



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, January 20, 2021 via Zoom.

Present

Councillor Steve Milani, Chair
Councillor Zoe Royer, Vice-Chair
Jim Atkinson
Tim Barton
Yolanda Broderick
Andrew Hartline
Norbert Haunerland
Lori Holdenried
Rosemary Kean
Scott Kirkpatrick
Amanda Masse
Jeff McLellan
Kathleen Nadalin

Absent

James Clarke (Regrets)
Emma Owen (Regrets)

In Attendance

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 and Introductions

1.1 The Chair called the meeting to order at 7:04pm.

Committee members introduced themselves and provided their backgrounds.

2. Adoption of Minutes

Minutes

2.1 TC21/001

Moved, seconded, and CARRIED

THAT the minutes of the Transportation Committee meeting held on Wednesday, November 18, 2020 be adopted.

3. Unfinished Business

4. New Business

Committee Orientation

4.1 Attachments:

- a) Committee Orientation Manual – January 2020
- b) Terms of Reference – Transportation Committee
- c) Respectful Workplace Policy
- d) [Draft Five Year Financial Plan – 2020-2024](#)
- e) [2019-2022 Council Strategic Plan](#)

File: 01-0360-20-06

The Committee Coordinator gave an orientation to the Committee.

Transportation and Traffic Related Plans and Policies Overview

4.2 Attachments:

- a) [Master Transportation Plan](#)
- b) Master Transportation Plan Summary
- c) Crosswalk Policy
- d) Neighbourhood Traffic Calming Policy
- e) [Street, Traffic, and Public Places Bylaw No. 1528](#)

File: 01-0360-20-06

The General Manager of Engineering and Operations provided a summary of the Master Transportation Plan (MTP), noting the following:

- the MTP is a long-term strategic master transportation plan developed with significant public engagement, and which sets direction with high-level policies, actions and targets;
- on regional travel through Port Moody: approximately 55% vehicles on the Barnet Highway during peak hours are through traffic; modelling suggests most of these are originating from Coquitlam city centre and Westwood Plateau; there is not a significant amount of traffic from Burke Mountain, Port Coquitlam or Maple Ridge;
- the MTP reviewed options for St. Johns Street to accommodate future growth in regional road capacity demand and recommended reallocation of the HOV lane to support sustainable transportation modes;
- the MTP sets three targets: double the portion of trips made by sustainable transportation; reduce average vehicle distance driven to 7km per person per day; and reduce traffic-related injuries and fatalities;
- the MTP has 47 strategies and actions, and 85 capital projects recommended to be completed by 2045; and
- the City's declaration of a climate emergency has resulted in two updated targets for the MTP: aim to have 90% of all new residents live within an easy walk of "daily needs"; and acceleration of its goal of having 40% of trips in the City made by walking, biking, or transit by 2030.

Staff noted the following in response to questions from the Committee:

- the St. George street slow zone is currently a pilot street reclamation project; street upgrades to support the bike route are being included as part of development projects along the street and other City projects as possible;
- improvements to Highway 1 have helped to provide an alternative for through traffic in the City;
- data about regional traffic patterns is starting to be available through new technologies; no major study has been conducted which looks in detail at Tri-Cities-specific traffic patterns;
- recruitment is underway for a transportation engineer who will be responsible for cycling infrastructure in the City;
- as part of the St. Johns Street redesign project, the City has submitted a plan to TransLink for the removal of the HOV lane to reallocate it to cycling and walking;
- locations of existing bike routes would not be changed with the St. Johns redesign;
- the MTP prioritizes active transportation projects in areas around rapid transit areas; however the Plan provides opportunities to review what the right tools and options are for different areas of the City, including cycling and E-bikes, walking, rapid transit and buses, and ride hailing.

The Committee noted the following in discussion:

- newer residents in Coquitlam and Port Coquitlam tend to not travel through Port Moody to commute to Vancouver;
- the focus of the MTP should be on better ways to move people through the City, and not building the City out of congestion;
- a “business as usual” approach will not advance the City’s objectives; projects that are “uncomfortable” are the ones worth considering;
- reallocate road space to cycling, walking, and transit early to “lock in” the benefits of this modes; and
- transportation improvements in the City seem to be concentrated in specific areas, while other areas are not as well-served; consider transportation improvements to where seniors live.

2020 Committee Annual Report Review

4.3 Attachment: 2020 Annual Report – Transportation Committee
File: 01-0360-20-06

Staff reviewed the Committee’s 2020 Annual Report. No additional comments were provided by the Committee.

2021 Work Plan

4.4 Attachment: Transportation Committee – 2020 Work Plan Calendar
File: 01-0360-20-06

The General Manager of Engineering and Operations reviewed the outstanding items from the 2020 Work Plan, and reviewed the draft 2021 Work Plan.

The Committee noted the following in discussion:

- there is interest from the Committee to provide input into the Moody Centre Transit-Oriented Development (TOD) when appropriate;
- revise the Transit accessibility item in July to include both seniors and persons with disabilities;
- include discussion of autonomous vehicles and supporting infrastructure in November, as the City should be prepared for this future development; discussion ensued as to whether discussions on this item should have particular objectives and result in concrete actions;
- keep the December meeting clear to in order for the Committee to be able discuss additional items that could potentially come up this year;
- discussions on potential incentives for electric vehicles is outside the scope of the Committee;
- for the COVID-19 Transportation Update in July, include discussion on post-COVID-19 changes to initiatives, restrictions, permits and policies, traffic patterns and mode shares, MTP timeline and targets; and
- benefits that are being seen during the pandemic, such as an increase in people working from home, may help progress towards MTP goals.

TC21/002

Moved, seconded, and CARRIED

THAT the draft 2021 Transportation Committee Work Plan be approved as revised at the Committee's January 20, 2021 meeting.

**St. Johns Street /
Elgin Street
Intersection Request**

- 4.5 Attachment: Master Transportation Plan Map 6 – Intersection Improvements
File: 01-0360-20-06

The General Manager of Engineering and Operations reviewed the planned intersection improvements and traffic signals for the City, noting the following:

- the MTP includes additional traffic signals to improve the pedestrian network and active transportation;
- new traffic signals are funded by the City and through new developments;
- new signal recommendations are based on national warrant criteria, which includes consideration of traffic and pedestrian volumes; and
- the Committee can provide input on whether Council should consider a potential traffic signal at St. Johns Street and Elgin Street.

Staff noted the following in response to questions from the Committee:

- TransLink approval for new traffic signals on MRN roads depends on its impact to people moving capacity; the City can make an argument that planned coordinated pedestrian and cycling signals can offset any perceived loss in people moving capacity;
- traffic signals along longer City blocks can help pedestrians cross the street; and
- there is currently no specific funding for the signals proposed in the MTP in the coming year, as funding has been prioritized for work on St. Johns Street; acceleration of the MTP implementation plan can provide sufficient funds for one new signal per year;

TC21/003

Moved, seconded, and CARRIED

THAT the meeting be extended by 30 minutes.

The Committee noted the following in discussion:

- there seems to be many traffic signals proposed for the length of St. Johns Street; however, they make sense for locations such as St. Johns and Douglas Streets, and between Williams and Buller Streets, such as on Electronic Avenue;
- additional traffic signals along St. Johns Street, including at Elgin Street, can make it safer for pedestrians who will attempt to cross St. Johns Street regardless;
- funding for the signals can be leveraged from future developments along both sides of St. Johns Street, as there will be more pedestrians and bus stops;
- consider installing a full signal at St. Johns Street and Queens Street, or implementing right-turn only from Queens Street onto St. Johns Street, on both sides; and
- including the signal at St. Johns and Elgin in the MTP can help to leverage developer funding for the signal.

The Port Moody Police Department representative noted that there have not been many complaints nor reports of accidents along this stretch of St. Johns Street.

TC21/004

Moved, seconded, and CARRIED

THAT the Transportation Committee support the consideration of a pedestrian traffic signal at St. Johns Street and Elgin Street for inclusion in the Master Transportation Plan Implementation Plan.

5. Information

Staff Updates

5.1 There were no staff updates.

**2021 Transportation
Committee Meeting
Schedule**

5.2 Attachment: 2021 Meeting Schedule – Transportation
Committee
File: 01-0360-20-06

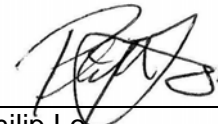
This item was provided for information only.

6. Adjournment

6.1 The Chair adjourned the meeting at 9:24pm.



Councillor Steve Milani,
Chair



Philip Lo,
Committee Coordinator