



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, February 17, 2021 via Zoom.

Present

Councillor Steve Milani, Chair
Councillor Zoe Royer, Vice-Chair (joined at 8:22pm)
Jim Atkinson
Tim Barton
Yolanda Broderick
James Clarke (joined at 7:06pm)
Andrew Hartline
Norbert Haunerland
Lori Holdenried
Scott Kirkpatrick
Amanda Masse
Jeff McLellan
Kathleen Nadalin
Emma Owen

Absent

Rosemary Kean

In Attendance

Tim Aucott – Senior Project 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 7:02pm.

2. Adoption of Minutes

Minutes

2.1 TC21/005
Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, January 20, 2021 be adopted.

3. Unfinished Business

4. New Business

4.1 Senior Project Engineer

Staff gave a presentation on the St. John's Street Redesign project, noting the following:

- the Master Transportation Plan aims to increase the proportion of trips by walking, cycling, transit, and to reduce average driving distance;
- the project scope includes seeking TransLink approval to repurpose HOV lanes for active transportation, and building new active transportation facilities along St. John's Street;
- TransLink is the jurisdictional power for HOV lanes and MRN roads;
- 11 buses per hour currently travel the eastern portion of St. John's Street; 4 buses travel the western portion;
- the project began as the pandemic started; commuting was reduced and an accurate traffic count could not be done as a result; traffic signal data set from just before pandemic was used;
- more than 2,000 vehicles travel westbound in the morning along St. John's Street;
- there are different streetscape characters for west St. John's, which has a more residential feel, and east, which is more commercialized, with shop frontages, street furniture, bus stops, and paved sidewalks;
- design consultants are studying the data and building a case for HOV lane removal;
- the HOV lane decision criteria: bus passenger ratio, bus frequency, travel time, costs and benefits, corridor trips and delays, and level of service;
- the City's recommendations to TransLink include: removing the HOV lane on St. John's between Dewdney trunk and Moody Street for active transportation; removing the HOV lane on Clarke Street and Moody Street (no recommendations on repurposing); and retaining the HOV lane in both directions on Barnet Highway;
- Burnaby staff have indicated no appetite to remove the HOV lanes on Barnet Highway as well;
- a draft report has been presented to TransLink; TransLink has provided comments and requested revisions to address concerns;
- other considerations include: the right-hand turn from Dewdney Trunk Road onto the St. John's Street left-turn lane to Ioco Road where vehicles cross multiple lanes; potential solutions include adding right-turn signal on Dewdney Trunk Road, or modifying signal timing; a final conclusion has not been reached;
- the Moray Street intersection will be reviewed as part of St. John's east considerations;
- next steps of the project include considerations for cycling facility on the south side of west St. John's; cycling and walking facility on the east side of Moody Street; future cycling and walking facility on east St.

- John's; conceptual design for streetscape, with new developments completing the permanent design;
- interim facilities would connect to permanent facilities as they are completed;
- measures to make the crossing on Moody Street across St. John's safer can be considered, such as road narrowing or traffic bulges to narrow crossing distance;
- issues for consideration along east St. John's Street include bidirectional vs. directional facilities, separated or integrated modes, traffic turning conflicts, parking, and transit stops.

The Committee noted the following in discussion:

- considering replacing the HOV lane immediately with a temporary separated bicycle facility along Clarke Street;
- separated cycling facility is preferred along St. John's Street and wherever possible; the proposed width of the MUP (3.5 meters) is too narrow for sharing with pedestrians;
- there should be consistency in design on along the south side of St. John's Street;
- changes along the St. John's corridor will have an effect on surrounding residential neighbourhoods, especially during the construction phase; consider installing four-way stops in adjacent residential streets;
- maximize the City's space such as boulevards along east St. John's Street, and make use of all available space;
- School District 43 is currently surveying transportation needs for the new elementary school in Moody Centre;
- sightlines are important on MUPs, especially for cyclists and during nighttime; meandering paths can limit the visibility of cyclist lights;
- consider angled parking on side streets to offset parking on St. John's Street;
- students prefer to walk along St. John's Street because it is flat; travel peak times are before school starts and after school ends;
- pedestrians have been observed crossing Moody Street along Spring Street;
- sightlines are currently suboptimal on St. George Street for pedestrian safety;
- the City should consider an advance signal for pedestrians and cyclists on Moody Street and St. John's Street, as Committee members report observing many "near-misses" in the crosswalks at this intersection;
- bi-directional facilities on west St. John's Street could conflict with vehicles turning right from St. John's; uni-directional facilities and limiting right turns to specific intersections could mitigate conflicts; in Vancouver, bi-

directional facilities are only installed where there are limited vehicle turning movements;

- traffic signal sequencing and additional signals, and being able to access more destinations along St. John's could help reduce speed along the street;
- engage Burnaby regarding the Willingdon Linear Park, which is a good pedestrian facility; and
- physical barriers for facilities could provide the perception of safety and encourage more people to participate in active transportation, especially cycling.

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

- staff are building a case for potential alternative usages of the HOV lane on Clarke Street to present to TransLink; there are narrow right of ways along Clarke Street, and there have been some land use changes since the 2014 OCP;
- separated facilities for cyclists and pedestrians are being considered for St. Johns Street east of Moody Street; a MUP is proposed for west of Moody Street as there is sufficient boulevard space; however there will be trees and slopes to consider;
- separated cycling facilities will be considered wherever possible, subject to physical and budgetary limitations;
- a separated cycling route along Clarke Street will need to consider the impact to existing traffic patterns, further planning is needed to determine how this could be done;
- some trees will be removed or relocated along west St. Johns Street for the proposed MUP; the number of trees to be removed cannot be determined at this preliminary stage; however the trees will be maintained as best as possible, and additional/replacement trees will be planted in the final product;
- the design for the permanent solution will seek to maintain some street parking along St. Johns Street;
- construction of interim facilities along St. Johns Street could begin towards the end of 2021 on the west side; if possible, an interim solution on the east side could be constructed as well;
- loading and delay times for transit along St. Johns Street has been studied and is minimal;
- with regards to subterranean services, undergrounding existing high voltage electrical lines would be a significant undertaking; BC Hydro may consider it depending on City/development funding, and if large sections of work can be done at a time;
- crossing times across St. John's street is not being studied as part of this project; signal consultants are studying the issue separately and an update will be brought back to the Committee later this year;
- decreasing vehicle speeds along St. John's Street is currently not a primary focus of the project; improving

the streetscape and cycling and pedestrian facilities could reduce the “highway” feel of the street, which could help reduce speeds;

- project flexibility is built into TransLink project funding applications;
- staff have not considered whether the Moody Street section of St. John’s Street should remain as part of the MRN; keeping this section in the MRN would also retain TransLink operational funding.

Active Transportation Project

4.2 General Manager of Engineering and Operations

Link: <https://www.portmoody.ca/en/city-hall/resources/Documents/Map-3-Long-Term-Bicycle-Network.pdf>

Staff gave a presentation on the Active Transportation Project, noting the following:

- the City’s Climate Action Plan recommends the acceleration of the Master Transportation Plan and supports the growth of mode share in active transportation;
- the Northeast Sector is expected to grow by 156,200 people by 2041;
- widening St. John’s Street would only result in temporary improvements to congestion; the City cannot build out of congestion;
- the Master Transportation Plan targets include doubling the portion of trips made by sustainable transportation;
- the City’s Active Transportation Policies include the Official Community Plan, the Master Transportation Plan, and Prioritizing Higher Density Development;
- the City’s Climate Emergency Declaration in 2019 sets two accelerated transportation-related targets;
- the Climate Action Plan implementation plan is currently in progress;
- new projects in the City will look for opportunities to include cycling and pedestrian facilities;
- the City is making progress on intersection improvements, with the goal of making the City more walkable; and
- the goal of the long term bicycle network is to create a network for cyclists of all ages and abilities.

Staff reviewed the list of completed transportation projects, projects currently underway, and upcoming and ongoing projects.

The Committee noted the following in discussion:

- bus stop accessibility is important for seniors’ mobility; consider working with TransLink on its bus stop

balancing program to improve accessibility in different neighbourhoods;

- TransLink's bus stop balancing program started in Vancouver as a pilot project, and could potentially expand to other cities; TransLink has been responsible for the majority of the work on this program so far, including public engagement.

TC21/006

Moved, seconded, and CARRIED

THAT the meeting be extended for 15 minutes.

The Committee noted the following in discussion:

- consider working with School District 43 to encourage drop-offs farther away from the schools; and
- Council should consider including funds in the 2021 budget to reactivate and expand the COVID-19 shared streets program from Summer 2020.

Staff noted the following in response to questions from Council:

- staff can work with TransLink on specific bus stop locations when TransLink undertakes the work; the City has not conducted a study on bus stop spacing;
- with regards to a long-term pedestrian connection between Klahanie and Suter Brook, the original goal was to have a connected road between the two developments; however there is a private land parcel in between;
- for any new contemplated bike lanes, barriers can be considered whenever possible and if space permits;
- the City's bus stop improvement program aims to make bus stops accessible for wheelchairs and compatible with kneeling buses and bus accessibility ramps;
- staff are actively working on Suter Brook traffic upgrades;
- Council supported the proposed Shoreline Trail improvements as part of the sewer replacement project; the Trail will be upgraded to a wider multi-use path, with construction scheduled to begin in Fall 2021 and carrying on through to 2022; and
- School District 43 has a rotating school traffic program which includes school travel planning, and encourages parents to drop off students further away from school and walking children to bus stops.

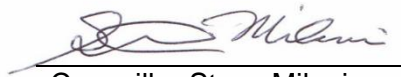
5. Information

Staff Updates

- 5.1 Constable Brian Wong noted that sections of St. George Street flagged by the Committee have been added to the safety patrol list, and that commercial vehicle safety inspections will be conducted on the week of February 22, 2021.

6. Adjournment

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



Councillor Steve Milani,
Chair



Philip Lo,
Committee Coordinator