



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, May 19, 2021 via Zoom.

Present

Councillor Steve Milani, Chair
Councillor Zoe Royer, Vice-Chair
Jim Atkinson
Tim Barton
Yolanda Broderick
James Clarke (arrived at 7:03pm)
Andrew Hartline
Norbert Haunerland
Lori Holdenried
Rosemary Kean
Scott Kirkpatrick
Amanda Masse
Jeff McLellan
Kathleen Nadalin
Emma Owen

In Attendance

Jess Daniels – Policy Planner
Mary De Paoli – Manager of Policy Planning
Geoffrey Keyworth – Transportation Engineer
Philip Lo – 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 7:01pm.

2. Adoption of Minutes

Minutes

2.1 TC21/011
Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, April 21, 2021 be adopted.

3. Unfinished Business

4. New Business

Official Community Plan Consultation

4.1 Presentation: Jess Daniels, Policy Planner and Mary De Paoli, Manager of Policy Planning Attachment:

File: 01-0360-20-06

Staff gave a presentation on the Official Community Plan (OCP) update and consultation process, noting the following:

- the OCP is long-term vision; the City is seeking community input on how Port Moody will evolve in the next 30 years;
- the online engagement platform Engage Port Moody is the primary source for information on the Port Moody 2050 project;
- the project was launched in October 2020; community survey #2 was released in May, with community check-in #2 scheduled for Summer 2021;
- community survey #3 on land use scenarios will be issued in Fall 2021; draft OCP updates is scheduled to be presented to Council in January 2022, with further public engagement opportunities including a public hearing;
- community survey #2 focuses on key topics identified by Council and the community in the initial phases of engagement, including population growth, community and recreation amenities, parks and greenspace;
- Chapter 13 of the OCP focuses on Transportation, including the road network, transit and future road improvements, public transit opportunities
- the updated draft Chapter 13 includes the Master Transportation Plan and the Climate Action Plan;
- the process for updating transportation-related OCP content includes incorporating community survey feedback and Council decisions;
- the Transportation Committee has been identified as a stakeholder for ongoing consultation;
- land use scenarios and priorities identified by Council include the Moody Centre TOD area, Murray Street Boulevard, Oceanfront District (Flavelle Mill site), and the Seaview district;
- the Moody Centre TOD vision would provide mid-block pedestrian and cyclist links along longer blocks and create additional link to provide access to amenities;
- the Murray Street Boulevard vision would include improvements to make the street more accessible, safe, and attractive for pedestrians and cyclists;
- the Oceanfront District vision includes applying transit-oriented development principles and providing linkages to the Shoreline Trail; and
- the Seaview Neighbourhood currently does not have a neighbourhood plan, and a transportation and infrastructure study is underway; the goal is to

understand and preserve current neighbourhood characteristics.

The Committee noted the following in discussion:

Moody Centre TOD:

- “free and plentiful parking” should not be included in the vision, as it is in opposition to the City’s active transportation and environmental goals;
- parking is expensive to build and maintain, with only users reaping the benefits; car traffic and parking capacity discourages active transportation usage;
- encourage consolidation of different ownership lots in this area;
- consider reducing the number of parking stalls required for developments in this area;
- Strategically lay out how people move, flows and movements; anticipate where conflicts will be;
- consider closing off Electronic Ave once the area is developed;
- parking on the south side of rail tracks may not have much usage especially for Rocky Point Park access, unless parking is removed from north side of the tracks;
- this area currently has suboptimal pedestrian experience; the focus should be on improving pedestrian safety and promoting active transportation usage;
- maximize the retention of public spaces such as roads;
- increase the provision of bicycle storage, in buildings, skytrain stations, parks;
- ensure that equity, diversity, inclusion, and reconciliation are included in the OCP update;
- improve pedestrian and cycling access to Moody Station;
- improve connections within and through neighbourhoods;
- separate service vehicles access from parkade access;
- “alternative” transportation should be rephrased as “active” transportation; and
- the current structure of the OCP separates the different modes of transportation when they should be integrated.

Murray Street Boulevard:

- as there has been minimal redevelopment in this area, the City should aim to retain as much public space as possible on the both sides of the street;
- consider eliminating parking on one side of Murray Street in favour of protected bike lanes;
- there is a lack of secure bike parking in this area; consider adding a bike storage area near the skate park and playground area;

- pedestrians and cyclists should have separated, safe, and attractive facilities on both sides of the road and not put together on multi-use paths; separation by painted line is insufficient;
- consider lowering the speed limit along Murray Street, with additional crossing points; and
- visually narrowing the road with road bulges and trees could help to reduce speed.

Oceanfront District:

- development in this area could cause more transportation pressures; consider dedicating part of the site as park space;
- consider a multi-story parking facility in this area for Rocky Point Park;
- the Oceanfront is not an easy site to access, and a direction connection to Clarke Street including cycling and pedestrian connections could be important;
- this site could be a good opportunity to extend the Rocky Point Park public space; and
- consider the possibility of an additional SkyTrain station to support this area.

Seaview Neighbourhood:

- all ages and abilities bike routes from this area to the SkyTrain stations would be important, particularly cycling access to the proposed Woodlands development;
- as there is currently no neighbourhood plan for this area, there are no restrictions on where community amenities can be located; and
- ensure there is integration between current developments in the neighbourhood and what is envisioned in the OCP.

Staff noted the following in response to the Committee's discussion:

- existing City policy speaks to encouraging lot consolidation in the Moody Centre TOD area; it may be possible to consider additional consolidation policies;
- as part of updated Zoning Bylaw requirements, 100 percent of residential parking and 20 percent of commercial parking in developments are required to be wired for level 2 electric vehicle charging stations, and 20% of commercial parking spaces;
- the Master Transportation Plan has a significant focus on promoting and accommodating active transportation and transit use, and identifies where the City should focus its efforts on sustainable transportation modes;

- Murray Street is a priority for active transportation; some developments have included cycling infrastructure; and
- the current OCP supports the possibility of a third SkyTrain station in Port Moody; a study is included as part of the Council Strategic Plan to consider whether the necessary conditions would be present to support this concept.

Parking in Port Moody 4.2 This item was postponed to the next meeting.

ICBC Insurance Changes 4.3 Presentation: Kathleen Nadalin

Kathleen Nadalin, the Committee's ICBC representative, gave a presentation on upcoming insurance changes, noting the following:

- significant changes are coming from ICBC in the form of Enhanced Care;
- some residents have received a rebate cheque ICBC, and premiums have also been reduced, with an average savings of 20%;
- rebate cheques were calculated based on reduced vehicle usage from COVID-19;
- improved benefits under Enhanced Care include medical care for as long as it is needed (covered by ICBC premiums), inclusion of counselling as a medical benefit, and removal of the \$300,000 maximum limit on care and recovery costs;
- Enhanced Care focuses on care and recovery benefits, and has been made possible from from legal cost savings;
- avenues for dispute resolution include the Fair Practices Office (internal) and the Fairness Officer and the BC Ombudsperson (external);
- services contemplated for beyond 2021 include: insurance renewal online, additional online service functions, and automated claims process for easier and lower impact incidents such as windshield chips;
- all road safety initiatives will remain and possibly be enhanced; and
- ICBC is trying to anticipate future driving behaviors and technologies, such as driver-less vehicles.

TC21/012

Moved, seconded, and CARRIED

THAT the meeting be extended until 9:10pm.

5. Information

Staff Updates

5.1 There were no staff updates.

**Clarke Street /
Moody Street
Intersection Update**

5.2 The General Manager of Engineering and Operations provided the following update regarding the Clarke Street and Moody Street intersection:

- staff acknowledged the Committee's concerns expressed at a previous meeting regarding jaywalking at this intersection;
- the intersection is currently designed for optimized traffic flow, and there is currently no crosswalk at the northwest corner as there are not amenities or connections at this corner that pedestrians need to access;
- parking is currently banned on the north side of Clarke Street between Moody and Grant Streets;
- construction on the southwest corner may be causing pedestrians to detour; there will be an improved sidewalk on the southwest side when construction is complete;
- signs are already installed on Clarke Street to indicate "no crosswalk" at Moody Street; signs will be added near Grant Street for eastbound pedestrians, with staff continuing to monitor the intersection; and
- funding is included in the approved capital plan for a study to potentially redesign Clarke Street with separated cycling facilities, with the goal of creating a comfortable connection onto Clarke Street for all ages and abilities; this project is a recommendation of the Master Transportation Plan.

**ICBC Speed
Awareness Month**

5.3 ICBC Media Release link: <https://www.icbc.com/about-icbc/newsroom/Pages/2021-may05.aspx>

6. Adjournment

6.1 The Chair adjourned the meeting at 9:10pm.



Councillor Steve Milani,
Chair



Philip Lo,
Committee Coordinator