



City of Port Moody

Agenda

Transportation Committee

Brovold Room
Wednesday, November 20, 2019
Commencing at 7:00pm

1. Call to Order

Call to Order 1.1
2. Adoption of Minutes

Minutes 2.1 **Recommendation:**
Pages 3-6 **THAT the minutes of the Transportation Committee meeting held on Wednesday, October 16, 2019 be adopted.**
3. Unfinished Business

Impediments to Taking Public Transit 3.1 Attachment: Richmond News, dated October 21, 2019
Pages 7-8
4. New Business

MTP Implementation Program/Project Updates 4.1

Thru-Traffic on St. Johns Street 4.2

Old Firehall No. 1 Site and Existing Works Yard 4.3 Attachment: Report: Mayor Rob Vagramov, dated September 20, 2019
File: 0360-20-06
Pages 9-10

Neighbourhood Traffic Calming Policy Update 4.4 Jeff Moi, General Manager of Engineering and Operations
Attachment: Corporate Policy: Neighbourhood Traffic Calming
File: 01-0350-03/2010
Pages 11-18

5. Information

6. Adjournment



City of Port Moody

Minutes

Transportation Committee

Minutes of the regular meeting of the Transportation Committee held on Wednesday, October 16, 2019 in the Brovold Room.

Present

Councillor Hunter Madsen, Chair
 Councillor Steve Milani, Vice-Chair
 James Atkinson
 Tim Barton
 Yolanda Broderick
 Andrew Hartline
 Scott Kirkpatrick
 Katie Maki
 Kathleen Nadalin

Absent

James Clarke (Regrets)
 Lori Holdenried (Regrets)
 Jeff McLellan (Regrets)

In Attendance

Stephen Judd – Manager of Infrastructure Engineering Services
 Joji Kumagai – Manager of Economic Development (arrived at 7:49pm)
 Jeff Moi – General Manager of Engineering and Operations
 Jennifer Mills – Committee Coordinator
 Ian Morrison – Staff Sergeant, Port Moody Police Department

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 7:03pm.

2. Adoption of Minutes

Minutes

2.1 TC19/013
 Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, September 18, 2019 be adopted.

3. Unfinished Business

Suter Brook Public Space Improvements

- 3.1 Presentation: Stephen Judd, Manager of Infrastructure Engineering
Attachment: Report: Planning and Development Department and Engineering and Operations Department, dated February 13, 2019
File: 13-6530-80-02

The Manager of Infrastructure Engineering gave a presentation on Suter Brook Village Traffic and Public Space – Implementation Plan and noted the following:

- Committee member's feedback from the October meeting was incorporated into the presentation;
- a central issue is the connection of private- and city-owned roads in the area;
- the proposed asphalt and crosswalk markings on Suter Brook Way between Brew Street and Murray Street are supported by the City and Onni; and
- a heavy-duty paver that can endure higher usage is being researched to reduce the ongoing high-cost maintenance issues of the current pavers.

TC19/014

Moved, seconded, and CARRIED

THAT the Transportation Committee endorse the proposed Suter Brook Village and Public Space Implementation Plan as presented by staff on October 16, 2019.

4. New Business

Clarke Street Revitalization Project

- 4.1 Presentation: Joji Kumagai, Manager of Economic Development
Attachments:
a) Clarke Street Revitalization
b) Project Charter: Clarke Street Revitalization

The Manager of Economic Development gave a presentation on the Clarke Street Revitalization Project and requested Committee members' feedback on ways to revitalize the area.

Committee members noted the following ideas for improving the area:

- provide cycling amenities;
- extend the angled parking;

- create warmth and ambience by planting trees and providing lighting;
- utilize the plaza for pop-up shops, bike repairing, busking, and food trucks; and
- install more benches along the road.

The Manager of Infrastructure Engineering and the Manager of Economic Development left the meeting at this point and did not return.

Impediments to Taking Public Transit

4.2 Presentation: Councillor Hunter Madsen Attachments:

- Memo: General Manager of Operations and Engineering, dated September 12, 2019
- Master Transportation Plan – Discussion Paper #3 – Section 5.0 Transit
- TransLink – Transit-Oriented Communities – A Primer on Key Concepts
- Victoria Transport Policy Institute – Evaluating Public Transit Benefits and Costs Best Practices Guidebook – Executive Summary – 2019 03 18
- TransLink – Pets on Transit
- Youth Focus Committee Report to Council – Requesting Improvements to TransLink Bus Services to Port Moody Schools
- Link: <https://www.wsp.com/en-CA/insights/ca-what-if-we-can-design-transit-to-improve-our-health>

File: 0360-20-06

The Chair requested Committee members' feedback related to transit in the city and noted that the goal would be to create a recommendation to Council.

Committee members and staff discussed the following questions regarding impediments to taking transit:

- do you take transit for work trips or for other trips;
- why do or don't you use transit;
- if you don't use transit, what would need to change for you to consider it; and
- if you do use transit, what do you find to be most of an issue during your trips.

Action: The General Manager of Engineering and Operations to provide a report at the November meeting.

Neighbourhood Traffic Calming Policy Update 4.3 Jeff Moi, General Manager of Engineering and Operations
Attachment: Corporate Policy: Neighbourhood Traffic Calming
File: 01-0350-03/2010

This item was postponed to a future meeting.

Old Firehall No. 1 Site and Existing Works Yard 4.4 Attachment: Report: Mayor Rob Vagramov, dated
September 20, 2019
File: 0360-20-06

This item was postponed to a future meeting.

5. Information

6. Adjournment

6.1 The Chair adjourned the meeting at 9:01pm.

Councillor Hunter Madsen,
Chair

Jennifer Mills,
Committee Coordinator

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80 per cent of Metro Vancouver bus routes are slower than 5 years ago: report

Kirsten Clarke / Richmond News

OCTOBER 21, 2019 04:42 PM



It takes longer to travel by bus today than it did five years ago, according to a TransLink report released on Monday. File photo

It takes much longer to travel by bus today than it did five years ago, which is increasing costs to run the bus system.

According to a [TransLink report](#) released Monday, 80 per cent of Metro Vancouver bus routes — including those along No. 3 Road and Highway 99 in Richmond — are slower than they were half a decade ago, largely due to increased traffic congestion on the roads and a “lack of sufficient bus priority.”

The report notes that for transit riders, this means longer ride times and longer waits, as well as more overcrowding, all of which reduces the “attractiveness” of commuting by transit.

2018 saw record-breaking ridership, with 437.4 million boardings. And over the last three years, total transit ridership has increased by 17 per cent, and total bus ridership by 14 per cent.

The report compiled a list of the top 20 corridors for passenger delays, with King George Boulevard / 104 Avenue in Surrey taking the top spot, followed by Highway 99, which passes through Richmond and Delta.

No. 3 Road ranks seventeenth on the list.



TransLink compiled a list of the top 20 slowest bus routes. - TransLink report

This slower service also costs TransLink money.

The transit authority estimates road delays are costing the company more than \$75 million per year, 12 per cent of Coast Mountain Bus Company's (CMBC) total operating costs.

Operator breaks and extra time needed to ensure on-time departures increased operating costs by another 16 per cent. As bus travel times become more irregular, "recovery time" must be increased, according to the report.

And an additional \$2.5 to \$5 million goes towards adjusting transit schedules each quarter to maintain on-time bus performance.

More buses and drivers are needed to keep buses at their scheduled frequency. For example, if a bus route previously ran every 10 minutes and took a total time of 50 minutes to complete, it required five buses.

But because it takes buses longer to run their routes, more buses are needed to maintain the 10-minute frequency.

"Bus delay due to congestion is a major problem for TransLink's customers, budgets and our ability to expand," reads the report. "However, it is a problem for which many solutions exist, as has been demonstrated locally and globally."

The report identifies a number of strategies to help curb road congestion and improve transit times, most of which would be up to municipalities or the provincial government to implement.

"They [municipalities and the Ministry of Transportation and Infrastructure] control all tools related to traffic controls (e.g. turn restrictions, signal timing and prioritization), roadway infrastructure (e.g., bus bulbs), curb management (e.g. parking removal) and transit lane designations (e.g. bus or HOV lanes)," reads the report.

The four worst routes will benefit from the new RapidBus routes that TransLink is rolling out next year.

The report will be presented to the Metro Vancouver Mayors' Council on Friday.



City of Port Moody

Report/Recommendation to Council

Date: September 20, 2019
Submitted by: Mayor Rob Vagramov
Subject: City Lands – One Year Later

Purpose

To provide direction to Staff regarding the next steps in determining the future of the City Lands, and to clean up the Old Firehall No. 1 site for interim uses.

Recommended Resolution(s)

THAT staff report back to Council by the end of 2019 with options (excluding sale) for exploring the future of the Old Firehall No. 1 site, and the existing Woks Yard site;

AND THAT staff be directed to remove the fencing and large accumulation of items in storage on the Old Firehall No. 1 site;

AND THAT staff report back to Council with costs and options for potential interim uses of the Old Firehall No. 1 site, as recommended in the report dated September 20, 2019 from Mayor Rob Vagramov regarding City Lands – One Year Later.

Background

Since the 2018 non-binding referendum regarding public opinion of what should happen with the City Lands, which sought to gauge support for the sale and/or lease of the lands in question, the Old Firehall No. 1 site's visual condition has continued to deteriorate. Rather than a programmed space that the City can be proud of, this site has become unsightly for residents and visitors alike, when it could be a sign of promise of a future publicly enjoyed commons.

Discussion

Following the public's decision rejecting the 2018 City Lands Public Opinion Question, it is clear that the direction desired is to keep the site publicly-owned and to find innovative ways to maximize its potential. Our Council will need to make some important decisions about the future of the two City Owned Sites, and this may involve a new process to arrive at a conclusive decision. This report recommends that Staff report back to begin this process by the end of 2019.

Further, it has become clear that the visual condition of the most prominent site – the Old Firehall No. 1 site – has become at best Unsightly and could be put to better use for community value. This report recommends immediate clean up of the site to bring it up to Port Moody standards of street and city beautification.

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Corporate Policy

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Section:	Engineering, Operations, and Public Works	11
Sub-Section:	Traffic Control – General	5460
Title:	Neighbourhood Traffic Calming	02

Related Policies

Number	Title
11-5460-01	Traffic Control for Pedestrian Crossings and Near Schools

Approvals

Approval Date: June 26, 2001	Resolution #: 01-139
Amended: June 21, 2010 (Housekeeping)	Approved by: Administration
Amended: September 19, 2017	Resolution #: <u>RC(CW)17/031 (CW17/117)</u>
Amended:	Resolution #:

Policy

This policy outlines the process to identify, prioritize, prepare, and implement Neighbourhood traffic calming plans in the City of Port Moody. This policy should be used in conjunction with the *Canadian Guide to Neighbourhood Traffic Calming (1998)* by the Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers to ensure all traffic calming measures in the City of Port Moody adhere to established practices and guidelines. This policy is developed from the City of Port Moody Draft Neighbourhood Traffic Calming Reference Report (March 2001).

Definitions

Traffic Calming – A combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

Neighbourhood Traffic Calming Plan (NTCP) – Refers to a plan that restores neighbourhood street(s) to the intended function, while providing a balance between mobility and accessibility.

Neighbourhood Advisory Committee (NAC) – Refers to a liaison committee approved by the General Manager of Engineering and Operations representing area residents, business owners, community associations, and institutions on a traffic calming initiative.

Procedures

As outlined in *Schedule A – City of Port Moody Traffic Calming Guidelines*.

Monitoring/Authority

The General Manager of Engineering and Operations has been delegated the responsibility by Council for implementation of this policy.

Schedule A

City of Port Moody Traffic Calming Guidelines

1. Objectives

- a) Reducing vehicular speeds and/or discouraging through vehicular traffic on local neighbourhood streets.
- b) Promoting safe and pleasant environment for street users (motorists, cyclists, pedestrians, etc.).
- c) Reducing the requirement for police enforcement.
- d) Making efficient use of City of Port Moody resources through screening and prioritizing traffic calming requests.

2. General Principles

- a) Ensure a consistent and fair manner for reviewing traffic calming requests.
- b) Ensure public support.
- c) Identify the real problem.
- d) Quantify the problem with data.
- e) Consider availability of financial and personnel resources.
- f) Improve traffic operation on regional-arterial road system first where feasible.
- g) Employ Two-Phase Approach (1. education/passive measures, 2. physical measures).
- h) Implement appropriate traffic calming on a neighbourhood basis.
- i) Preserve reasonable access and egress.
- j) Use self-enforcing measures where feasible.
- k) Maintain unimpeded non-motorized traffic.
- l) Implement measures on trial basis where possible.
- m) Monitor the effectiveness of the measure.

3. Application Principles

- a) Traffic calming measures will be limited to local residential and neighbourhood collector residential streets (local commercial streets may be considered under special circumstances).
- b) The exclusive use of signs for traffic calming should be discouraged in the City.
- c) All traffic calming measures implemented in the City of Port Moody will be in accordance with the criteria identified in the *Canadian Guide to Neighbourhood Traffic Calming (1998)*.
- d) The installation of speed humps on local residential streets may be approved by the General Manager of Engineering and Operations. Such installations are not subject to the procedures outlined in section 4 of this policy.

4. Procedures

a) *Project Initiation*

All written requests for traffic calming projects submitted to the City will be forwarded to the General Manager of Engineering and Operations or delegate for consideration and preliminary screening before proceeding any further.

b) *Preliminary Screening*

- i. As directed by the General Manager of Engineering and Operations, traffic calming requests will be screened based on the minimum threshold and scoring as outlined in the Primary Scoring section of Appendix A.
- ii. Traffic calming requests with a combination primary score of 25 points or more will be recommended to Council for further investigation.
- iii. Actual traffic volume and speed data will be collected wherever possible to provide an objective basis for the evaluation of traffic calming requests.
- iv. The City may retain a consultant to prepare the traffic calming plan.

c) *Formation of Neighbourhood Advisory Committee (NAC)*

- i. Once a project has passed through the preliminary screening process, City staff will determine whether public input will be solicited through a Neighbourhood Advisory Committee (NAC). If a NAC is required, the City will inform the neighbourhood residents and businesses of the traffic calming initiative and the opportunity to participate in a neighbourhood advisory committee.
- ii. The NAC consisting of six to ten diverse community members will be recommended by City staff to Council.
- iii. The NAC will work with City staff, emergency services, and Council to build community support and consensus.
- iv. The NAC will assist City staff in the preparation of the study scope, defining the study and benefiting areas and liaison with area residents.

d) *Problem Identification*

- i. The City, in consultation with the NAC and other stakeholders, will identify as many traffic and transportation issues associated with the specific neighbourhood as possible. A comprehensive problem statement and a neighbourhood vision will be developed.
- ii. The problem will be quantified with operational data. Social and environmental information may be collected as additional data.
- iii. The general thresholds for local and neighbourhood collector streets are listed below.

Criteria	Local Residential Road	Neighbourhood Collector Residential or Local Commercial Road
Daily Traffic Volume	max. 1000 veh./day	max. 3000 veh./day
Operating (85 th Percentile) Speed	max. 20% over the design speed limit*	max. 20% over the design speed limit*
Traffic Infiltration	max. 20% of all traffic is through traffic	max. 20% of all traffic is through traffic

* 85th percentile speed up to 20% in excess of the design speed limit is considered acceptable (Source: Creative Transportation Solutions)

* Speed in 30 km/h posted zone can rarely be reduced below an operating (85th percentile) speed of 42 km/h (Source: Urban Systems)

e) *Plan Development*

The development of the traffic calming plan will generally consist of the following tasks:

- i. Examine regional and arterial roads for possible capacity improvements.
- ii. Identify appropriate traffic calming measures from the *Canadian Guide to Neighbourhood Traffic Calming*.
- iii. Develop alternative plans.
- iv. Review alternative plans with focus groups (NAC, adjacent residents and businesses, emergency services, etc.)
- v. Measure community-at-large support for each alternative.
- vi. Evaluate the alternatives and select the recommended plan.
- vii. Present the recommended traffic calming plan to Council and the public.
- viii. Develop an implementation strategy.
- ix. Prepare final report and submit the draft final plan for Council approval.

f) *Two-Phase Implementation Program*

- i. Where applicable, the implementation program will be separated into two phases. Phase 1 will consist of public education, signage and enforcement. Phase 2 will consist of implementation of physical measures if needed.
- ii. Three possible methods of implementing physical traffic calming measures will be considered and applied as appropriate: 1) temporary or trial devices, 2) staged installation, or 3) full permanent installation.
- iii. The temporary devices will be used where possible to evaluate their performance over a 6 to 12 months period.

g) *Performance Monitoring*

- i. The performance of completed traffic calming measures will be monitored by the NAC and the City.
- ii. The operation of a traffic calming neighbourhood plan will be reviewed in subsequent years as required.

5. Funding

- a) City staff will develop a list of traffic calming plans for Council's consideration and budget deliberation.
- b) Projects recommended to Council for funding will be selected using a balanced approach considering both priority points and maximizing the net benefit to the City within the available resources.
- c) Alternative funding sources such as Local Improvement Program will also be examined.

6. Measurement of Community Support

- a) Community support for a traffic calming plan will be measured through public open houses, polling and/or survey questionnaires.
- b) In general, support of at least two-third (2/3) of the residents or property owners in the affected area will be required before the plan is considered to be accepted by the community.
- c) The number of surveys should be kept to a minimum to ensure City's resources are used effectively and the public is not solicited repetitively with questionnaires.

7. Prioritization

- a) Candidate projects will be ranked in accordance with their total points (Primary and Secondary) as outlined in Appendix A.
- b) Residential streets and commercial streets will be ranked separately.
- c) Other qualitative factors may also be considered in the prioritization process.

APPENDIX A

The following table outlines the screening and scoring criteria for Neighbourhood Traffic Calming Program (NTCP) requests:

POINT ASSIGNMENT			
Criteria		Local Residential	Neighbourhood Collector Residential
A) PRIMARY SCORING			
1	Traffic Volume	Average daily traffic (ADT) divided by 100 max. 25 points	Average daily traffic (ADT) divided by 300 max. 25 points
2	Speed	5 points for every km/h of the operating speed (85 th percentile speed) beyond 5 km/h above the posted limit. max. 25 points	5 points for every km/h of the operating speed (85 th percentile speed) beyond 5 km/h above the posted limit. max. 25 points
Total Score (A) (1+2) (max 50 points)		Traffic calming requests with a total PRIMARY scoring of less than 25 points are not technically justifiable.	
B) SECONDARY SCORING			
3	School Zone	+5 points per school zone	+5 points per school zone
4	Pedestrian-Oriented Areas	+5 points per pedestrian oriented facility (i.e. senior housing or park)	+5 points per pedestrian oriented facility (i.e. senior housing or park)
5	Bicycle Route	+5 points for a subject street designated as a bicycle route	+5 points for a subject street designated as a bicycle route
6	Transit Route	-5 points for a subject street designated as a transit route	-5 points for a subject street designated as a transit route
Total Score (B) (3+4+5+6)			
Combined Total Score (A & B)		The combined total scores are assigned to NTCP requests and ranked for budget considerations.	

Local commercial streets can be rated using the neighbourhood collector residential street criteria.

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