



TransPort **Moody**

Master Transportation Plan – Climate Action Update

Port Moody Master Transportation Plan Climate Action Update Public Engagement Summary Phase 2

2024

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This engagement summary was developed by MODUS Planning, Design and Engagement Inc. on behalf of the City of Port Moody.

INTRODUCTION

Project Background

The City of Port Moody endorsed TransPort Moody, our Master Transportation Plan (MTP), in March 2017. TransPort Moody set out a vision for the City’s transportation system and established key targets and actions to achieve the vision for the future of transportation in Port Moody by 2045. In 2020, the City adopted its Climate Action Plan, which pushed some targets in TransPort Moody to 2030. As such, we are updating our Master Transportation Plan to include a core set of transportation-related actions that will help us achieve the new Climate Action Plan targets, as well as provincial greenhouse gas emission mitigation targets.

These actions will be grouped under a few Big Moves that will address the gap between where we are and where we want to be. The Big Moves are intended to manage demand for transportation, reduce vehicle travel, and help Port Moody make significant and measurable progress towards achieving the targets of our Climate Action Plan. For each Big Move we also explore how it can produce additional community benefits, such as less noise, more green space, and healthier lifestyles.



During Phase 1 public and targeted stakeholder engagement, conducted between February and April 2022, we asked for ideas on actions we could take and what strategies we should prioritize to meet Port Moody’s climate targets and transportation vision. This input resulted in an initial 28 Big Move ideas. Using a globally accepted framework for developing sustainable transportation plans, we refined this list down to five proposed Big Moves to be included in the MTP Climate Action Update.

In the second and final phase of public engagement, we asked for feedback on the five proposed Big Moves. The results of Phase 2 are summarized in this report and will be used to refine the draft Big Moves and recommendations to support the success of implementation.

For more information on the Master Transportation Plan Climate Action Update, including details on the process of getting to our proposed Big Moves and a summary of the previous phases of engagement, please see the project webpage: engage.portmoody.ca/mtp.

WHAT WE DID

During Phase 2 of engagement in June and July 2024, the City hosted an online survey and an in-person information session to provide information and ask for feedback on the five proposed Big Moves.

Opportunities to participate in Phase 2 public engagement were promoted to the public in the following ways:

- Media release distributed to local media
- News story posted to portmoody.ca, with e-notifications to people signed up for City news alerts
- Feature box with link to Engage Port Moody project page portmoody.ca homepage
- Digital City calendar (portmoody.ca) entry for information session
- Email to Engage Port Moody registrants to let them know about new engagement opportunity
- Email to Citizen Advisory Group inviting them to participate
- Email to civic committee members inviting them to participate and share the engagement opportunity with their networks
- Social media promotion campaign for phase 2 online survey
- Social media promotion campaign for open house
- Digital signage, including Pattison digital billboards and Newport digital sign

Public Survey

The public survey was available on the project webpage at engage.portmoody.ca from June 17 to July 14, 2024 and received 199 responses. The survey was intended to understand the public level of support for the proposed Big Moves. Paper copies were available on request at City Hall and at the in-person information session.

- **199** engaged participants submitted a survey
- **504** informed participants visited the project webpage, contributed to a tool or downloaded documents
- **971** aware participants viewed the project webpage at least once

Big Moves Information Session

The in-person information session was held on Thursday, June 27, 2024 and included a brief presentation along with an opportunity for the public to ask questions, and review information boards on each proposed Big Move. Participants were encouraged to fill out the public survey to provide feedback on the proposed Big Moves. While there was limited attendance at this in-person session (approximately 4 participants), the information from the presentation and information boards was also made available on the Engage Port Moody project page.

TransPort Moody

Master Transportation Plan – Climate Action Update

Give input on proposed actions that help reach our climate targets

▶ Attend an info session on June 27, 2024, 5–7pm, 100 Newport Dr.

engage.portmoody.ca

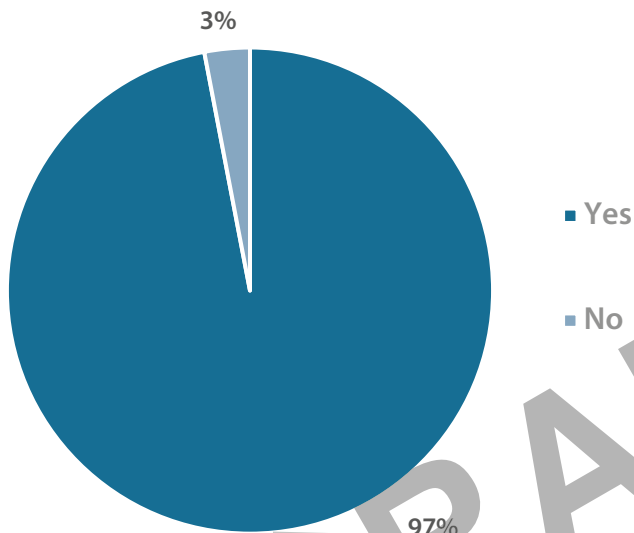
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WHO WE HEARD FROM

We asked demographic questions through the Engage Port Moody registration process to understand who we are engaging through City planning processes and initiatives. Results of these questions are summarized below for respondents to the MTP Climate Action Update survey.

Place of Residence (199 responses)

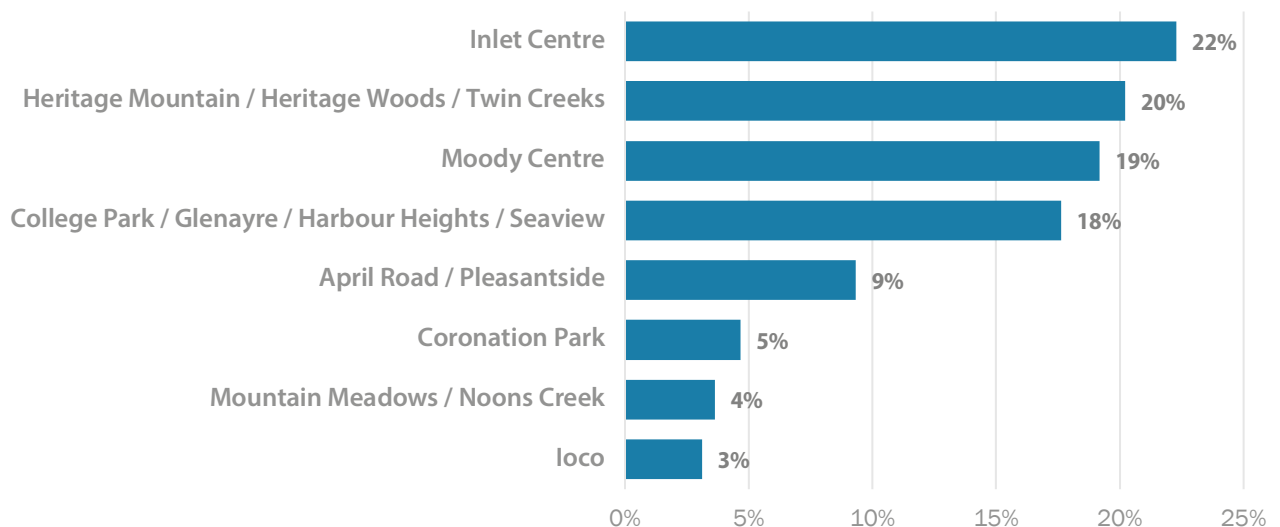
Are you a Port Moody resident?



Most survey respondents (97%) are Port Moody residents. Of these respondents, most live in Inlet Centre (22%), Heritage Mountain/Heritage Woods/Twin Creeks (20%), Moody Centre (19%), and College Park/Glenayre/Harbour Heights/Seaview (18%)

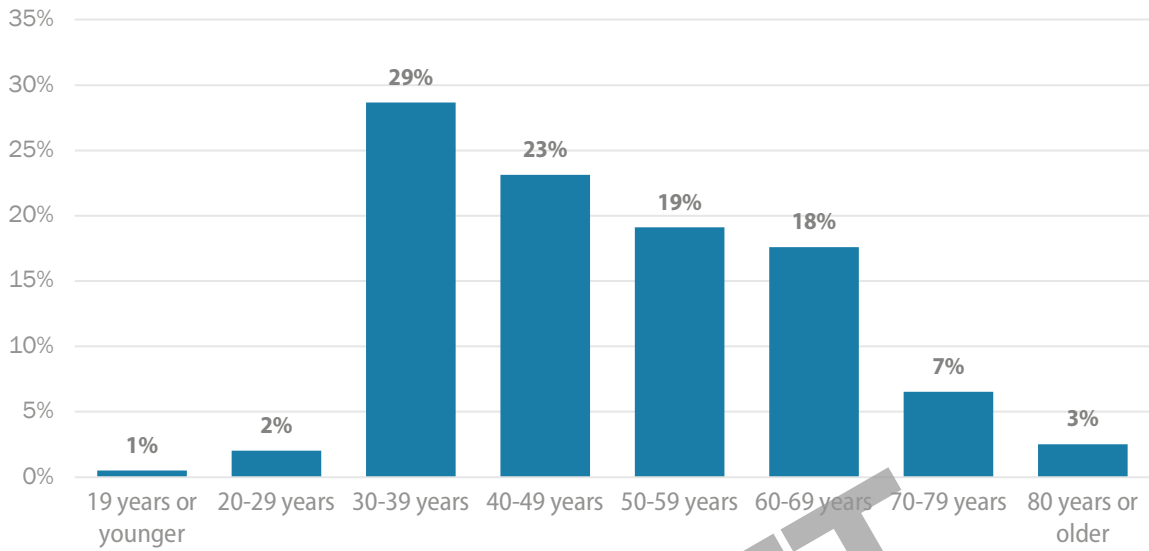
Neighbourhood Distribution (193 responses)

Which Port Moody neighbourhood do you live in?



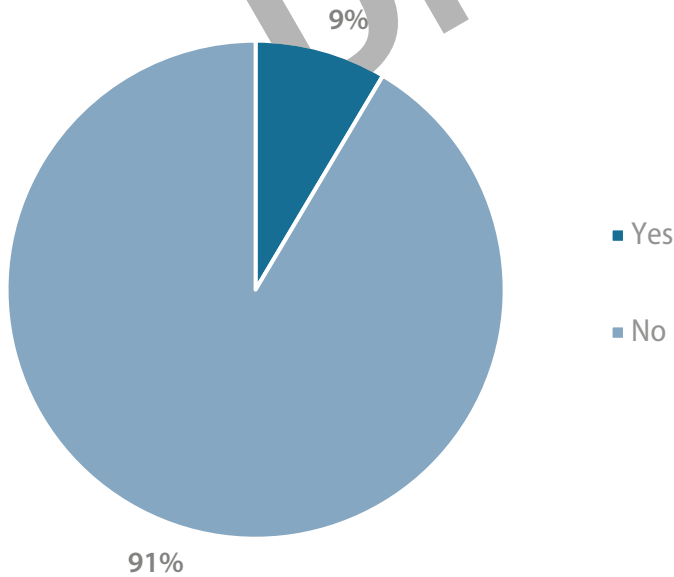
Age Distribution (199 responses)

What is your age?



Business Ownership (199 responses)

Do you 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. 3% are under the age of 30 and 1% are under the age of 19. 46% of respondents are 50 years or older, with 10% of respondents aged 70 or older.

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

WHAT WE HEARD

The following section outlines what we heard from the public survey in Phase 2. 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.

Big Move 1 – Smarter Parking Initiative

This proposed Big Move includes a combination of three specific parking initiatives:

- *Parking Maximums*: convert the minimum parking requirements to maximums for new developments outside of the transit-oriented areas, eliminating or minimizing the requirement for additional parking (Note: the BC Government recently passed Bill 47 Housing Statutes (Transit-Oriented Areas) Amendment Act, which has already eliminated minimum and maximum parking requirements within the transit-oriented areas).
- *Paid On-Street Parking**: implement paid on-street parking at the areas that have high parking occupancy and limited parking availability. This achieving about an 85% parking occupancy rate, meaning that at any given time one out of seven parking spots on a street block remains available for someone wishing to park at that location.
- *Recreation Parking Demand Management**: better manage parking demand at busy park and recreational areas around the city. Similar to the Paid On-Street Parking idea, this approach would focus on achieving the desired parking occupancy rate and desired parking turnover in parking lots that support recreational areas.

* In summer 2024, pay parking will be implemented at five locations where parking is in high demand, including Rocky Point Park, Esplanade Avenue, Murray Street, commercial area of Suter Brook Village, and Ungless Way. The goal of this pay parking program is to improve turnover of parking to increase availability for incoming users, and to encourage a shift toward more sustainable modes of transportation that help reduce traffic and emissions.

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

198 responses

Level of Satisfaction with Big Move 1



Responses to this question were mixed: 55% of survey respondents were satisfied or very satisfied with the Big Move, 36% were dissatisfied or very dissatisfied, and 9% were neutral or not sure.

Participants who chose “dissatisfied” or “very dissatisfied” were invited to share the reasons for their selection. Out of the 68 responses received, the most frequently mentioned reasons include:

- Accessibility needs and the reliance many Port Moody residents have on private vehicles given neighbourhood topography, distance of travel, number of families with children, etc., which makes using alternative travel modes a challenge for some (26 mentions).
- Potential financial burden of paid on-street parking and the added barrier it may create for people to access public parks and greenspaces (19 mentions).
- Opposition to the parking maximums initiative, expressing the view that the City should provide more parking to support further density, particularly in developments outside of the transit-oriented areas (18 mentions).
- Need for public transit improvements (i.e., increased frequency, efficiency, comfort, etc.) to enable residents to drive less often (5 mentions).



Big Move 2 – City-Wide Speed Reductions

This proposed Big Move would reduce posted speed limits on all local residential streets in Port Moody to 30 kilometres per hour (km/h). On a case-by-case basis, consider reducing posted speed limits on busier collector and arterial roads to 40 km/h or lower.

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

199 responses

Level of Satisfaction with Big Move 2



The level of satisfaction for this Big Move was split: 51% of survey respondents were very satisfied or satisfied, 43% were dissatisfied or very dissatisfied, and 7% were neutral or not sure.

Participants who chose “dissatisfied” or “very dissatisfied” were invited to share the reasons for their selection. Out of the 75 responses received, the most frequently mentioned reasons include:

- Concern for potential increased vehicle congestion and longer travel times caused by slower speeds. Participants expressed frustration with the existing vehicle congestion through parts of Port Moody, particularly during peak times, and the need for increased monitoring of speeds (30 mentions).
- Suggestions that the reduction of speed limits should not be city-wide, but in select areas determined on a case by case basis (e.g., in high pedestrian areas and on local neighbourhood streets instead of busier arterial roads) (13 mentions).
- Concern that this Big Move would have little impact on the City’s climate action targets and could lead to increased idling and GHG emissions (11 mentions).



Big Move 3 – Reallocation of Road Space

This proposed Big Move would reallocate a minimum of 10% of road space from vehicles to sustainable modes of travel, green infrastructure, or public spaces.

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

198 responses

Level of Satisfaction with Big Move 3



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

Participants who chose “dissatisfied” or “very dissatisfied” were invited to share the reasons for their selection. Out of the 75 responses received, the most frequently mentioned reasons include:

- Concern for potential increased congestion and that as the population and density increases, road space will be important to accommodate both Port Moody residents and regional vehicle travel (40 mentions).
- Minimal impact on mode shift, as residents will continue to rely on private vehicles and the existing transit and bike ridership is not enough to support road reallocation, specifically during the winter/rainy months (21 mentions).
- Need for more information and data collection to explore potential changes to specific roads (7 mentions).



Big Move 4 – Transit-Supportive Infrastructure

This proposed Big Move would provide additional overpasses across rail and Skytrain lines for walking and cycling near SkyTrain stations, and explore and implement transit priority measures along major road corridors like St. Johns Street.

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

198 responses

Level of Satisfaction with Big Move 4



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.

Participants who chose “dissatisfied” or “very dissatisfied” were invited to share the reasons for their selection. Out of the 23 responses received, the most frequently mentioned reasons include:

- Prioritization of vehicle travel and ensuring new infrastructure does not increase vehicle congestion (8 mentions).
- Concern for the potential 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

This proposed Big Move includes a combination of several smaller initiatives to promote sustainable transportation options, including:

- *E-Bike Purchase Incentives*: encourage e-bike ownership through financial support from the City
- *Transit Promotional Activities*: incorporate city-wide educational and promotional opportunities to encourage the use of transit as an alternative mode of transportation. This may include a media campaign, event, workshop, and or online public transit promotion.
- *School Travel Planning*: work closely with schools in Port Moody to develop school-specific information and promotions packages that would encourage students, parents, and teachers to make school trips with sustainable transportation modes. This would also include identifying infrastructure and safety improvements around schools.
- *Micromobility Options**: support micromobility options through regulatory updates and seek the introduction of shared micromobility providers in Port Moody. This would also include electric bikes, electric scooters, and car-sharing providers.

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*The City of Port Moody began participating in the provincially-led Electric Kick Scooter Pilot Project starting May 31, 2024.

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

199 responses

Level of Satisfaction with Big Move 5



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

Participants who chose “dissatisfied” or “very dissatisfied” were invited to share the reasons for their selection. Out of the 53 responses received, the most frequently mentioned reasons include:

- Opposition to e-bike purchase incentives (30 mentions). Participants were mostly concerned with tax dollars spent on financially incentivizing or subsidizing the use of e-bikes (20 mentions).
- Need for safe and separated cycling infrastructure to support all ages (7 mentions).
- Low potential for impact because of the dependence some residents have on private vehicles, including seniors, families, regional commuters, people with disabilities, etc. (11 mentions).



Key Messages & Considerations for Implementation

Summary of Feedback

Feedback received in Phase 2 engagement, along with technical information and advice provided by subject-matter experts, will inform the refinement of the proposed Big Moves before the recommended MTP Climate Action Update is presented to City Council for their review and endorsement.



Additional Reflections

Participants were asked to share any additional thoughts they have about the draft Big Moves that are intended to be included in the MTP Climate Action Update.

Out of 133 responses received, the themes heard most often (20 times or more) are summarized below.

- **Support for Expanded/Enhanced Pedestrian and Cycling Infrastructure (34 mentions)**
 - focus on safety through separated bike lanes
 - traffic calming through street design and pedestrian crossings, especially around schools
 - enhanced walkability with rain coverage at bus stops, tree canopies and pedestrian/cycling overpasses

- **Concerns Regarding Constraints to Private Vehicle Use (28 mentions)**
 - concern with vehicle congestion, including road improvements and noise impacts
 - reliance on vehicles, specifically for families, seniors, people with disabilities and residents who work outside of Port Moody
 - support for promotion of electric vehicles and charging stations

- **Support for Public Transit Improvements (21 mentions)**
 - support for increasing frequency, affordability and accessibility of public transit
 - regional coordination with TransLink and neighbouring municipalities to increase connectivity between transit routes
 - opportunities and incentives to support transit use, including multi-modal connections with active transportation and micromobility (e-bikes/e-scooters)

Response to Public Feedback

Based on the feedback received through engagement, the following chart summarizes what we heard on the proposed Big Moves and how it will be considered in the refinement and implementation of the MTP Climate Action Update. Note that only participants who chose ‘very dissatisfied’ or ‘dissatisfied’ as their level of satisfaction for a Big Move were asked to provide open-ended feedback.

WHAT WE HEARD	HOW THIS WILL BE CONSIDERED
<p>Accessibility and equity are key concerns for many participants. The reliance some residents have on private vehicles, particularly people with disabilities and older residents, is seen as vital and should be included when planning the future transportation network. This also includes financial accessibility and the potential burden that some strategies may place on low-income residents.</p>	<p>Prior to action planning and implementation of the MTP Climate Action Update, it will be important for staff to further engage and build relationships with communities that may be more vulnerable to transportation policy changes so they may better understand and mitigate any disproportionate impacts.</p>
<p>There were comments expressing concern that some Big Moves would have little impact on the City’s climate action targets and could potentially lead to increased idling, causing more GHG emissions.</p>	<p>Monitoring and evaluation will support the implementation of the Big Moves. Interim targets and measures of success will ensure our Big Moves are making a positive impact toward the City’s climate action goals.</p>
<p>There is general support for increased opportunities to cycle, walk and take transit. Participants expressed the need for improvements to the public transit system to better support residents in driving less. This means ensuring transit is frequent, affordable, reliable and well connected regionally.</p>	<p>Implementation of this Big Move will require increased coordination with TransLink to ensure significant improvements in transit operations and reliability citywide.</p>

<p>Although there is support for additional cycling and pedestrian infrastructure, increased vehicle congestion is a potential concern. Specifically in response to <i>Big Move 2, City-wide Speed Limit Reductions</i>, participants expressed that slower speeds could lead to more vehicle congestion and longer travel times.</p> <p>This includes suggestions for speed limit reductions in select areas, rather than citywide. There were also requests for more information and data collection to explore speed reductions on specific roads.</p>	<p>Implementing reduced speed limits is anticipated to have significant positive impact on community safety, including improved comfort for those using other modes of transportation. At slower driving speeds, urban traffic also typically flows more smoothly.</p> <p>This Big Move can be refined to reduce speed limits only on local, arterial roads. Staff will implement speed reduction strategically and assess roads where this initiative can have the largest impact.</p>
<p>Specifically in response to <i>Big Move 5, Promotion of Sustainable Transportation Options</i>, there is opposition to e-bike purchase incentives and concern with the City financially incentivizing or subsidizing the use of e-bikes with revenue received through taxes.</p>	<p>Planning for and providing for micromobility options (bicycles, e-bikes, e-scooters, shared bike fleets) for residents and visitors to Port Moody will help to reduce carbon emissions and provide riders with more options to travel around the municipality. The advent of high-performing e-bikes provides the opportunity to shift a significant number of vehicle trips that may otherwise be too far by conventional bikes. As the City has significant elevation change, e-bikes would make climbing hills much less physically demanding (a concern heard through public engagement).</p> <p>Costing for these initiatives will require further exploration and consultation with the development industry as Community Amenity Contributions will likely be the main funding source (not public taxes).</p> <p>Staff can explore refinements to this Big Move, including a focus on the promotion of a citywide bike share program and other micromobility options, instead of e-bike purchase incentives.</p>

