



# City of Port Moody

## Minutes

### Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, July 21, 2021 via Zoom.

#### **Present**

Councillor Steve Milani, Chair  
Councillor Zoë Royer, Vice-Chair (left at 9:10pm)  
James Atkinson  
Tim Barton  
Yolanda Broderick  
James Clarke  
Andrew Hartline  
Norbert Haunerland  
Lori Holdenried  
Rosemary Kean (arrived at 7:04pm)  
Scott Kirkpatrick  
Amanda Masse (left at 9:03pm)  
Jeff McLellan

#### **Absent**

Kathleen Nadalin (Regrets)  
Emma Owen (Regrets)

#### **In Attendance**

Vinh Chung – Engineering Technologist  
Kelsey Guenette, Recording Secretary, Raincoast Ventures Ltd.  
Geoffrey Keyworth – Transportation Engineer  
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 7:02pm.

#### **2. Adoption of Minutes**

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#### **Minutes**

##### **2.1 TC21/021**

Moved, seconded, and CARRIED

**THAT the minutes of the Transportation Committee meeting held Thursday, June 24, 2021 be adopted.**

#### **3. Unfinished Business**

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#### 4. New Business

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##### **Pedestrian Crossing Timing Review**

##### 4.1 Vinh Chung, Engineering Technologist

The Engineering Technologist provided an overview of the Pedestrian Crossing Time Study Findings memo, and noted the following:

- the Transportation Association of Canada (TAC) 2014 Manual of Uniform Traffic Control Devices is scheduled to be updated by Spring 2021; new proposed crossing speeds are considered in the update and includes:
  - a walking speed of 0.8 m/s should be used in cases where at least 20% of pedestrians crossing the signalized intersection use assistive devices for mobility;
  - a walking speed of 0.9 m/s should be used in cases where at least 20% of pedestrians crossing the signalized intersection are 65+ years of age; and
  - a walking speed of 1.0 m/s should be used to accommodate the general population;
- walking signals in Port Moody currently utilize a pedestrian crossing speed of 1.2 m/s;
- a study is under way that will review and provide recommendations for 15 intersections in the city, based on the new crossing speeds and impacts;
- the 15 intersections were selected based on average daily traffic and pedestrian traffic volumes;
- new cycle lengths and time-of-day plans aim to provide an improved level of service for pedestrians and minimize delay increases although there is an impact to traffic capacity; and
- staff is recommending retaining automated pedestrian pushbuttons on a permanent basis at several high-pedestrian volume crossings.

The Committee noted the following in discussion:

- the City could conduct a count of senior pedestrians at high usage intersections;
- a Leading Pedestrian Interval (LPI) could be considered for other intersections with higher pedestrian use and at Kyle Street at St. Johns Street as many seniors, children, and disabled pedestrians use the crosswalk;
- reducing the cycle length between 8am-4pm reduces pedestrian wait times during school hours;
- the City could look at how to balance transportation movement and safety for seniors; and
- it appears that vehicles are required to encroach on the crosswalk at the intersection of Murray Street and

loco Road in order to activate the left-hand turn signal loop.

Staff noted the following in response to Committee members' questions:

- TAC uses data obtained through nationwide studies to develop guidelines for various levels of government to follow across Canada;
- queue analyses were conducted for some critical left turn lanes to help confirm if projected vehicle queues could be generally accommodated by increased delays;
- a project is planned to improve pedestrian islands for accessibility when the traffic detector loops at the intersection of Heritage Mountain Boulevard and loco Road are replaced; and
- staff will monitor and consider further protected signal movements, such as "no right turn on red" at the Moody Street and St. Johns Street intersection particularly in coordination with the St. Johns Street Redesign project.

TC21/022

Moved, seconded, and CARRIED

**THAT the Transportation Committee endorse an increase to pedestrian clearance times for the 15 identified traffic signals in the City, based on updated Transportation Association of Canada guidelines, to improve accessibility as outlined in the memorandum dated July 14, 2021, from the Engineering and Operations – Infrastructure Engineering Services Division, regarding Traffic Signal Pedestrian Clearance Time Review;**

**AND THAT the Transportation Committee support further staff review of the remaining traffic signals for future consideration of increased pedestrian clearance times, based on updated Transportation Association of Canada guidelines.**

**Accessibility for Seniors and Persons with Disabilities Related to Transit**

4.2 Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on accessibility for seniors and persons with disabilities related to transit, and noted the following:

- walkability is the ease and friendliness of walking and rolling;
- factors affecting walkability include distance, comfort, pleasantness, proximity, connectivity, and vibrancy;

- walkability depends on community form, the relationship of buildings to streets, street activity and services, and the level of pedestrian priority;
- accessibility is the design of transportation facilities for use by as many people as possible, including persons with varying levels of abilities;
- factors of accessibility include accommodation of mobility devices, wayfinding cues, opportunities for rest, and surface quality;
- considerations for public realm design include vision, hearing, mobility, cognitive, and language barriers;
- there are many different design considerations such as grades, audio and visual cues, crossfalls, pavement levels, and tripping hazards;
- the City has a program to improve bus stop accessibility; currently 73% of bus stops (117 of 160) are accessible in Port Moody;
- in 2021, improvements have been made at five bus stops in Port Moody, including the relocation of bus stop poles, construction of wheelchair accessible pads, and installation of new signage;
- the City will continue to work with partners to achieve a target of 100% accessible bus stops;
- improvement priorities will include suggestions from the Coast Mountain Bus Company (CMBC), boarding/alighting data at stops, feasibility/extent of improvements, supportive network to access the stop, requests from persons with disabilities; and
- the City's goal is to improve 5-7 bus stops per year.

## 5. Information

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### Staff Updates

5.1 There were no updates at this time.

### COVID-19 Transportation Update

5.2 Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer provided an update on COVID-19 as it relates to transportation, and noted the following:

- traffic volumes on St. Johns Street and Moody Street have essentially returned to pre-pandemic levels;
- bus ridership is at approximately 60% of pre-pandemic value;
- Millennium Line ridership is at approximately 45% of pre-pandemic value;
- West Coast Express ridership is at approximately 20% of pre-pandemic value;

- there continues to be high use of parks and recreation; traffic and use of recreational areas will continue to be monitored;
- despite less traffic, national and international studies have indicated there is an increase in severe traffic incidents due to higher vehicle speeds;
- recent initiatives include the disabling of pedestrian call buttons, Slow Streets pilots at Alderside Road, St. George Street, and Spring Street; the Slow Streets pilots at St. George Street and Alderside Road will begin to conclude after Labour Day; and
- criteria will be developed to identify future implementation of automated pedestrian crossing call buttons.

The Committee noted the following in discussion:

- the Slow Streets initiatives could be left in place until a permanent decision is made to ensure consistent traffic flows and minimized confusion for those accessing the areas;
- multiple streets could be considered for pedestrian access only; and
- all residential street speeds could be 30 km/h or have speed humps added.

TC21/023

Moved, seconded, and CARRIED

**THAT the meeting be extended until 9:15pm.**

**Noons Creek  
Repaving Update**

5.3 Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer provided an update on the Noons Creek repaving work and noted the following:

- Noons Creek was selected as part of the road rehabilitation report which reviewed roads that required minor repairs as opposed to major reconstruction;
- repaving using 30% recycled asphalt was completed to increase the life span of the road;
- the City will promote information about the use of the 30% recycled asphalt to its residents; and
- minor changes to the Noons Creek and Falcon Drive intersection will include new let-downs, a pedestrian crossing, painted medians, and rubber delineators.

TC21/024

Moved, seconded, and CARRIED

**THAT the meeting be extended until 9:30pm.**

The Committee noted the following in discussion:

- the roundabout on Noons Creek could be re-designed as a “traffic calming circle” to assist with speed compliance; and
- the addition of rubber delineators may decrease space for cyclists on the roadway.

6. Adjournment

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The Chair adjourned the meeting at 9:26pm.



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Councillor Steve Milani,  
Chair



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Kelsey Guenette,  
Recording Secretary