



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, November 18, 2020 via Zoom.

Present

Councillor Steve Milani, 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

Councillor Hunter Madsen, Vice-Chair

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

Also in Attendance

Jason Ashfield (re item 4.1)
Natalie Froehlich (re item 4.1)

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 TC20/030
Moved, seconded, and CARRIED
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 Jason Ashfield gave a presentation on Moray Street Road Redesign and the following was noted:

- the redesign improvements include significant narrowing of the lanes, shifting of the road to the east side, and the installation of flashing LIDAR signs;
- the road continues to have concerns related to the straightness of the road, visibility for safe crossing at crosswalks, and parking access for residents located on the east side of the road;
- the data collected shows a 1.3km/hr reduction in vehicle speed after completion of the road painting which residents feel could be reduced further;
- a pedestrian safety survey was conducted by residents of the area and found that 96% of residents surveyed felt less safe crossing the street since redesign;
- the LIDAR sign operation is intermittent due to the high amounts of traffic and decreased hours of sun to power the battery;
- the residents of Moray Street would like to see more improvements related to pedestrian safety including the installation of curb extensions, the reinstatement of parking on the east side of the street to move traffic away from the sidewalk, the installation of flashing lights at the Pinda and Moray crosswalk, the implementation of traffic calming measures to change driver behaviour, and an increase in Port Moody Police Department presence and enforcement in the area.

Natalie Froehlich provided an overview of Moray Street safety concerns and the following was noted:

- the repainting has resulted in a reduction in pedestrian safety due to the traffic being shifted closer to the sidewalk and the removal of parking;
- the parking on the east side of the street acted as a buffer between pedestrians and vehicles and provided pedestrian comfort and security;
- the intersection at Pinda and Moray is used frequently by families and children to access the school and outdoor recreation areas and is unsafe due to the sidewalk ending at Pinda, the high volume of traffic, and compromised sight lines to the crosswalk;
- the lighting in the area is poor and impacts pedestrian safety; and
- the intersection of Moray and St. Johns Street is a high traffic volume intersection with poor lighting that impacts pedestrian safety; improvements should consider the upcoming developments in the area and

the related increase in pedestrian and vehicle traffic, and the existing lighting design of the area.

The Committee members noted the following:

- the City of Coquitlam could be consulted to create a joint plan for the street; and
- the path that leads to the school could be considered a safe route to school and could receive a pedestrian warrant analysis to determine if the area requires a crossing.

The Constable, Port Moody Police Department, noted that the Department attends the area frequently, every two to three days, in unmarked vehicles and that a request for more enforcement has been submitted.

The General Manager of Engineering and Operations noted that a pedestrian crosswalk warrant study was conducted previously and determined that the area did not warrant a signed and marked crosswalk; and any further review should also consider if there may be a more appropriate section of the road to provide a safe crossing.

Moray Street Traffic Concerns

4.2 Jeff Moi, General Manager of Engineering and Operations

The General Manager of Engineering and Operations provided an overview of the Moray Street Traffic Concerns Update memo and the following was noted:

- a speed study would normally use air hoses for traffic counts; however, the hoses do not work well on hills and the accuracy of the data is compromised;
- a contractor has performed manual radar tests to achieve standardized data;
- the data is impacted by weather and time of day, but suggests a reduction in 85th percentile speed since the road changes have been made, particularly in the northbound direction;
- the residents of Moray Street continue to voice concerns related to safety and speeding; the residents' preference is to have the road further away from the sidewalk;
- there is currently a request for the installation of a crosswalk at Moray and Pinda as well as the undertaking of a traffic study, the installation of curb bulges, and improvements to lighting;
- the alterations made so far were undertaken as they related to existing work; there is no budget for further studies or work;
- the Traffic Calming Policy includes scoring criteria which helps identify high priority projects;
- the new road configuration appears to have made an impact on vehicle speeds and the installation of a

south bound speed reader board could assist in traffic calming efforts;

- the City is able to undertake one traffic calming project at a time and must consider all requests when initiating a project.

The Committee noted the following:

- the road is not ideal for a bike lane and a more appropriate route that permits meandering could be identified;
- the investment in active transportation network infrastructure could create meaningful change and help increase active transportation users;
- the support of Coquitlam City Council could assist in creating a continuous safe stretch of road;
- the use of traffic calming measures and enforcement strategies can increase road safety; however, driver behaviour is the main issue;
- the City could undertake a professional study to ensure the most efficient/effective solution is implemented.

The General Manager of Engineering and Operations noted the following:

- the recommended interim measure is an uphill speed reader board; and
- the Truck Route Bylaw permits vehicles over 10,000kg to access roads for reasons such as delivery of a shipment or assistance with moving.

Kathleen Nadalin, ICBC, advised that the Stop Watch Program could be appropriate for this area and that the program involves volunteers monitoring driving behaviour and sharing their results with the PMPD who then reach out to the registered owner of the vehicle to advise of the violation.

TC20/031

Moved, seconded, and CARRIED

THAT the Transportation Committee recommend a traffic calming study and concept design with public consultation be completed for Moray Street;

AND THAT staff consider other temporary traffic calming measures on a pilot basis where feasible;

AND THAT a speed reader board or speed feedback lights be temporarily installed in the southbound direction on Moray Street in the interim.

Traffic Calming Candidate Locations and Approach

- 4.3 Jeff Moi, General Manager of Engineering and Operations
To be distributed on-table.

The General Manager of Engineering and operations provided an overview of the Potential Traffic Calming Candidate Locations memo and the following was noted:

- the City's Traffic Calming Policy is based on a community development approach where community consultation is undertaken to develop an improvement plan for the requested area of concern;
- the community must support the proposed improvements by a 2/3 majority in order for the work to be undertaken;
- the Angela Drive and Cecile Drive traffic calming requests could be addressed through development applications;
- the two highest rated traffic calming requests were for Klahanie Drive and Moray Street;
- the new strategy for addressing traffic calming requests aims to streamline the request process while still including adequate amounts of neighbourhood consultation to ensure successful completion of projects.

Mr. Ashfield and Ms. Freohlich left the meeting at this point and did not return.

The Committee noted the following:

- the traffic calming locations could include scoring for the road condition and pedestrian safety;
- the new strategy could include a traffic study follow-up plan for receiving feedback on the completed projects; and
- the scoring could include considerations for active transportation and pedestrian safety on transit routes and safe routes to school.

The General Manager of Engineering and Operations advised that traffic calming measures can interfere with transit operation and may not be appropriate at all locations.

TC20/032

Moved, seconded, and CARRIED

THAT requests for Traffic Calming Initiatives be reviewed, prioritized, and initiated as outlined in the memorandum from the General Manager of Engineering and Operations dated October 28, 2020, as amended with follow-up monitoring.

TC20/033

Moved, seconded, and CARRIED

THAT the meeting be extended for up to 15 minutes.

The General Manager of Engineering and Operations provided an overview of the 2020 Transportation Committee Annual Report and requested Committee members' feedback, and the following was noted:

- The following items should be included in the Focus Areas for Next Year section:
 - provide input into Moray Street calming initiative;
 - St. Johns Street/Elgin Street Intersection Request;
 - accessibility for seniors and how many kneeling bus stop accessibility pads are completed and how many have yet to completed to achieve goals.

The Committee members noted that the 2021 Work Plan could include less initiatives to allow the Committee to prioritize and focus their efforts.

TC20/034

Moved, seconded, and CARRIED

THAT the 2020 Transportation Committee Annual Report be approved as amended.

St. Johns Street/Elgin Street Intersection Request

- 4.5 Jeff Moi, General Manager of Engineering and Operations
This item was postponed to a future meeting.

5. Information

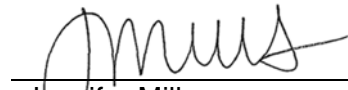
Staff Updates

- 5.1 There were no staff updates at this time.

6. Adjournment

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


Councillor Steve Milani,
Chair


Jennifer Mills,
Committee Coordinator