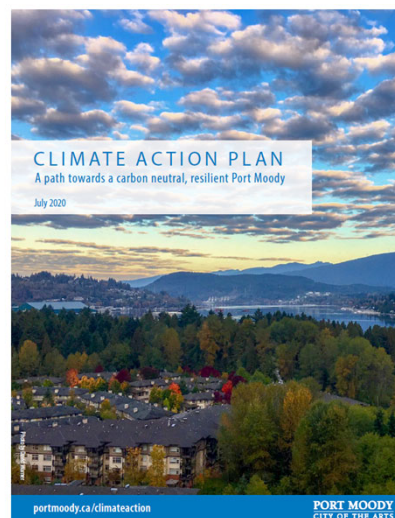




1

Background

- Transportation was identified as the top source of greenhouse gas emissions in Port Moody
- Council approved the Climate Action Plan in 2020
- A priority action was identified for a project to determine transportation demand management strategies for developments
 - TDM strategies help manage traffic and parking demands, and enhance the effectiveness of non-personal vehicle transportation

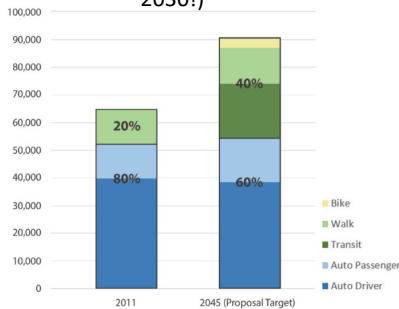


2

MTP Targets for Transportation

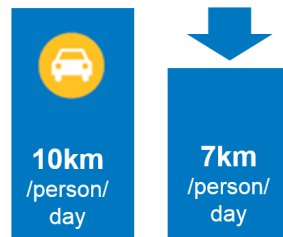
By 2045, the City will:

1. Double the proportion of trips made by sustainable transportation modes (by 2030!)

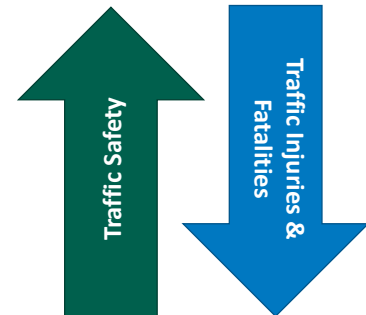


2. Reduce the average vehicle distance driven per day by Port Moody residents

Shorter trips = less driving



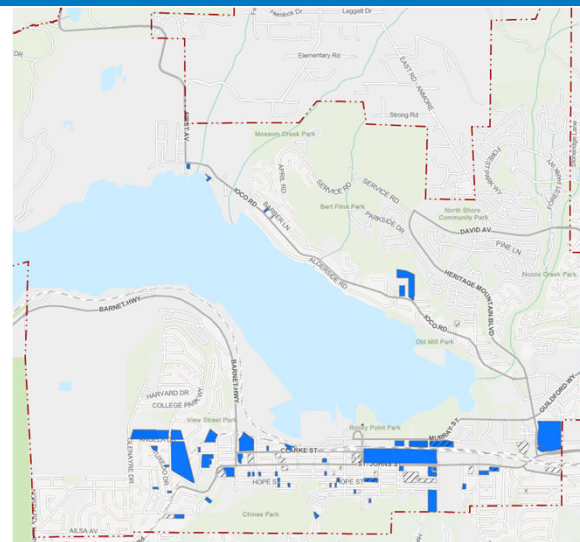
3. Reduce traffic-related injuries and fatalities



3

Change will happen with new developments

- Significant growth applications along Evergreen Line
- Transit-oriented developments have potential to reduce car trips
- Other areas of the City are mature and change will likely come slowly



4

MTP Targets insignificant or absent in development-related transportation review

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2 pages

1 page

1 page

This is a criticism of the transportation review industry, not the specific consultant involved in this development.



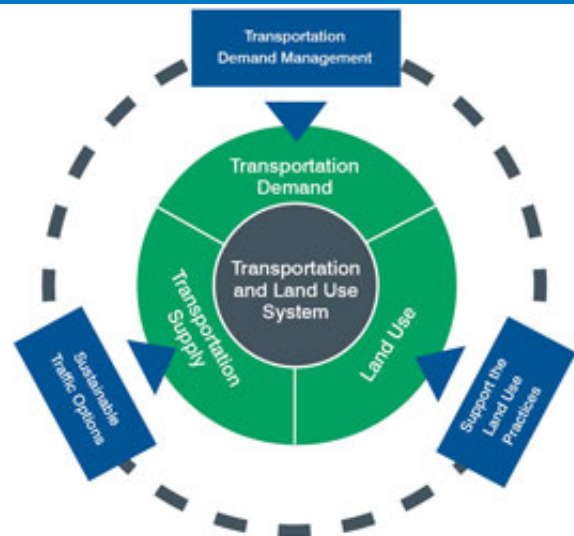
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5

Can we comprehensively address transportation demand?

- Multiple factors influence the overall transportation and land use system
 - Land use
 - Transportation supply
 - Transportation demand
- Original project would have addressed TDM only
- Can we reframe to examine the whole system?



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Research scan: Who is doing this?

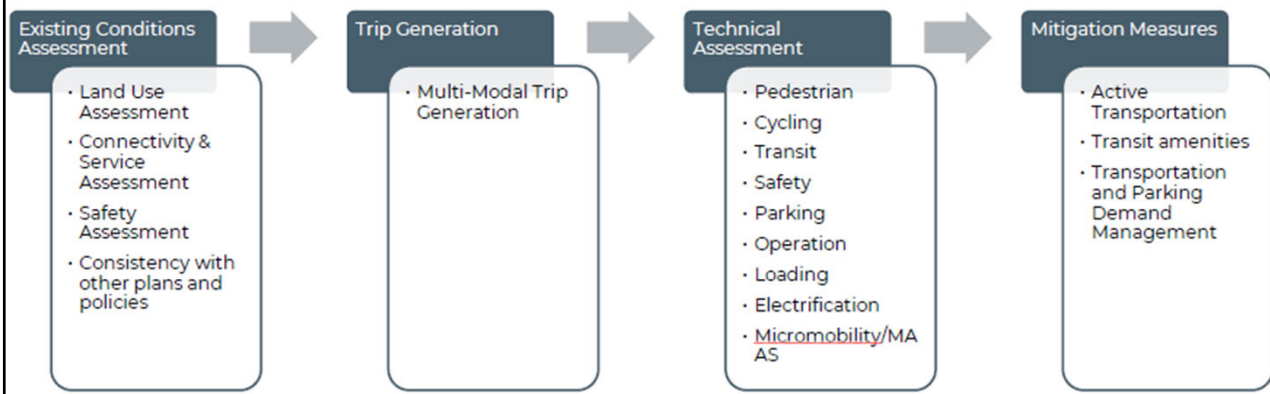
- Industry and academia:
 - Institute for Transportation Engineers
 - *Evolution in Local Traffic Impact Assessment Practices*
- Jurisdictions:
 - State of California assessing by vehicle-miles traveled
 - City of San Diego (VMT reduction)
 - City of Boston
 - City of Buffalo
 - Washington DC
 - City of Menlo Park
 - City of Fountain Valley
- Other frameworks:
 - LEED Neighbourhood Development
 - Incentivizing Green Buildings

Two broad approaches identified



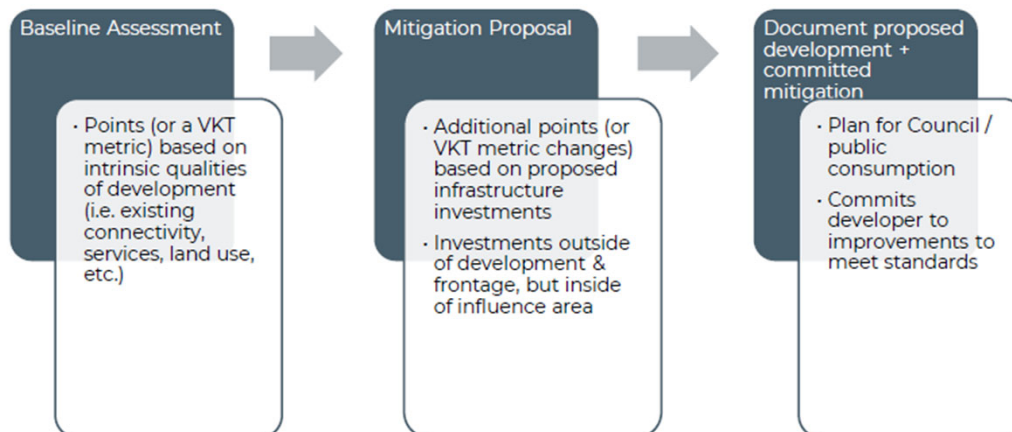
Enhanced Transportation Impact Assessment

- Similar to current, but add other modes and considerations



Goals-Based Assessment

- Assess development against goals and intrinsic qualities



Strengths and Limitations Summary

| | ENHANCED TIA | GOALS-BASED ASSESSMENT |
|---|---|---|
| Ease of implementation | Easier | More difficult |
| Consistent with the historical approach | Yes | No |
| Flexibility | Moderate as it follows the historical approach | High. Can define different indicators and / or weightings for different areas and / or development types. |
| Risk associated with implementation | Relatively low | May be high and trial and error are anticipated. Legal review may be required |
| Tools / Resources | Moderate as it follows the historical approach | Technical complexity and data / maintenance needs to be determined during indicator creation |
| Align with broader City goals | Less aligned | Better aligned |
| Development application process | May not consider transportation from the initial design stage | Consider transportation from the initial design stage |
| Level of mitigations recommended | May be limited | Maybe be broader and more meaningful |

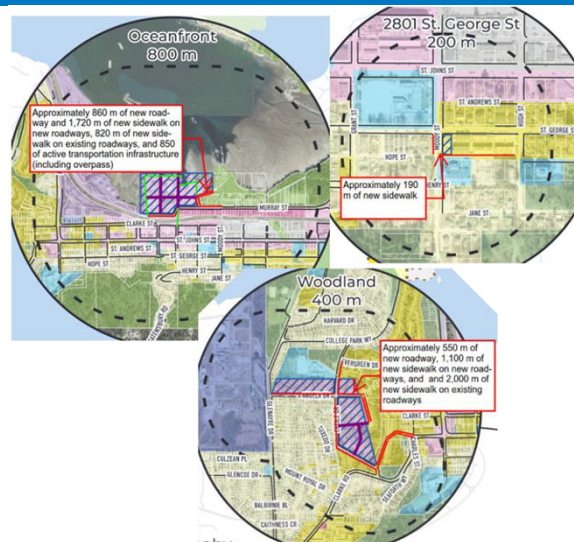
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Next Steps

- Industry stakeholder engagement:
 - Urban Development Institute
 - Local developers
 - Neighbouring municipalities
- Proof of concept indicators
- Transportation assessment and parking approach recommendations



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Thank you