

Considered at February 9, 2021 Council Meeting

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City of Port Moody Report/Recommendation to Council

Date: December 16, 2020
Submitted by: General Manager of Engineering and Operations
Subject: Moray Street Traffic Concerns and Proposed Traffic Calming Initiative Approach

Purpose

To seek approval from Council on a suggested approach for traffic calming initiatives, provide a summary of traffic concerns being received from Moray Street residents, and seek direction on starting a Moray Street traffic calming initiative.

Recommended Resolution(s)

THAT requests for Traffic Calming Initiatives be reviewed, prioritized, and initiated as outlined in the report dated December 16, 2020, from the General Manager of Engineering and Operations regarding Moray Street Traffic Concerns and Proposed Traffic Calming Initiative Approach;

AND THAT a traffic calming study and concept design with public consultation be completed for Moray Street;

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

AND THAT the budget requirement of up to \$30,000 for the Moray Street traffic calming initiative and up to \$3,000 for installation of speed feedback lights be referred to the Finance Committee for identification of a funding source.

Background

The City has an existing Neighbourhood Traffic Calming Policy (11-5460-02), included as **Attachment 1**, which outlines screening and procedures for traffic calming projects. A superficial update to the policy was completed in 2017 to replace references to the Transportation Committee (as the Committee was not active at that time) and to reflect a new policy regarding speed humps added in the Master Transportation Plan (MTP).

The 2017 Master Transportation Plan includes an action to update this policy, but staff priorities and resources have not allowed for significant progress on the update.

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In the interim, City staff and Councillors continue to receive traffic calming requests. At the November 18, 2020 Transportation Committee meeting, staff proposed an approach to traffic prioritizing and completing traffic calming initiatives. The Committee passed the following resolution:

TC20/032

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.

A summary of the approach for traffic calming initiatives is included in the body of the report below. At the same meeting, the Transportation Committee also passed motions at the same meeting related to the first priority traffic calming initiative to be completed under this approach:

TC20/031

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.

This report seeks Council approval of the Transportation Committee supported approach to traffic calming initiatives and initiation of a traffic calming initiative for Moray Street.

Discussion

Proposed Traffic Calming Initiative Approach:

In the 2000's and early 2010's, many traffic calming initiatives were completed under the City's existing Neighbourhood Traffic Calming Policy (11-5460-02), included as **Attachment 1**, which outlines screening and procedures for traffic calming projects.

In 2017, the City adopted a Master Transportation Plan (MTP), which outlined the need to update the City's Neighbourhood Traffic Calming policy and also provided a prioritized set of transportation directions and projects. Staff have been implementing MTP projects, which have included traffic calming features in some key locations such as Gatensbury Road. However, outside of the MTP prioritized projects, City staff and Councillors continue to receive traffic calming requests. These requests can vary in severity and impact, and there is not an adopted method in place to prioritize them. Further, staff and Committee time resources, and City budget availability limit the City's ability to address all traffic calming requests within a short time horizon.

In the absence of an updated Neighbourhood Traffic Calming Policy, the following interim approach is proposed:

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- traffic calming requests to be initially reviewed and responded to by the City's staff level Traffic Review and Coordination Group (TRAC), consisting of Port Moody Police Department (PMPD) and Engineering staff, to consider any safety and operational issues, and if enforcement or rotating deployable devices will satisfy the issue;
- staff and Transportation Committee to take on one traffic calming initiative at a time, estimating an average of one initiative per year;
- traffic calming initiative candidates to be prioritized by the Transportation Committee, including consideration of preliminary screening criteria in the traffic calming policy; traffic calming initiative candidates that do not meet the minimum preliminary screening criteria should not be considered;
- up to date traffic data and road/neighbourhood conditions to be considered prior to starting each initiative; and
- for typical (most) initiatives, follow the process below:
 - o retain a consultant with traffic calming and safety expertise to prepare the traffic calming plan;
 - o not establish a Neighbourhood Advisory Committee (NAC), instead solicit neighbourhood feedback through broader and more direct consultation such as neighbourhood surveys and public open houses; and
 - o instead of directly measuring community-at-large support (approval survey requiring 2/3 support), implement traffic calming plan as a pilot using temporary or low cost materials for a minimum of one year before assessing for permanent installation.

The above is generally consistent with the current Neighbourhood Traffic Calming Policy with the exception of varying the means of measuring community-at-large support. The intention of these changes is to help streamline the traffic calming process while still including adequate amounts of neighbourhood consultation.

Note that most traffic related capital projects, including active transportation improvements and new road construction or reconstruction associated with development, are designed to include traffic calming and traffic safety enhancing features whenever possible. Such projects would not be subject to the above-described process.

For reference, a summary of locations where current traffic calming requests are being received along with preliminary scores are available is included in **Attachment 2**. Some of these locations have already been subjects of traffic calming initiatives – this has been noted in the table.

Moray Street Traffic Concerns:

Through 2020, City Council members and staff received repeated concerns from residents regarding speeding and traffic safety on Moray Street.

At the June 24, 2020 meeting of the Traffic Review and Coordination Group (TRAC), consisting of PMPD and Engineering staff members, these concerns were reviewed and TRAC installed a portable speed reader board sign, a deployable radar activated flashing speed feedback lights on a speed limit sign, and increased traffic enforcement as resources allowed.

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Based on continued resident concerns after the actions taken by TRAC, and with feedback from the Transportation Committee, a new pavement marking plan was installed as part of some previously planned pavement rehabilitation work on Moray completed in September 2020.

Traffic speed data was collected before and after completion of the repaving work using manual radar speed monitoring with the following results:

Table 1: 85th Percentile Speed Data Comparison

Data Collection Date	Road Configuration	85 th Percentile Speed Northbound	85 th Percentile Speed Southbound
August 13, 2020 (overcast, dry)	Original, no Speed Feedback Lights	53.0 km/hr	52.1 km/hr
August 4, 2020 (clear, dry)	Original, with Speed Feedback Lights	50.4 km/hr	50.6 km/hr
November 10, 2020 (rain)	Repaved, with new Road Markings, Speed Feedback Lights	44.3 km/hr	50.3 km/hr

For traffic safety and road design, the 85th percentile (or “Operating Speed”) is typically used as a measurement for speed limit compliance on roads. Some observations on the data are below:

- The speed feedback lights appear to have helped reduce the 85th percentile speed of the roadway. Data suggests this effect could be by up to 2.6 km/hr. However, because the southbound speeds were also measured approximately 1.5km/hr lower and are not affected by the northbound facing speed feedback lights, further monitoring would be required to confirm the effect.
- The change to the road markings, combined with the speed feedback lights, appear to have made a significant difference in 85th percentile speed on the roadway in the northbound direction. On November 10, 2020, the 85th percentile speed in the downhill direction was more than 8km/hr (16%) lower. A smaller change of about 1.8km/hr (3.5%) was noted in the northbound direction after road marking changes (where there is no speed feedback lights).
- November 10 had periods of rain and wet or damp roads which may have affected the operating speeds of vehicles. Further data collection is recommended to verify the extent of vehicle speed changes on Moray Street.

Average and maximum speeds for each of the data collection dates are also summarized below for consideration:

Table 2: Average and Maximum Speed Data Comparison

Data Collection Date	Average Speed Northbound	Maximum Speed Northbound	Average Speed Southbound	Maximum Speed Southbound
August 13, 2020 (overcast, dry)	46.9 km/hr	70 km/hr	44.0 km/hr	74 km/hr
August 4, 2020 (clear, dry)	44.4 km/hr	73 km/hr	42.4 km/hr	69 km/hr
November 10, 2020 (rain)	39.0 km/hr	60 km/hr	44.1 km/hr	64 km/hr

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Similar to the 85th percentile speeds, this appears to show a fairly significant decrease in average speed in the northbound direction (almost 7km/hr, or 17%) and lower recorded maximum speeds since the speed feedback lights and road reconfiguration have been installed.

As a point of comparison, on Noons Creek Drive, where physical horizontal traffic calming measures (curb bulges, medians) were implemented and data collected, we measured reductions in 85th percentile speeds in the order of magnitude of up to 2-3km/hr. The results on Moray have exceeded staff expectations.

Continued concerns have been received from Moray Street residents following the road marking changes. Concerns have been received via email and were also outlined by a group of residents at an on-site meeting on October 16, 2020. A document was provided by the residents, included as **Attachment 3**, with a summary of key issues below:

- concerns with the design of the road reconfiguration including relocation of the downhill (northbound) lane adjacent to the sidewalk;
- request for a speed reader board for the uphill (southbound) direction;
- suggestion that large commercial trucks are using the street;
- concerns with lower levels of street lighting;
- the speed feedback lights frequently are losing battery power and malfunctioning;
- request for a crosswalk at Moray/Pinda, and more physical traffic calming measure;
- request for increased traffic enforcement;
- request for an independent traffic study; and
- request for improvements at the Moray/St. Johns and James/St. Johns intersections.

Improvements are in design/quotation stages for the Moray Street and St. Johns Street intersection to make some traffic signal and lighting improvements in 2021. A traffic signal is identified in the Master Transportation Plan at James Street and St. Johns Street to be completed in coordination with future development.

Currently, there are no approved plans or budgets to undertake studies or for further changes to Moray Street. Operational budgets may allow for speed reader boards to be deployed on Moray Street on a temporary basis and for enforcement as priorities allow. As discussed above, the City should take a prioritized approach to traffic calming initiatives and as outlined in **Attachment 2**. Moray Street scores high on this list due to high traffic volumes and its lower speed limit of 30km/hr. In the interim, it is also recommended that a speed feedback light be installed in the southbound direction – staff will collect further monitoring data and confirm whether this improves the southbound traffic calming effect of the road modifications to date.

The Transportation Committee also passed a motion for staff to consider other temporary traffic calming measures on a pilot basis – at this time, other than a set of speed feedback lights, staff do not recommend proceeding with other changes to Moray Street until a traffic calming study and recommendations are completed.

Should Council direct staff to proceed with a traffic calming study and concept design for Moray Street, the following key scope items will be included:

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- development of a traffic calming plan, which may include physical or visual traffic calming features;
- review of existing street lighting levels and recommendations;
- review of pedestrian crossing locations and current and future potential to warrant installation of formal crosswalk installations;
- coordination with neighbouring municipalities and businesses as needed; and
- neighbourhood consultation.

Note that the recommended resolutions are for development of a traffic calming design only. With the exception of the addition of a set of speed feedback lights, no installation of traffic calming measures would be approved or budgeted based on the above-recommended motions.

Other Option(s)

THAT the report December 16, 2020, from the General Manager of Engineering and Operations regarding Moray Street Traffic Concerns and Proposed Traffic Calming Initiative Approach be received for information.

Financial Implications

A traffic calming study and concept design for Moray Street is anticipated to cost up to \$30,000 utilizing an appropriately qualified consultant. Purchase and installation of a set of speed feedback lights is estimated at up to \$3,000.

Communications and Civic Engagement Initiatives

A neighbourhood consultation plan will be developed as part of the Moray Street traffic calming study and concept design project.

Council Strategic Plan Objectives

This initiative supports the 2019-2022 Council Strategic Plan by supporting the strategic priorities of Exceptional Service and Healthy City.

Attachment(s)

1. Corporate Policy – 11-5460-02 – Port Moody Neighbourhood Traffic Calming.
2. Summary of current Traffic Calming Initiative Requests and Candidates – November 10, 2020.
3. Summary of Concerns from Moray Street Residents.

Report Author

Jeff Moi, P.Eng. PMP
General Manager of Engineering and Operations

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Report Approval Details

Document Title:	Moray Street Traffic Concerns and Proposed Traffic Calming Initiative Approach.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Corporate Policy – 11-5460-02 – Port Moody Neighbourhood Traffic Calming.pdf- Attachment 2 - Traffic Calming Candidate Locations and Process.pdf- Attachment 3 - Moray Street Resident Concerns.pdf
Final Approval Date:	Jan 18, 2021

This report and all of its attachments were approved and signed as outlined below:

Dorothy Shermer, Corporate Officer - Jan 14, 2021 - 3:53 PM

Rosemary Lodge, Manager of Communications and Engagement - Jan 15, 2021 - 4:07 PM

Paul Rockwood, General Manager of Finance and Technology - Jan 17, 2021 - 1:17 PM

Tim Savoie, City Manager - Jan 18, 2021 - 11:46 AM

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Corporate Policy

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

Section:	Engineering, Operations, and Public Works	11
Sub-Section:	Traffic Control – General	5460
Title:	Neighbourhood Traffic Calming	02

Related Policies

Number	Title
11-5460-01	Traffic Control for Pedestrian Crossings and Near Schools

Approvals

Approval Date: June 26, 2001	Resolution #: 01-139
Amended: June 21, 2010 (Housekeeping)	Approved by: Administration
Amended: September 19, 2017	Resolution #: <u>RC(CW)17/031 (CW17/117)</u>
Amended:	Resolution #:

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Corporate Policy Manual

Neighbourhood Traffic Calming

Policy

This policy outlines the process to identify, prioritize, prepare, and implement Neighbourhood traffic calming plans in the City of Port Moody. This policy should be used in conjunction with the *Canadian Guide to Neighbourhood Traffic Calming (1998)* by the Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers to ensure all traffic calming measures in the City of Port Moody adhere to established practices and guidelines. This policy is developed from the City of Port Moody Draft Neighbourhood Traffic Calming Reference Report (March 2001).

Definitions

Traffic Calming – A combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

Neighbourhood Traffic Calming Plan (NTCP) – Refers to a plan that restores neighbourhood street(s) to the intended function, while providing a balance between mobility and accessibility.

Neighbourhood Advisory Committee (NAC) – Refers to a liaison committee approved by the General Manager of Engineering and Operations representing area residents, business owners, community associations, and institutions on a traffic calming initiative.

Procedures

As outlined in *Schedule A – City of Port Moody Traffic Calming Guidelines*.

Monitoring/Authority

The General Manager of Engineering and Operations has been delegated the responsibility by Council for implementation of this policy.

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Schedule A

City of Port Moody Traffic Calming Guidelines

1. Objectives
 - a) Reducing vehicular speeds and/or discouraging through vehicular traffic on local neighbourhood streets.
 - b) Promoting safe and pleasant environment for street users (motorists, cyclists, pedestrians, etc.).
 - c) Reducing the requirement for police enforcement.
 - d) Making efficient use of City of Port Moody resources through screening and prioritizing traffic calming requests.
2. General Principles
 - a) Ensure a consistent and fair manner for reviewing traffic calming requests.
 - b) Ensure public support.
 - c) Identify the real problem.
 - d) Quantify the problem with data.
 - e) Consider availability of financial and personnel resources.
 - f) Improve traffic operation on regional-arterial road system first where feasible.
 - g) Employ Two-Phase Approach (1. education/passive measures, 2. physical measures).
 - h) Implement appropriate traffic calming on a neighbourhood basis.
 - i) Preserve reasonable access and egress.
 - j) Use self-enforcing measures where feasible.
 - k) Maintain unimpeded non-motorized traffic.
 - l) Implement measures on trial basis where possible.
 - m) Monitor the effectiveness of the measure.
3. Application Principles
 - a) Traffic calming measures will be limited to local residential and neighbourhood collector residential streets (local commercial streets may be considered under special circumstances).
 - b) The exclusive use of signs for traffic calming should be discouraged in the City.
 - c) All traffic calming measures implemented in the City of Port Moody will be in accordance with the criteria identified in the *Canadian Guide to Neighbourhood Traffic Calming (1998)*.
 - d) The installation of speed humps on local residential streets may be approved by the General Manager of Engineering and Operations. Such installations are not subject to the procedures outlined in section 4 of this policy.
4. Procedures
 - a) *Project Initiation*

All written requests for traffic calming projects submitted to the City will be forwarded to the General Manager of Engineering and Operations or delegate for consideration and preliminary screening before proceeding any further.

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b) *Preliminary Screening*

- i. As directed by the General Manager of Engineering and Operations, traffic calming requests will be screened based on the minimum threshold and scoring as outlined in the Primary Scoring section of Appendix A.
- ii. Traffic calming requests with a combination primary score of 25 points or more will be recommended to Council for further investigation.
- iii. Actual traffic volume and speed data will be collected wherever possible to provide an objective basis for the evaluation of traffic calming requests.
- iv. The City may retain a consultant to prepare the traffic calming plan.

c) *Formation of Neighbourhood Advisory Committee (NAC)*

- i. Once a project has passed through the preliminary screening process, City staff will determine whether public input will be solicited through a Neighbourhood Advisory Committee (NAC). If a NAC is required, the City will inform the neighbourhood residents and businesses of the traffic calming initiative and the opportunity to participate in a neighbourhood advisory committee.
- ii. The NAC consisting of six to ten diverse community members will be recommended by City staff to Council.
- iii. The NAC will work with City staff, emergency services, and Council to build community support and consensus.
- iv. The NAC will assist City staff in the preparation of the study scope, defining the study and benefiting areas and liaison with area residents.

d) *Problem Identification*

- i. The City, in consultation with the NAC and other stakeholders, will identify as many traffic and transportation issues associated with the specific neighbourhood as possible. A comprehensive problem statement and a neighbourhood vision will be developed.
- ii. The problem will be quantified with operational data. Social and environmental information may be collected as additional data.
- iii. The general thresholds for local and neighbourhood collector streets are listed below.

Criteria	Local Residential Road	Neighbourhood Collector Residential or Local Commercial Road
Daily Traffic Volume	max. 1000 veh./day	max. 3000 veh./day
Operating (85 th Percentile) Speed	max. 20% over the design speed limit*	max. 20% over the design speed limit*
Traffic Infiltration	max. 20% of all traffic is through traffic	max. 20% of all traffic is through traffic

* 85th percentile speed up to 20% in excess of the design speed limit is considered acceptable (Source: Creative Transportation Solutions)

* Speed in 30 km/h posted zone can rarely be reduced below an operating (85th percentile) speed of 42 km/h (Source: Urban Systems)

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e) *Plan Development*

The development of the traffic calming plan will generally consist of the following tasks:

- i. Examine regional and arterial roads for possible capacity improvements.
- ii. Identify appropriate traffic calming measures from the *Canadian Guide to Neighbourhood Traffic Calming*.
- iii. Develop alternative plans.
- iv. Review alternative plans with focus groups (NAC, adjacent residents and businesses, emergency services, etc.)
- v. Measure community-at-large support for each alternative.
- vi. Evaluate the alternatives and select the recommended plan.
- vii. Present the recommended traffic calming plan to Council and the public.
- viii. Develop an implementation strategy.
- ix. Prepare final report and submit the draft final plan for Council approval.

f) *Two-Phase Implementation Program*

- i. Where applicable, the implementation program will be separated into two phases. Phase 1 will consist of public education, signage and enforcement. Phase 2 will consist of implementation of physical measures if needed.
- ii. Three possible methods of implementing physical traffic calming measures will be considered and applied as appropriate: 1) temporary or trial devices, 2) staged installation, or 3) full permanent installation.
- iii. The temporary devices will be used where possible to evaluate their performance over a 6 to 12 months period.

g) *Performance Monitoring*

- i. The performance of completed traffic calming measures will be monitored by the NAC and the City.
- ii. The operation of a traffic calming neighbourhood plan will be reviewed in subsequent years as required.

5. Funding

- a) City staff will develop a list of traffic calming plans for Council's consideration and budget deliberation.
- b) Projects recommended to Council for funding will be selected using a balanced approach considering both priority points and maximizing the net benefit to the City within the available resources.
- c) Alternative funding sources such as Local Improvement Program will also be examined.

6. Measurement of Community Support

- a) Community support for a traffic calming plan will be measured through public open houses, polling and/or survey questionnaires.
- b) In general, support of at least two-third (2/3) of the residents or property owners in the affected area will be required before the plan is considered to be accepted by the community.
- c) The number of surveys should be kept to a minimum to ensure City's resources are used effectively and the public is not solicited repetitively with questionnaires.

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7. Prioritization

- a) Candidate projects will be ranked in accordance with their total points (Primary and Secondary) as outlined in Appendix A.
- b) Residential streets and commercial streets will be ranked separately.
- c) Other qualitative factors may also be considered in the prioritization process.

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APPENDIX A

The following table outlines the screening and scoring criteria for Neighbourhood Traffic Calming Program (NTCP) requests:

POINT ASSIGNMENT			
Criteria		Local Residential	Neighbourhood Collector Residential
A) PRIMARY SCORING			
1	Traffic Volume	Average daily traffic (ADT) divided by 100 max. 25 points	Average daily traffic (ADT) divided by 300 max. 25 points
2	Speed	5 points for every km/h of the operating speed (85 th percentile speed) beyond 5 km/h above the posted limit. max. 25 points	5 points for every km/h of the operating speed (85 th percentile speed) beyond 5 km/h above the posted limit. max. 25 points
Total Score (A) (1+2) (max 50 points)		Traffic calming requests with a total PRIMARY scoring of less than 25 points are not technically justifiable.	
B) SECONDARY SCORING			
3	School Zone	+5 points per school zone	+5 points per school zone
4	Pedestrian-Oriented Areas	+5 points per pedestrian oriented facility (i.e. senior housing or park)	+5 points per pedestrian oriented facility (i.e. senior housing or park)
5	Bicycle Route	+5 points for a subject street designated as a bicycle route	+5 points for a subject street designated as a bicycle route
6	Transit Route	-5 points for a subject street designated as a transit route	-5 points for a subject street designated as a transit route
Total Score (B) (3+4+5+6)			
Combined Total Score (A & B)		The combined total scores are assigned to NTCP requests and ranked for budget considerations.	

Local commercial streets can be rated using the neighbourhood collector residential street criteria.

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Location	Posted Speed Limit	Weekday Average Daily Volume	Weekday Average 85 th Percentile Speed	Speed Data Year Collected	Primary Scoring		Secondary Scoring	Total Preliminary Score Per Policy	Previous Traffic Calming Initiative Completed
					Traffic Volume	Speed			
Klahanie Drive	30km/hr	2,150	41km/hr	2015	22	25	5	52	See Note***
Moray Street	30km/hr	7,000	53km/hr	2015/2019	23	25	0	48	N
St. George Street	30km/hr	950	46km/hr	2019	10	25	10	45	Y
Angela Drive	30km/hr	1,200	55km/hr	2019	12	25	5	42	N
Upper Noons Creek Drive	30km/hr	3,250	53km/hr	2019	11	25	5	41	Y*
Cecile Drive	30km/hr	2,050	46km/hr	2017	7	25	5	37	N
Alderside Road	30km/hr	500	38km/hr	2005	5	15	10	30	Y**
Spring Street	30km/hr	1,300	36km/hr	2019	13	5	10	28	Y
College Park Way	30km/hr	600	61km/hr	2019	2	25	0	27	Y
Henry Street (Williams to Buller)	30km/hr	No data	No data	-	-	-	-	No data	Y
<i>Locations below do not meet, or are not expected to meet minimum threshold score of 25</i>									
Highview Place	30km/hr	750	34km/hr	2007	8	0	5	13	
Hawthorne Drive	50km/hr	650	40km/hr	2017	7	0	0	7	See Note***
Terravista Place	50km/hr	150	40km/hr	2019	2	0	0	1.5	
Hope Street (East of Williams)	30km/hr	No data	No data	-	-	-	-	No data	Y

Notes:

- Traffic Calming Initiative Candidates should only consider local and neighbourhood collector residential roads (arterial and MRN streets are not candidates for traffic calming initiatives).

- Table summarizes locations where repeated traffic speeding complaints have been received in past 3 years.

- Volume is the sum of both directions; speed is the highest of either direction where data is available, otherwise average of both ways.

* Noons Creek Drive was subject of a traffic calming study and installations in the 2000's and 2010's. The 2017 MTP recommended considering this traffic calming project complete and removing remaining temporary devices, however, some partial temporary devices remain north of Alpine Place.

** Alderside Road completed a traffic calming initiative in 2006 but additional of physical traffic calming features failed due to less than 2/3 of the responding residents expressing community support.

*** Road was constructed relatively recently and already includes traffic calming features.

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Chineside, Port Moody- Outstanding Traffic / Pedestrian Safety Concerns

- **Road Redesign is entirely straight on the downhill and uphill** (not reducing heavy speeding) despite city letter saying that “road alignment would be shifted away from long, straight sections”
- **The downhill lane (heavier speeds) has been narrowed and brought directly against the sidewalk**
 - there is a clear danger to pedestrians (The vast majority feeling that community sidewalk is less safe (per survey)).
 - The ‘safer’ side of the street to walk on is the west side as it has parking and bike lane buffer, except this sidewalk stops at Pinda forcing pedestrians to cross the dangerous road. This doesn’t make sense.
 - larger vehicles in the narrow lanes is a danger to pedestrians as they are too close to the sidewalk.
 - oncoming traffic with narrow lanes has caused people to drive over the yellow line.
 - Poor weather will reduce braking capacity of vehicles and there is a strong concern that a deadly accident will take place along this sidewalk.
 - Parking has been removed on East side of the road- delivery vehicles for home projects / guests can’t access resident property.
 - The road redesign is unbalanced, and traffic should have been kept in the middle of the road for safety on both sides.
 - narrow lanes make turning onto Moray are a hazard for both lanes now. ie wide turns into traffic.
- **Uphill speeding traffic contributes to significant noise pollution** in the area and has not been addressed. Additional speed reader board was requested.
- **Large commercial trucks** are using the street as a commuting corridor and there is no signage to indicate that they cannot. The road is not constructed for commercial traffic and it damages the foundation of homes.
- The **lighting along the street** for pedestrian safety is very poor at night.
- The installed **LIDAR sign is frequently malfunctioning** during poor weather conditions.
 - For safety its functioning is essential when it is dark and wet as it is the only traffic calming measure installed on the dangerous downhill portion of the hill.
 - Many drivers ignore the flashing LIDAR sign, so more substantial traffic calming measures are needed to ensure residential road safety
- **The intersection at Pinda and Moray** (where many residents cross the street to access the park and school with children is very dangerous).
 - There is speeding traffic and blind spots created by the hill and where the sidewalk is located.
 - We have asked the city to install curb extensions, medians and consider a lighted crosswalk, and stop signs at this intersection to ensure children and families can cross safely.

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-Transportation committee members brought forth that as a “safe route to school” a crosswalk is appropriate here, and that the use of bulges would be appropriate. City Engineering cited a lack of funds to consider this option. Many Transportation Committee members expressed approval for more allocation of funds for traffic calming initiatives.

- **Need for significant visual friction created by use of physical impediments to speeding (medians, curb extensions, increased parking)**
- **PMPD enforcement has not been noticeable at all since the Traffic Review meeting**
- **We have requested that an independent traffic review study of the street and area be undertaken, as traffic calming, and pedestrian safety is a complex.**
- **Moray and St. John’s intersection** - pedestrian safety needs to be addressed.
 - There is very poor lighting for at this major intersection. Lighting needs to be brighter and more directly above the intersection.
 - lighting is much brighter approaching that intersection than the intersection itself which makes it much harder for drivers to see.
 - The road redesign does nothing to address drivers “gunning” for the green light downhill.
 - Driver’s regularly drive over the painted medians as they race up the hill.
 - Better indicators of pedestrian crossing are needed at this intersection.
- **The intersection at James and St. John’s** needs to be painted to indicate to driver’s on St. John’s to not block traffic. Driver’s regularly block traffic here and residents in this area cannot turn left on to St. John’s. The street is painted to indicate this at the police station on St. John’s.
- With **major ongoing and planned developments committed in the neighbourhood**, we would like to know the plan for ensuring a pedestrian safe and friendly neighbourhood and managing traffic needs.
 - Are other traffic routes being considered to relieve stress from Moray / Thermal traffic?
 - What is the plan to ensure our neighbourhood is pedestrian safe and friendly?
- **There is no allocation in the budget or plans for the next 5 years to address traffic and pedestrian safety in the Chineside neighbourhood**