



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, October 20, 2021 via Zoom.

Present

Councillor Steve Milani, Chair
James Atkinson
Tim Barton
James Clarke (arrived at 7:01pm)
Andrew Hartline (arrived at 7:02pm)
Norbert Haunerland
Lori Holdenried
Rosemary Kean
Scott Kirkpatrick
Amanda Masse
Jeff McLellan (arrived at 7:02pm)
Kathleen Nadalin (arrived at 7:03pm)
Emma Owen

Absent

Yolanda Broderick (Regrets)
Fraser Renard – Sergeant, Port Moody Police Department (Regrets)
Councillor Zoë Royer, Vice-Chair

In Attendance

Esin Gozukara – Committee Coordinator
Jeff Moi – General Manager of Engineering and Operations

Also In Attendance

Dave Lewin, Senior Public Affairs Advisor, TransLink (re item 4.1)

1. Call to Order

Call to Order

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

2. Adoption of Minutes

Minutes

2.1 TC21/031

Moved, seconded, and CARRIED

THAT the minutes of the Transportation Committee meeting held Wednesday, September 22, 2021 be adopted.

3. Unfinished Business

4. New Business

Where We've Been and Where We're Going Together

4.1 Presentation: Dave Lewin, TransLink

Dave Lewin, Senior Public Affairs Advisor, TransLink, gave a presentation on Where We've Been and Where We're Going Together, and the following was noted:

- TransLink's vision is to create a better place to live, built on transportation excellence, and its key work pillars focus on services, information, and people;
- there were record-breaking numbers of transit ridership before the pandemic, and currently there is a slow but steady return to those numbers;
- masks are mandatory again on all transit vehicles for the foreseeable future;
- TransLink supported the COVID-19 vaccine rollout in Metro Vancouver through the Mobile Vaccine Bus program which provided transportation services for older adults and people with disabilities to vaccination sites and supporting facilities;
- copper touch points are being tested on buses and SkyTrain cars as part of a unique pilot project,
- ventilation system in the new 60-foot buses provide 10 fresh air changes per hour;
- TransLink's latest campaign, Ride-On, aims to welcome transit users back on the transit system and offers Compass Card holders discounts for local tours, sightseeing, and attractions;
- TravelSmart offers better travel choices with sustainable and flexible travel solutions while targeting different customer groups based on their needs;
- the Regional Bike Monitoring Program ran this year to help increase cycling levels, and included the Let's Ride initiative which provided bike parkades, on-demand parking (lockers and racks), bike counter programs, and new bike paths;
- TransLink is undertaking a review of their customer experience, including a review of received feedback and opportunities for upgrades; feedback can be submitted to TransLink at @translinklistens;
- Compass Cards are available for businesses to provide and promote transit services to their employees, and TransLink is supporting communities requiring financial assistance in Metro Vancouver through the Charitable Donation Program;

- customer safety, including and beyond COVID-19 protection, is TransLink's top priority; tools have been implemented throughout the transit system to ensure the personal safety of transit users; and
- the third phase of Transport 2050 has been completed, and the final Transport 2050 strategy is scheduled to be shared with the Mayors' Council for adoption in early 2022.

The Committee noted the following in discussion:

- the significant improvements made by Translink during the past year, including the creation of secure bicycle parking at Moody Centre and the waiver of bike restrictions on Skytrain, are commendable;
- the success of cycling is dependent on access to the transit network, the peak hour bike restrictions need to be removed if the cycling is going to be a viable option in Metro Vancouver, and the addition of secure bike parkades at most transit sites is needed;
- Portland, Oregon could be used for reference about how to integrate bikes in the transit system;
- the benefits of using public transportation, such as added free time and escaping traffic, should be included in TransLink campaigns;
- unrestricted bike access to the West Coast Express should be continued;
- bike access to Coquitlam and Moody Centre Stations could be improved to increase suitability for users of all ages and abilities;
- washrooms facilities available for customer use could be increased throughout the system;
- transit access to Sasamat and Buntzen Lakes is challenging in summer months and could be increased to provide more opportunities to access nature during these times;
- free transit services for children under 12 is a positive improvement, and the related effects on lifelong ridership habits could be explored; and
- it would be desirable for Compass Card users to have access to their travel archive and be eligible for prizes based on the amount of miles travelled.

Mr. Lewin noted the following in response to Committee's comments and questions:

- a decision about the bike restrictions on transit is scheduled to be made in the short- to medium-term;
- integrating e-bikes to the transit system is important but challenging as they are too heavy to be carried in the

bus bike rack and are too valuable to park in unsecured areas;

- convenience, money-savings, and reducing greenhouse gas emissions by choosing to take transit are important motivators for transit users;
- the number and availability of washrooms is an ongoing challenge and TransLink is listening to the transit users in the community on this topic;
- embracing new technologies and connecting different modes of transportation will help address the gaps in the transit system;
- Sasamat and Buntzen Lakes receive regular transit service during summer months, and how to get users to use this service more should be explored;
- being able to track the usage of free transit for children up to 12 years old can help determine this program's success; and
- incentivizing the use of the Compass Card is a current topic of discussion.

TC21/032

Moved, seconded, and CARRIED

THAT the presentation from TransLink be received for information and the speakers be thanked for their presentation.

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

**Traffic Calming
Initiatives
Prioritization and
Speed Hump
Program**

4.2 Jeff Moi, General Manager of Engineering and Operations

Memo will be sent under separate cover.

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

- the goal of the proposed speed hump program is to provide more rapid responses to traffic calming requests on local roads;
- speedhumps are a more effective method for controlling speed rather than deterring the volume of the traffic;
- speedhumps can be placed on local or collector roads where they are warranted and impacts to ensure bus and emergency response routes should be carefully considered;
- the Transportation Committee is currently tasked with prioritizing the seven outstanding traffic calming initiative candidates to determine the order in which projects will

- be undertaken over the next several years, at a rate of about one project per year;
- the locations in the candidate list were ranked based on primary and secondary scoring, and the justification for traffic calming is done by primary scoring; and
- A speed hump program can help complete several of the 7 project in a faster time line and focus traffic calming initiative efforts on more complex locations.

The Committee noted the following in discussion:

- Alderside Road use increases in the summer time;
- raised crosswalks on certain roads could be explored, there are a few locations within the Tri-Cities that could be used for reference;
- speed cushions allow emergency vehicle access and could be explored as an alternative to speedhumps; and
- consideration should be given to potential engagement opportunities with the residents of the areas on the list.

The General Manager of Engineering and Operations noted the following in response to questions from the Committee:

- speedhumps are likely to be placed at a spacing of around every 60-100 metres, dependent on the location;
- raised crosswalks can be suitable for all accessibility needs but can take longer to plan and install, are more costly, and are not currently included in the speedhump program budget;
- speed cushions may be suitable for some candidates in the program; and
- staff can include a light consultation process for residents of the areas that are included in the program.

TC21/033

Moved, seconded, and CARRIED

THAT the development of a pilot speed hump program as summarized in the October 13, 2021 memorandum from the General Manager of Engineering and Operations regarding Annual Traffic Calming Initiative Candidates Prioritization and Proposed Speed Hump Program be supported;

AND THAT the priority list for traffic calming candidates as ranked by combined total score as recommended in the report be approved;

AND THAT the following locations be added to the City's traffic calming initiative candidates list:

- Henry Street – Grant Street to Moody Street; and**

- **College Park Way – Yale Road to Oxford Drive.**

TC21/034

Moved, seconded, and CARRIED

THAT the meeting be extended for up to 15 minutes.

5. Information

Project Updates

5.1 Jeff Moi, General Manager, Engineering and Operations

- a) Pedestrian Clearance Time Updates at Traffic Signals
- b) Moray Street Traffic Calming Study/Design
- c) Third Skytrain Station Feasibility Review

The General Manager of Engineering and Operations provided an update on transportation projects, and noted the following:

- a) Pedestrian Clearance Time Updates at Traffic Signals:
 - Council has approved the new pedestrian crossing clearance times for the 15 identified traffic signals at the Regular Council Meeting of October 12, 2021;
 - a short list of automated pedestrian buttons to be worked on was generated; and
 - the pedestrian call is coordinated with other signals and interruptions to vehicle traffic should be limited when driving along a corridor at the speed limit.
- b) Moray Street Traffic Calming Study/Design:
 - Committee members have received an email about this study in progress;
 - the consultation process is ongoing, with some delegations of residents already received; and
 - staff is scheduled to present a draft design in an online information session, and further information about the study can be found on Engage Port Moody.
- c) Third Skytrain Station Feasibility Review:
 - Council has directed staff to start working with TransLink and report back with a more detailed review including a budget; and
 - Queens Street may be considered as a future potential station, the costs for a new station in that area would start at \$50 million and may not have a significant benefit to ridership on the system due to the proximity to Moody Centre Station. A location between Barnet Highway and Queens Street could have better ridership benefit, if growth occurred to support the station, but at a higher capital cost estimated between \$50 million and \$100 million.

The Committee suggested that the conditions of existing high visibility green paint areas could be re-examined under different road conditions.

Staff Updates

- 5.2 The Committee Coordinator advised that notifications will be sent to members whose terms are expiring at the end of December and that applications for appointment can be submitted through the City website up to November 7, 2021.

6. Adjournment

The Chair adjourned the meeting at 9:10pm.



Councillor Steve Milani,
Chair



Esin Gozukara,
Committee Coordinator