



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, June 15, 2022 via Zoom.

Present

Councillor Steve Milani, Chair
James Atkinson
Tim Barton
Darren Hailes
Andrew Hartline
Lori Holdenried
Rosemary Kean
Jeff McLellan
Kathleen Nadalin
Nadia Olynyk

Absent

Councillor Meghan Lahti, Vice-Chair
Yolanda Broderick (Regrets)
Darquise Desnoyers (Regrets)
Norbert Haunerland (Regrets)
Vincent Traietti – Constable, Port Moody Police Department

In Attendance

Esin Gozukara – Committee Coordinator
Geoffrey Keyworth – Transportation Engineer
Jeff Moi – General Manager of Engineering and Operations

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 7:03pm.

2. Adoption of Minutes

Minutes

2.1 TC22/016
Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, May 18, 2022 be adopted.

3. Unfinished Business

4. New Business

Master Transportation Plan Update – Big Moves Workshop

4.1 Presentation: Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on Master Transportation Plan Update – Big Moves Workshop, and noted the following:

- two Big Moves Workshops have been held already, one for stakeholder groups, including community associations and special interest groups, and another for internal City staff;
- new climate targets identified in the Climate Action Plan (CAP) initiated an update in the Master Transportation Plan (MTP);
- through this update, the goal is to ensure that the city's transportation system is resilient to the impacts of climate change, and it works better for all users;
- better air quality, quieter city streets, and a healthier population and economy are identified as co-benefits for this update, and while addressing climate change challenges, achieving co-benefits is a priority;
- a quantitative approach is favoured for a climate change focused update, but it is also important to take co-benefits into account;
- the correlation between climate friendly and socially successful is an important focus of the update;
- trying to meet the MTP targets is a significant part of the City achieving the CAP targets;
- mode share targets are unlikely to be met with the accelerated timeline introduced by the CAP;
- the increasing number of Electric Vehicles (EVs) will help with the efforts of emission reduction, and although it is growing more rapidly than forecasted, the solution cannot entirely rely on EVs;
- the provincial government, as well as Metro Vancouver, TransLink, and neighbouring municipalities, are taking action to reduce transportation emissions and reach other climate-related goals;
- the Big Move generation process includes an educational piece to assist the residents with understanding the daily context of these actions;
- the Big Move Development Framework follows an Avoid-Shift-Improve structure which favours actions and/or modes that avoid motorized trips first, shift away from motorized trips, and finally improves the efficiency of motorized trips;
- options and incentives are offered to achieve the behaviour shift, and a push-pull framework is needed (e.g. push away from undesirable behaviours while pulling towards more desirable behaviours);
- regulatory and economic instruments are more powerful to push for change compared to information and investment instruments, and finding a balance

between those instruments is one of the key challenges;

- Big Move ideas will be generated via this process and grouped into regulatory and economic instruments buckets;
- public survey respondents expressed interest in actions, some of which are beyond the City's jurisdiction, to reduce transportation-related greenhouse gas emissions in Port Moody; and
- Big Move ideas generated by the survey respondents are focused on infrastructure and development.

The Committee noted the following:

- reducing fares throughout the transit system should be a priority, and free transit for all should be a goal;
- political will and support are required to make impactful changes;
- the City needs to make it clear that a vehicle bypass will not be built;
- a regionalized pass to encourage shorter trips via public transit should be considered;
- Multi-Use Path signage and other wayfinding signage could be improved, and walking distance information between popular destinations in the city could be provided on the signage;
- accessibility and mobility for all should be a priority during this update;
- fare zones hinder the use of public transit, making customers pay to take longer trips on transit appears to be contradictory, and travelling long distances on transit should be incentivized;
- the number of car-sharing locations in the city should be increased;
- on-street parking time limits should be decreased, and paid parking should be considered;
- high-occupancy vehicle (HOV) lanes should be dedicated to EVs and public transit vehicles;
- bikes should be allowed on all trains;
- the current Compass card technology cannot accommodate a distance-based fare payment, and the system needs to be updated to make that change;
- removing parking minimums from new developments, and providing the residents of these developments the mobility credits to be spent on sustainable modes of transit could be considered;
- the importance of land use should be acknowledged, and meaningful destinations within walking distance should be prioritized;
- TransLink and the City should cooperate to make transit experience less confusing and more seamless;
- the Murray-Clarke Connector was rejected by TransLink due to the construction of Evergreen Line;
- the West Coast Express (WCE) station should be moved between Moody Centre and Inlet Centre

- Stations, and improving the walking experience to the WCE station could result in an increase in ridership;
- the walking experience between and around the two SkyTrain stations should be improved;
- daily and monthly transit fare maximums should be introduced by TransLink;
- monthly transit passes being tax deductible could result in an increase in ridership;
- TransLink should consider fare capping as the current system is benefiting higher income people disproportionately, and lower income groups would spend less if fare capping was in place;
- increasing the number of SkyTrain cars would reduce the crowding and free up space for bikes;
- any development close to transit, and especially in the transit-oriented development (TOD) area, should have no parking, the units should be affordable, and savings should be passed on to reducing unit prices;
- a regional congestion charge system should be introduced, and drivers should be charged per km driven;
- e-bike incentives for Port Moody residents and safe lockers for e-bikes should be considered;
- road space should be reallocated to accommodate bikes and micro-mobility devices;
- public opposition for Big Moves and costs for infrastructure should be planned for;
- bus priority lanes on St. Johns Street could be considered;
- physical barriers for bike lanes should be built;
- cross sections of various roads should be reduced;
- building of pedestrian crossings on St. Johns should be accelerated;
- actions that can be completed quickly, are simple and low-cost should be prioritized;
- speed limits should be lowered in certain areas of the city, and this could also result in noise reduction and would help create more walkable communities;
- pedestrian facilities on the north side of St. Johns Street should be improved;
- movements on certain streets should be restricted, and missing connections and crossings for active transportation should be added;
- rat running on Knowle Street should be addressed;
- Newport Drive could become more pedestrian-friendly;
- a shared use trail should be built along loco Road;
- crosswalks should be added to the roads in front of City Hall; and
- the Committee could host a community town hall on transportation.

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

- it is unlikely for TransLink to reduce fares in the short term;
- public transit is recovering well after COVID-19 restrictions were lifted, with WCE ridership recovering the slowest;
- transportation emissions declined when the COVID-19 restrictions were introduced partially due to working from home measures;
- with the lifting of the restrictions, traffic is getting back to pre-pandemic levels, and even though working from home made an impact, it may not be an impactful Big Move;
- approximately 7% of people were working from home nationwide before the pandemic, and during the height of the pandemic, this number rose to 40% or more;
- accounting for people working from home in mode share calculations is challenging; and
- there is no information about current public transit user profiles, TransLink may conduct a Trip Diary survey again in 2022 but it will not be ready in time for the MTP update.

The General Manager of Engineering and Operations noted that an elevated overpass with a divided median was planned as an arterial road connecting Murray Street and Clarke Street a decade ago, but it was determined that it would be an impediment for the community in that area. The General Manager of Engineering and Operations also noted that to reach the accelerated targets, reducing the number of vehicle trips is essential.

TC22/017

Moved, seconded, and CARRIED

THAT the meeting be extended for up to 30 minutes.

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

**Parks Master Plans
Stakeholder
Workshops Attendees**

- 4.2 The Transportation Engineer noted that attendees are needed to represent the Committee in Parks Master Plans Stakeholder Workshops and asked if any members are interested in joining the workshops.

TC22/018

Moved, seconded, and CARRIED

THAT Lori Holdenried and James Atkinson attend the Parks Master Plans Stakeholder Workshops as representatives for the Transportation Committee.

5. Information

Staff Updates

- 5.1 The Transportation Engineer noted that TransLink will not do a presentation to the Committee this year.

Information Items

5.2 Links:

- [B.C. should legalize nearly all electric-assist vehicles, recommends study](#)
- [Human-electric hybrid vehicles: Implications of new non-auto mobility options for street design and policy in the Vancouver region](#)
- [Three Reasons Why Congestion Decreases When Cities 'Delete' Road Lanes](#)
- [New study finds that e-bike riders quadrupled their cycling distance over a six-month period](#)
- [There Are Just Four Types of Drivers — And Ending Car Dependency Means Reaching Them All](#)
- [How Cities Can Better 'Manage' Car Dependency ... And Reduce It](#)

These items were provided for information only.

6. Adjournment

6.1 The Chair adjourned the meeting at 9:29pm.



Councillor Steve Milani,
Chair



Esin Gozukara,
Committee Coordinator