



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, October 19, 2022 via Zoom.

Present

Councillor Steve Milani, Chair
James Atkinson
Tim Barton
Yolanda Broderick
Alexander Coombes
Darquise Desnoyers
Darren Hailes (arrived at 7:06pm)
Andrew Hartline (arrived at 7:03pm)
Norbert Haunerland
Jeff McLellan
Nadia Olynyk

Absent

Councillor Meghan Lahti, Vice-Chair
Rosemary Kean
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

1. Call to Order

Call to Order

- 1.1 The Chair called the meeting to order at 7:00pm.

2. Adoption of Minutes

Minutes

- 2.1 TC22/023
Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, September 21, 2022 be adopted.

3. Unfinished Business

4. New Business

Moray Street Traffic Calming Update

4.1 Presentation: Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on Moray Street Traffic Calming Update, and noted the following:

- the data collection for the project was completed quickly, enabling the team to do the update quickly;
- no significant changes to the plan were made, and rapid rectangular flashing beacons were used at the crosswalk and “triangles” of plastic delineators were used at the identified locations;
- a temporary sidewalk connection was added for pedestrian access at the west side of Moray Street, near Pinda Drive;
- design changes may be in place for west side of Moray Street at Brookmount Avenue;
- solid waste trucks can turn into Moray Street, but the drivers may drive over some of the yellow and white delineators;
- the design is planned to be updated to improve cyclists’ experience;
- some residents expressed concerns regarding winter operation and snow clearance;
- based on preliminary traffic monitoring and effectiveness, a speed reduction of 5km/h is achieved; and
- the implementation will be monitored in the coming months.

The Committee noted the following:

- it has been observed that tailgating has reduced in the area, and drivers appear to be more careful;
- consideration should be given to snowploughs piling the snow on sidewalks, and pedestrians’ use of sidewalks during a snow event;
- the design could be altered for cyclists to navigate the measures easily; and
- the solutions appear to be effective, and a reduction of 5km/h is impressive considering the link between speed and fatalities.

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

- snowploughs should be able to manoeuvre between the delineators;
- snow may pile up on the temporary sidewalk added to the west side of Moray Street;
- the City of Coquitlam did not express any interest in installing traffic calming measures on Thermal Drive, and it was communicated to them that a crosswalk at

the south side of Brookmount Avenue would be beneficial;

- for cycling, the intention was to meet BC Act of Transportation Design Guidelines, and the recommended facility for this road was a fully separate biking facility;
- retaining parking along the street was a key interest for the residents;
- it was not possible to accommodate both groups' requests at once, and when asked, City of Coquitlam did not express any interest in a fully protected cycling facility on Moray/Thermal;
- cyclists could be diverted to a different route since the cycling facility has been taken away in the scope of Moray Street Traffic calming measures; and
- a slight reduction in peak traffic has been observed, even though the road is still rather busy.

The General Manager of Engineering and Operations noted that a similar traffic calming approach was adopted for Parkside Drive and Noons Creek Drive, and it is positive that residents are noticing the measures. The General Manager of Engineering and Operations also noted that the crews have instructions regarding how to prioritize the sidewalks when clearing the snow.

Neighbourhood Traffic Calming Program and Speed Hump Program Prioritization

4.2 Presentation: Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on Neighbourhood Traffic Calming Program and Speed Hump Program Prioritization, and noted the following:

- Neighbourhood Traffic Calming Program prioritization method involves a primary and secondary score calculation;
- for both programs, equity is a consideration as affluent areas may be better at getting these measures implemented; and
- City of Austin, Texas was cited as an example of potential changes to the prioritization method, which method prioritizes speed combined with volume for their program, as well as volume egregious speeding score, and staff may consider adopting some of their scoring system for prioritization.

The Committee noted the following:

- rat running is a problem for Klahanie Drive;
- speed humps on Glencoe Drive are shallow, enabling cyclists to go through with ease;
- pedestrian exposure to vehicles should be taken into consideration for both programs; and
- community destinations are also taken into account in the City of Austin's methodology.

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

- a count was completed on Golden Spike Way due to complaints of wrong way traffic, and high operating speeds were confirmed;
- within the current scoring system, overall scores are not considered when determining locations, primary scores help staff make the decision;
- it may be possible to implement speed humps on Klahanie Drive in conjunction with sidewalk rehabilitation in the future, and some of the sidewalks may be reconstructed;
- Spring Street does not currently meet the technical justification threshold;
- College Park Way design will include speed cushion design, allowing emergency vehicles to drive through without slowing down significantly;
- right turn slip lane on Klahanie Drive is not going to be removed as part of the development at 50 Electronic Avenue;
- the City of Austin's methodology takes sidewalks into consideration;
- pneumatic tubes are used for data collection for both programs, and it is not possible to count pedestrians with them; and
- for Angela Drive, staff is working with the developer of Woodland Park to make improvements.

TC22/024

Moved, seconded, and CARRIED

THAT locations on Golden Spike Way, Glenayre Drive, Glencoe Drive, and St. George Street be considered for inclusion in the 2023 Speed Hump Program.

AND THAT staff be directed to develop a revised traffic calming location prioritization approach as part of the review of its Neighbourhood Traffic Calming Policy.

St. Johns Street traffic Data

4.3 Presentation: Geoffrey Keyworth, Transportation Engineer

The Transportation Engineer gave a presentation on St. Johns Street Traffic data, and noted the following:

- Port Moody's first traffic detection camera is located at St. John's and Moray Street;
- the camera's counts are 95-98% accurate;
- initial install for the camera is expensive, but the installation and maintenance costs of inductive loops are not low;
- with the camera, it is possible to count pedestrians;
- through the dashboard for the camera, it is possible to view previous days' footage to determine what the signal was doing at a certain time;
- the data collection started December 2021, and it is already possible to detect some patterns;

- approximately between 35000 and 45000 vehicles, and up to 1500 pedestrians go through this intersection during the day;
- usage of the intersection declined during winter and holidays, and pedestrian usage was higher during summer months;
- total traffic is not significantly different during morning and evening rush hour; and
- with future camera installations, including the planned St. Johns Street and Buller Street camera, it will be possible to do travel time analysis as well.

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

- the camera is unable to track the licence plates, and travel time calculations can be done through recognizing the type of vehicle;
- the cost of the camera is approximately \$25,000, and new cameras could be added to other intersections as the budget allows;
- for these cameras, busier intersections will be prioritized;
- pan-tilt zoom cameras are used in some intersections, but those cameras do not record and have a higher resolution for monitoring purposes; and
- pilot projects will be helped by the data collection made possible by the camera.

The General Manager of Engineering and Operations noted that the camera replaces the inductive loops, the detection system on the ground.

Darren Hailes left the meeting at this point and did not return.

TC22/025

Moved, seconded, and CARRIED

THAT the meeting be extended for up to 10 minutes.

5. Information

Staff Updates

- 5.1 The Transportation Engineer noted that the Master Transportation Plan Update and Transportation Assessment for New Developments Project are ongoing, but loco Road Transportation Study went on hiatus.

Information Items

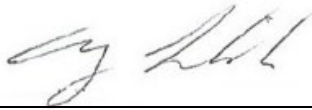
- 5.2 Links:
- [Lowering Emissions By Getting Men To Travel Like Women](#)
 - [Three Reasons People Don't Bike That Policymakers Should Pay Attention To](#)
 - [Study: Some Roundabout Designs Slash Injury Crashes Up to 85%](#)

- [The Cities That Will Thrive the Most in the Future Will Be Those Getting People to Walk More](#)
- [THE BRAKE: Should Cities Train Their Own Transportation Advocates?](#)
- [More Flowers, Fewer Cars: the Rewilders Turning Parking Spaces Into Parks](#)

These items were provided for information only.

6. Adjournment

6.1 The Chair adjourned the meeting at 9:10pm.



Councillor Amy Lubik,
Vice Chair



Esin Gozukara,
Committee Coordinator



Councillor Callan Morrison,
Chair