



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, April 20, 2022 via Zoom.

Present

Councillor Steve Milani, Chair
James Atkinson
Tim Barton
Yolanda Broderick
Darren Hailes (arrived at 7:05pm)
Andrew Hartline (arrived at 7:03pm)
Norbert Haunerland
Lori Holdenried (arrived at 7:03pm)
Jeff McLellan
Kathleen Nadalin

Absent

Councillor Meghan Lahti, Vice-Chair
Rosemary Kean
Amanda Masse

In Attendance

Esin Gozukara – Committee Coordinator
Stephen Judd – Manager of Infrastructure Engineering Services
Geoffrey Keyworth – Transportation Engineer
Vincent Traietti – Constable, Port Moody Police Department

1. Call to Order

Call to Order

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

2. Adoption of Minutes

Minutes

2.1 TC22/010
Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, March 16, 2022 be adopted.

3. Unfinished Business

4. New Business

Bedwell Bay Road Transportation Study

4.1 Presentation: Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on Bedwell Bay Road Transportation Study, noting the following:

- Bedwell Bay Road has been jointly managed by Metro Vancouver, Port Moody, Anmore and Belcarra, and parking restrictions, variable message signs, and traffic control measures have been added over the years;
- Bedwell Bay Road Transportation Study has been jointly funded with Metro Vancouver;
- Option 1 of this study calls for adding a multi-use path on one side of the road and widening of the existing road platform will be necessary to create the two travel lanes, shoulder, and buffer space;
- a concrete barrier is recommended as a physical barrier for Option 1;
- combined pedestrian and bike paths on both sides with two same-width travel lanes are identified in Option 2, and buffer area needs to be permeable for the cyclists to pass slower users;
- an area should be planned at White Pine Beach Road intersection for drivers to turn around safely when Belcarra Regional Park gates are closed;
- currently the intersection is wide and accommodates buses but there are no pedestrian facilities available, therefore, two options are planned:
 - Option 1 improves the intersection for pedestrians via painted crosswalks to get to the bus stops, a bus waiting area will be designed, by removing the existing passing and left turn lane; and
 - Option 2 redesigns the intersection with a mini roundabout which will also slow down the vehicles, and it will be relatively low-cost as it can be built on the existing intersection;
- the float walk area could be redesigned to provide on-street parking and sidewalk; and
- Tum Tumay Whueton Drive intersection will be improved by enlarging stop signs, adding illumination, and wayfinding signage.

The Committee noted the following:

- vehicles might park in the bus pull-out area identified in Option 2 for White Pine Beach Road Intersection, and enforcement might be challenging;
- instead of the multi-use path option, bike lanes on both sides of the road might be more preferable for peloton cyclists;
- it may not be feasible to widen the road given the rocks on one side;

- a multi-use path on one side of the road, and a roundabout at White Pine Beach Road Intersection could be preferable options;
- in this project, it is important to separate active transportation from vehicles, and this can be achieved by installing a high concrete barrier;
- red painted bus lanes could be used to discourage vehicles using the pull-out area as a parking spot;
- providing on-street parking at the float walk area might be problematic as it might be taken away when active transportation measures are planned to put in place;
- a safety expert could be involved in the design process considering the geography; and
- paid parking could be implemented at the float walk area to recover the costs of the project over time, and to encourage visitors to take transit.

The Transportation Engineer noted the following in response to questions from the Committee:

- buses can stop in the traffic lane if a pull-out area is not provided for White Pine Beach Road Intersection;
- the articulated bus going directly into the Park requires a bus stop at the intersection leaving the Park;
- there was a lot of discussion about walking and biking facilities and what kind of users will be attracted to the multi-use path, and in the constrained locations, widening the path might be cost prohibitive;
- multi-use paths were chosen as facilities can be comfortably used by the majority of road users;
- Sasamat Greenway is not captured in detail by this plan, and the Official Community Plan (OCP) includes a draft plan of a trail;
- loco Road Transportation Study will be on the Committee's May 2022 agenda, and will capture a few issues that were not addressed in this project;
- police presence may be required to enforce the rules in the area; and
- the project can begin after Council's endorsement, and the estimated budget is \$8 million.

The Chair noted that grant opportunities may need to be pursued for the completion of this project.

TC22/011

Moved, seconded, and CARRIED

THAT the findings of the Bedwell Bay Road Transportation Study as presented on April 20, 2022 be endorsed.

Transportation Assessment for New Developments

4.2 Presentation: Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on Transportation Assessment for New Developments, noting the following:

- the main driver of overall transportation behaviour change in the city is new developments, and there are significant growth applications along the Evergreen Line;
- a more comprehensive approach is needed for assessing the transportation demand that the new developments will create;
- consultants have been conducting a research scan focused on North America and trying to find applicable examples;
- “enhanced transportation impact assessment process” and “goals-based assessment” are two broad approaches identified, and the latter is a departure from the current practices of the City;
- goals-based assessment better aligns with the City’s Master Transportation Plan; and
- an industry stakeholder engagement session will be the next step for this project.

The Committee noted the following:

- goals-based assessment could allow evidence-based and data driven decision making;
- traffic circulation through the developments and crossings around the developments should be considered in the assessment; and
- by requiring off-site improvements, developers will need to improve the surrounding area of their projects.

The Transportation Engineer noted the following in response to questions from the Committee:

- this assessment will be in alignment with the OCP, and aims to provide a framework for requests from Council;
- the sustainability report card was recently updated, and some changes were made for transportation;
- developers already undertake transportation assessments as part of their projects’ mandatory reviews, and this assessment intends to change what the City requires for developers to provide;
- data for the Master Transportation Plan targets was collected from 2017 Translink Trip Diary and 2016 Census, and from which per capita statistics can be derived;
- current requirements for transportation impact assessments do not let the developers engage with the Master Transportation Plan targets;
- this project will produce guidelines to provide the ability to require most developers to do the transportation impact assessments the way the City deems appropriate; and
- considering transportation at the beginning of a development project will be facilitated with this approach.

Bike Route Review

4.3 Presentation: Geoffrey Keyworth, Transportation Engineer

TC22/012

Moved, seconded, and CARRIED

THAT the meeting be extended for up to 30 minutes.

The Transportation Engineer gave a presentation on Bike Route Review, noting the following:

- a small implementation budget was approved by Council in 2020 and a consultant recently started working on the review;
- the review of existing cycling comfort is being done based on the recently updated Tri-Cities Cycling Map;
- the BC Active Transportation Design Guide includes information about different levels of treatment based on motor vehicle volumes and speeds, and bicycle facility selection decision support tool;
- this Design Guide provides generalized recommendations for appropriate treatments; and
- a toolbox was developed based on different variables, and several steps that can be completed within the framework of the project have been identified.

The Committee noted the following:

- improvements should be made rapidly to the existing bicycle facilities in the city;
- the City could have a discussion with the City of Coquitlam about collaborating along Guildford Way; and
- it is possible to provide better facilities than those suggested in the BC Active Transportation Design Guide recommendations.

The Transportation Engineer noted the following in response to questions from the Committee:

- to enhance the facilities along Guildford Way, reducing vehicle travel lanes might be necessary;
- even though Guildford Way's section within Port Moody's borders is comparatively shorter, connecting the facilities would provide the ability to grow the network significantly;
- AAA network connotes to all ages and abilities and refers to facilities that are comfortable for most.

TC22/013

Moved, seconded, and CARRIED

THAT the methodology of the Bike Route Review project to identify cycling network separation priorities be endorsed.

Tim Barton and Yolanda Broderick left the meeting at this point and did not return.

5. Information

Staff Updates

- 5.1 The Transportation Engineer noted that the Advancing Climate Action in our Master Transportation Plan Webinar was held with keynote speaker Chris Bruntlett, and the recording is available on Engage Port Moody.

Kathleen Nadalin left the meeting at this point and did not return.

Income-based Fines for Transportation

- 5.2 Link: [The Other Speed Trap](#)

This item was provided for information only.

6. Adjournment

- 6.1 The Chair adjourned the meeting at 9:23pm.



Councillor Steve Milani,
Chair



Esin Gozukara,
Committee Coordinator