



City of Port Moody

Report/Recommendation to Council

Date: April 23, 2024
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services Division
Subject: Master Transportation Plan Update – April 23, 2024

Purpose

To provide Council with an update about the Master Transportation Plan Update project and Big Moves shortlisted for public engagement.

Recommended Resolution(s)

THAT the report dated April 23, 2024, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Master Transportation Plan Update – April 23, 2024, be received for information.

Executive Summary

The City has been working on updating its Master Transportation Plan (MTP) in accordance with a recommendation from the 2020 Climate Action Plan. The MTP Update project has completed its first two phases, which included public engagement and identification of “Big Moves”. The Big Moves concept can be understood as targets that would also bring financial, health, and economic benefits to the City and has been informed by recent similar work at other Lower Mainland municipalities.

In phases 1 and 2 the public and targeted stakeholders were engaged through a launch webinar, online survey, and a series of workshops. A variety of key themes were heard in the engagement. These themes were then used to develop potential candidates for Big Moves following the Avoid-Shift-Improve framework, which is used around the world to develop sustainable transportation plans. The candidates for Big Moves were then evaluated by their ability to help the city reduce greenhouse gas emissions, promote shifting to sustainable modes, traffic safety, feasibility, co-benefits, and other considerations. The five shortlisted Big Moves are:

1. Smarter Parking Initiative: A combination of Parking Maximums, Paid On-Street Parking, and Recreation Parking Demand Management;
2. City-wide Speed Limit Reductions: Reducing speed limits citywide on most or all streets to 30 km/h;

3. Reallocation of Road Space: Aiming to reallocate at least 10% of roadway space to sustainable mode use, the public realm, or green infrastructure;
4. Transit-Supportive Infrastructure: Additional rail and SkyTrain corridor active transportation crossings, and transit priority measures along St. Johns Street corridor; and
5. Promotion of Sustainable Transportation Options: Actions to encourage residents to use alternative transportation modes including a combination of E-Bike Purchase Incentives, transit promotional activities, school travel planning, supporting micromobility options, and seeking bike, micromobility and car sharing providers.

Background

The City has been working on an update to its Master Transportation Plan (MTP) since late 2021, in accordance with a recommendation from the 2020 Climate Action Plan (CAP) to accelerate achievement of its sustainable transportation mode share targets. On February 8, 2022, Council passed the following resolution:

RC22/058

THAT the project delivery plan and engagement strategy be endorsed as described and recommended in the report dated January 19, 2022, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Master Transportation Plan Update – Project Delivery Plan and Engagement Strategy.

Discussion

Progress Since Initiation of the MTP Update

The City contracted with Mott MacDonald Canada Limited (Mott MacDonald) to develop a collection of “Big Moves” and equitable supporting policies, programs, and projects. The Big Moves concept can be understood as targets that would also bring financial, health, and economic benefits to the City, and was informed by recent similar work on the Climate Emergency Action Plan at the City of Vancouver and Bold Moves in the ongoing work on Surrey’s Transportation Plan. The Project Delivery Plan divides the MTP Update into four phases, as follows:

1. *Understand*: Using a low-carbon resilience lens, review current transportation conditions and anticipated shortfalls of current approaches to encapsulate what the Big Moves will need to achieve;
2. *Imagine*: Gather a long list of Big Moves ideas, screen for effectiveness, and develop preliminary policy, program, and project ideas;
3. *Refine*: Review short-listed Big Moves, solicit feedback, and evaluate in more detail, including reviews of costs and co-benefits; and
4. *Report*: Develop a report that centres the overall MTP Update on the Big Moves.

Phases 1 and 2 have been completed and included the preparation of an Existing Conditions Report, an initial community survey, workshops with community stakeholders and City staff, and the hosting of a project launch webinar. The Project Team has also been working on an initial list of Big Moves, refining the candidates, and preparing for the Phase 3 public engagement.

Public Engagement Process

Mott MacDonald provided a summary of the public engagement activities for Phases 1 and 2 to the end of August 2022 (**Attachment 1**). In summary:

- The City hosted a public launch webinar in April 2022, attended by 38 people. The webinar featured a guest speaker, Chris Bruntlett, the Marketing and Communication Manager at the Dutch Cycling Embassy, who spoke about his prior experience living in Vancouver and his more recent writing about the community effects of sustainable transportation in the Netherlands. The webinar also featured presentations from City staff and Mott MacDonald about the MTP Update.
- The City also hosted a survey between March 22 and April 24, 2022, and invited feedback through Engage Port Moody. The survey received 163 responses, almost all of which (95%) were from residents of the City.
- Mott MacDonald conducted workshops with community stakeholders (13) and City staff (9), and City staff also conducted a workshop with the Transportation Committee at its June 2022 meeting.

What We Heard

The key themes for Big Moves that emerged during Phases 1 and 2 public engagements are summarized in Table 1 below.

Table 1: Key Themes for Big Moves (Phases 1 and 2 Public Engagement)

<u>Theme</u>	<u>Notes</u>
Road Infrastructure and Traffic Reduction	Many respondents would like to see improvement in vehicle flow, suggesting a reduction in vehicle movement, reallocating road space for vulnerable and specified users, and improving access to arterial roads.
Expanded Transit Options	Respondents indicated they would like to see improvements and expanded public transportation options. Staff expressed that they are keen to work closely with TransLink to improve access to public transit, as well as to expand multimodal opportunities and connections.
Engagement, Awareness, and Education	Respondents indicated that they would like to see effective communication and education on various modes of transportation, including how to reduce GHG emissions and available incentives for alternative modes to single occupancy vehicles.
Green Energy and Infrastructure Solutions	Respondents expressed support for investing in green infrastructure and a development of a green energy fund. This includes the electrification of vehicles and public transit.
Active Transportation	Respondents expressed support for increased active transportation infrastructure, specifically by expanding the bike network, prioritizing separated bike lanes, and ensuring pedestrian paths are connected, accessible, and safe.
Land Use	Staff expressed support for developing complete communities, with essential services within walking distance and to decrease the overall need of travel. There is also a need to coordinate opportunities between land use and transportation, including mixed use developments.
Connectivity	There is a strong desire to improve the connectivity of various modes of transportation throughout the city, including cycling, trails, sidewalks, greenways, and public transit. A key consideration is how to connect the networks to the rest of the region.
Partnerships / Collaboration	There is a desire to encourage collaboration with Metro Vancouver, TransLink, and local businesses to promote a sustained long-term use of space and access to services.

Process for Determining Candidates for Big Moves

The development of Big Moves was guided by the Avoid-Shift-Improve (ASI) framework, which is used to develop sustainable urban mobility plans around the world and mirrors the Province's CleanBC Roadmap to 2030 transportation framework. The ASI framework categorizes sustainability improvements as follows:

- Avoid: Avoid or reduce travel or the need to travel;
- Shift: Shift to more energy efficient modes; and
- Improve: Improve efficiency of existing transport modes.

The ASI framework prioritizes the Avoid category because transportation emissions are most significantly reduced when the need for trips is eliminated, or trip distances are significantly reduced. The Shift category is the second priority because shifting trips from cars to walking, cycling, and public transit can significantly reduce emissions, noise, and congestion within and around Port Moody, and provide additional co-benefits. The Improve category is the lowest priority in the framework but is still important in the Port Moody context as it is unlikely that trips made by cars and trucks can be eliminated completely. The impacts of these trips can be mitigated using vehicle technologies and designs, such as electric vehicles (EVs), or fleet rightsizing.

Policies that promote sustainable travel can be classified into five different types of measures within the ASI framework, as follows and shown in Figure 1.

Planning Measures	These focus mainly on the interaction of land use and transportation and how space is allocated within cities.
Regulatory Measures	These rely on standards, bylaws, and regulations (e.g., emission standards, speed limits, etc.).
Economic Measures	These rely on setting prices, taxes, or subsidies at various scales (e.g., parking prices, fuel taxes, etc.).
Information Measures	These provide users more information, awareness, or education about the transportation system or the impacts of behaviours and choices.
Investment Measures	These focus on technologies or infrastructure that improve existing modes or network, such as fuel-efficient engines or new public transit networks.

Figure 1: Avoid-Shift-Improve Framework Schematic

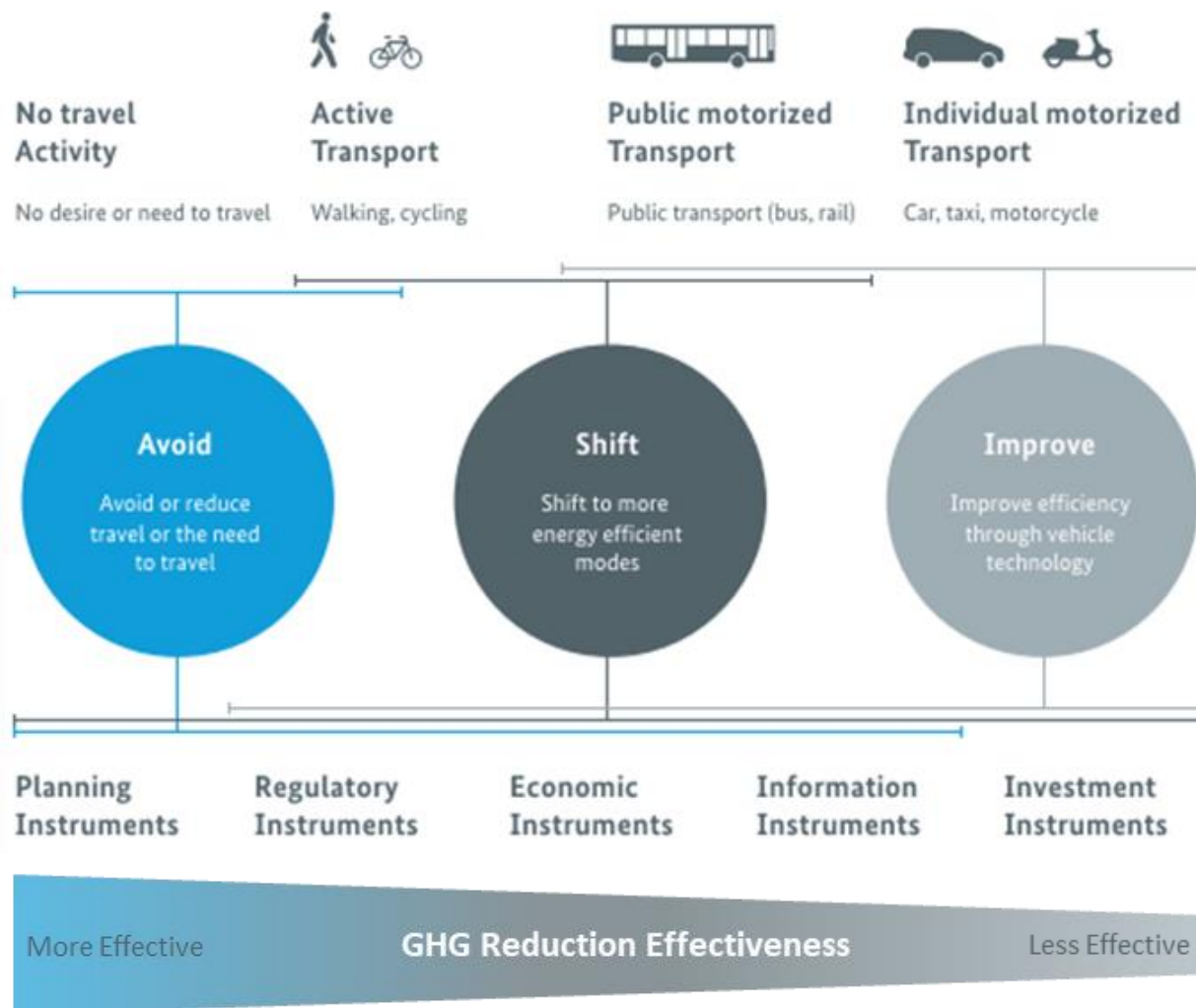


Figure 1 emphasizes the overlap of the various types of measures with the three pillars of the ASI framework and their varying effectiveness at reducing greenhouse gas (GHG) emissions. Investment measures are typically the least effective and, when not done carefully, can even increase GHG emissions. This can be seen with additional driving being induced through roadway expansion. For Port Moody, additional investments or technological improvements must focus on public transit and active transportation to enable climate targets to be met.

The initial list of 28 Big Move candidates, provided in **Attachment 2**, came from the following sources:

- a City staff workshop held in late May 2022.;
- an external stakeholder workshop held in late May 2022;
- a Transportation Committee workshop held in June 2022; and
- a survey hosted on Engage Port Moody that solicited Big Moves from the public.

The candidates were checked for congruence with the six directions of the 2017 MTP and categorized by type of measure, prior to evaluation.

Evaluation of Big Move Candidates

The Big Moves were evaluated against the following criteria to determine the shortlisted candidates:

Implementation Feasibility	This was rated based on anticipated policy complexity, significant capital costs, technological readiness, and jurisdictional challenges.
Mode Shift	This was rated based on the estimated potential for shifting travel from cars and trucks to more sustainable modes.
Vehicle-Kilometres Travelled / GHG Reduction	This was rated based on the estimated reduction in vehicle-kilometres travelled (VKT). This is generally a good proxy for GHG reductions, although for some actions, such as EV mobility, VKT reductions do not capture GHG reduction potential.
Traffic Safety	The estimated potential for reducing traffic collisions and their associated impacts in Port Moody. This was added based on safety concerns being a key theme heard in the public and stakeholder engagement.
Additional Co-benefits	Some Big Moves may come with a range of additional benefits unrelated to mode shift, VKT reduction, or traffic safety. For example, improved transportation equity, affordability, noise and traffic stress reduction, health benefits, etc.
Applicability / Specificity	Given the urgency of mode shift and GHG reductions by 2030, Big Moves that are less specific, or longer-term in nature, are scored lower.

Scores 0-3 were assigned qualitatively for each criterion based on implementations in other cities, literature, and professional experience and judgement. Big Moves candidates anticipated to have poor or negative performance on a criterion, sufficient to be deemed a fatal flaw, were scored “X” and were not included in the shortlist. The scoring is provided in **Attachment 3**. After scoring, the following candidates were part of the initial Big Moves shortlist:

- Parking Maximums
- Slow Zone Pilot
- Recreation Parking Demand Management
- City-wide Speed Limit Reductions
- Strategic EV Charging Incentives
- Paid On-Street Parking
- E-Bike Purchase Incentives
- Driveway Amenity Charge
- Reallocation of Road Space
- School Travel Planning
- Rail and SkyTrain Grade-Separated Crossing
- City-Wide Transit Universal-Pass
- Third SkyTrain Station

A further refinement was done based on discussion with the Project Team. It was decided to focus on the core objectives of the MTP Update, to shift trips to sustainable modes and reduced GHG emissions. A weighting factor was applied to the Mode Shift and VKT or GHG Reduction criteria to increase their importance. Several candidates were removed from further consideration based on low refined scores, concerns about feasibility, or current involvement

with other projects. Also, some ideas appeared to complement one another and were considered for being combined to create broader Big Move ideas. This resulted in the following recommended Big Moves shortlist, described further below:

1. Smarter Parking Initiative: A combination of Parking Maximums, Paid On-Street Parking, and Recreation Parking Demand Management;
2. City-wide Speed Limit Reductions: Reducing speed limits citywide on most or all streets to 30 km/h;
3. Reallocation of Road Space: Aiming to reallocate at least 10% of roadway space to sustainable mode use, the public realm, or green infrastructure;
4. Transit-Supportive Infrastructure: Additional rail and SkyTrain corridor active transportation crossings, and transit priority measures along St Johns Street corridor; and
5. Promotion of Sustainable Transportation Options: Actions to encourage residents to use alternative transportation modes including a combination of E-Bike Purchase Incentives, transit promotional activities, school travel planning, supporting micromobility options, and seeking bike, micromobility and car sharing providers.

Smarter Parking Initiative

The Smarter Parking Initiative is a combination of three Big Moves: Parking Maximums, Paid On-Street Parking, and Recreation Parking Demand Management.

- Parking Maximums: The City currently requires new developments and redevelopments to provide a minimum number of off-street parking spaces based on the size of the development, the number of units, or other characteristics. This Big Move would convert the minimum parking requirements to maximums, effectively capping the requirement for additional parking. Doing so would also eliminate or significantly reduce minimum requirements for parking. This idea was raised during the resident survey.

The recent change via Provincial Bill 47 reduces the City's control over regulating parking within 800m of the Moody Center and Inlet SkyTrain Stations. This change allows each development to be establish the parking rate for the project based upon the market demand. In 2023, Enhanced Traffic Impact Assessment Guidelines were implemented which require developments to submit a Transportation Demand Management Plan as part of the Traffic Impact Assessment. The Transportation Demand Management guidelines are being updated to support the target mode shift to multimodal options in the areas where parking maximums will not be applicable.

- Paid On-Street Parking: The City is in the process of initiating a pay parking program at five locations that have exhibited high parking occupancy including Rocky Point Park, Esplanade Avenue, Murray Street, commercial area of Suter Brook Village. The target of the initial pay parking program is to Achieve an 85% peak daytime occupancy and to encourage a mode shift to use alternative (low-carbon) modes of transportation.

This Big Move would support this current initiative and consider options for expanding the pay parking program to generate additional revenue to fund sustainable mobility or other climate action investments. "Parking benefit districts" are sometimes used to ensure that a portion of parking revenues raised can be directed back into sustainable

transportation investments in areas where the paid parking is assessed. This idea was raised during the resident survey.

City-wide Speed Limit Reductions

This Big Move would reduce posted speed limits on all residential streets city-wide to 30 km/h. Consideration could be given to also reducing posted speed limits on select busier collector and arterial roads to 40 km/h or possibly lower. The primary benefit of slower operating speeds would be improved safety, as collision risk increases significantly at higher speeds. At slower speeds, traffic also flows more smoothly and GHG emissions can be reduced. Safety was a key theme raised during the resident survey.

Reallocation of Road Space

This Big Move would aim to reallocate a portion of road space away from cars and towards sustainable modes, particularly walking and cycling. Sustainable modes are generally a more efficient use of space and prioritizing them through dedicated infrastructure tends to promote a significant change in their use. Regionally, the City of New Westminster and the City of Vancouver both have similar road space reallocation targets already in place. Reimagining the current use of road space was found to be a high priority for residents in the public survey.

Transit-Supportive Infrastructure

Additional Rail and SkyTrain Grade-Separated Crossing: This Big Move would provide grade-separated walking and cycling crossings near the SkyTrain stations. The Official Community Plan and 2017 MTP already identify such crossings near Inlet Centre Station and Moody Centre Station, to be implemented by nearby developments. Residents expressed a need for such crossings in the public survey. This Big Move would also examine and seek to implement transit priority measures along St Johns Street corridor.

Promotion of Sustainable Transportation Options

The Promotion of Sustainable Transportation Options is a combination of E-Bike Purchase Incentives, Transit Promotional Activities, and some lower scoring but achievable and supportive moves.

- **E-Bike Purchase Incentives:** This Big Move would incentivize the uptake of e-bike use by directly encouraging e-bike ownership through financial support from the City. E-bikes would mitigate the effects of distance and make Port Moody's steep hills more accessible to a wider variety of potential users.
- **Transit Promotional Activities:** This Big Move would incorporate City-wide educational and promotional opportunities to encourage the use of transit as an alternative mode of transportation.
- **Additional moves in this category** would seek to encourage other sustainable transportation modes, including school travel planning, supporting micromobility options through regulatory updates, and seeking bike, micromobility and car sharing providers.

Next Steps

Staff will progress the MTP Update project through phase 3 of public engagement as described below. The public feedback received on the recommended Big Moves will be considered in a subsequent staff report to Council on the draft update to the MTP.

Financial Implications

The specific financial implications of the different Big Moves are not currently identified and will be determined as part of future phases of the MTP update and its implementation.

Communications and Public Engagement Initiatives

Per the approved public engagement strategy, Phase 3 of public engagement will gather input on the shortlisted Big Moves through a survey hosted on engage.portmoody.ca and an open house. This engagement is anticipated to be conducted in late spring of 2024. Phase 3 public engagement will be promoted through typical communications channels, such as: media release, eNewsletter to Engage Port Moody participants, City website, news item with email to subscribers, social media, and digital signage.

Council Strategic Plan Goals

Updating the MTP aligns with the following 2023–2026 Council Strategic Plan Goal(s):

Strategic Goal 3.2: Provide safe, efficient, and accessible transportation options	<ul style="list-style-type: none">• Embrace a multi-modal approach for mobility.• Provide safe and comfortable transportation options for all ages and abilities.• Strategically plan for the City's transportation networks
Strategic Goal 2.2: Advance climate change mitigation and adaptation	<ul style="list-style-type: none">• Prioritize implementation of climate action initiatives.

Attachment(s)

1. Phase 1 and 2 Public and Stakeholder Engagement Summary.
2. Big Moves Longlist.
3. Big Moves Longlist Assessment.

Report Author

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Report Approval Details

Document Title:	Master Transportation Plan Update - April 23, 2024.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Phase 1 and 2 Public and Stakeholder Engagement Summary.pdf- Attachment 2 - Big Moves Longlist.pdf- Attachment 3 - Big Moves Longlist Assessment.pdf
Final Approval Date:	Apr 15, 2024

This report and all of its attachments were approved and signed as outlined below:

Jeff Moi, General Manager of Engineering and Operations - Apr 10, 2024

Tracey Takahashi, Deputy Corporate Officer, for Stephanie Lam, City Clerk and Manager of Legislative Services - Apr 11, 2024

Lindsay Todd, Manager of Communications and Engagement - Apr 11, 2024

Paul Rockwood, General Manager of Finance and Technology - Apr 11, 2024

Anna Mathewson, City Manager - Apr 15, 2024