2026 Excellence in Transportation Award Winner

TRANSPORTATION ACHIEVEMENT AWARD — COMPLETE STREETS

Guildford Way Complete Street Project — ISL Engineering and Land Services Ltd.; DMD & Associates Electrical Consulting Ltd.; and the City of Coquitlam

ITE—A Community of Transportation Professionals is proud to recognize the **Guildford Way Complete Street Project** as the recipient of the 2026 Transportation Achievement Award in the Complete Streets category.

ITE's Transportation Achievement Awards recognize excellence in advancing transportation to meet human needs. The Guildford Way Complete Street Project exemplifies this purpose by transforming a 2.2-kilometer arterial corridor in Coquitlam, BC, Canada, into a safer, more accessible, and more comfortable complete street that supports people walking, biking, rolling, riding transit, and driving while maintaining vehicle capacity.

Delivered by ISL Engineering and Land Services Ltd., DMD & Associates Electrical Consulting Ltd., and the City of Coquitlam, the project was implemented in two phases. Phase 1 delivered 1.5 kilometers of quick-build infrastructure in 2023, while Phase 2, completed in 2025, added 0.7 kilometers of ultimate-build infrastructure. The corridor connects approximately 24,000 residents within 400 meters to schools, parks, employment areas, recreation facilities, City Hall, and the Lafarge Lake–Douglas SkyTrain Station.

Before the improvements, the corridor's micromobility facilities consisted of painted lanes adjacent to high volumes and speeds of traffic, making it suitable primarily for the most confident cyclists. The intersection of Guildford Way and Pinetree Way was also among the most collision-prone locations in the city, with 154 reported crashes between 2020 and 2024.

The completed project replaced painted lanes with physically separated unidirectional micromobility facilities, introduced the first protected intersections in the Tri-Cities region, modernized signal operations, improved accessibility treatments, and implemented island platform bus stops in accordance with recent provincial guidance. These improvements advance Coquitlam's Vision Zero commitment and 2050 Transportation Plan goals of zero transportation emissions and 50 percent sustainable mode share.

The project stands out for its practical application of Safe System principles and its thoughtful integration of innovative design elements. Raised bike lanes behind new curb and gutter create space for a wider range of micromobility devices, while a small mountable curb separates the bike lane and sidewalk. Integrated stormwater management allows drainage between active transportation facilities, preserving a full-height curb between vehicles and micromobility users without requiring major roadway regrading.

At the project's protected intersections, people using the protected bike lanes can make safer two-stage left turns behind the curb. The design includes dedicated bicycle signals, protected left-turn phasing on all approaches, leading pedestrian and bicycle intervals, no-right-turn-on-red restrictions, and the removal of a high-speed channelized right-turn lane on the southbound Pinetree Way approach. These changes shortened crossing distances, widened crosswalks, reduced conflicts, and made the intersection more intuitive for all users.

The project's safety outcomes are especially compelling. Using Miovision video analytics, the City conducted before-and-after near-miss conflict analysis at Guildford Way and Pinetree Way. The results showed a 99.4-percent reduction in critical and high-risk interactions overall, a 99.6-percent reduction in left-turn-related critical and high-risk conflicts, and a 93-percent reduction in left-turn conflicts involving vulnerable road users. These results validate the project's Safe System approach and provide a strong evidence base for similar projects.

Guildford Way also demonstrates that complete street retrofits can strengthen multimodal mobility without compromising arterial operations. The project maintained all four vehicle through lanes and turn lanes at Guildford Way and Pinetree Way, while protected signal phasing reduced vehicle-to-vehicle conflicts and improved clarity for all road users. Early performance indicators also show growth in micromobility activity, including approximately 20 percent higher cycling trips in summer 2025 compared with summer 2022 and 155,000 shared e-micromobility trips recorded in the City Centre operating area between June 2023 and December 2025, with 37 percent of those trips using Guildford Way.

The project has also advanced professional practice through knowledge sharing and regional influence. ISL and the City of Coquitlam have shared design features and lessons learned through TransLink's Bicycle Infrastructure Knowledge Exchange site visit, an ITE Greater Vancouver Section walking tour, an ACEC-BC Transportation Conference walking tour, public education materials, social media, and an ISL blog featuring before-and-after videos. The project has also been recognized with a 2024 HUB Cycling

Infrastructure Improvement Award and the 2025 ITE Greater Vancouver Outstanding Transportation Project of the Year, also known as the Bill Curtis Award.

By combining protected intersections, advanced signal operations, island platform bus stops, integrated accessibility treatments, measurable safety validation, and a phased implementation strategy, the Guildford Way Complete Street Project provides a scalable model for suburban municipalities seeking to retrofit auto-oriented arterial corridors. ITE congratulates ISL Engineering and Land Services Ltd., DMD & Associates Electrical Consulting Ltd., and the City of Coquitlam on this achievement and celebrates Guildford Way as an inspiring example of Complete Streets innovation in action.

Learn more about ITE's Awards Program.