



City of Port Moody

Agenda

Transportation Committee

Electronic Meeting via Zoom
Wednesday, November 18, 2020
Commencing at 7:00pm

1. Call to Order

Call to Order 1.1
2. Adoption of Minutes

Minutes 2.1 **Recommendation:**
Pages 3-10 **THAT the minutes of the Transportation Committee meeting held on Wednesday, October 21, 2020 be adopted.**
3. Unfinished Business

4. New Business

Delegation – Moray Street Residents 4.1

Moray Street Traffic Concerns 4.2 Jeff Moi, General Manager of Engineering and Operations

Traffic Calming Candidate Locations and Approach 4.3 Jeff Moi, General Manager of Engineering and Operations
To be distributed on-table.

2020 Annual Report 4.4 To be distributed on-table.
Recommendation:
THAT the 2020 Transportation Committee Annual Report be approved.

St. Johns Street/Elgin Street Intersection Request 4.5 Jeff Moi, General Manager of Engineering and Operations

Staff Updates

5. Information

5.1

6. Adjournment



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, October 21, 2020 via Zoom.

Present

Councillor Steve Milani, Chair
 Councillor Hunter Madsen, Vice-Chair
 Jim Atkinson
 Tim Barton
 Yolanda Broderick
 James Clarke
 Darren Hailes
 Andrew Hartline
 Norbert Haunerland
 Lori Holdenried
 Scott Kirkpatrick
 Jeff McLellan
 Nash Milani
 Kathleen Nadalin
 Emma Owen

Absent

In Attendance

Vinh Chung – Engineering Technologist
 Jennifer Mills – Committee Coordinator
 Jeff Moi – General Manager of Engineering and Operations
 Brian Wong – Constable, Port Moody Police Department

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 7:02pm.

2. Adoption of Minutes

Minutes

2.1 TC20/027
 Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, September 16, 2020 be adopted.

3. Unfinished Business

4. New Business

**ICBC Road
Improvement Program**

4.1 Kathleen Nadalin, ICBC

Kathleen Nadalin, ICBC, gave a presentation on ICBC Road Improvement Program and the following was noted:

- the Road Improvement Program was established in 1990 and is widely recognized by residents due to its presence throughout many local communities;
- the operation of ICBC as a Crown Corporation enables ICBC to invest in road improvements throughout British Columbia;
- the Program aims to reduce the risk of injuries and fatalities related to vehicular accidents through effective road improvements;
- the communities who receive the investments are determined through historical data on vehicular accidents;
- the option of cost-sharing is available to assist communities wanting to make improvements that have not been identified as high-risk;
- the Program has an annual budget of \$8M of which 70% is allocated to municipal initiatives and 30% is allocated to provincial initiatives which are in partnership with the Ministry of Transportation;
- the Program focusses on performance, priority, and participation: performance is measured by reducing injuries and claims payouts, increasing road safety benefits and keeping insurance premiums low; priority is related to making the roads in British Columbia the safest in Canada and sharing best practices for road safety through local governments; participation is sharing the benefits and information of the Program; and
- the projects for the Program can be initiated through multiple avenues including ICBC identifying locations through school safety visits and speed watch programs, City staff requesting partnership, and residents informing ICBC of areas with opportunities for improvements.

The Committee noted the following:

- an increase in funding for road safety investments in local municipalities could be considered to achieve the safest roads goal and achieve cost savings benefits through partnership opportunities;
- the weighting of pedestrian and cyclist involvement in accident data could be reviewed to ensure this type of transportation is fully considered in locations for safety improvements;
- the inclusion of health authority data on accidents could be included in the data collection; and

- the application of best practices in cycling could be included in the Program to ensure consistent designs throughout British Columbia municipalities.

Staff noted the following:

- the Program reduces costs for safety improvements and enables projects with minimal funding to be completed through the partnership with ICBC;
- the Program can assist with financial planning and enable projects to commence earlier than anticipated as a result of the funding;
- the costs for the Pleasantside Elementary improvements was \$60,000 with \$50,000 funded through the City of Port Moody and \$10,000 funded through ICBC; and
- the Road Safety Audit Program involves ICBC and City engineers auditing project locations and designs through the review of site plans and screening studies to determine the most appropriate locations for safety improvements.

School Traffic Safety Initiative Update

4.2 Stephen Judd, Manager of Infrastructure Engineering Services, Vinh Chung, Engineering Technologist, and Kathleen Nadalin, ICBC

The Engineering Technologist gave a presentation on Safe and Active School Travel Planning and the following was noted:

- the City applied for Fraser Health's Community Grant in 2019 which targets three areas of traffic safety: safe roads, safe users, and safe speeds;
- the City applied the grant to target safe users and develop the School Traffic Safety Initiative which strives to improve elementary school students' options and modes for travelling to and from school;
- the City collaborated with Fraser Health, School District 43, Parent Advisory Committees, TransLink, and the Port Moody Police Department in reviewing the existing safety concerns and making safety improvements and pedestrian connectivity initiatives near schools;
- the School Traffic Safety Initiative encourages, promotes, and educates students on safe and active travel planning by choosing sustainable modes such as walking, cycling, or wheeling to and from school;
- the School Traffic Safety Initiative includes educational programs (learn-to-ride bike courses, ICBC walking safety, wildlife preparedness), studies (School Travel Planning, Safety reviews), and infrastructure (curb bulges, road markings, signage, lidar strobe kits);
- the elementary schools were contacted individually to ensure the principals were consulted in the safety

improvements and to create positive relationships and encourage open communication;

- the safety improvements at Pleasantside Elementary were focussed on safety improvements to the school's driveway on Barber Street which were completed in September at a cost of \$50,000; the School Travel Planning Study is scheduled for completion in 2020 and will include updates from the 2010 version and will identify and compare modes of transportation and traffic safety concerns;
- the main traffic concern at Aspenwood Elementary relates to afternoon dismissal at which time vehicles line-up for the drive-through and back-up onto Panorama Drive which results in vehicles idling in the eastbound travel lane reducing the two-lane resident street to a westbound travel lane only;
- the improvements for Aspenwood Elementary included tree trimming to improve visibility of school zone signs, the installation of an LED strobe kit to alert drivers to slow down, and a contest to encourage vehicles to pick-up students from a nearby City-owned parking lot; and
- the School Safety Initiative hopes to collaborate with school administration at all elementary schools in the city to undertake safety improvements through completing Travel Planning Studies and implementing regularly scheduled bike education programs for all students.

The Committee noted the following:

- the driveway improvements at Pleasantside are a great improvement; however, there are further improvements related to parking that could be considered;
- the drop-off zones could be closed at arrival and dismissal times to encourage students and parents to use active modes of transportation;
- the parents could receive information regarding parking at the school including a map identifying alternate parking areas;
- the School Traffic Safety Initiative could be included for conversation at the School District meetings;
- the use of Aspenwood Elementary as a pilot project for minimizing vehicle drop-off and pick-up zone could be considered as the location does not have a Montessori on-site and is not considered a school of choice;
- the development and distribution of a map detailing the general locations of students homes could provide a visual representation to help understand the amount of vehicles on-site during drop-off and pick-up times and possibly impact parent behaviour and deter vehicle transportation; and

- the School Traffic Safety Initiative creates environmentally conscious future citizens and aligns with the Climate Emergency declaration; the City could benefit from focussing on this program and encouraging its implementation at all schools in Port Moody.

Kathleen Nadalin, ICBC, noted the following:

- schools can participate in safety walkabouts where a team comprised of members of the schools administration, ICBC, City Engineering, and the Port Moody Police Department will attend to review site safety and related education offerings; and
- school teachers are provided with curriculum for mapping lessons which instructs students to map out their route to school and share the findings with their parents with the goal of encouraging more active transportation users.

Clarke Street/Charles Street Safety Review

4.3 Jeff Moi, General Manager of Engineering and Operations

The General Manager of Engineering and Operations gave a presentation on Charles Street at Clarke Street Safety Review and the following was noted:

- the occurrence of multiple accidents at Charles Street and Clarke Street has led to a traffic safety review of the intersection being undertaken;
- the intersection safety issues include a multi-lane sharp corner, areas with limited visibility, inconsistent barrier configurations, lack of reflective markers, outdated pavement markings and road signs, and increased possibility of rear-end collision due to traffic congestion at bottom of Clarke Road;
- the intersection was modified multiple times in the past including alterations such as a temporary left turn signal, closing off of the left hand turn lane, decommissioning of signal heads, temporary and permanent barriers which may lead to confusion for drivers unfamiliar with the area;
- Members of Council, and staff, met residents on site who advised that vehicles have been observed circumventing traffic regulations by attempting to make left turns onto Charles Street from Clarke Street and attempting to make left turns from Charles Street on to St. Johns Street;
- the recommendations from the Consultant review were prioritized into immediate, mid-term, and long-term categories;
- the immediate work are improvements that can be completed via existing operational work; the mid-term improvements are priority improvements that require a budget to be allocated in order to undertake the

improvements, and the long-term improvements are improvements that will be undertaken when development in the area initiates a full rebuild of that portion of Clarke Road;

- the immediate term improvements completed to-date includes the relocation of barriers to the front of the sidewalk, infilling the left turn lane with concrete, and the installation of a continuous row of barriers along the island;
- the scheduled immediate-term improvements include adding delineators to prevent illegal turns, replacing burnt out street lights, and improving signage;
- the scheduled mid-term improvements include updating the pavement markings, adding more plastic pylons on the westbound approach to help define the lanes and highlight the curve in the road on St. Johns Street, adding a curb bulge at St. Johns Street at the turn onto Clarke Street, adding a row of delineators to help drivers navigate the curve of the road.

The Committee noted the following:

- the residents in the area could receive communication related to the improvements at the intersection to encourage safe driver behaviour at the location and discourage illegal maneuvers;
- the addition of traffic calming measures such as suggested speed signage, warning of a sharp turn and loss of traction signage, and flashing lights to alert drivers to slow down could be considered;
- the application of abrasive materials on the road could be considered; this technique is used in the United Kingdom but is costly due to the material's short lifespan;
- the long-term improvements could include a plan to signalize Clarke Street at Barnet Highway and establish new travel routes to improve the neighbourhoods connectivity to the city; and
- the application of a multi-use path on a hill should not be considered as it creates unsafe conditions for all users.

TC20/028

Moved, seconded, and CARRIED

THAT the meeting be extended for up to 15 minutes.

Staff noted the following:

- the Master Transportation Plan called for an active transportation connection off Seaforth Way and planning is underway for the installation of a bike path on the south side of St. Johns Street; and
- there are very few locations for signalized crosswalks along Clarke Road due to poor sight lines, curves in

the road, the grade of the road, the designation as a truck route.

TC20/029

Moved, seconded, and CARRIED

THAT the Transportation Committee supports the installation of the mid-term improvement options for the Clarke Road and Charles Street intersection as summarized in the October 21, 2020 staff presentation to the Transportation Committee.

5. Information

Staff Updates

5.1 No updates were provided at this time.

6. Adjournment

6.1 The Chair adjourned the meeting at 9:08pm.

Councillor Steve Milani,
Chair

Jennifer Mills,
Committee Coordinator

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