



# City of Port Moody

## Minutes

### Transportation Committee

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

#### Present

Councillor Steve Milani, Chair  
Councillor Zoe Royer, Vice-Chair (joined at 7:03pm)  
Jim Atkinson  
Tim Barton  
James Clarke (joined at 7:01pm)  
Andrew Hartline (joined at 7:05pm)  
Norbert Haunerland  
Lori Holdenried  
Rosemary Kean  
Scott Kirkpatrick  
Amanda Masse  
Jeff McLellan  
Kathleen Nadalin  
Emma Owen

#### Absent

Yolanda Broderick (Regrets)

#### In Attendance

Vinh Chung – Transportation Engineering Technologist  
Stephen Judd – Manager of Infrastructure Engineering Services  
Philip Lo – Committee Coordinator  
Jeff Moi – General Manager of Engineering and Operations  
Brian Wong – Constable, Port Moody Police Department

#### 1. Call to Order

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#### Call to Order

1.1 The Chair called the meeting to order at 7:00pm.

#### 2. Adoption of Minutes

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#### Minutes

2.1 TC21/007  
Moved, seconded, and CARRIED  
**THAT the minutes of the Transportation Committee meeting held on Wednesday, February 17, 2021 be adopted.**

#### 3. Unfinished Business

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#### 4. New Business

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##### **Traffic Signal Technology Update**

- 4.1 The Transportation Engineering Technologist gave a presentation regarding traffic signal technology, noting the following:
- there are 36 existing signalized intersections in the City, including five pedestrian controlled intersections;
  - there are three signal coordinated corridors (St. John's Street, Ioco Road, and Guildford Way) where traffic signals work in unison to ensure efficient vehicle flow;
  - the Signal Timing Sheet (STS) contains different "time of day" (TOD) plans to address congestion at different times of the day;
  - complaints of unnecessary waiting at lights usually come in times towards the beginning and end of TOD periods;
  - the current STS prioritizes green lights for major roads and aims to shorten cycle lengths and wait times for pedestrians and vehicles entering main corridors from side streets;
  - the Centracs (central traffic signal system) system allows for live monitoring of intersections and provides real-time alerts;
  - regular maintenance is performed on traffic signal cabinets to ensure proper functioning;
  - audible pedestrian signals in the City function per the American Disability Association guidelines for audible signals;
  - Coquitlam is piloting motion-sensor-activated pedestrian signals; however there are drawbacks to some newer technologies such as the need for pedestrians to download and use specialized apps;
  - staff recently initiated a pedestrian crossing study at 15 intersections to review crossing speeds per the Transportation Association of Canada guidelines; the final report is tentatively due at the end of May and staff will report back to the Committee with the results;
  - staff do not currently have the capacity to alter signal timings at individual traffic signal cabinets;
  - staff can review sensitivity settings for traffic loops to ensure bicycles are detected;
  - traffic cameras are installed at four intersections for live viewing only for winter maintenance and traffic operations; and
  - traffic signal pre-emption works in conjunction with GPS technology to allow Port Moody Fire Department vehicles to have clear passage in an emergency at some locations.

In response to questions from the Committee, staff noted that upgrades have been performed for all intersection equipment within the last five years, including new controllers, new detector racks, and new push buttons; some infrastructure

such as signal poles may require further upgrades in the future.

The Committee noted the following in discussion:

- the City should prioritize the pedestrian experience in the City, and consider providing equal signal timing for pedestrians at all intersections;
- 3:00pm to 3:30pm should be considered prime pedestrian time, and the Time of Day (TOD) plans should reflect this around Port Moody Secondary School;
- the pedestrian crossing study should consider whether a 90-second cycle length is sufficient for all pedestrians; and
- removal of HOV lanes could reduce crossing width and reduce crossing time.

#### **Traffic Signal Improvement Program**

4.2 The Transportation Engineering Technologist gave a presentation on the Traffic Signal Improvement Program, noting the following:

- Council directed the prioritization of four signalized intersections, one of which (Elgin at St. Johns) was based on Committee recommendation;
- high volume intersections along St. Johns Street create opportunities for increased accidents between vehicles, pedestrians, and cyclists;
- based on ICBC and Port Moody Police Department vehicle accident data along St. Johns Streets at Moray, Buller, Williams, Hugh, and Moody Streets, staff recommend the installation of tertiary traffic signal heads and new intersection lighting equipment at these intersections;
- the City is looking to enter into a cost-sharing partnership with ICBC for the cost of the intersection upgrades, and is looking to receive contributions from the development project at 3131 St. Johns Street;
- there are no funding opportunities from TransLink at this time for this particular work; ICBC has committed to some financial contributions; and
- advance pedestrian signals (Leading Pedestrian Intervals) can be studied as part of the intersection study.

The Committee noted the following in discussion:

- concerns were expressed about right-hand turns onto St. Johns Street that are not protected; consider restricting right turns on red lights at these locations; and
- advance pedestrian signals could help increase awareness of pedestrians and reduce pedestrian-vehicle conflicts and accidents.

**COVID-19 Automated  
Pedestrian Buttons  
Program**

4.3 Memo: General Manager of Engineering and Operations,  
dated March 11, 2011

File: 01-0360-20-06

Staff reviewed the Automated Pedestrian Buttons Program,  
noting the following:

- the Committee supported in 2020 to install automated pedestrian buttons at 17 intersections in the City;
- the purpose of the program is to reduce contact with high-touch surfaces, as part of the City's COVID-19 response;
- other benefits include less wait time, improving accessibility, and increasing pedestrian priority over vehicles;
- disbenefits and concerns include real or perceived delays to vehicle traffic, especially in areas where signals are not closely coordinated;
- staff have received both positive and negative feedback on the program; the Committee can provide input on how the program should proceed;
- traffic patterns indicate that vehicle traffic has begun to return to normal in the City as of the end of 2020; and
- the options are to revert back to previous signal operations, or make the automated pedestrian buttons permanent.

The Committee noted the following in discussion:

- consider increasing the size of the signage at pedestrian buttons to make them more visible;
- the issue goes beyond COVID-19, and is about improving the safety of the pedestrian realm;
- mixed feedback (i.e. the lack of overwhelmingly negative feedback) could be an indication of progress in the right direction;
- a permanent automated pedestrian button program signals the value of pedestrian traffic as a priority in the City, and can help progress towards being a more walkable City;
- some timing adjustments can be considered along Murray Street near the condo developments; and
- the program may receive fewer complaints by implementing it without association to COVID-19.

TC21/008

Moved, seconded, and CARRIED

**THAT the Transportation Committee recommend that the City adopt the automated pedestrian buttons as a permanent option for traffic signals in Port Moody and that a set of decision criteria to inform permanent implementation locations be developed.**

5. Information

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**Staff Updates**

- 5.1 a) Letter from Mark Norbury – Cycling and Walking in Port Moody, dated February 15, 2021  
b) [New York Times Article: The City where Cars are Not Welcome](#)  
c) [ICBC Distracted Driving Campaign – Spring 2021](#)

File: 01-0360-20-06

6. Adjournment

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- 6.1 The Chair adjourned the meeting at 8:59pm.



Councillor Steve Milani,  
Chair



Philip Lo,  
Committee Coordinator