



TransPort Moody

Climate Action Update



City of Port Moody
Master Transportation Plan Update

Phase 1 and 2 Public & Stakeholder Engagement Summary

Spring 2022

Prepared by Mott MacDonald Canada Limited and MODUS Planning, Design & Engagement on behalf of the City of Port Moody.

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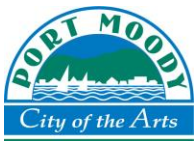
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ENGAGEMENT SNAPSHOT

During the first two phases of the Master Transportation Plan Update, we asked what Big Moves we can take as a community to better adapt our transportation system to climate change and lessen future climate impacts. From February to March 2022, we conducted a variety of engagement activities including a Big Moves Webinar featuring keynote speaker Chris Bruntlett, an online survey, a Staff Big Moves Workshop, and a Community Stakeholder Big Moves Workshop.



KEY THEMES FOR BIG MOVES

ROAD INFRASTRUCTURE & TRAFFIC REDUCTION

Many respondents would like to see improvement in vehicle flow, suggesting a reduction in vehicle movements, reallocating road space for vulnerable users and specified uses, 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 & 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.

INTRODUCTION

Project Background

The City of Port Moody is updating TransPort Moody, our [Master Transportation Plan](#) (MTP) in response to new climate targets set in our 2020 Climate Action Plan (CAP) and new provincial greenhouse gas emission mitigation targets.

The Master Transportation Plan guides the City's investment in transportation over the next 20 years. The plan focuses on improving Port Moody's road network, and providing better options for walking, cycling, and using transit. Our existing transportation goals include:

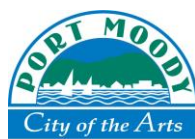
- Ensuring the safe and efficient movement of people and goods within Port Moody and the surrounding area
- Enhancing streetscapes to promote vibrancy and social interactions through the movement of people
- Providing support systems to enhance opportunities for walking, cycling, and using transit

During this first phase of engagement, we wanted to hear what Big Moves we can take as a community to better adapt our transportation system to climate change and lessen future climate impacts. To do so, we conducted a variety of engagement activities including hosting a Big Moves Webinar featuring keynote speaker Chris Bruntlett, conducting an online survey, as well as facilitating a Staff Big Moves Workshop, and a Community Stakeholder Big Moves Workshop.

This engagement summary report outlines how we conducted the engagement and what we heard from people who participated. This will help inform us on the next phase of this project which will focus on developing and prioritizing the Big Moves, understanding the co-benefits and vulnerability of climate change and transportation systems, as well as challenges to implementation.

Your participation has been important for us to better understand the following principles that will support future Big Moves:

- **Bold Leadership:** Actions the City takes can make a difference. These must be bold and demonstrate leadership.
- **Strong Vision:** Transport Moody remains a strong vision for the City but the goals and targets need to be expedited so that we achieve Transport Moody – faster!
- **Collective Action:** Actions that manage transportation demand and reduce vehicle trips are needed to meet our goals. This will require individual and collective transportation behaviour change.
- **Measurable Goals:** The Big Moves must strive to be implementation-oriented and demonstrate a measurable mode shift and greenhouse gas reduction benefit.
- **Equitable Outcomes:** The Big Moves should seek to maximize co-benefits and provide the Port Moody community a roadmap toward a fair transportation system that fits all lifestyles, financial situations, and abilities.



Engagement Objectives & Principles

The following principles have guided how we plan, communicate, and implement our engagement process.

- **Transparency** – in how the feedback will be used to inform the Big Moves and recommendations in the Master Transportation Plan Update and communicating where there is room for public influence.
- **Expectation Management** – in how we define and frame the Big Moves and understand what is realistic for the City to commit to.
- **Empathy** – in how we facilitate engagement activities, encouraging participants to think beyond their individual interests and understand the larger implications of policy decisions and climate action. This also includes recognizing the needs of those who do not live in Port Moody now but may in the future.
- **Equity** – in prioritizing groups most vulnerable to climate change impacts and hearing from community members that are not typically represented in decision making processes.
- **Continuity and Shared Understanding** – in building on past engagement processes of the MTP and CAP and working to bringing everyone along in understanding the need for bolder climate action moves.

Project Timeline

We have completed phases 1 and 2 of engagement. Later this Fall, we will start the next phase where the feedback thus far will inform the refinement and prioritization of the Big Moves, as well as considerations for their implementation.



WHAT WE DID

Overall, we engaged with over 200 people through four different activities, the chart below provides a breakdown, and the sections below provide a detailed description of each activity.

Engagement Activity	Number of Participants
Big Moves Webinar	38
Public Survey	164
Big Moves Workshop – Community Stakeholders	13
Big Moves Workshop – Staff	9
Total Engaged	224

Big Moves Webinar

The Big Moves Webinar was an opportunity to share with the public what we are aiming for and the current vision, goals, and pillars of the Master Transportation Plan. This event brought together project experts, including keynote speaker, Chris Bruntlett, on equity and mobility, accessibility, sustainability, and climate action planning, etc. to discuss:

- results of early policy review and why the Update is necessary;
- the current state of transportation in Port Moody;
- how Port Moody's MTP can respond to global trends and current events; and,
- anticipated challenges the community may face in responding to today and tomorrow's challenges,
- and in reaching MTP and CAP targets.

There were 38 people who attended the webinar.

Public Survey

The online survey allowed the public to engage with the Phase 2 key topics and provide considerations and feedback that will inform the drafting of the "Big Moves". The survey was made available and promoted through the project website ("Engage Port Moody") and paper copies were available at specific locations (e.g., City Hall, libraries, community centres, etc.).

There were 164 survey respondents.

Big Moves Workshops

The Big Moves Workshops brought together community members and staff to further develop what should be addressed in potential "Big Moves", consider potential impacts of their implementation, and explore equitable policies, programs, and projects that support groups most vulnerable to climate change impacts and barriers to mobility.



For Community Stakeholders

The first workshop included stakeholders and representatives from community organizations and groups that have either not been involved in past MTP planning processes or that are most vulnerable to climate change impacts or changes in transportation systems. See below for a list of groups that were in attendance.

- Coast Mountain Bus
- Fraser Health
- Greens Teams Canada
- Trails BC
- TransLink
- Force of Nature
- Glenayre Community Association
- Port Moody Design Panel (Adaptable & Accessible Design)
- Port Moody Economic Development Committee
- Port Moody Seniors Focus Committee
- Port Moody Transportation Committee
- West Coast Climate Action Network

There were 13 people who attended the community stakeholder workshop.

For Staff

The second workshop was an opportunity for the project team of urban designers, policy, transportation and sustainability planners, and transportation engineers (the “design and technical team”) to reflect on what was heard in the community workshop and further develop the Big Moves around key considerations.

There were 9 people who attended the staff workshop.



WHO WE HEARD FROM

The following demographic data is based on the 164 people who participated in the survey.

- **Place of Residence:** 95% of survey respondents live in Port Moody.

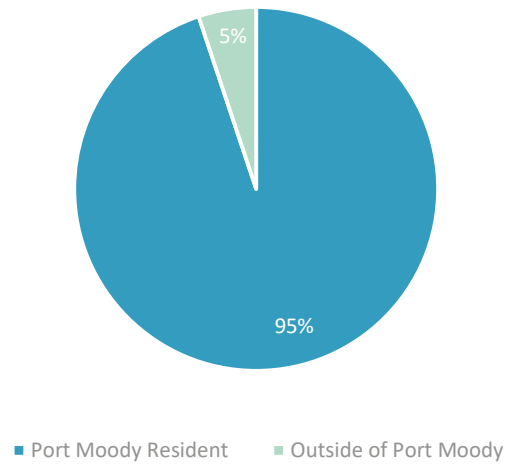


Figure 1. Port Moody Residents

- **Neighbourhood Distribution:** 50% of respondents live in either Moody Centre or Inlet Centre.

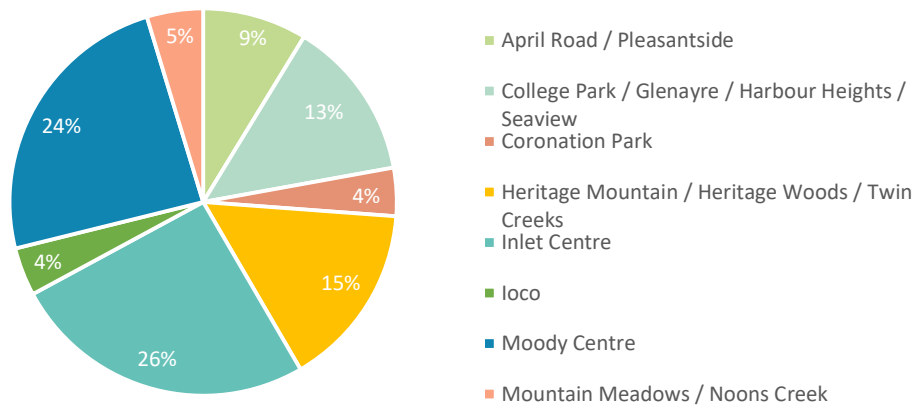


Figure 2. Port Moody Neighbourhood Distribution.



- **Age Distribution:** We heard most from respondents who were 60-69 years old (24%) and those between 30-39 (23%). Participants between 20-29 years were underrepresented in the survey.

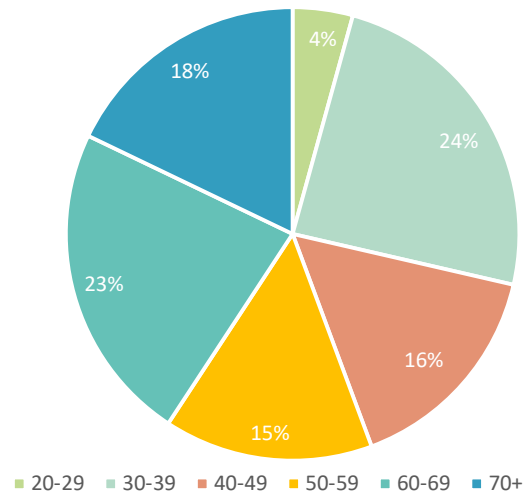


Figure 3. Age of Respondents

- **Business Ownership:** Most survey respondents (90%) do not own a business in Port Moody.

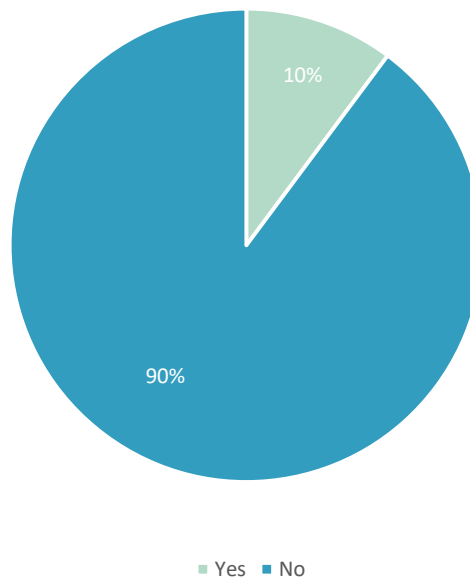
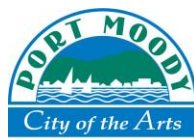


Figure 4. Port Moody Business Owners



WHAT WE HEARD

The following section outlines what we heard from the public survey in the first phase. This includes quantitative feedback represented in graphs and qualitative key themes from open-ended responses. The number of times that a key theme was mentioned is included in parenthesis.

Example: Active Transportation (15)

Crafting a Vision

In 2017, the vision, directions, and strategies were adopted in the Master Transportation Plan (MTP). To understand if anything has changed since then, we asked for your input on the current Vision to indicate whether you think we should keep it as is or change it. The graph below illustrates level of support for the current vision below.

Port Moody's multi-modal transportation system supports the development of a unique, safe, and vibrant waterfront city. It provides convenient and attractive transportation choices, connecting residents and the region to the City's thriving commercial areas, parks, trails, and neighbourhoods. The transportation network supports a healthy, active, liveable, and sustainable community for people of all ages and abilities.

Level of Support for Current Vision

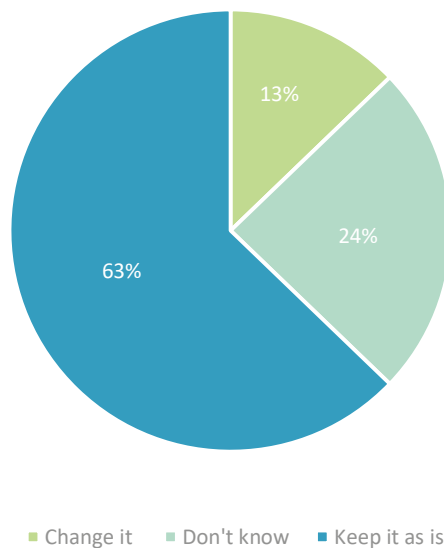


Figure 5. Level of Support for Current Vision
Total Responses: 164



Key Themes

Elaborating on responses to the Vision, the following themes were mentioned.

- General Support (65): Those who supported the vision expressed that it aligned with their needs and the changes they would like to see in the city. There were comments surrounding the extent of goals and scope not being large enough.
- General Concerns (49): Respondents who were not in support of the vision mentioned concerns around the following: cost of upgrades, traffic congestion, need for greater focus on climate change, more connections throughout Port Moody and regionally.
- Active Transportation (15): Respondents mentioned the desire to improve infrastructure related to active transportation and pedestrian walkability. Comments referenced the need for more incentivized public transit (or disincentives for driving vehicles) and specifically transit services for seniors.
- Climate Action (6): Respondents mentioned being more explicit about climate change and that the vision should include more focus on sustainability related goals.
- Safety Concerns (6): Respondents who mentioned safety indicated there must be a greater focus on safety, particularly for pedestrians. Comments included suggestions for separated bike lanes, expanded multi-use paths, bike friendly infrastructure/amenities and safe and supported transit services.
- Support for Vehicles (5): Largely those who are in support of vehicular infrastructure upgrades commented that cars will continue to be crucial for the movement of people throughout Port Moody.
- Cost Concerns (2): Respondents expressed concern over how the City would implement these changes and financial implications of future projects.



Addressing Climate Change

Role of Government

Transportation is currently responsible for over 50% of carbon emissions in the City. We asked you how important you think it is for local government to address climate change and to reduce greenhouse gas emissions from transportation. The graph below illustrates your responses.

Importance of Local Government in Addressing Climate Change

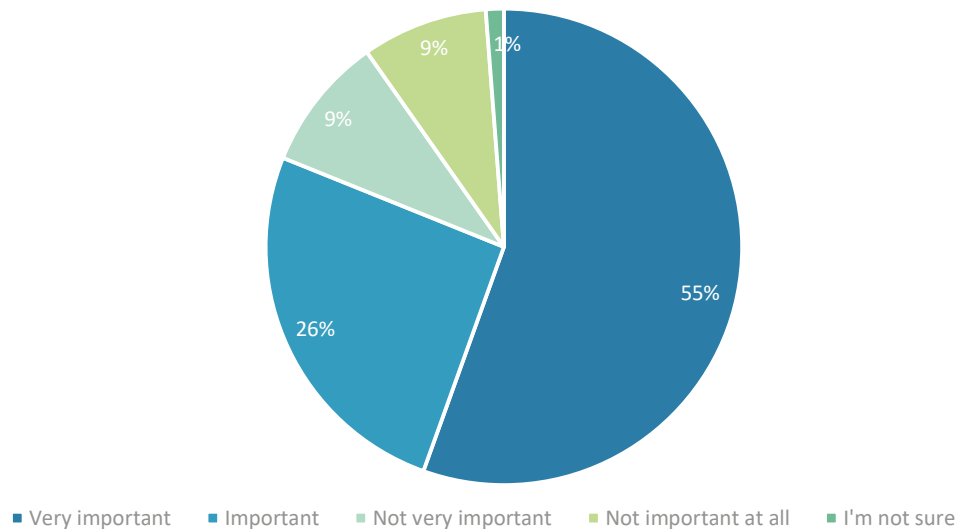


Figure 6. Importance of Local Government in Addressing Climate Change.
Total Responses: 164

Support for Actions/Directions

We asked about the level of importance of the current MTP goals and directions in reducing transportation-related greenhouse gas emissions in Port Moody. The graph below illustrates your responses based on the level of importance. The mean represents the level of priority for each action/direction. The lower the value of the mean, the higher the priority.

Current Goals and Directions of the MTP:

- *A Compact, Complete City:* Develop neighbourhoods that support sustainable transportation choices
- *A Walkable City:* Make walking a great transportation choice by creating safe, comfortable, and complete streets
- *A Bicycle-Friendly City:* Make cycling a convenient, enjoyable, and fun way for people of all ages and abilities to travel in Port Moody.
- *A Transit-Oriented City:* Support local and regional transit improvements and leverage the Evergreen Extension to ensure transit is a fast, frequent, accessible, and competitive transportation choice.



- **Moving People and Goods:** Develop an integrated and multi-modal street network that addresses local traffic congestion and facilitates the safe and efficient movement of all road users and goods.
- **A Safe and Liveable City:** Balance the needs of an efficient transportation system with the health and safety of Port Moody residents.

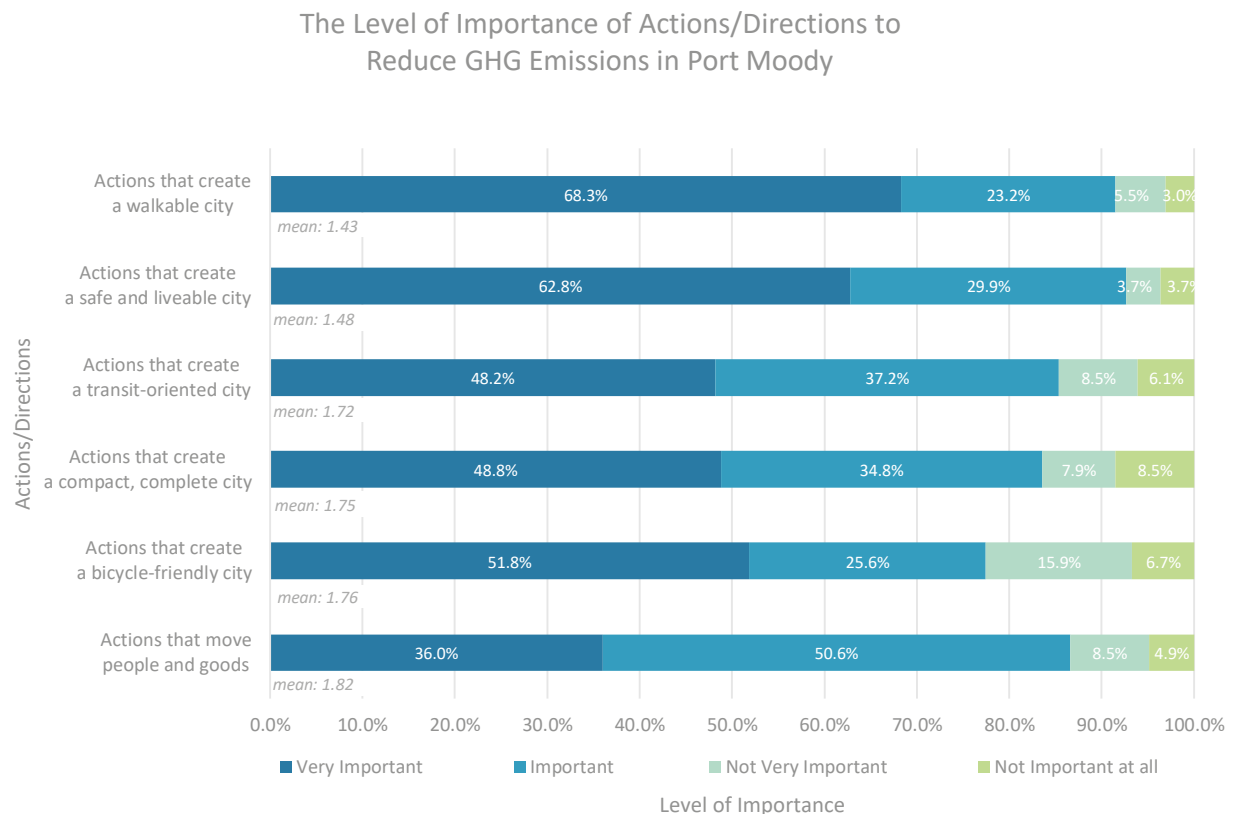


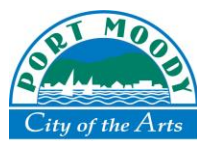
Figure 7. The Level of Importance of Actions/Directions to Reduce GHG Emissions in Port Moody.
Total Responses: 164

Key Themes

Elaborating on your responses to the goals and directions, the following are key themes that came up.

- **Service Needs (11):** Comments centred around location of services to homes and how the topography of the city is a barrier to walking or biking, resulting in the reliance on vehicles to access necessary services and amenities.
- **Safety Concerns (10):** Comments were tied to concerns for increased vehicle traffic, vehicle speeds and safety for pedestrians, particularly youth.

“Let’s create safe zones so kids can ride and or roll to school.”



- Regional Travel (8): Participants expressed a need to recognize the significant portion of the Port Moody population who travel outside of the city for work and are dependent on vehicle transportation.

“Not everyone can take transit due to daycare, working at several sites in one day, or requiring work vehicle to move tools/supplies. Moving traffic needs to be a higher priority.”

- Active Transportation (7): Support for separated bike lanes that follow the flow of traffic and are well connected throughout the city. Comments indicated support for goals that reduce “sprawl” so that shops, services, and jobs can be accessed by walking, cycling or public transit.
- Accessibility Concerns (3): Access to transit options based on residential areas and accessibility for those with disabilities and seniors were mentioned by participants.
- Planning for Density (3): Respondents stated that there must be consideration for how density will affect traffic and transportation needs, specifically related to increased housing demand and how we can create a “compact, livable city” without it leading to increased traffic congestion.
- Climate Action (2): Participants were generally in support of directions that support climate action. However, some comments stressed the importance of goals that address the needs of the community rather than prioritizing goals related to GHG emissions reductions, which was seen as a provincial responsibility.
- Cost Concerns (2): Concerns over the use of taxes to reduce vehicle use, particularly when zero emissions vehicles are becoming more commonplace.

Strategies

As part of the Plan’s Update, we hope to include several transportation Big Moves that will help us meet our climate and transportation targets by measurably reducing carbon emissions and responding to current and future climate events. On their own, each Big Move will need to promote a significant shift away from vehicle travel. In practise, Big Moves must work together to provide successful actions and co-benefits.

To get a sense of which strategies should be prioritized, we asked you which are most important to reduce transportation-related greenhouse gas emissions in Port Moody. Figure 8 illustrates your responses based on the level of priority. The mean represents the level of priority for each action/direction. The lower the value of the mean, the higher the priority.



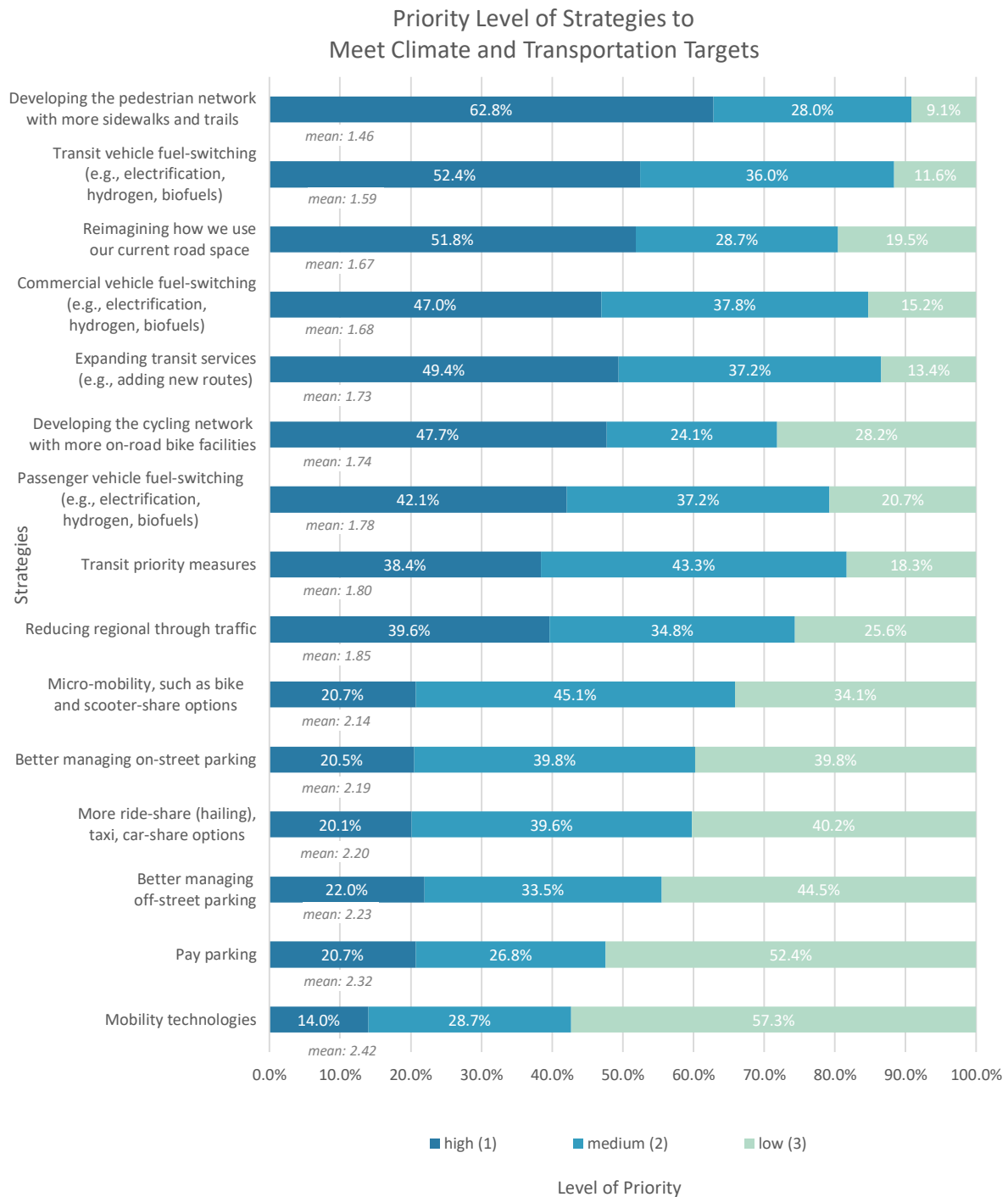
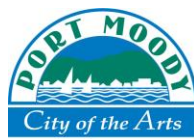


Figure 8. Priority Level of Strategies to Meet Climate and Transportation Targets.
Total Responses: 164



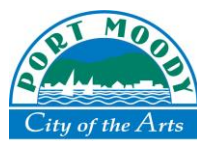
Additional Strategies & Considerations

Elaborating on your response to climate action strategies, you provided additional strategies and comments on the existing list to consider. The following are key themes that came up.

- **Parking Need (7):** Comments expressed a need for updated parking regulations, including only requiring paid parking for non-Port Moody residents.
- **Traffic Concerns (7):** Respondents offered suggestions for increasing the efficiency of traffic movement caused by specific types of trips. Some examples included limited parking, increased public transit options and congestion fees.
- **Car dependency (5):** Respondents mentioned that many still depend on vehicles in their day-to-day lives.
- **Housing & Density (5):** Stated need for more housing diversity in Port Moody and to plan for increased density where commercial uses are spread throughout the city so people don't have to travel as far to access them.

"Support high-density development near city 'core' areas so that it's easy for people to walk or cycle rather than drive. City should also act quickly to reduce maximum residential lot size in Port Moody in order to provide homes for more people and thus, more demand for public transportation services."

- **Municipal Authority (5):** Respondents questioned whether or not aspects of the proposed strategies were within municipal jurisdiction or authority.
- **Service Needs (5):** Comments to prioritize the availability and access to services, shops, and amenities, ensuring they are in proximity to residential areas.
- **Accessibility (3):** Considerations for those with mobility challenges, particularly to address the steep topography.
- **Bike & Bus Infrastructure (3):** Comments were in support of active transportation and suggested protected bike lanes, better lighting to help people travel safer, smaller buses with less fuel, and more efficient bus routes.
- **Electric Vehicles (3):** Participants would like to see more facilities and infrastructure for electric vehicles and bikes.
- **Climate Action (2):** Suggestions to improve awareness and education around climate action and alternative transportation methods that can help reduce greenhouse gas emissions.
- **Safety Concerns (1):** Concerns around conflict between cyclists and pedestrians, and to keep the two separated from vehicle traffic.



Climate Adaptation

Transportation infrastructure is highly vulnerable to climate changes and risks such as extreme weather events, temperature increases, sea level rise, and ice conditions. Sensitivities in our transportation system can lead to infrastructure damage and deterioration, disruptions to transport operations, and unsafe conditions.

Adaptation strategies are important to address these sensitivities. These strategies may include engineering and technological solutions, as well as policy, planning, management, and maintenance approaches. Some examples include (Transport Canada, 2017):

- Changing pavement mixes for roads, such as using more heat-tolerant pavements;
- Expanding drainage capacity for infrastructure, including culvert size;
- Increasing maintenance, including clearing debris from culverts to reduce flooding risks, and clearing snow to preserve permafrost stability under vulnerable roads;
- Changing infrastructure design requirements to include climate change considerations or to introduce new flood event thresholds;
- Elevating or relocating new infrastructure where feasible;
- Increasing monitoring of weather events and infrastructure conditions;
- Implementing or enhancing travel advisories and alerts to communicate travel conditions and service delays during weather events.

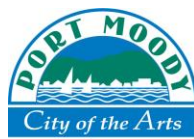
Climate Adaptation Suggestions

We asked you for suggestions on how the MTP Update can address climate adaptation in our transportation system and the following are your ideas.

- Stormwater & Ground Water Management (11): Comments indicated support or opposition to the use of culverts as methods of managing ground water. This also included a stated need for infrastructure upgrades to manage stormwater and ground water, specifically more natural and permeable surfaces to also support flood mitigation.

“Optimize or expand green infrastructure to absorb storm surge and excess run off. Less culverts, more open streams with wider flood plains. Use of permeable pavements to reduce run off and spread-out infiltration. Green pavements to reduce heat island effect.”

- Traffic Reduction (8): Respondents expressed support for more options for commuting, including expanded routes, alternatives modes of transportation, and proximity of housing locations.
- Cost Concerns (4): Respondents were concerned about the cost distribution between the City and taxpayers.
- Tree Retention (3): Comments were in support of additional tree planting and expanded tree canopies throughout the city. This was also seen as a potential strategy to lower temperatures during the summer months.
- Land Use & Development (2): Respondents highlighted the need for additional and densified residential development closer to amenities and jobs to reduce the need to commute and drive. This also includes suggestions to address climate change through development and land use



decisions, particularly long-range planning for infrastructure and water, sewage, and solid waste utilities.

Understanding Our Transportation System

Transportation Factors

When it comes to transportation (walking, cycling, public transit, driving) in Port Moody, there are many factors to consider. We asked you to rank the following factors in order from most important to least important.

- Affordability
- Travel Time
- Reliability (timing and scheduling of trips)
- Accessibility (inclusive of all ages and abilities)
- Comfort (e.g., surface areas, seating, physical environment, etc.)
- Connectivity (many network links and improved directness)
- Safety (including public health safety with COVID restrictions)

Figure 9 below illustrates the average ranking of each factor, with 1 being most important and 7 as least important - travel time is indicated as being the most important and comfort is indicated as being the least important.

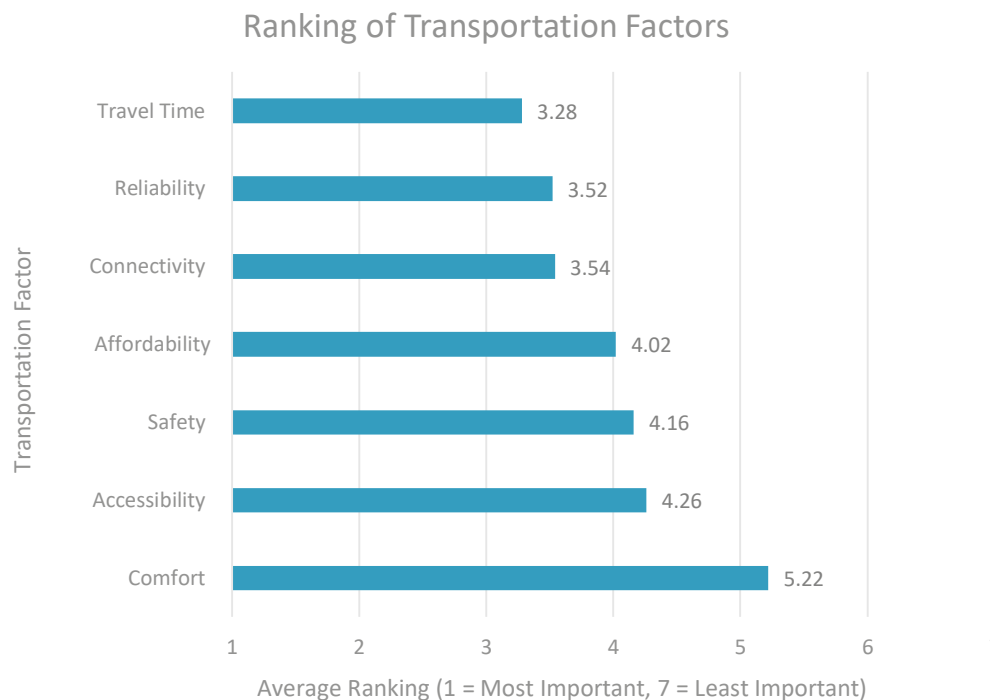


Figure 9. Ranking of Transportation Factors.
Total Responses: 164



Ease of Transport

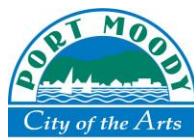
We want to support improved mobility for everyone, so we asked you to think about how you move through the city and what would improve your experience. The following are key themes that came up.

- Improved Cycling Infrastructure (47): Comments related to improvements to Port Moody cycling infrastructure and pathways. Participants expressed a need for safe, protected and connected bike lanes throughout the city and to other nearby cities. Many would like to see improvements to route connections and the wider bike network, particularly to SkyTrain stations with secure bike storage.

“As much cycling structure as possible should be separate from people and cars. Safe bike lock ups. Well light and easy to use. Not cheap bike racks that don’t fit bikes in the corner with no lighting.”

“I walk or cycle frequently. But the lack of connection between bike paths (Murray to St Johns corridor) and lack of bike racks make it unappealing especially with younger cyclists.”

- Public Transit Improvements (42): Suggestions to improve transit include:
 - More frequent and reliable bus services
 - Better bus connections to different commercial areas
 - Improved transit stations and stops (i.e., weather protection)
 - Smaller buses and routes available at night
 - Buses that accommodate mobility devices and strollers
 - Improved bus maps and navigation aids
- Pedestrian Infrastructure (22): Wider pathways and improved surfaces for walking. This includes better lighting, especially around bus stops and along sidewalks. Participants supported keeping pedestrians and cyclists separated by barriers or trees to improve comfort and walkability.
- Vehicle Infrastructure (22): A wide variety of responses were generated with regards to vehicular transportation. Some comments were from people who felt that vehicle related infrastructure should be supported, and traffic reduction needs to be priority. Electric vehicles were also mentioned as an important consideration (implement chargers, keep roadways for EVs).
- Traffic Calming (10): Some comments stated a concern for safety of non-automobile traffic and suggested ideas to calm traffic and separate different modes of transportation, specifically around intersections, to address this concern. This also includes traffic concerns focused on interruptions in automobile flow and timing of traffic lights.
- Cost Reduction (3): Suggestions to reduce the cost of taking public transit, specifically advocating for free transit.



Equity Barriers

Transportation is about more than just getting around. Every person is potentially served or impacted by transportation decisions in different ways. This means designing systems that are fair by understanding the different barriers that exist for people and how our choices impact how others may be moving and experiencing the streets.

We asked you for suggestions on how the MTP Update can address barriers to equity and the following are key suggestions that came up.

- Safety (19): The most mentioned safety concerns were around protected bicycle lanes and sidewalk improvements for pedestrians.

“All bike lanes should be safe enough for children to use, all cross walks should be safe enough for the blind and elderly to use, and women and minorities should feel safe to walk in the community or use transit including at night.”

- Accessibility (12): Many respondents commented on the need to prioritize accessibility considerations for persons with disabilities, seniors and children.

“More attention for mobility disabled persons, fix sidewalk cracks, ensure accessibility everywhere, for everyone. Also, some intersections still have too short of walk time for seniors or disabled to safely get through the intersection before it changes on them.”

- Affordability (7): Comments noted that transit fares are a barrier to use and suggested making transit free or significantly less expensive is a key way to address transportation equity.

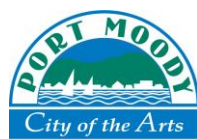
“Transit fares are a major barrier for poorer people. The transit zone system is arbitrary and unfair to some riders. It should be abolished or replaced with a distance-based model.”

- Education and Awareness (7): There was a general sense that there needs to be better signage for bike and bus routes. People commented that when bike routes end it is hard to know the safest route. Additionally, they noted that bus routes and schedules would be hard to understand without a cellphone.

- Housing (3): Residential development that is located closer to amenities and services to reduce the need to travel.

“High residential density in the city’s core areas makes it easier for people with limited transportation resources to access amenities and services. As long as the city resists high density development, it is impairing the right of people with limited transportation resources to equitable benefits from transit services.”

- Other Suggestions (4):
 - Pet-friendly transit
 - Lighting, to increase feeling of safety at night



Towards Big Moves: Opportunities & Ideas

What is a bold and ambitious move that can help us meet our climate targets?

To get a full understanding of what bold and ambitious opportunities and ideas we can take to meet our Climate Action Plan targets, we conducted a variety of engagement activities to capture your ideas, including an online survey, staff workshop, and community stakeholder workshop.

The following section includes ideas that were similar across all engagement activities and others that were specific to the audience. For a full list of ideas taken from the public website, see Appendix C.

Common Themes Across Various Engagement Activities

Common Themes Across Various Engagement Activities					
Theme + Description	Number of Comments per Engagement Activity				
	Staff	Stakeholder	Survey	Ideas Page	Total
<u>Road Infrastructure and Traffic Reduction</u> There were various suggestions on how to improve vehicle flow on roads. These included reducing vehicle movements (e.g., banning specific turns, adding bollards, adding roundabouts), reallocating road space for vulnerable users and specified uses (e.g., car share parking, loading space, visitor parking), and improving access to arterial roads. There was also a specific suggestion to reduce the number of lanes on St. John's Street.	15	4	10	15	34
<u>Expanded Transit Options</u> Respondents indicated they would like to see improvements and expanded public transportation options by optimizing bus routes to reduce mileage traveled, electric buses. Other suggestions to support this include additional overpasses for buses, connections to reduce idling in traffic, and more car free streets. Staff are keen to work closely with TransLink to develop more transit-friendly areas/options for people, including considering transit-oriented development, frequency and extents of service. There was also suggestion to expand multimodal opportunities, such as	7	8	5	4	24

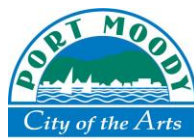
providing improved bike infrastructure at on busses and at SkyTrain stations.					
<u>Active Transportation</u> Many comments expressed support for increased active transportation infrastructure, specifically by expanding the bike network, prioritizing separated bike lanes, and ensuring pedestrian paths are connected, accessible and safe. There was a suggestion to add cycling infrastructure onto Murray Street.	4	/	14	5	23
<u>Connectivity</u> Improve the connectivity of various modes of transportation throughout the city, including cycling, trails, sidewalks, greenways, and public transit. There should be consideration of how these networks connect to neighbouring municipalities in the region, as well as how to effectively communicate these connections.	6	10	/	1	17
<u>Engagement/Building Awareness and Education</u> Develop a way to effectively communicate and promote to the public the availability of various modes of transportation and how they can do their part to reduce GHG emissions, as well as incentives for residents to use alternative forms of transportation rather than vehicles. Continue public engagement, including at a neighbourhood level and with First Nations, and create educational opportunities to build awareness of the MTP and why it is happening.	2	5	10	/	17
<u>Green Energy/Infrastructure Solutions</u> Support for investment in infrastructure that rely on green energy sources, including heat pump, electrification of vehicles, greenways, and natural assets. This also includes support for solar and wind infrastructure. Ideas	3	/	14	/	17

included banning natural gas in new development and support for a green energy fund.					
<u>Land Use</u> Staff expressed support for developing complete communities, with essential services within walking distance. Other land use suggestions included having zero emission mobility zones, returning parking space to park space, and promoting decentralized work spaces, to decrease the overall need of travel. There is a need to coordinate opportunities between land use and transportation, including mixed use developments.	5	3	3	2	13
<u>Collaboration</u> Encourage collaboration with Metro Vancouver, TransLink, and local businesses to promote a sustained long-term efficient use of space and access to services.	3	2	/	/	5

Staff Workshop

The following key themes were unique to the staff workshop.

- Mitigation strategies/policies (15): A variety of strategies and policies were suggested to help mitigate the use of vehicles and encourage alignment with other plans.
 - Mitigate use of vehicles (13)- Having city-wide pay parking, establishing maximum parking rates, advocating for higher insurance for combustion vehicles, carbon requirements for ride hailing vehicles, use money collected from parking put towards climate action targets
 - Encourage alignment with other plans (2) - Ensure that policies align with other existing and ongoing plans, including the Economic Development Master Plan and Official Community Plan
- Public realm (7): Thinking long-term, to shift perspectives and uses of public space, including the use of streets, and access to various modes of transportation and services for all users.
- Incentives (6): There were a few suggestions to make the experience of steering away from single occupancy vehicles more enjoyable, convenient, and financially attractive. These included providing incentives for people who use active forms of transportation or public transit (e.g., cycling, walking), and to encourage more sustainable forms of transportation.



- Assessments (5): Staff suggested that there should be metrics or assessments put in place to measure and to report out the progress of targets derived from the MTP. Additionally, there was also suggestion to measure the impact of developments to various modes of transportation (e.g., walking, cycling, public transit).

Community Stakeholder Workshop

The following key themes were unique to the community stakeholder workshop.

- Co-benefits (4): Understand the connections between transportation and other matters, including climate change and health.



KEY TAKE-AWAYS

Engagement in this first round of the process will inform the draft Big Moves and outline what needs to be considered in the next phase. Based on what we have heard, we know that the Master Transportation Plan Update needs to:

- **Expand its Vision:** by including a greater focus on addressing climate action and shifting to more sustainable modes of transportation.
- **Support Mode Shift:** by creating more access and opportunity for residents and visitors to walk, cycle or use public transit, while recognizing that some users currently require a vehicle to get around for essential needs.
- **Prioritize Safety and Accessibility:** by increasing mobility for all ages and abilities, including children, seniors and persons with disabilities.
- **Consider Traffic Reduction:** by improving the efficiency of movement through reduced vehicle use and connectivity across different types of paths/roads.
- **Think Regionally:** by considering how our Port Moody transportation system connects on a regional level, including transit and bike/pedestrian infrastructure and routes.
- **Promote Behavior Change:** by communicating and educating in the implementation of the MTP Update for the public to understand available mobility options and the environmental impact of transportation choices.
- **Act on Climate Strategies:** by continuing to integrate climate-focused solutions to reduce GHG emissions, including green energy and green infrastructure projects.

NEXT STEPS

The next phase of engagement later this Fall and Winter will focus on refining and prioritizing our Big Moves and understanding impacts of their implementation.

Stay up to date on future engagement opportunities and process updates through the Engage Port Moody project website: <https://engage.portmoody.ca/mtp>



APPENDIX A

PUBLIC SURVEY

Survey Questions

TransPort Moody: Climate Action Update

Page 1: Intro

The City of Port Moody is updating TransPort Moody, our [Master Transportation Plan](#) (MTP) in response to new climate targets set in our 2020 [Climate Action Plan](#) (CAP) and new provincial greenhouse gas emission mitigation targets.

What Big Moves can we take as a community to better adapt our transportation system to climate change and lessen future climate impacts?

Your participation is important for us to better understand the following principles that will support future Big Moves:

- **Bold Leadership:** Actions the City takes can make a difference. These must be bold and demonstrate leadership.
- **Strong Vision:** Transport Moody remains a strong vision for the City but the goals and targets need to be expedited so that we achieve Transport Moody – faster!
- **Collective Action:** Actions that manage transportation demand and reduce vehicle trips are needed to meet our goals. This will require individual and collective transportation behaviour change.
- **Measurable Goals:** The Big Moves must strive to be implementation-oriented and demonstrate a measurable mode shift and greenhouse gas reduction benefit.
- **Equitable Outcomes:** The Big Moves should seek to maximize co-benefits and provide the Port Moody community a roadmap toward a fair transportation system that fits all lifestyles, financial situations, and abilities.

Page 2: Checking in on Vision and Directions

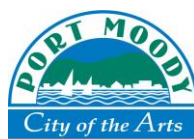
The following questions will help the project team understand if anything has changed regarding the vision, directions and strategies since they were adopted in the Master Transportation Plan (MTP) in 2017. See the [MTP summary](#) of the current Plan's vision, targets and directions.

1. Please read the current **Vision** for the MTP below and indicate whether you think we should keep it as is or change it.

Port Moody's multi-modal transportation system supports the development of a unique, safe, and vibrant waterfront city. It provides convenient and attractive transportation choices, connecting residents and the region to the City's thriving commercial areas, parks, trails, and neighbourhoods. The transportation network supports a healthy, active, liveable, and sustainable community for people of all ages and abilities.

- Keep it as is
- Change it
- Don't know

2. Why or why not should it be changed? Feel free to elaborate on your response about the vision.



3. Transportation is currently responsible for over 50% of carbon emissions in the City. How important do you think it is for the City to address climate change and reduce greenhouse gas emissions from transportation?

- ☐ Very important
- ☐ Important
- ☐ Not very important
- ☐ Not important at all
- ☐ I'm not sure

The current **Goals and Directions** for the MTP are as follows:

- *A Compact, Complete City*: Develop neighbourhoods that support sustainable transportation choices
- *A Walkable City*: Make walking a great transportation choice by creating safe, comfortable, and complete streets
- *A Bicycle-Friendly City*: Make cycling a convenient, enjoyable, and fun way for people of all ages and abilities to travel in Port Moody.
- *A Transit-Oriented City*: Support local and regional transit improvements and leverage the Evergreen Extension to ensure transit is a fast, frequent, accessible, and competitive transportation choice.
- *Moving People and Goods*: Develop an integrated and multi-modal street network that addresses local traffic congestion and facilitates the safe and efficient movement of all road users and goods.
- *A Safe and Liveable City*: Balance the needs of an efficient transportation system with the health and safety of Port Moody residents.

4. How important is each direction to reduce transportation-related greenhouse gas emissions in Port Moody?

Direction	Very important	Important	Not very important	Not important at all
Actions that create a compact, complete city				
Actions that create a walkable city				
Actions that create a bicycle-friendly city				
Actions that create a transit-oriented city				
Actions that move people and goods				

Actions that create a safe and liveable city				
--	--	--	--	--

5. Feel free to elaborate on your response about the directions.

Page 3: Considering Climate Action Strategies

As part of the Plan's Update, we hope to include 3-4 transportation Big Moves that will help us meet our climate and transportation targets by measurably reducing carbon emissions and responding to current and future climate events. On their own, each Big Move will need to promote a significant shift away from vehicle travel. In practise, Big Moves must work together to provide successful actions and co-benefits.

6. What strategies do you think are most important to **reduce** transportation-related greenhouse gas emissions in Port Moody? Please indicate a priority level of low, medium, or high.

	<i>Low</i>	<i>Medium</i>	<i>High</i>
Developing the pedestrian network with more sidewalks and trails			
Developing the cycling network with more on-road bike facilities			
Expanding transit services (e.g., adding new routes)			
Passenger vehicle fuel-switching (e.g., electrification, hydrogen, biofuels)			
Commercial vehicle fuel-switching (e.g., electrification, hydrogen, biofuels)			
Transit vehicle fuel-switching (e.g.,			

electrification, hydrogen, biofuels)			
Micro-mobility, such as bike- and scooter-share options			
More ride-share (hailing), taxi, car-share options			
Better managing on-street parking			
Better managing off-street parking			
Reimagining how we use our current road space			
Mobility technologies, such as automated vehicles			
Transit priority measures			
Pay parking			
Reducing regional through traffic			

7. Are there any strategies that you think are missing from the list in the previous question?

Page 4: Considering Adaptation Strategies

Transportation infrastructure is highly vulnerable to climate changes and risks such as extreme weather events, temperature increases, sea level rise, and ice conditions. Sensitivities in our transportation system can lead to infrastructure damage and deterioration, disruptions to transport operations, and unsafe conditions.

Adaptation strategies are important to address these sensitivities. These strategies may include engineering and technological solutions, as well as policy, planning, management, and maintenance approaches. Some examples from a presentation by [Transport Canada \(2017\)](#) include:



- Changing pavement mixes for roads, such as using more heat-tolerant pavements;
- Expanding drainage capacity for infrastructure, including culvert size;
- Increasing maintenance, including clearing debris from culverts to reduce flooding risks, and clearing snow to preserve permafrost stability under vulnerable roads;
- Changing infrastructure design requirements to include climate change considerations or to introduce new flood event thresholds;
- Elevating or relocating new infrastructure where feasible;
- Increasing monitoring of weather events and infrastructure conditions;
- Implementing or enhancing travel advisories and alerts to communicate travel conditions and service delays during weather events.

8. Do you have any suggestions on how the MTP Update can address climate adaptation in our transportation system?

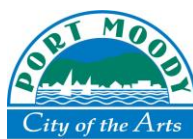
9. What is a bold, ambitious move that can help us meet our Climate Action Plan targets?

Page 5: Understanding Factors of Mobility

10. When it comes to transportation (walking, cycling, public transit, driving) in Port Moody, please rank the following factors in order from least important (7) to most important (1).

Affordability	_____
Travel Time	_____
Reliability (timing and scheduling of trips)	_____
Accessibility (inclusive of all ages and abilities)	_____
Comfort (e.g., surface areas, seating, physical environment, etc.)	_____
Connectivity (many network links and improved directness)	_____
Safety (including public health safety with COVID restrictions)	_____

11. Thinking about how you move through the city, what would make transportation easier for you?





Page 6: Ensuring Equitable Benefits

Transportation is about more than just getting around. Every person is potentially served or impacted by transportation decisions in different ways. This means designing systems that are fair by understanding the different barriers that exist for people and how our choices impact how others may be moving and experiencing the streets.

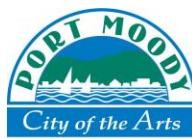
Examples of barriers to transportation may include:

- **Social & Institutional:** discrimination or lack of affordability
- **Digital:** no access to a smart phone or data plan to access transit schedules or car share apps
- **Safety:** lack of safe bike facilities; timing on crosswalks
- **Design and Active Travel:** sidewalks that are uneven or that are not shaded
- **Physical:** lack of elevators or seating in public transit
- **Communication:** language barriers or lack of information/knowledge of transportation options

12. Do you have any suggestions on how the MTP Update can address barriers to equity?

What happens next?

Staff will compile all feedback for anonymous inclusion in a report to Council, which will be publicly accessible.



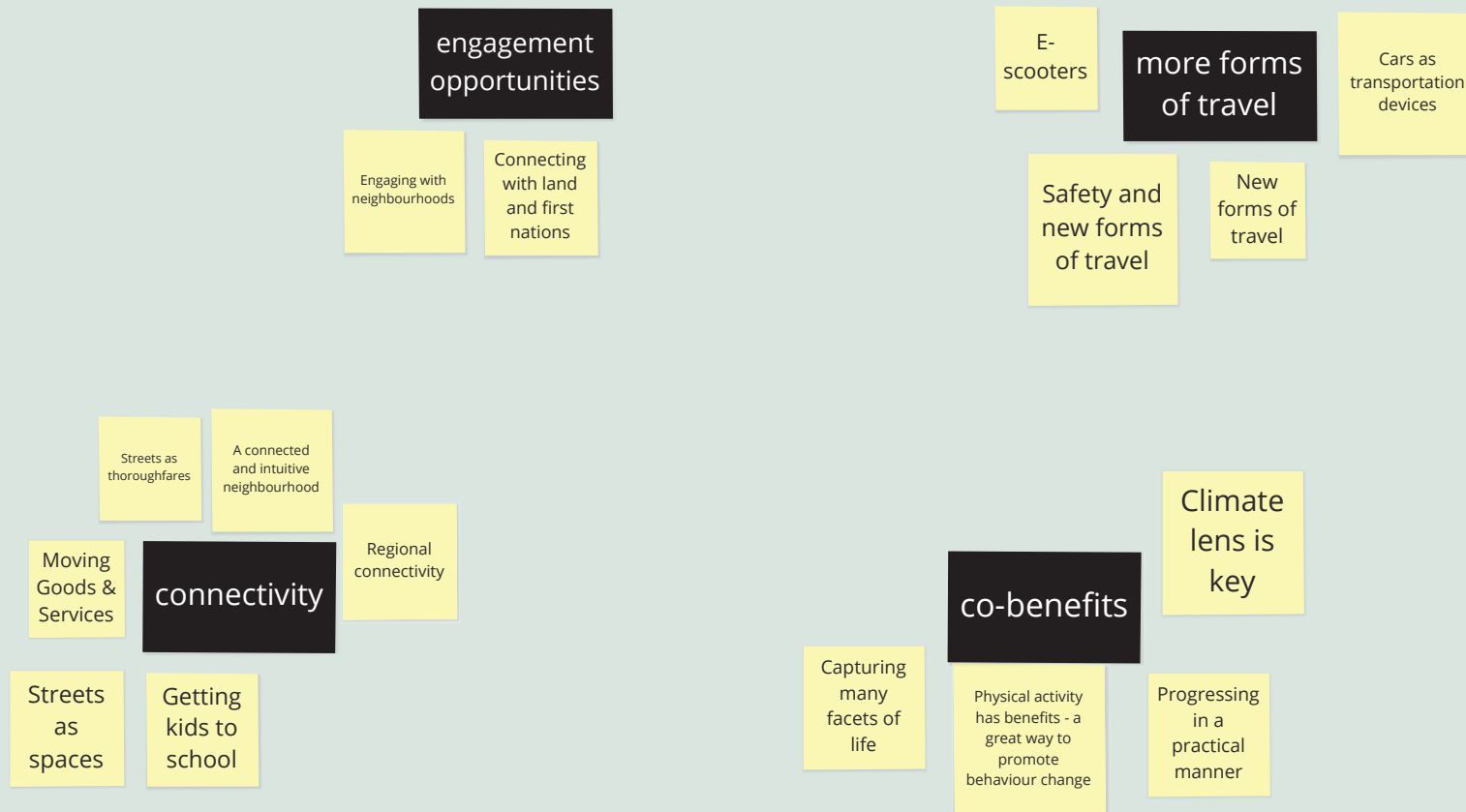
APPENDIX B

BIG MOVES WORKSHOP NOTES

BIG MOVES WORKSHOP COMMUNITY STAKEHOLDERS

OPPORTUNITIES

What resonated with you?
What opportunities excite you most?



IDEAS

What are your ideas for Big Moves we can take through this Update?
What is most important to address?

Traffic Reduction

Further distinction between flow street and place street

Through traffic not necessarily stopping

Reduce need to cross driveways

alternating lanes to increase capacity offset the rush we could allocate those additional lanes for HOV or electric vehicles

Wayfinding

Wayfinding for the active transportation network

Expanding a Mixed Modal Network

Maintain reliable transit service

Emphasize walking in tandem with transit

Improved separation between bike and electrified lanes and pedestrian network

E-scooters

Support for & Support from Businesses

Supporting local businesses - through traffic

Partnering with larger employers to provide incentives to employees e.g. staggered start times, bike racks, transit subsidies etc

Land Use

Mixed use development

Coordination of land use and transportation

How can we use land use and transportation coordination for more pedestrian streets

Connectivity

WCE as an opportunity to access Port Moody

Increase neighbourhood connectivity

Mobility scooters & SkyTrain connectivity

Awareness & Behaviour Change

Orientation/instructional sessions

How do we promote behaviour change?

Awareness of opportunities

BIG MOVES WORKSHOP STAFF

Q & A / REFLECTION

look for
opportunities and
intercepts with
MTP & other
PoMo Plans

Plans can
nest and
interconnect

Rocky Point
Master Plan,
Trail Network
Plan, Parkland
Acquisition Plan

Overlap between
Transpo "planning
instruments" and
OCP land use
policy?

should be
aligned on a
directional level
(e.g., complete
communities)

timelines
may be a
constraint

40% target of
mode shift -
where did that
come from?

targets put City on
track to be
ambitious - and
consistent with
other municipalities
across the region

existing MTP &
CAP and data
collected
through that
process

City of Vancouver
has developed
goals to
implement the
targeted actions
in CAP

also adopted
by Council as
part of Climate
Emergency
Declaration

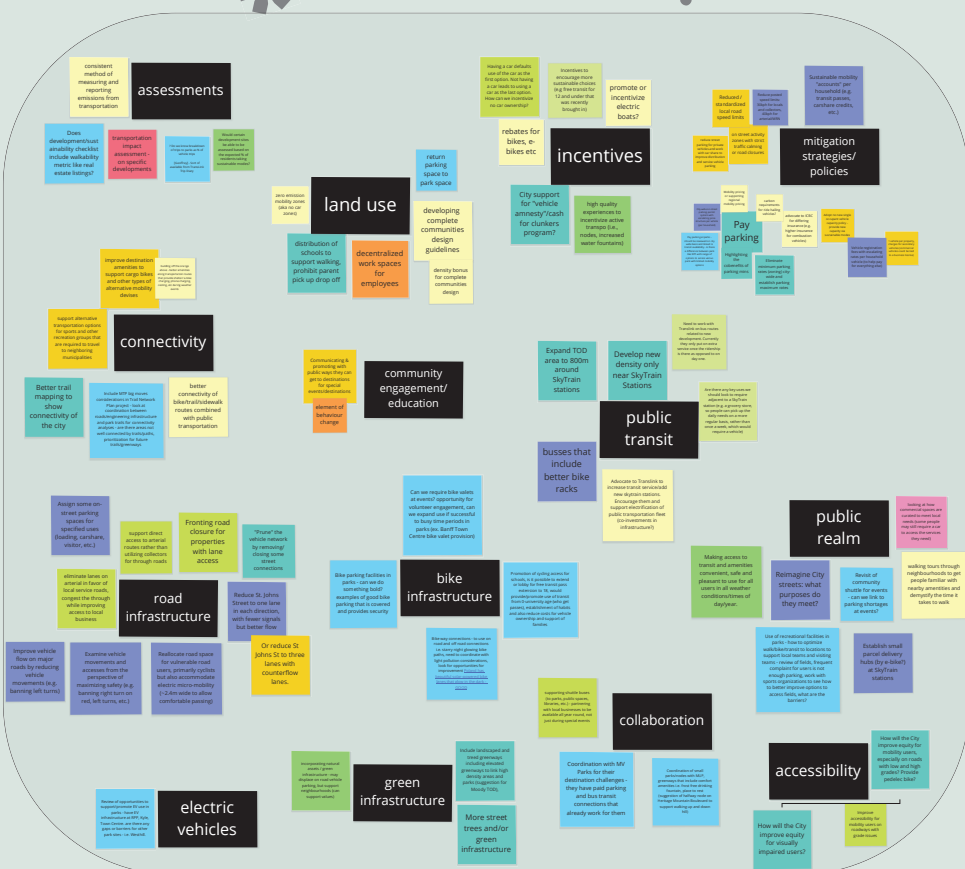
IDEAS, IMPACTS & INSTRUMENTS

What are your ideas for Big Moves we can take to mitigate GHG emissions in Port Moody through this Update?

What potential impacts should we consider? How might these ideas create potential challenges for people?

How can Big Moves be achieved through the various instruments available?

✿ IDEAS & IMPACTS !



INSTRUMENTS



APPENDIX C

BIG MOVES IDEAS

Big Moves Ideas

Idea	Description (If Applicable)	Upvotes (If Applicable)
With all the increase in buildings on or near Murrey St., overpass over the CP tracks to the Barnett Hwy is a must.		4
Concentrate new developments near SkyTrain stations and major bus routes.		4
Create real separated good standard bike lanes.		8
More one-way streets	Most local streets in residential areas should become one-way streets. In a neighbourhood here, the residential streets are wide enough to fit four cars (two lanes and parking)! This is excessive; these streets have no traffic most of the time. Residential streets are almost only used by locals to leave the neighbourhood and come home; there are no points that can be considered destinations for other people so having two-way traffic here is not essential. One-way streets are safer by narrowing the space for cars and reducing the direction of danger for pedestrians. This would also reduce the amount of surface that needs snow clearing. The saved space could make way for other things like sidewalks or naturescaping (both of which can function as climate crisis responses).	0
More mixed-use neighbourhoods	We need to reduce the need for transport in the first place. If we have businesses like grocery stores, cafes and restaurants in our neighbourhoods, we don't need to travel as much. If local businesses are oriented to serve locals within walking distance, there's no need to build parking lots (a plus for climate action). Mixed-use doesn't have to mean ruining our neighbourhoods; not all non-residential land uses are incompatible with residences. Some small-scale local businesses can minimize pollution and noise. Traffic is unlikely to be a problem because they are within walking distance of their customers. Also, people from outside wouldn't go to a neighbourhood store in another neighbourhood (they'll go to the one in their own neighbourhood). Because we don't need to leave our neighbourhood for every errand, we can be less dependent on cars, and public transit even.	4
No parking requirement	The City should stop making parking requirements for any development, and let developers/businesses decide how much parking makes sense for their land use. The commonality of parking lots encourage car dependence. They are also hostile to walkability because it means more distance to cover and they create uncomfortable environments to walk in. Parking lots create the urban heat island effect (not what we want in future heat domes), not allow water absorption into the ground and displace other land uses such as landscaping or more buildings (which means lost revenue for the City).	4
No park-and-ride	The big parking lot by Moody Centre Station should be minimized. It's not possible to provide enough parking to accommodate the growing number of people who use the West Coast Express and Skytrain. Other than soul-crushing to look at and walk through and environmentally unfriendly, the parking lot is an inefficient use of land there. On weekdays it's full of stationary empty cars and on weekends it's largely empty. Think of other land uses that could be much more productive and provide more City revenue. The park-and-ride enables car-dependence even as people take transit. We need improved bus and active transport access to the station instead. The parking lot also contradicts the need to densify around transit station.	1
40% of the city transportation budget allocated to alternate modes of travel.	If the goal is 40% of trips using alternate modes of travel the budget needs to lead. Proposed 2022 budget appears to dedicate a total of \$50,000 to improving pedestrian and cycling infrastructure. If the city is serious about any of these initiatives - prove it in the budget! Note: Building bridges on off road bikes routes designed to carry the weight of a service vehicle should be accounted as an expense for vehicles not pedestrians and bikes.	2
De-emphasize electric cars	Electric cars are still cars. The priority should be reducing the need for cars in the first place. The highest priority should be improving/promoting public transport. This would address the transport emissions of a larger number of residents. Prioritizing public transit is also more equitable; public transit is more cost-accessible while electric cars are a big purchase for most people. An incentive for electric cars would be a subsidy to wealthier people. This is not to say that electric cars should not be a part of the city's future. But they should be way down the list of priorities. Although electric cars are less terrible than gas cars, they are still terrible because of the environmental and ethical costs of their	5

	manufacturing. Plus, having drivers switch to electric cars will not solve the other impacts of car-dependence and car-centric urban environments.	
Resilient roadside landscaping	The landscaping by roads, sidewalks and in medians in the city tends to be mostly grass. These areas should be populated by more substantive landscaping such as using native plants, which are lower-maintenance. This could do away the need to mow grass and reduce emissions from lawn mowers. We have seen that just grass turns brown and dry in the last heat dome (and there will be more). Naturescaping would be more climatically resilient.	4
Moody Centre Station access from Murray Street	In order to improve access to Rocky Point and businesses on Murray Street, Moody centre station should be connected north with an entrance on the Murray Street side of the rail corridor. Ideally this connection would double as a second public pedestrian bridge across the corridor.	1
More Car-free Streets	Pedestrians and cyclists are far more likely to spend money at local businesses than drivers, so they should be supported by having priority on roads in commercial areas. Suterbrook and Newport Village are obvious areas to consider, but there are low traffic streets in Port Moody Central that could also be converted to pedestrian-only (with possible exceptions for deliveries).	2
Change priorities for intersection design	Intersections in the city currently seem to be designed to maximize convenience for drivers, with features like wide right turn lanes. Instead, intersections should aim to maximize pedestrian and cyclist safety, even if that means vehicle throughput is lower. Pedestrian and bicycle lanes are more efficient at moving people, so the overall throughput of the intersection can be maintained by shifting people to more active modes.	3
Reduce speed limits	Local roads should be designed for lower speed limits (30-40km/hr). Lower speed limits would drastically decrease the severity of collisions and would allow road lanes to be narrower, providing the opportunity to give more space back to pedestrians and cyclists.	2
Reduce on street parking	On street parking is a massive subsidy for drivers and takes up a huge amount of road space. Almost any other use (wider sidewalks, bike lanes, greenery, patios, etc.) would make the city more enjoyable and safe to spend time in. Moreover, the switch would likely be good for business revenue: https://www.google.com/amp/s/www.cbc.ca/amp/1.5165954	2
Cars are not going away - anytime. Ignoring increasing traffic flow is our main problem not the cars. The bypass should be revived.		0
Parking behind businesses or at the corners rather than on street	Free the streets as much as possible by using the parking spaces for non car use.	0
Express bus from tri-cities to Surrey centre. Currently takes 90 min (Bus and 3 trains). Not practical.	Express bus from tri-cities to Surrey	0
Comment response to "Create real separated good standard bike lanes."	Agreed! *Paint is not protection*. The reason they may seem "empty" is because enough people will look at it as too much of a risk. If you build protected and separated infrastructure people will use it. We not only need better AAA (All ages and abilities) infrastructure, but they also need to connect to be a greater network as a whole.	0
Comment response to "Create real separated good standard bike lanes."	Indeed! A painted lane on a road is not proper cycling infrastructure. The lack of physical barriers between the road and a bike lane makes it FEEL unsafe to use, which is enough to turn people off from using it. More importantly, physical barriers are needed to stop collisions by cars and to stop the bike lane from being used by cars (moving and parking). Even if most drivers can respect painted bike lanes, physical barriers can also stop car collisions caused by drunk/inattentive driving. If the city would only create improper cycling infrastructure at a site, they might as well not	0

	build any cycling infrastructure there. Half-assing cycling infrastructure leads to low-usage by cyclists, which leads to drivers thinking they are a waste of space/money, which leads to further under-investment in cycling infrastructure. It's a vicious cycle (pun intended).	
Comment response to "Create real separated good standard bike lanes."	Agreed and may i suggest we start by prioritizing getting our kids to school safely. The limited number of bikes at local elementary, middle and high schools is evidence of a failure in road (bike lane) design. The CROW Design manual for bicycle traffic was developed in the Netherlands, is the gold standard for bike infrastructure design and is available in English (142 Euros). Lets stop using substandard (read - North American) design manuals, leverage the 50 years of learnings from the Netherlands and build proper bike infrastructure.	0
Comment response to "Create real separated good standard bike lanes."	Agreed on all counts! It's also important that the bike network be an actual network: as proper, protected lanes are added, the priority should be on connecting them together. Isolated patches of good infrastructure connected by dangerous painted lanes are only barely better than having painted lanes everywhere. People will judge a route by its most dangerous segment.	0
To increase or encourage cycling....	We need to make it easy by creating secure places to keep bikes while people wander, shop, or eat. Bike theft is a huge problem so if we want people to cycle places they have to have safe places to store, or lock their bikes.	1
Roundabouts instead of stop signs	The evidence is clear roundabouts are safer and let traffic flow better. Who honestly ever fully stops at a stop sign unless they have to due to traffic!? Roundabouts accept human nature as a given and design accordingly. Many lighted intersections should also be converted to roundabouts to simultaneously let traffic flow and reduce speed between intersections.	1
Remove all street parking on St. John's eastbound. Or turn it into an HOV lane Monday-Friday 3pm-6pm.	By turning all the parallel parking spots into an extra lane. Not only do you allow for better traffic flow, but also you prevent the vehicle in the right hand lane from stopping in the street during rush hour in order to reverse into a parallel parking spot.	0
Direct Connection between Turner Creek Dr and Forrest Parkway	Traffic flowing up Turner Creek Dr towards Aspenwood region or down Forest Parkway towards Port Moody are diverted through David Ave, instead of cutting straight through these roads. This is causing a lot of traffic, especially considering the huge Heritage Woods school very close to it. It's causing a lot of traffic, and in turns, a lot of pollution from idling cars/buses/trucks. Allowing for direct connection between Forest Parkway and Turner Creek Dr using a roundabout would reduce a lot of unnecessary Kilometers driven by the Aspenwood residents as well as reducing traffic load in this already congested portion of David Ave., improving air and noise pollution	0
Put active transportation lanes on Murray Street	Murray Street has a short section with double car lanes in each direction until you get to Klahanie. These extra lanes don't do anything for traffic because of the single lane bottleneck heading into the Murray overpass. All they do is encourage a "raceway" mentality where people gun it trying to get ahead to the bottleneck. Meanwhile, Port Moody has no good way to get from Klahanie to Suter Brook by bike, and the Murray MUP is overcrowded. We should reallocate those lanes in both directions for active transportation space. This would also give us a good chance to integrate with Coquitlam's upcoming protected bike lanes on Guildford.	0
Aggressively bollard off side streets	Rat riding is a big problem in Port Moody. We have well intentioned ideas such as the one way intersection at Kyle and St. Georges but drivers will just ignore them and go through unless a cop is conspicuously present handing out tickets (and even then some will still go through). Since guarding this intersection is likely not a good use of police time, let's just have hard bollards and cut this intersection off completely. We can do the same in other places along St George's, Spring Street, St. Andrews and Hope Street. Eliminating rat riders will calm traffic a lot and make the streets safer and more attractive for pedestrians and cyclists.	0