



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, March 16, 2022 via Zoom.

Present

Councillor Steve Milani, Chair
James Atkinson
Tim Barton
Yolanda Broderick
Darren Hailes
Andrew Hartline (arrived at 7:05pm)
Norbert Haunerland
Lori Holdenried
Rosemary Kean (arrived at 7:28pm)
Amanda Masse
Jeff McLellan
Kathleen Nadalin

Absent

Councillor Zoë Royer, Vice-Chair

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

1. Call to Order

Call to Order

- 1.1 The Chair called the meeting to order at 7:01pm.

2. Adoption of Minutes

Minutes

- 2.1 TC22/008
Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, February 16, 2022 be adopted.

3. Unfinished Business

4. New Business

Glenayre Drive Speeding Concern

4.1 Presentation: Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on Glenayre Drive Speeding Concern, noting that:

- a severe collision occurred in July 2021 at the 1200-block of Glenayre Drive, and a similar collision happened in the same area a few years ago;
- Glenayre Drive has a posted speed limit of 50km/h, no traffic control, and a northbound downwards grade of approximately 6% near the collision site;
- there are painted bike lanes on both sides of the road with on-street parking on the south side;
- Glenayre Drive is a bus route in both directions;
- traffic data for the 1200-block shows approximately 120 vehicles travelling during morning and evening rush hours, with approximately 2300 vehicles per day, which is not busy or congested for a collector road;
- the same dataset indicates that 85th percentile speeds are consistently high throughout the day at approximately 64km/h;
- the BC Active Transportation Design Guidelines suggest that protected bike lanes or multi-use paths may be more suitable than existing cycling facilities, considering observed high speeds; and
- Glenayre Drive would be fourth on the Neighbourhood Traffic Calming Priority List, but it would not be considered for the speed hump program as it is a bus route.

In response to questions from the Committee, the Transportation Engineer noted that:

- speed tables along Glenayre Drive or a roundabout at the intersection of Angela Drive and Glenayre Drive could be considered to slow traffic;
- speed reduction is the priority;
- traffic data is typically collected using roadside tube count, which only counts vehicles; a different data collection scheme would enable collection of other road users' data but would create an additional cost;
- bike users and pedestrians cannot be counted with current trail cameras (counters do not differentiate between pedestrians and cyclists and do not count vehicles) and equipment that counts all road users is cost-prohibitive; and
- video detection does not capture speed, which is the main concern in this area.

The Committee noted that:

- meandering the road or creating a separated bike path could be more effective than dropping the speed limit or adding stop signs along Glenayre Drive;
- installing the bike lane on the right side of on-street parking would narrow the road and force drivers to slow down;
- the Glenayre Drive bike lane is a calm route with low car and bike volume; other areas are in urgent need of improved cycling infrastructure;
- increasing police presence and speed enforcement in the area could be considered;
- since 70% of crashes happen at intersections, adding a stop sign or a light may increase the chances of collision; therefore, traffic calming measures or a roundabout may be suitable;
- pedestrian and bike numbers should be added to the existing traffic data;
- driver licensing should put extra emphasis on speeding; and
- conducting a manual count during peak hours could be considered.

TC22/009

Moved, seconded, and CARRIED

THAT the presentation from the Transportation Engineer regarding speed issues on Glenayre Drive be received for information.

Electric Micro-Mobility and the Streets, Traffic, and Public Places Bylaw

4.2 Presentation: Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on electric micro-mobility devices, noting that:

- there is worldwide interest for electric micro-mobility devices for commuting, and likely recreational use as well; cost is declining as capability is increasing;
- electric micro-mobility devices include electric unicycles, e-scooters, electric tricycles, cargo bikes, and tandem bikes;
- regulating these devices is challenging, and Bylaw Officers cannot enforce moving violations; and
- the Streets, Traffic, and Public Places Bylaw does not regulate cycling; all types of micro-mobility should be addressed when the bylaw is updated.

In response to questions from the Committee, the Transportation Engineer noted that:

- speed limiters on electric micro-mobility devices are likely to be circumvented, rental fleets may apply geo-fencing to prevent users exceeding speed limits set for certain locations, but it is unclear how such limitations would work for private devices;
- the provincial government is running an e-mobility pilot project with six municipalities;

- a study conducted in Kelowna shows that injury rates decrease as people become more experienced using e-scooters and more experienced users make fewer car trips;
- research suggests that electric micro-mobility devices are not used to access transit; and
- infrastructure needs for electric micro-mobility devices could be considered within the Master Transportation Plan Update.

The Committee noted that:

- according to the *Motor Vehicle Act* Motor Assisted Cycle Regulation, motor assisted cycles must not be capable of exceeding 32km/hr on level ground;
- as electric micro-mobility devices improve, users will be able to travel faster and farther;
- allowing these devices on sidewalks and multi-use paths could lead to conflicts and create safety challenges;
- some municipalities in other provinces, such as Calgary and Edmonton, have detailed regulations for electric micro-mobility devices such as rental ID requirements, specified usage areas, and speed limits;
- the lack of sound from electric micro-mobility devices is concerning and may lead to conflicts;
- different vehicle modes could be more clearly delineated and grouped to decrease conflicts; and
- electric micro-mobility devices are not vehicles and should not be treated as such; safe infrastructure should be in place.

5. Information

Staff Updates

- 5.1 The Transportation Engineer noted that Master Transportation Plan Update public engagement is scheduled for April 2022. The Transportation Engineer also noted that the Shoreline Park bike lane repaving is scheduled in early 2023, with underlying sewer rehabilitation scheduled for summer 2022.

Speed Hump Program

- 5.2 Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer noted that Council will consider the Speed Hump Program on March 22, 2022. Based on Council direction, speed humps will be implemented and monitored on priority corridors. The General Manager of Engineering and Operations noted that the exact locations for the speed humps have not yet been determined.

6. Adjournment

6.1 The Chair adjourned the meeting at 8:49pm.



Councillor Steve Milani,
Chair



Esin Gozukara,
Committee Coordinator