



# City of Port Moody

## Minutes

### Transportation Committee

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

#### **Present**

Councillor Steve Milani, Chair  
James Atkinson  
Tim Barton  
James Clarke  
Andrew Hartline  
Norbert Haunerland  
Lori Holdenried  
Rosemary Kean  
Scott Kirkpatrick  
Amanda Masse  
Jeff McLellan  
Yolanda Broderick

#### **Absent**

Councillor Zoë Royer, Vice-Chair  
Emma Owen (Regrets)  
Kathleen Nadalin (Regrets)

#### **In Attendance**

Esin Gozukara – Committee Coordinator  
Geoffrey Keyworth – Transportation Engineer  
Jeff Moi – General Manager of Engineering and Operations  
Vincent Traietti – Constable, Port Moody Police Department

#### **Also In Attendance**

Borg Chan, Manager of Traffic Engineering and Road Safety, ISL  
Engineering and Land Services Ltd (re item 4.1)

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#### 1. Call to Order

#### **Call to Order**

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

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#### 2. Adoption of Minutes

#### **Minutes**

##### 2.1 TC21/035

Moved, seconded, and CARRIED

**THAT the minutes of the Transportation Committee meeting held Wednesday, October 20, 2021 be adopted.**

### 3. Unfinished Business

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### 4. New Business

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#### **Moray Street Traffic Calming Update**

#### 4.1 Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer and Borg Chan, Manager of Traffic Engineering and Road Safety, ISL Engineering and Land Services Ltd, gave a presentation on Morray Street Traffic Calming Update, and noted the following:

- the Moray Street Traffic Calming Study is being completed in conjunction with the traffic signal safety improvement program involving Moray Street;
- the pilot Traffic Calming Study provides an opportunity for the community to experience the measures before they become permanent, and information collected during the pilot implementation can be used to make revisions to the measures prior to finalization;
- the public engagement survey findings for the Study were posted on Engage Port Moody, including information about the most important considerations for residents and non-residents;
- the measures included in the traffic calming toolbox are consistent with the Canadian Guide to Traffic Calming;
- the bike lane on Moray Street has been observed as being underutilized and could be relocated to a different route; and
- the implementation of pilot measures, if approved by Council, are scheduled for early 2022.

The Committee noted the following in discussion;

- there are many challenges in creating appropriate cycling infrastructure and the location of parking spaces should consider the safety of cyclists and their rights to ride on the roads;
- the downhill traffic on Moray Street is fast moving and further consideration should be given to ensuring pedestrian safety; in certain sections of the sidewalk, the width may not be adequate to walk comfortably, and additional opportunities for improving the walkability could be explored;
- the pedestrian activated flashing beacons are a welcome and necessary addition;

- the on-street parking on both sides of Moray Street may obstruct the view of the crosswalk and negatively contribute to pedestrian safety;
- this proposal may make cycling up Moray Street more challenging, and eliminating an acceptable bike lane without a concrete plan for improvement is not preferable;
- a multi-use path option could be explored if designed with consideration for all road users;
- a bike lane going through Pinda Drive and Edward Crescent with a pathway connection to Clearview Drive could be problematic considering the stairs and increasing number of e-bikes;
- this project is well thought out, aside from the removal of bike lanes;
- it is sensible to improve the walking experience on the east side of the street, and landscaping could be considered as an option for traffic calming;
- pilot sidewalk extensions could be done with asphalt, and white bollards and paint could be used when needed;
- installing a multi-use path downhill could be dangerous for pedestrians, and providing cyclists with an opportunity to meander, especially for less experienced cyclists, would be ideal on this steep hill;
- if the quantity of parking is not the issue, widening the sidewalk may be considered;
- the City could investigate if the total number of current parking can fit on one side of the street to limit the parking to one side;
- encroachment issues could be addressed if sidewalks on both sides are going to be examined;
- reaching short-term goals while maintaining a long-term vision, with a specific focus on pedestrian safety, is preferable;
- some cities have defined goals for recapturing parking spaces as part of their climate action and active transportation measures, this area is walking distance to the SkyTrain and makes it a possible candidate for densification; and
- certain decisions and investments can be made without consulting with other cities.

Mr. Chan noted that two different types of curb extensions will be placed on Moray Street, one will be a longer curb extension that will consider the lateral shift, and that they will ensure increased visibility for pedestrians.

The Transportation Engineer noted the following in response to Committee's comments and questions:

- a sidewalk installation is not planned on the south-west section of Moray Street or within the scope of the pilot project, and due to the proposed on-street parking restoration on both sides, it is not possible to accommodate sidewalks within the existing road space at this time;
- the pilot project is proposing a return to the previous conditions before the bike lane was added last year, and further coordination can be done with the City of Coquitlam regarding where to provide an alternate cycling route;
- the City of Coquitlam does not have long-term plans to add bike lanes on Moray Street, they are more likely to focus on Clearview Drive, and bike lanes on Moray Street would not connect to any others;
- there is not enough room to have bi-directional bike lanes on Moray Street, and due to the volume and speed of traffic, the usage of the highest ability cyclists would be attracted;
- the installation of a fully separated bike lane is an appropriate design solution as per BC Transportation Act for the road conditions and traffic in Moray Street, and is a cost-prohibitive solution that would lead to losing on-street parking;
- the consultation phase indicated that on-street parking is valuable for the residents of the area;
- there are three possible alternative bike network options for the area:
  - St. Johns to Clearview Drive;
  - Pinda Drive and Edward Crescent and a pathway connection between Edward Crescent and Clearview Drive; and
  - Brookmount Avenue with a street connection to Clearview Drive;
- the Pinda Drive and Edward Crescent option would be low-traffic and safer while allowing to take advantage of the crosswalk;
- the Brookmount Avenue option may require adding a cycling facility on St. Johns Street,
- a final decision about the possible bike network options is yet to be made;
- curb and gutter will not be used in the pilot phase, and more detailed schematic drawings are being worked on; and
- the overall availability of parking, having parking spots for visitors and contractors, and the ability to reasonably use the driveways were identified as important during the information session.

TC21/036

Moved, seconded, and CARRIED

**THAT the Transportation Committee endorse the Draft Moray Street Traffic Calming concept plan for a pilot project as presented on November 17, 2021, subject to consideration of:**

- **provisions for future enhanced bike and pedestrian facilities on Moray St.; and**
- **identification of current or future alternative cycling options.**

Mr. Chan left at this point and did not return.

**Master  
Transportation Plan  
Update Project**

4.2 Geoffrey Keyworth, Transportation Engineer

This item was postponed to a future meeting.

**2021 Annual Report**

4.3 Attachment: 2021 Annual Report – Transportation Committee

The General Manager of Engineering and Operations provided an overview of the 2021 Transportation Committee Annual Report and noted that Moray Street Traffic Calming Initiative and Master Transportation Plan Update Project sections will be updated before the submission of the report.

TC21/037

Moved, seconded, and CARRIED

**THAT the meeting be extended for up to 30 minutes.**

TC21/038

Moved, seconded, and CARRIED

**THAT the 2021 Transportation Committee Annual Report be approved.**

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5. Information

**Staff Updates**

5.1 There were no staff updates at this time.

**Additional Material**

5.2 Email, Port Moody does not support cyclists, dated September 14, 2021

The General Manager of Engineering and Operations noted that the letter was unexpected as the City has been making noticeable improvements in many areas. However, if there is Council support, for further increase in cycling investment, current practices can be reviewed, and projects may be prioritized differently.

The Transportation Engineer noted that the League of American Bicyclists uses a rubric for certifying different communities on how bicycle friendly they are, and that he has reached out to them to see if any communities in BC are doing this.

The Committee noted the following in discussion:

- a response to the person who wrote the letter could be written and include information about the ways in which future improvements can be made;
- bike network maintenance is one of the biggest challenges during fall and winter;
- Clarke Street has been identified as a gap in the bike network for a while, and the Tri-Cities HUB Committee has been advocating for improvement in the area;
- one of the most effective ways of increasing the number of cyclists is by connecting Clarke Street and Barnet Highway, and the City could collaborate with TransLink and the City of Burnaby in this effort;
- bike lanes make a significant contribution in what makes the city liveable, and any new developments should include the cost of any services the residents may need in the future;
- Infrastructure Canada recently announced a new Active Transportation Fund, and the City should consider submitting an application;
- clarification is needed for maintenance of multi-use pathways in boulevards; and
- the City of Coquitlam is in the process of creating the Guildford Greenway, a multi-use path scheduled for construction next year, and opportunities for connecting to it may be explored.

TC21/039

Moved, seconded, and CARRIED

**THAT the meeting be extended for up to 15 minutes.**

TC21/040

Moved, seconded, and CARRIED

**THAT the levels of service related to maintenance and repair of the City's active transportation infrastructure be increased to help reduce impediments to sustainable transportation mode use;**

**AND THAT options to improve active transportation infrastructure level of service, including budgetary implications and impacts on other services, be reviewed;**

**AND THAT the City increase its investment in active transportation infrastructure.**

6. Adjournment

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The Chair adjourned the meeting at 9:34pm.

  
Councillor Steve Milani,  
Chair

  
Esin Gozukara,  
Committee Coordinator