



TransPort Moody

Climate Action Update



Master Transportation Plan Update

Presentation to Transportation Committee
September 11, 2024

engage.portmoody.ca

PORT MOODY
CITY OF THE ARTS

Project Process



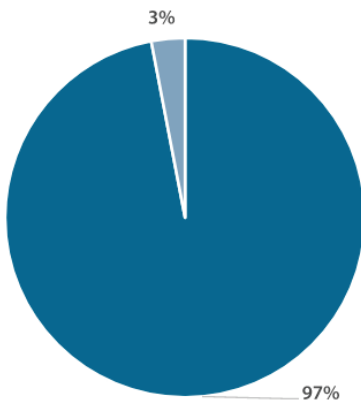


TransPort Moody

Phase 2 Public Engagement

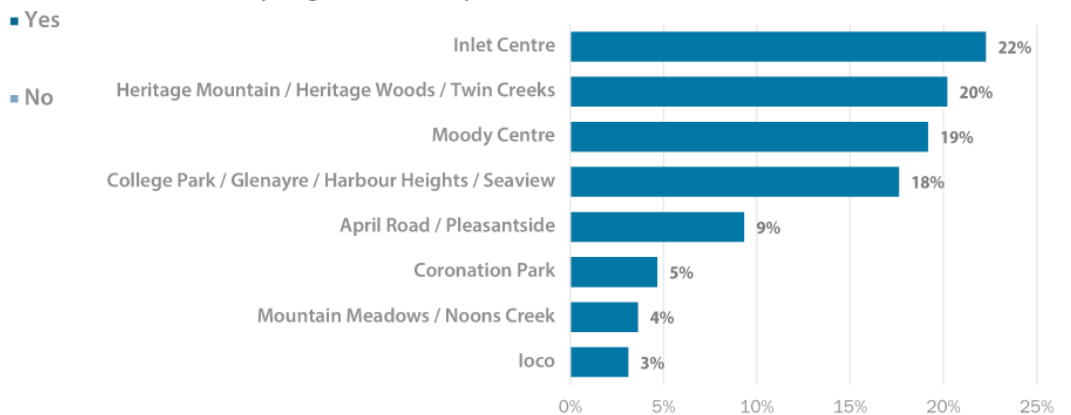
Who We Heard From

Are you a Port Moody resident?



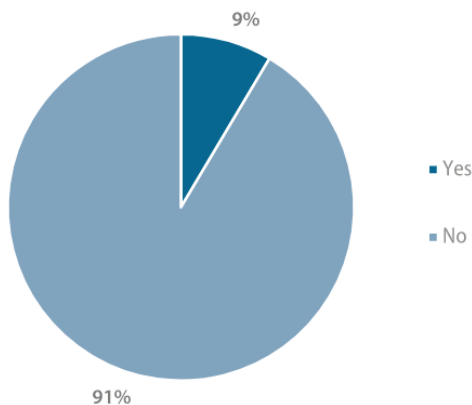
Most survey respondents (97%) are Port Moody residents.

Which Port Moody neighbourhood do you live in?



Who We Heard From

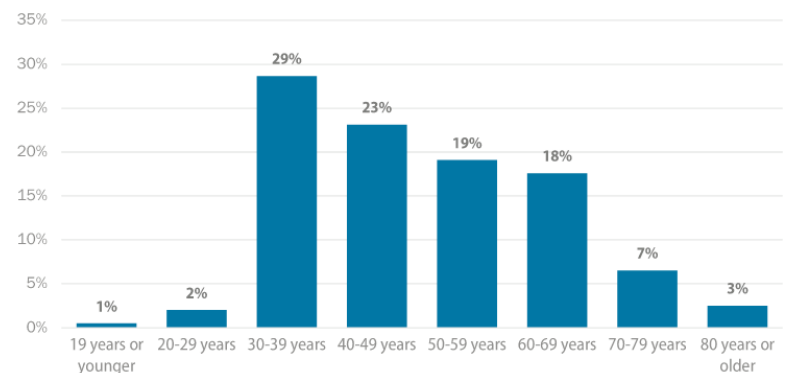
Do you own or operate a business in Port Moody?



9% of survey respondents own or operate a business in Port Moody

Approximately half (54%) of survey respondents are under the age of 50 years old, with most (29%) 30 to 39 years old.

What is your age?



Big Move 1 – Smarter Parking Initiative

- Combination of:
 - Parking Maximums
 - Paid On-Street Parking
 - Recreation Parking Demand Management
- Complementary measures
- Significant co-benefits, including revenues to be used on sustainable transportation
- Within municipal jurisdiction
- Some elements were recommended in community survey



What is your level of support or opposition to the proposed Big Move 1 – Smarter Parking Initiative?

Responses were mixed: 55% of survey respondents were satisfied or very satisfied, 36% were dissatisfied or very dissatisfied, and 9% were neutral or not sure.



The most frequently mentioned reasons by those who chose “dissatisfied” or “very dissatisfied”:

- Reliance on private vehicles: Due to neighborhood topography and family needs (26 mentions).
- Financial burden: Concerns over paid on-street parking and access to parks (19 mentions).
- Opposition to parking maximums: supports for more parking to support density outside transit areas (18 mentions).
- Transit improvements: Need for better public transit options (5 mentions).

Big Move 2 – City-wide Speed Limit Reductions

- Reduce speed limits:
 - Local residential streets to 30 km/h
 - Other roads as feasible
- Safety initiative with climate benefits
- Improved quality of life and comfort, such as for people walking and cycling
- Safety was a strong theme in public survey



What is your level of support or opposition to the proposed Big Move 2 – City-Wide Speed Reductions?

Responses were mixed: 51% of survey respondents were very satisfied or satisfied, 43% were dissatisfied or very dissatisfied, and 7% were neutral or not sure.

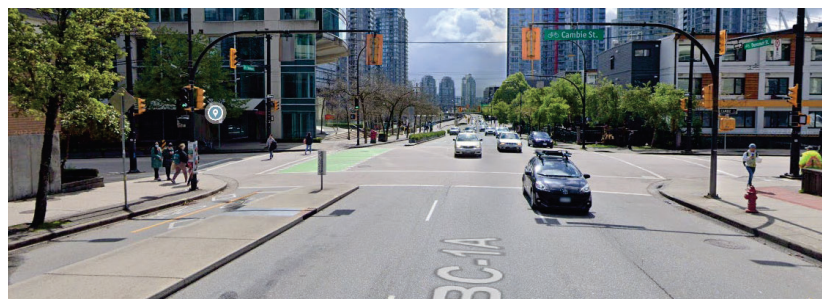


The most frequently mentioned reasons by those who chose “dissatisfied” or “very dissatisfied”:

- Concerns about increased congestion and longer travel times due to slower speeds, with frustration over existing peak-time traffic (30 mentions).
- Suggestions to apply speed limit reductions selectively in high pedestrian areas and local streets, not city-wide (13 mentions).
- Concerns that speed reductions could lead to more idling and GHG emissions, with little impact on climate targets (11 mentions).

Big Move 3 – Reallocation of Road Space

- Aim to reallocate at least 10% of roadway space to sustainable mode use, the public realm, and/or green infrastructure
- Alignment with other Lower Mainland municipalities
- Promotes sustainable modes and can reduce traffic
- Pilots during pandemic have been popular and effective
- Suggested in MTP Update survey



Dunsmuir Street at Cambie Street: 2022 (top) 2009 (bottom)



What is your level of support or opposition to the proposed Big Move 3 – Reallocation of Road Space?

Responses were mixed: 53% of survey respondents were satisfied or very satisfied, 41% were dissatisfied or very dissatisfied, and 6% were neutral or not sure.



The most frequently mentioned reasons by those who chose “dissatisfied” or “very dissatisfied”:

- Concern about increased congestion as population and density grow, emphasizing the need for road space to accommodate both local and regional traffic (40 mentions).
- Minimal impact on shifting travel modes, as residents will likely continue relying on private vehicles, with existing transit and bike ridership insufficient to justify road reallocation, especially during winter months (21 mentions).
- Need for more information and data collection to assess potential changes to specific roads (7 mentions).

Big Move 4 – Transit-Supportive Infrastructure

- Combination of:
 - Additional overpasses across rail and Skytrain lines
 - Transit priority measures along major road corridors like St. Johns Street
- Significant investment in sustainable transportation infrastructure
- Increased transit-oriented development area would promote less car-centric land uses



What is your level of support or opposition to the proposed Big Move 4 – Transit- Supportive Infrastructure?

Respondents indicated overall support for this Big Move: 78% were either satisfied or very satisfied; 15% were dissatisfied or very dissatisfied and 5% were neutral or not sure.



The most frequently mentioned reasons by those who chose “dissatisfied” or “very dissatisfied”:

- Priority on vehicle travel, ensuring new infrastructure doesn’t worsen congestion (8 mentions).
- Concerns about the cost of new pedestrian and cycling infrastructure (6 mentions).
- Existing infrastructure (two pedestrian overpasses) is enough to meet current and future demand (4 mentions).

Big Move 5 – Promotion of Sustainable Transportation Options

- Combination of:
 - E-Bike Purchase Incentives
 - Transit Promotional Activities
 - Some lower scoring but achievable and supportive moves including school travel planning, supporting micromobility options, bike share, and car share



What is your level of support or opposition to the proposed Big Move 5 – Promotion of Sustainable Transportation Options?

Responses were mixed: 57% were either very satisfied or satisfied, 29% were very dissatisfied or dissatisfied and 14% were neutral or not sure.



The most frequently mentioned reasons by those who chose “dissatisfied” or “very dissatisfied”:

- Opposition to e-bike purchase incentives (30 mentions), mainly due to concerns about tax dollars being used for subsidies (20 mentions).
- Need for safe and separated cycling infrastructure to support all ages (7 mentions).
- Low impact due to many residents' reliance on private vehicles, including seniors, families, and commuters (11 mentions).

Summary of Feedback



Additional Reflections

- Support for Expanded/Enhanced Pedestrian and Cycling Infrastructure (34 mentions)
- Concerns Regarding Constraints to Private Vehicle Use (28 mentions)
- Support for Public Transit Improvements (21 mentions)

Response to Public Feedback

- **Accessibility and Equity:** Participants emphasized the importance of accessibility for people who rely on private vehicles, particularly those with disabilities and older residents. Financial accessibility is also a concern, especially regarding potential burdens on low-income residents.
 - *Consideration: Implementation will engage with vulnerable communities before action planning for the MTP Climate Action Update to understand and mitigate any disproportionate impacts.*
- **Concerns on Climate Impact:** Some participants expressed that certain Big Moves may have minimal impact on climate targets and could lead to increased idling and GHG emissions.
 - *Consideration: Monitoring and evaluation, along with interim targets, will ensure Big Moves are effectively advancing the City's climate action goals.*

Response to Public Feedback

- **Support for Active Transportation:** There is strong support for more opportunities to cycle, walk, and use transit. However, participants noted the need for public transit improvements, including frequency, affordability, reliability, and better regional connectivity.
 - *Consideration: Implementing this Big Move will require close coordination with TransLink to significantly improve transit operations and reliability across the city.*
 - **Vehicle Congestion Concerns:** Participants supported additional cycling and pedestrian infrastructure but expressed concerns that city-wide speed limit reductions could increase congestion and travel times. Suggestions were made to apply speed reductions selectively rather than city-wide, with a request for more data on specific roads.
 - *Consideration: Speed reductions will be implemented strategically, focusing on local residential roads where the greatest impact on safety and traffic flow can be achieved.*
- Monitoring will help ensure smoother traffic flow and enhanced safety for all users.

Response to Public Feedback

- **Opposition to E-Bike Incentives:** Participants expressed concern about the City using tax revenue to financially incentivize or subsidize e-bike purchases as part of Big Move 5, Promotion of Sustainable Transportation Options.
 - *Consideration: Implementation will focus on providing micromobility options, including bicycles, e-bikes, e-scooters, and shared bike fleets, to reduce carbon emissions and offer more travel choices. E-bikes, in particular, could help residents navigate Port Moody's elevation changes. Refinements may include a focus on promoting a citywide bike share program and other micromobility options instead of e-bike purchase incentives.*

Refined Big Moves

Smarter Parking Initiative

City-wide Speed Limit Reductions

Reallocation of Road Space

Transit-Supportive Infrastructure

Promotion of Sustainable Transportation Options
(Except E-Bike Purchase Incentives)

Next Steps

- Final Report and Adoption
- Implementation



Recommended Resolution

THAT the Transportation Committee recommends:

THAT the Phase 2 Public Engagement Results for the Master Transportation Plan and the refined Big Moves ideas be endorsed.



TransPort **Moody**

Discussion