



City of Port Moody

Agenda

Transportation Committee

Electronic Meeting via Zoom

Wednesday, July 21, 2021

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 Thursday, June 24, 2021 be adopted.**
3. Unfinished Business

4. New Business

Pedestrian Crossing Timing Review 4.1 Vinh Chung, Engineering Technologist

Accessibility for Seniors and Persons with Disabilities Related to Transit 4.2 Geoffrey Keyworth, Transportation Engineer
5. Information

Staff Updates 5.1

COVID-19 Transportation Update 5.2 Geoffrey Keyworth, Transportation Engineer

Noons Creek Repaving Update 5.3 Geoffrey Keyworth, Transportation Engineer
6. Adjournment

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City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Thursday, June 24, 2021 via Zoom.

Present

Councillor Steve Milani, Chair
 James Atkinson
 Tim Barton
 Yolanda Broderick
 James Clarke
 Andrew Hartline
 Norbert Haunerland
 Lori Holdenried
 Rosemary Kean
 Scott Kirkpatrick
 Amanda Masse
 Jeff McLellan
 Kathleen Nadalin

Absent

Councillor Zoë Royer, Vice-Chair (Regrets)
 Emma Owen (Regrets)

In Attendance

Geoffrey Keyworth – Transportation Engineer
 Megan Krempel, Recording Secretary, Raincoast Ventures Ltd.
 Troy Martell – Customer Service Representative
 Jeff Moi – General Manager of Engineering and Operations

Also In Attendance

Caitlin Cooper, Project Manager, TransLink
 Vincent Gonsalves, Manager Community Engagement,
 TransLink
 Colleen MacDonald, HUB Cycling TriCities Local Committee

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 7:05pm.

2. Adoption of Minutes

Minutes

2.1 TC21/013
 Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, May 19, 2021 be adopted.

3. Unfinished Business

4. New Business

Delegation – Sasamat Greenway – Safe and Active Transportation Corridor

- 4.1 Presentation: HUB Cycling TriCities Local Committee
Attachment: Letter, HUB Cycling, Sasamat Greenway – Safe and Active Transportation Corridor, dated May 12, 2021
File: 01-0360-20-06-01

Colleen MacDonald, HUB Cycling TriCities Local Committee, gave a presentation on the HUB Cycling TriCities Local Committee's proposal for the creation of a Sasamat Greenway, and the following was noted:

- a connection is needed from the Shoreline Trail and Alderside Road to 1st Avenue and Bedwell Bay Road;
- safe bike travel on loco Road is a primary concern;
- due to the lack of parking at Sasamat Lake, visitors sometimes walk from Alderside Road to Belcarra Park or Sasamat Lake;
- the Sasamat Greenway was identified as a planned route in Metro Vancouver's (MV) Regional Greenways 2050;
- a forest path along Village Creek would be ideal;
- the removal of parking on Bedwell Bay Road may provide an opportunity to include a pedestrian and bike path;
- a safe path could possibly be created through the use of concrete barriers, bollards, and cones; and
- the route to Belcarra Park is popular amongst cyclists and should be made safer.

The Committee noted the following in discussion:

- there is significant construction traffic from Pleasantside to Anmore and Belcarra at all times of the week;
- cyclists need a safe area where they are not required to share the road;
- flexible bollards and temporary parking signs should be placed closer to the white line to avoid forcing cyclists into the middle of the road; unauthorized removal and vandalism of pop-up barriers should be considered;
- bike lanes are often inaccessible as overflow vehicles use the lane for parking;
- a designated bike path to Belcarra Park and Sasamat Lake would likely be used by beachgoers and families walking and cycling to the parks;

- TransLink has allotted monies for a multi-use pathway from Mitton Road to 4500 Bedwell Bay Road and from loco to Buntzen Lake;
- the Villages of Anmore and Belcarra support the Sasamat Greenway; and
- a partnership with MV on the project would make it more financially viable and all funding or grant opportunities should be considered.

Staff noted the following:

- the Port Moody MTP commits to studying the loco Road area from the Recreation Complex to First Avenue;
- the City is starting working on a traffic study in partnership with MV for Bedwell Bay Road, this project is currently in scoping stages;
 - MV has tentatively agreed to a cost share on the study costs;
- the City also has an approved capital project in the 2021 budget for a traffic/transportation plan for loco Road to support near future infrastructure rehabilitation work which can review features to improve the road for all users; and
- the HUB Cycling Tri-Cities Local Committee could present as a delegation to Council as well, however, recommendations from the Transportation Committee are forwarded to Council for review and consideration for action.

TC21/014

Moved, seconded, and CARRIED

THAT a review of the costs and feasibility for the design and construction of a Sasamat Greenway be undertaken as recommended in the letter dated May 12, 2021 from HUB Cycling regarding Sasamat Greenway – Safe Active Transportation Corridor.

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

- this route should be assessed relative to priorities for other cycling routes in the city;
- there is overlap between the upcoming Bedwell Bay study work and the loco to Belcarra route work; and
- a consultant would need to be hired to develop a design and pilot concept for the Sasamat Greenway project.

**Regional
Transportation
Strategy
(Transport 2050)****4.2 Presentation: Vincent Gonsalves, Manager Community Engagement, TransLink, and Caitlin Cooper, Project Manager, Regional Transportation Strategy, TransLink**

Caitlin Cooper, Project Manager, Regional Transportation Strategy, Translink, gave a presentation on Transport 2050 (T2050), and the following was noted:

- T2050 is TransLink's long-range transportation strategy for the region;
- TransLink is required to update its 30-year Transportation strategy every five years;
- the last significant visioning exercise was done in the early 1990s for Transport 2021 in which the Skytrain Surrey line and UBC extension were considered;
- T2050 considers all regional forms of transportation including walking, cycling, driving, and transit but does not include inter-regional or international travel;
- T2050 is a collaborative process with MV and neighbouring regions;
- T2050 processes includes several phases of engagement, the development of goals and transformative actions, and a review of the draft strategy;
- five goals and three transformative actions were developed based on input received during Phase 1 engagement;
- the COVID-19 pandemic impacted transportation in the region and there remains uncertainty about how the changes will translate long-term;
- increased digital access and home delivery have accelerated and impacted the transportation system regarding demand and delivery;
- T2050 principles including reconciliation, equity, and resilience and will guide actions and decisions;
- approaches to the next generation of rapid transit have been reviewed with the public, Mayors' Council, and municipal staff;
- Phase 2 Engagement included the completion of 5,000 surveys, including a representative public opinion poll to understand how results compared to the public opinion poll which demonstrated an overall strong support for the actions and goals and less support for applying fees on vehicles; and data indicated a preference for a hybrid model to the two network approaches presented; and
- Phase 3 public engagement is scheduled for Fall 2021 with final T2050 approval in early 2022.

The Committee noted the following in discussion:

- in the event of future extensions to SkyTrain routes, a financial commitment to support the projected growth in the areas along the line is essential;
- T2050 should consider the need for more electric vehicle (EV) infrastructure in municipalities to support the increasing use of EVs;
- on-demand transit has been adopted in 15 municipalities and could be used in Port Moody to reduce road congestion caused by people driving to access SkyTrain or the West Coast Express;
- reducing street speed limits is an effective way to ensure people-first streets;
- studies indicate that SkyTrain is more costly and is not environmentally friendly and that light rail may be an alternative option;
- inter-regional transportation options are needed, particularly with the loss of Greyhound services;
- TransLink should consider an integrated trip planning app to track optimum routes involving more than one mode of travel;
- Port Moody would benefit from a third SkyTrain station on the westside to meet the needs of plans for increased development in that area; and
- St. Johns Street could be converted to a two-lane road with more transit.

TransLink noted the following in response to Committee comments and questions:

- there is close collaboration between TransLink and MV on the Metro 2050 and T2050 strategies;
- growth and affordable housing would be considered with the extension of SkyTrain routes;
- EVs are critical to achieving greenhouse gas (GHG) emission targets;
- EV's contribute to road congestion, and the T2050 must facilitate more options for walking, cycling, and access to transit;
- environmental impacts of heavy infrastructure are an important consideration and are included in much of TransLink's decision-making;
- work is ongoing with BC Transit to develop a transit option for more seamless travel experiences between regions;
- there are data privacy concerns to be addressed when considering implementing a trip planning app;

- TransLink provides funding and cost-share for the Major Road Network (MRN) but does not have jurisdiction over municipal roads; and
- TransLink recognizes that an investment in the MRN will require additional funding to accommodate the intelligent transit and infrastructure needed for automated vehicles.

TC21/015

Moved, seconded, and CARRIED

THAT that the presentation from TransLink regarding the Transport 2050 be received for information.

TC21/016

Moved, seconded and CARRIED

THAT the meeting be extended until 9:30pm.

The meeting recessed at 8:52pm and reconvened at 8:58pm.

Parking in Port Moody

- 4.3 Jeff Moi, General Manager of Engineering and Operations
Attachment: Memo, General Manager of Engineering and Operations, Parking in Port Moody Interim Summary, dated May 12, 2021
File: 01-0360-20-06-01

The General Manager of Engineering and Operations provided an update on Parking in Port Moody and an overview of Port Moody parking bylaws, regulations, common issues, requests, and future considerations.

The General Manager of Engineering and Operations advised that four focus areas were identified: the need for additional bike parking and parking types, management of pay parking around Rocky Point Park, parking restrictions around single-family homes, and short-term parking, and requested Committee members' feedback to identify any parking-related issues that should be further explored.

The Committee noted the following in discussion:

- the bike rack installed at Parkside Brewery near the Moody overpass is well-utilized;
- additional bike parking infrastructure could be built by eliminating parking infrastructure;
- parking registration fees could be considered for residents who park on the street;
- regulations regarding electric scooters are needed;
- the Rocky Point Park parking lot could be restricted to parking for park users only;
- there are safety concerns with the on-street parking on Murray Street;

- the parking at the dead-end section of Hugh Street could be removed and dedicated to bike parking and City vehicles;
- parking at the West Coast Express station could be free parking while the Rocky Point Park parking could be pay parking for the convenience of being closer to the park;
- accessible parking could be increased at Rocky Point Park;
- owners of over-sized vehicles could pay for parking on the streets around Suter Brook;
- there are safety concerns with the Rocky Point Creamery parking lot and the driveway apron crossing the multi-use path; and
- “Parking Lot Full” signs could be placed at Spring Street when Rocky Point Park parking is full to alleviate congestion in that area.

Staff advised that over-sized vehicles pay the standard multi-family permit rate.

TC21/017

Moved, seconded, and CARRIED

THAT the meeting be extended until 9:40pm.

TC21/018

Moved, seconded, and CARRIED

THAT as a next step of the 2021 Parking in Port Moody work plan item, the Transportation Committee have further discussions to develop recommendations on bike parking, pay parking, and increasing accessible parking in Port Moody.

TC21/019

Moved, seconded, and CARRIED

THAT, as a pilot, the Hugh Street road-end north of Murray Street at Rocky Point Park be converted for park maintenance and bike parking use only to improve pedestrian and cycling safety in the area.

TC21/020

Moved, seconded, and CARRIED

THAT the meeting be extended until 9:50pm.

5. Information

Staff Updates

- 5.1 This item was deferred to a future meeting.

Moray Street Traffic Calming Initiative

5.2 Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer provided an update on the Moray Street Traffic Calming Initiative, and the following was noted:

- the initiative will review and recommend traffic calming measures, including interim pilot and permanent designs;
- a decision was made to delay the end date of the project to allow timing for a comprehensive engagement;
- the first round of community surveys is planned for summer 2021 to obtain feedback from the local area and to generate options;
- the second round of engagement is planned for September 2021; and
- information about the survey results, options, and recommendations is scheduled for presentation to the Committee at the October meeting.

St. Johns Street Redesign Update

5.3 Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer provided an update on the St. Johns Street Redesign completed work to date, and noted the following:

- discussions are ongoing regarding the repurposing of the underutilized High Occupancy Vehicle (HOV) lane on St. Johns Street;
- TransLink has indicated that a concept design must be presented before further decisions on the HOV lane are considered;
- data suggests that removal of the HOV lane would have minimal impact to travel times; and
- design work is underway on the section of the multi-use pathway between Barnet Highway and Moody Street.

6. Adjournment

The Chair adjourned the meeting at 9:47pm.

Councillor Steve Milani,
Chair

Megan Krempel,
Recording Secretary