



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, September 22, 2021 via Zoom.

Present

Councillor Steve Milani, Chair
James Atkinson
Tim Barton
Yolanda Broderick
Lori Holdenried
Scott Kirkpatrick
Amanda Masse
Jeff McLellan
Kathleen Nadalin
Emma Owen

Absent

Councillor Zoë Royer, Vice-Chair
James Clarke (Regrets)
Andrew Hartline
Norbert Haunerland (Regrets)
Rosemary Kean (Regrets)

In Attendance

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

Also In Attendance

Nic Schnee (re item 4.2) (joined at 7:06pm, left at 7:49pm)

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 7:02pm.

TC21/025

Moved, seconded, and CARRIED

THAT the delegation from Nic Schnee and Karen Glanzberg be added to item 4.2 of the agenda;

AND THAT the agenda be reordered to address item 4.2 before item 4.1.

Minutes

2. Adoption of Minutes

2.1 TC21/026

Moved, seconded, and CARRIED

THAT the minutes of the Transportation Committee meeting held Wednesday, July 21, 2021 be adopted.

3. Unfinished Business

4. New Business

The agenda order was varied to address item 4.2 at this point.

**Murray Street
Speeding Concerns**

4.2 Jeff Moi, General Manager of Engineering and Operations and
Geoffrey Keyworth, Transportation Engineer
Attachment: Resident Emails

Nic Schnee provided an overview of speeding concerns on Murray Street, and noted that the area could benefit from the expansion of pedestrian and cycling infrastructure and more traffic calming measures.

Staff noted the following in response to Committee members comments related to speeding concerns on Murray Street:

- the future conceptual plans for Murray Street could be developed and could include consultation with the Transportation Committee and the Port Moody Police Department;
- traffic volume data indicates that approximately 20,000 vehicles use Murray Street per day during the week;
- ICBC collision data does not indicate a large number or a pattern of collisions in this block of Murray Street; and
- Murray Street's current vision may have changed from past visions which suggested a four lane divided roadway, uses to the west of Klahanie may support a continuation of one lane in each direction.

TC21/027

Moved, seconded, and CARRIED

THAT the delegation be received for information and the delegates thanked for their presentation.

The Committee noted the following in discussion:

- the traffic designs that taper from four lanes to two and vice versa are not desirable;
- a cycling lane could be created in the eastbound lane on the curve of Murray Street near Klahanie Drive;
- the Port Moody Police Department could provide more police enforcement during the morning commuting time;
- the use of cycling lanes as a buffer between parked cars should be carefully considered;
- the four-lane section on Murray Street is an area of concern for commuters and may create more opportunities for speeding and dangerous driving habits;
- a future Murray Street traffic design could merge from four lanes to a two-lane street at Capilano Road; and
- there is a need for improved traffic calming measures on Klahanie Drive, particularly if the number of lanes on Murray are reduced; improvements could include closing Klahanie Drive in the middle to help reduce “rat running” and the use of “local traffic only” signs help to reduce cut through traffic.

Mr. Schnee left the meeting at this point and did not return.

The agenda order was resumed at this point.

Traffic Calming Initiatives Prioritization

4.1 Jeff Moi, General Manager of Engineering and Operations

The General Manager of Engineering and Operations provided an overview of the Annual Traffic Calming Initiative Candidates Prioritization, and noted the following:

- the Neighbourhood Traffic Calming Policy was adopted in 2001 and an interim approach to traffic calming was approved by Council on February 9, 2021;
- the interim approach targets the completion of one traffic calming initiative per year and undergoes annual review and prioritization by the Transportation Committee;
- the current traffic calming approach includes:
 - an initial request review by the Traffic Review and Coordination Working Group (TRAC) with immediate action as appropriate;
 - attempts to resolve the issue by addressing any imminent safety issues and implementing rotating temporary traffic calming devices if possible;
 - if the concern continues, it is added to the candidate list to be reviewed and prioritized by the Transportation Committee;
- traffic calming screening criteria includes:

- location scoring assigned based on measured traffic volume and speed dependent on classification as “local residential” and “neighbourhood collector residential”;
- traffic calming requests must achieve a total primary scoring of 25 points to be suitable for the program;
- arterial roads are not eligible for the traffic calming program;
- secondary scoring includes factors such as school zones, pedestrian-oriented areas, bicycle routes, and transit routes; and
- combined total scores are assigned to Neighbourhood Traffic Calming Plan (NTCP) requests and used to assist in prioritization.

The Committee noted the following candidate locations for traffic calming initiatives in discussion:

- the use of police enforcement does not change driver behaviours in the long term;
- the corner of College Park Way and Oxford and College Park Way by East Hill Park should be considered for traffic calming;
- there are speeding concerns on the upper section of Noons Creek Drive could be due to the variance in speed limits; Coquitlam’s section of the road is 50 km/hr while Port Moody’s is 30 km/hr;
- it could be difficult to implement traffic calming measures on Henry Street as there is a new development being constructed on the corner;
- the City could consider permitting parking on both sides of Henry Street to help with traffic calming efforts;
- the 30 km/hr speed limit sign on the corner of Cecile Drive may not be conspicuous to drivers turning off of Clarke Road;
- the implementation of speed humps may be more cost-effective and time efficient than hiring a consultant;
- the installation of speed humps should not be the default option; other measures such as road narrowing or the addition of road parking should be considered; and
- the City could have temporary speed humps that could be moved for use in areas that are experiencing speeding issues and could help improve public engagement on traffic calming concerns.

TC21/028

Moved, seconded, and CARRIED

THAT the concept of developing a speed hump program to address applicable traffic calming initiative candidates where road and traffic characteristics permit be supported.

The General Manager of Engineering and Operations and the Transportation Engineer noted the following in response to the Committee's discussion:

- temporary speed humps cost approximately \$1,000 each;
- speed data collected through road tubes is by time of day but only displayed as an average for the full day in the provided data table;
- road tube counters are not owned by the City as they require frequent monitoring, maintenance, and calibration checks;
- the Committee has the opportunity to consider an alternate approach for straight forward locations of concern, such as the development of a speed hump program to prioritize address locations with suitable grades and traffic conditions; Angela Drive, Klahanie Drive, Alderside Road, Henry Street, and College Park Way may be eligible for a speed hump program; and
- further information on temporary and permanent speed hump programs as part of a detailed prioritization plan will be presented at a future meeting.

5. Information

Project Updates

- 5.1 Geoffrey Keyworth, Transportation Engineer
- a) Master Transportation Plan Update
 - b) Moray Street Traffic Calming Study/Design
 - c) St. George Street Slow Zone
 - d) Third SkyTrain Station Feasibility Review
 - e) St. Johns Street Redesign Update

The Transportation Engineer provided an update on transportation projects, and noted the following:

- a) Master Transportation Plan Update:
 - requests for proposal from consulting firms are being reviewed and a firm is scheduled to be chosen by October 12, 2021;
- b) Moray Street Traffic Calming Study/Design:
 - a consultant Engagement Summary was received for Moray Street, which included engagement learnings

- and a memorandum summarizing the technical review of the area including options for traffic calming measures;
- a second public engagement event on Moray Street is scheduled to take place on October 21, 2021 inform the public about how feedback was used to develop preliminary options for traffic calming; and
- the consultant is scheduled to present the final recommended alternative to the Transportation Committee on November 17, 2021;
- c) St. George Street Slow Zone:
 - slow zone measures put in place on St. George Street are scheduled to remain in place until November 2021 when they will be removed for winter operations;
 - final speed and volume data will be collected to assess the effectiveness of the measures on St. George Street after which a public survey is scheduled to be issued to gather feedback about the measures; and
 - a report to Council on the effectiveness of slow zone measures on St. George Street is scheduled in winter 2021;
- d) Third SkyTrain Station Feasibility Review
 - a memorandum was received from the consultant which is scheduled to be presented to Council on October 12, 2021;
- e) St. Johns Street Redesign Update:
 - a conceptual design for a south side multi-use path has been received;
 - feedback was given to the consultant regarding different design options, including minimizing conflicts at intersections, levelling crossings at intersections where appropriate, incorporating green infrastructure, and maximizing tree retention; and
 - staff will continue to discuss the proposed HOV lane removal east of Moody Street with TransLink.

ICBC Initiatives

5.2 Attachments:

- a) Distracted Driving Campaign
- b) Summer Impaired Driving Campaign

Kathleen Nadalin, ICBC, provided an overview of ICBC initiatives, and noted the following:

- summer included a large media campaign with messaging to plan for safe rides home before going out;
- during the summer, police visited 26 boat launches across BC to check for life jackets and advised people that road checks would be in place in the evenings;

- the focus for September 2021 is distracted driving; and
- police agencies in the Province collaborated for a joint initiative in September 2021 on distracted driving and speeding.

TC21/029

Moved, seconded, and CARRIED

THAT the meeting be extended until 9:10pm.

The Committee noted the following in discussion:

- the Significant Fraud Department at ICBC detects fraudulent drivers licenses;

TC21/030

Moved, seconded, and CARRIED

THAT the meeting be extended until 9:15pm.

- Constable Scarecrow could be considered for implementation in Port Moody in the future; and
- typically, international drivers must obtain a BC license within three months of becoming a permanent resident.

**TransLink
HandyDART
Modernization Update**

5.3 Attachment: Email, Fay Kramer, dated June 25, 2021

This item was provided for information only.

6. Adjournment

The Chair adjourned the meeting at 9:14pm.



Councillor Steve Milani,
Chair



Kelsey Guenette,
Recording Secretary