<table>
<thead>
<tr>
<th>Item Type</th>
<th>Date</th>
<th>Item No.</th>
<th>Item Name</th>
<th>Reason For On-Table Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Presentation</td>
<td>May 20, 2020</td>
<td>4.1</td>
<td>COVID-19 Update</td>
<td>Received after agenda distribution</td>
</tr>
<tr>
<td>Presentation</td>
<td>May 20, 2020</td>
<td>4.3</td>
<td>Intersection Safety Camera Program</td>
<td>Received after agenda distribution</td>
</tr>
<tr>
<td>Presentation</td>
<td>May 20, 2020</td>
<td>4.4</td>
<td>Master Transportation Plan Update</td>
<td>Received after agenda distribution</td>
</tr>
</tbody>
</table>
General Update

- Port Moody Emergency Operations Centre (EOC) activated March 13, 2020
- Provincial State of Emergency declared March 18, 2020
- Several temporary operational changes in place:
  - EOC providing management/decision support for many aspects of business
  - City Hall closed to public
  - City office staff working from home where possible
  - Operations & Parks crews operating procedures and some schedules changed
  - Recreation Centre, Library, other facilities closed to public
  - Council meetings and Committee meetings held electronically

Transportation Update

Port Moody Observations:

- Traffic volumes on St. Johns dropped to approx. 50-60% of “normal” in late March/early April but may be increasing
- Low transit use
- Higher use of recreational and active transportation infrastructure
### Transportation Update

#### Regional and National/International Experiences:
- Traffic volumes reduced similar to Port Moody
- Transit use most affected
- Regions are experiencing very high cycling
- Vehicle crash numbers may be lower, but proportion of dangerous driving related crashes may be higher

#### Transportation Update

Focus has been on responding to priority issues to support physical distancing and reducing potential spread of COVID-19:
- Provincial Parks closed, Sasamat Lake parking lot at half capacity
- Closed parking lots at Rocky Point, Old Orchard, North Shore Community Park
- Established pick-up/drop-off and accessible parking areas at Rocky Point to support businesses and limited park use
- Closed Bedwell Bay on-road parking
- Rocky Point boat launch by reservation only, with limited daily reservations, restricted to 2 active boat launch lanes
Transportation Update

COVID-19 Responses Continued:

- One-way loops established for physical distancing:
  - Rocky Point Pier
  - Shoreline Trail
  - Bert Flinn Park
- Closure of fields, tennis courts, sports courts, playgrounds, etc.
- Social distancing signage
- Focused bylaw presence, increased staffing levels at Parks
Next Steps

Restarting / Adaptation Planning Underway:

- Provincial guidelines released for reopening of many businesses
- COVID-19 precautions such as physical distancing, personal protective measures, and increased cleaning will continue
- Business may continue to look different for some time
- Expecting increased (from current) activity on roads and commercial areas as business restarts

Next Steps

Upcoming City Actions:

- Working with businesses to accommodate business adaptation:
  - Sidewalk/parking lot/street parking patio space permitting
- Monitoring for physical distancing issues as activity increases to consider possible actions
- Traffic signal modifications
  - Reviewing potential locations for removing requirement to push pedestrian call buttons
Questions/Discussion
Intersection Safety Camera Program

May 20, 2020

Intersection safety in BC

- More than 60 per cent of all crashes occur at intersections
- On average, about 288 crashes take place in intersections every day
- On average, more than 66,000* people are injured in intersection crashes each year, and 67 people lose their lives

*ICBC crash data, 2014-2018 five year average
BC’s intersection safety camera program

BC’s red light cameras
ISC Locations in BC

- 140 high risk intersections across province
- 105 Red light cameras
- 35 Red light & speed cameras
- Goal to reduce crashes, injuries and deaths
- Net ticket fine revenue distributed among all municipalities to enhance policing and community-based public safety programs

Port Moody red light cameras

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Avg crashes/year</th>
<th>Crashes resulting in injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guildford Way at Ioco Road</td>
<td>36</td>
<td>15</td>
</tr>
<tr>
<td>St. John’s Street at Ioco Road</td>
<td>60</td>
<td>23</td>
</tr>
</tbody>
</table>
Red light cameras

- Registered owner responsible
- Digital, encrypted, wireless technology
- Images taken of the intersection, traffic signals, vehicle, vehicle plate
- Data bar records location, date, time, lane, vehicle speed, speed limit, time since signal turned red

Loop detection system

- A pair of electro-magnetic loops detect when a vehicle passes and measure the speed
- A vehicle passing over the loops on a red signal above a pre-determined speed threshold triggers the camera
- The data related to the incident is embedded in the photos taken
Speed activation project

- 35 ISCs upgraded to ticket the fastest vehicles
- Goal to prevent the most serious crashes at some of the highest risk intersections in BC
- Rollout completed March 31, 2020
- Site selection based on strict, evidence-based criteria using crash and speed data
- Two tickets will be issued if vehicle runs a red light above the speed threshold
Public support key

- Objective to deter speeding and red light running not to issue tickets
- Focus on fairness, transparency, data-based decisions and confidence in the technology
- New, larger, more colourful and prominent signs
- Online map of all locations

For more information:

www.icbc.com/intersection-cameras
www.gov.bc.ca/gov/content/safety/public-safety/intersection-safety-cameras

Thank you
MTP Overview

- Endorsed 2017
- Identified 85 Projects paid through development & MTP Reserve
- “Tools in the Toolbox”
- 10 year Financial Plan approved for Short and Medium Term Projects.

Master Transportation Plan

**Targets**

Target 1:
Double the proportion of trips made by sustainable transportation

<table>
<thead>
<tr>
<th>Year</th>
<th>Vehicle %</th>
<th>Sustainable Mode %</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>80%</td>
<td>20%</td>
</tr>
<tr>
<td>2016</td>
<td>78%</td>
<td>22%</td>
</tr>
<tr>
<td>2045</td>
<td>60%</td>
<td>40%</td>
</tr>
</tbody>
</table>
Master Transportation Plan

Targets

Target 2: Reduce Average Vehicle Distance Driven

**Shorter trips = less driving**

<table>
<thead>
<tr>
<th>Year</th>
<th>Distance /person/day</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>10km</td>
</tr>
<tr>
<td>2045</td>
<td>7km</td>
</tr>
</tbody>
</table>

Target 3: Reduce Traffic-Related Injuries and Fatalities
Projects

Completed Projects – Bike and Pedestrian
Planned Projects 2020 -2024

Legend

2020
2021
2022
2023
2024

Funding
Funding Status

Revised Estimate:
• Additional Projects outside the MTP Project List;
• Rising Construction Costs;
• Grant Funding Opportunities

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated cost to complete all remaining projects in MTP (In-progress at $2,950,000 + Planned at $6,950,000)</td>
<td>$9,900,000</td>
</tr>
<tr>
<td>Less Value of Secured Grants</td>
<td>- $2,559,000</td>
</tr>
<tr>
<td>Less Value of Projected Grants</td>
<td>- $3,276,000</td>
</tr>
<tr>
<td>Less MTP Reserve Available</td>
<td>- $2,520,000</td>
</tr>
<tr>
<td>Funding Deficit</td>
<td>$1,545,000</td>
</tr>
</tbody>
</table>
Current State

- MTP funding forwarded to Finance Committee for review of options
- COVID-19 Pandemic impact:
  - Traffic volumes, travel patterns, mode choice may change
  - Transportation design considerations may change
  - Financial impacts – capital review
- Key projects continuing:
  - Murray Street Improvements wrapping up
  - St. Johns Street Redesign currently authorized to concept design stages
- Implementation strategy will require further consideration in coming months