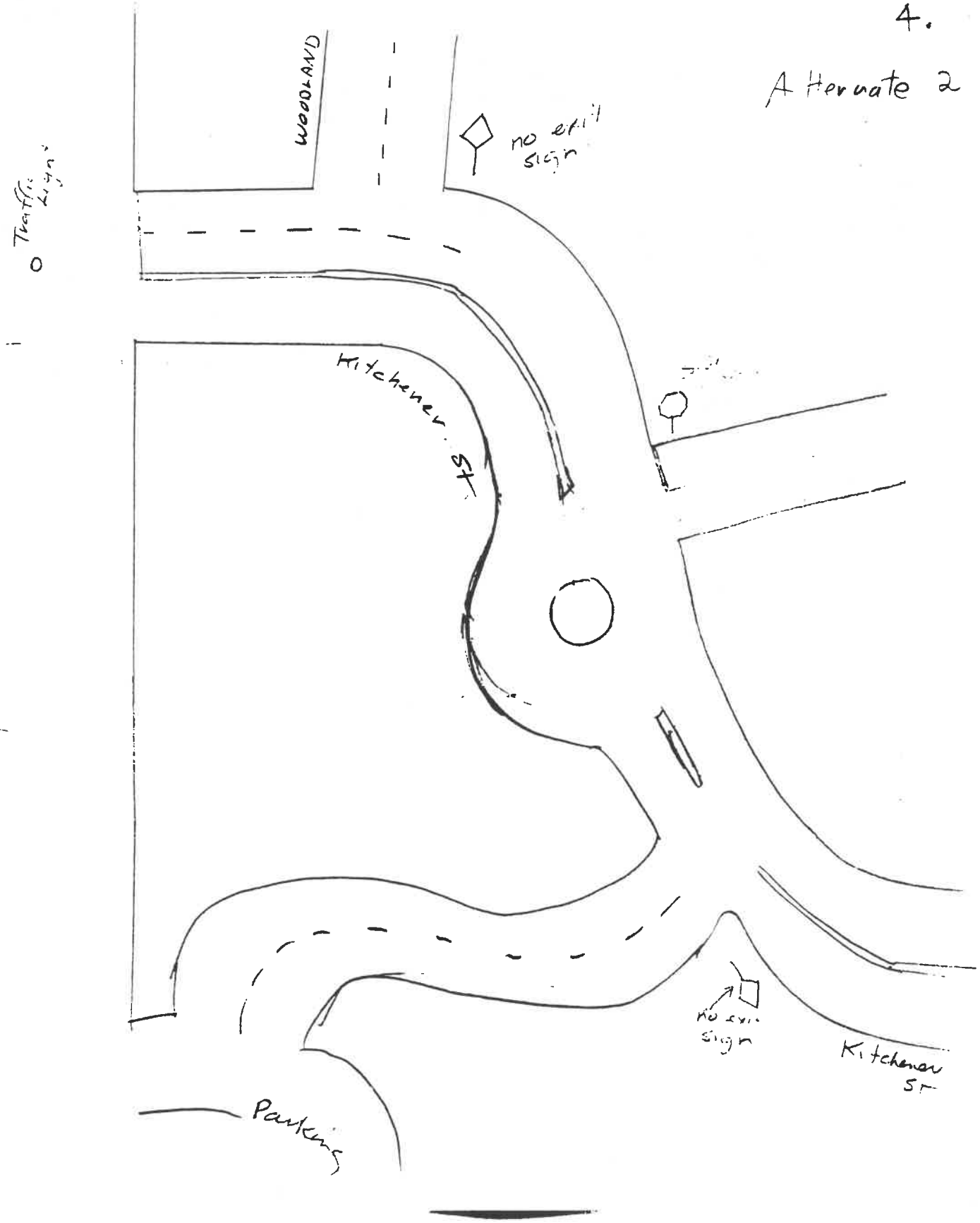
Alternate 2



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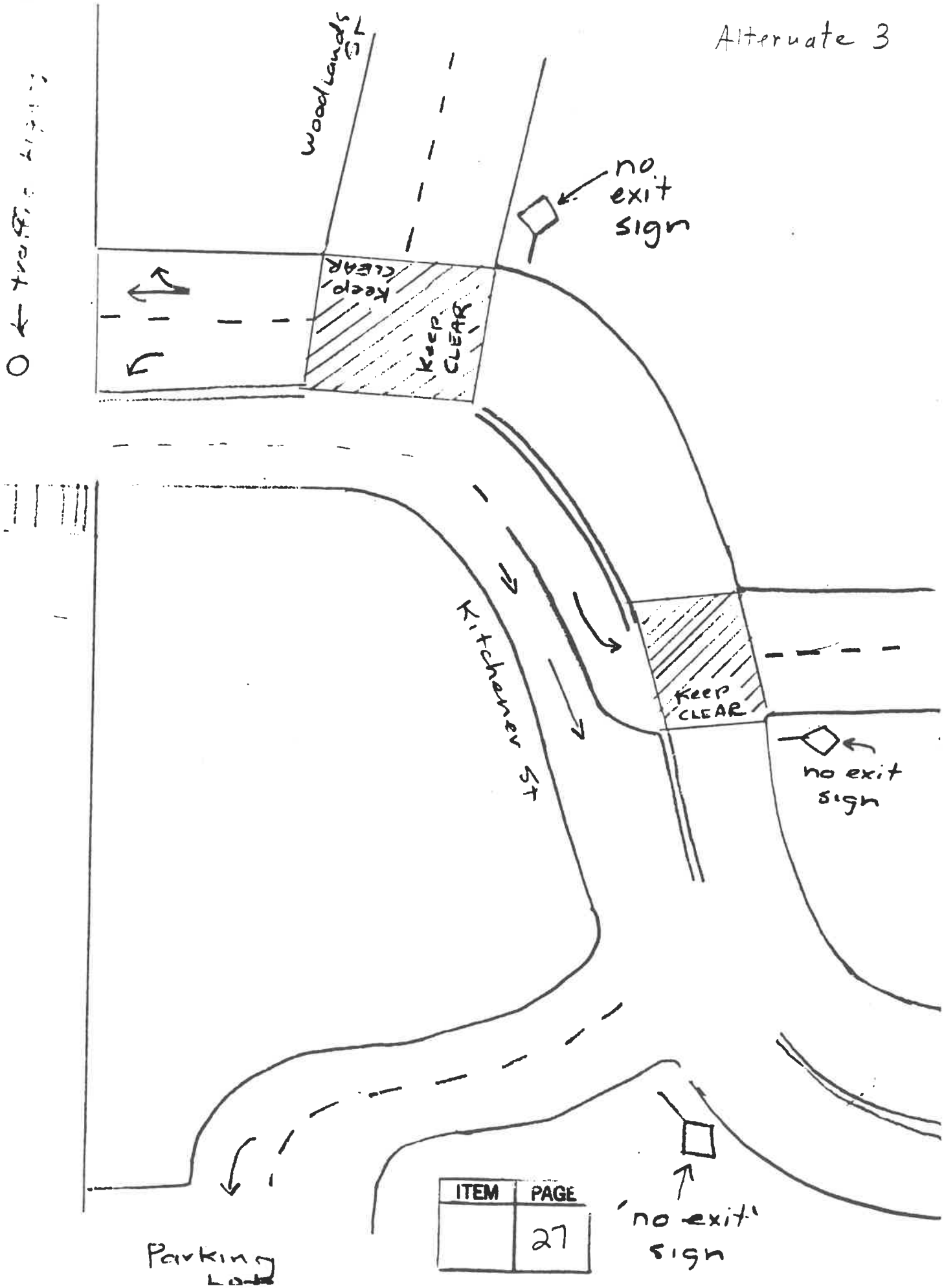
Alternate 3



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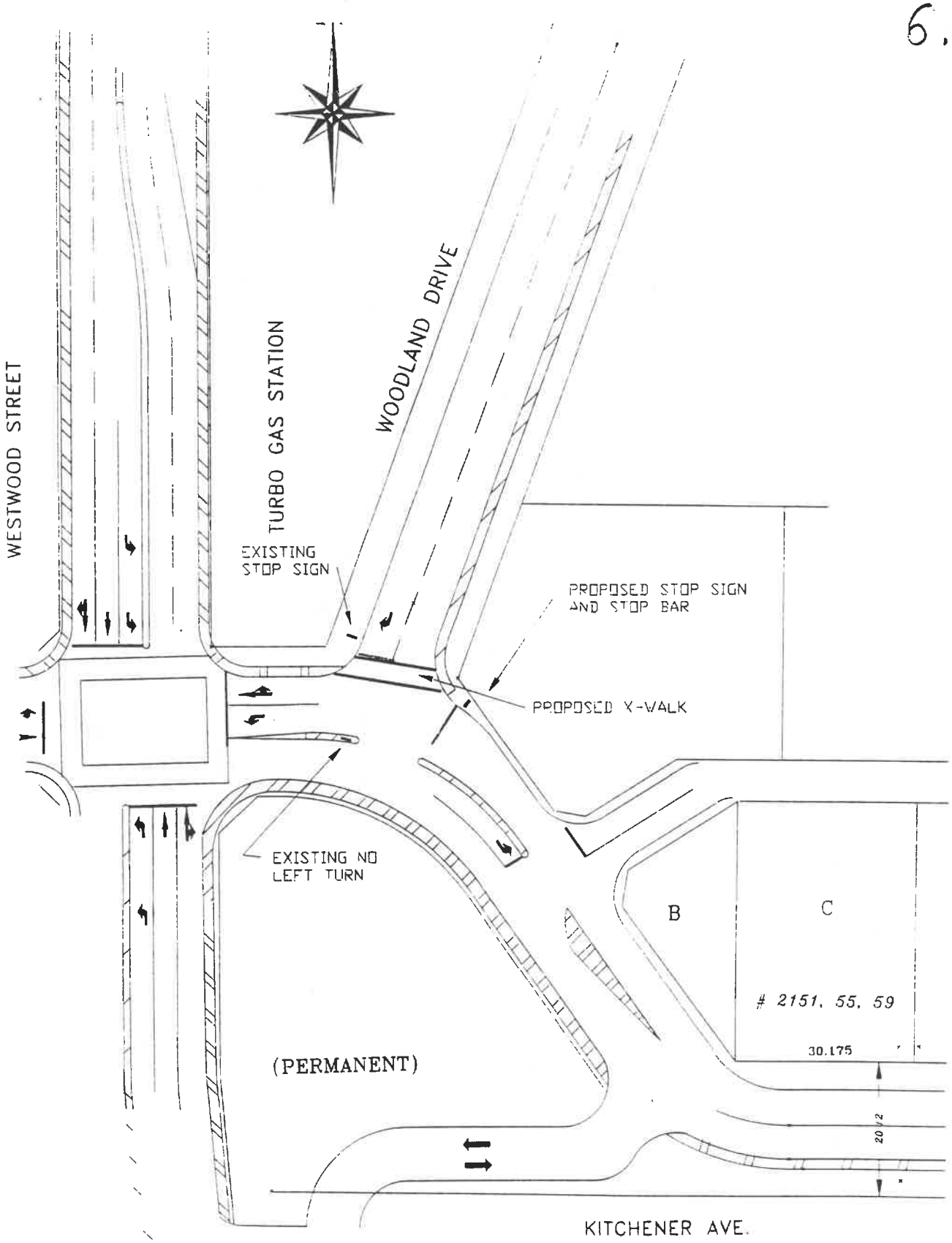

Road Changes

KITCHENER/WOODLAND INTERSECTION

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SCALE = NTS

The City of Port Coquitlam

COMMITTEE

MAR - 2 1992

COUNCIL COMMITTEE

MEMORANDUM

TO: B. Kirk
City Administrator

DATE: February 27, 1991

FROM: FIG Committee

SUBJECT: 1992 Budget

RECOMMENDATIONS:

1) That the surplus funds from 1991 operation be brought forward to reduce 1992 property taxes.

2) That Council endorse the following increases in property tax as outlined on the attached schedule.

BACKGROUND & COMMENTS:

In 1991 we had a surplus from operations of $54,780 which can be brought forward to reduce our 1992 taxes. This is the same as we have done last year when we took 1990 surplus of $32,209 into revenue to reduce taxes.

The tax increases proposed will hit our utility classification harder than previously discussed, however the railroad is getting a pretty good break at the present time on the taxes here as a result of their property being assessed at statutory rates of $2,410 per acre as opposed to the basic industrial property assessment of $150,000 to $175,000 per acre. A full report on railway assessment and taxation is being prepared and will be available in the next month to six weeks.

J. Maitland

JM/ms
Attachment

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1992 Tax estimate

Property Class	Tax Rate	Increase from '91
Residential	5.9725	4.35%
Utilities	56.0176	12.50%
Light Industry	17.0414	7.49%
Business	16.3030	7.49%
Rec/Non-profit	5.9725	4.35%
Farm Land	11.9448	4.35%

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The City of Port Coquitlam

COMMITTEE

MAR - 2 1992

COUNCIL COMMITTEE

MEMORANDUM

TO: B. Kirk
City Administrator

DATE: February 28, 1992

FROM: FIG Committee

SUBJECT: Public Works Special Capital Reserve

Attached for your information and discussion in committee is a listing of small projects which have been undertaken with funds in the Public Works Special Capital Reserve which is interest on the $2 million reserve set aside to do local roads and storm sewers.

J. Maitland

JM/ms
Attachment

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Public Works Special Reserve

Fnc #	Description	1990	1991	6.00% Committed	Total
Interest earned		$235,559.18	$183,492.12	$132,963.13	$552,014.43
Expenditures from :					
66	Catch basin Nova Scotia	$5,856.86	$0.00	$0.00	$5,856.86
67	Catch basin Rita Place	886.67	0.00	0.00	886.67
68	Swale to Baker Creek	304.79	0.00	0.00	304.79
69	Catch basin Eureka	21.80	2,497.40	0.00	2,519.20
70	Catch basin Eastern @ Pitt River	0.00	2,287.28	0.00	2,287.28
71	Fraser Ave Storm Sewer	8,268.81	4,407.26	0.00	12,676.07
72	Shaughnessy Under pass pumps	2,509.82	2,109.29	0.00	4,619.11
73	Storm sewer Morgan	0.00	59,853.42	0.00	59,853.42
74	Soak away Salisbury	998.74	0.00	0.00	998.74
75	Soak away Hastings	1,012.82	2.27	0.00	1,015.09
76	Lawn drain Glenwood	3,167.34	0.00	0.00	3,167.34
77	Storm sewer Morgan	25,803.41	4,567.24	0.00	30,370.65
82	Flash back arrestors	972.48	0.00	0.00	972.48
91	Storm Sewer Western Drive	11,716.80	0.00	0.00	11,716.80
92	Guard rail Bailey Bridge	10,684.02	0.00	0.00	10,684.02
93	Drain tile 1868 Western	1,546.79	2,892.99	0.00	4,439.78
94	Drain tile 1824 Pitt River	262.53	972.74	0.00	1,235.27
95	Drain tile Huber	0.00	6,771.63	0.00	6,771.63
127	Laurier storm sewer	0.00	9,782.19	0.00	9,782.19
130	Culvert Raleigh & Gordon	0.00	12,282.66	0.00	12,282.66
140	Catch basin Robin Place	0.00	2,659.21	0.00	2,659.21
143	Storm Sewer Sefton & Patricia	0.00	0.00	26,947.00	26,947.00
177	Barriers 1985 Mary Hill	0.00	1,975.24	0.00	1,975.24
178	Catch basin Shaughnessy & Marpole	0.00	2,426.60	0.00	2,426.60
180	Storm sewer extension Cameron Ave	0.00	8,153.76	0.00	8,153.76
187	Catch basin 3865 Hamilton	0.00	378.04	500.00	878.04
188	Catch basin 2871 Coast Meridian	0.00	964.22	500.00	1,464.22
189	Ditch improvements – Cameron	0.00	1,177.05	0.00	1,177.05
192	Fence on road allowance Regina	0.00	1,448.52	0.00	1,448.52
200	Lane improvements Charleton Crt	0.00	1,376.42	500.00	1,876.42
201	Catch basin 1845 Windermere	0.00	0.00	1,900.00	1,900.00
203	Barricades in lane Coquitlam Ave	0.00	0.00	3,800.00	3,800.00
205	Soak–away 1875 Dorset	0.00	0.00	1,500.00	1,500.00
206	Wheelchair pad at Bus Stop Wilson	0.00	0.00	600.00	600.00
207	Crosswalk Wellington & Patricia	0.00	0.00	1,060.00	1,060.00
208	Lawn basin in lane 2244 Pitt River	0.00	0.00	800.00	800.00
209	Catch basin 3471 Sefton	0.00	0.00	6,250.00	6,250.00
226	Catch basin 1660 Coquitlam	0.00	0.00	3,500.00	3,500.00
227	Catch basin 2178 Grant	0.00	0.00	3,000.00	3,000.00
TOTAL spent or committed		$74,013.68	$128,985.43	$50,857.00	$253,856.11
Available balance					$298,158.32