

Attachment 3

Big Move	Measure	Mode Shift	VKT or GHG Reduction	Traffic Safety	Additional Co-benefits	Feasibility	Applicability/Specificity	Score	Comments
Parking Maximums	Regulatory	3	2	1	3	2	3	14	Taken forward for further consideration.
Multi-Modal Development Review	Regulatory	2	2	1	2	3	0	10	While applicable in general, the City is currently updating how it undertakes development reviews.
Slow Zone Pilot	Regulatory	1	1	2	2	3	3	12	Taken forward for further consideration.
Micromobility Approval and Regulation	Regulatory	1	1	1	1	2	1	7	Typically limited impact, particularly if only applicable local; requires Provincial support.
Recreation Parking Demand Management	Regulatory	2	2	1	2	3	3	13	Taken forward for further consideration.
Connected and Automated Vehicle Support	Regulatory	X	X	2	2	1	0	0	Without very careful implementation, likely leads to more driving; very limited ability for Port Moody to contribute locally.
Curbside Loading and Delivery Management	Regulatory	1	1	1	2	2	2	9	Unlikely to have citywide impact, as it concerns a limited number of trips. May be beneficial for other objectives.
Citywide Speed Limit Reductions	Regulatory	2	2	3	3	2	3	15	Taken forward for further consideration.
Strategic EV Charging Incentives	Regulatory	0	3	0	3	3	3	12	Taken forward for further consideration.
Paid On-Street Parking	Economic	2	3	1	3	1	3	13	Taken forward for further consideration.
Vehicle Registration Fees	Economic	2	2	1	2	0	2	9	Currently understood to be outside of the City's jurisdiction; low feasibility - potentially fatal flaw
Congestion Charging	Economic	3	3	2	3	X	3	0	Ideal versions are outside the City's jurisdiction; tolling is not permitted in the MVA; no global examples of implementation in suburban city
E-Bike Purchase Incentives	Economic	3	2	1	2	2	3	13	Taken forward for further consideration.
Micromobility Goods Movement Support	Economic	1	1	3	1	2	2	10	Unlikely to have citywide impact, as it concerns a limited number of trips. May be beneficial for other objectives.
Driveway Amenity Fee	Economic	3	3	2	2	1	2	13	Taken forward for further consideration.
People-First Streets	Planning	2	2	3	3	2	X	0	In principle, people-first streets are a very important policy goal, but lack of specificity at this point makes this a fatal flaw.
Multi-Modal Roadway Standards	Planning	2	2	3	1	2	1	11	Roadway standards should be updated to provide complete streets, however, without implementation follow-up, will have minimal impact.
SkyTrain Access Planning	Planning	2	2	1	2	2	0	9	Worthwhile policy goal; action would require further specificity to result in impact (see rail corridor crossing idea below).
Reallocation of Road Space	Planning	3	3	2	3	1	3	15	Taken forward for further consideration.
Parks and Recreation Transit Access Standards	Planning	2	2	1	2	2	1	10	Idea needs follow-through for impact. Port Moody should continue to work with TransLink and Metro Vancouver to improve access to parks.
Transit-Oriented Development Area Expansion	Planning	3	3	1	3	1	0	11	Worthwhile policy goal with many benefits; OCP update currently exploring land use planning, and remains the applicable process for idea.
School Travel Planning	Information	1	1	2	2	3	3	12	Taken forward for further consideration.
Workplace Travel Planning	Information	1	1	2	2	2	1	9	Workplace travel planning can be impactful. Port Moody currently has limited large employers, for which this idea is typically more applicable.
Bikeshare Partnership	Investment	2	1	1	1	2	2	9	Considered to have moderate impact; city may continue exploring these opportunities as part of ongoing transportation improvements.
Carshare Support	Investment	1	2	1	1	2	2	9	Considered to have moderate impact; city may continue exploring these opportunities as part of ongoing transportation improvements.
Rail and SkyTrain Grade-Separated Crossing	Investment	2	1	2	2	3	3	13	Taken forward for further consideration.
City-wide Transit Universal-Pass	Investment	3	3	1	3	0	2	12	Taken forward for further consideration.
Third SkyTrain Station	Investment	3	2	1	3	0	3	12	Taken forward for further consideration.