



City of Port Moody

Report/Recommendation to Council

Date: September 27, 2019
Submitted by: Councillor Steve Milani
Subject: Mitigating Challenges for St. Johns St. East Bound Traffic

Purpose

To address three major traffic issues impeding the east bound flow of traffic along St. Johns Street present during afternoon rush hour traffic.

Recommended Resolution(s)

THAT staff be directed to report back with possible solutions and associated costs to address and improve problem areas during afternoon eastbound rush hour on St. Johns Street as identified in the report dated September 27, 2019 from Councillor Steve Milani regarding Mitigating Challenges for St. Johns Street East Bound Traffic.

Background

The purpose of this report is to seek Council authorization to direct Staff to identify viable solutions for three longstanding traffic impediments on St. Johns Street evident during east bound rush hour traffic. A redesign of St. Johns Street is part of the Engineering Department's existing work plan supporting this initiative.

Discussion

Each year, traffic on St. Johns Street gets increasingly worse, diminishing the quality of life for many Port Moody residents. St. Johns Street currently moves approximately 14,750 vehicles per day eastbound; approximately 1576 vehicles per hour during peak times. Traffic on our main arterial thoroughfare has become so bad that residents have been heard referring to our city as Port Gridlock. The worst eastbound traffic along St. Johns Street occurs between Moody Street and loco Road (attachment 5). With 1887 new parking spaces currently approved for the George, Woodbridge, Parcel D, PC Urban, Porte and Forte projects, the time to act is now.

Three major obstructions have been identified along this route during the PM traffic time. Working from west to east, they are as follows:

- 1) The bus stop located in front of the Shoppers Drug Mart at 3215 St. Johns Street. Each time a bus stops at this location, all traffic in the right east bound lane ceases to flow. Moving the bus stop slightly east would remove it from the right lane allowing traffic to flow unobstructed. Alternatively, to achieve the same result, the bus stop could be moved to the right by narrowing the existing shoulder. *Refer to 'Bus Stop on St. Johns Street at Moray St. Street'.

- 2) The intersection at Dewdney Trunk Road and St. Johns Street. Vehicles travelling west on Dewdney Trunk Road, that turn right onto St. Johns Street and attempt to get into the double left hand turn lane to head north on Ioco Road must make their way across three lanes of traffic to reach the left turn lane. Not only is this a dangerous maneuver but when a vehicle doesn't manage to fully merge, it blocks the flow of traffic in the east bound lanes. A possible solution could be to reconfigure the traffic signal controlled intersection to include a right turn option from Dewdney Trunk Road onto St. Johns Street. *Refer to Dewdney Trunk Road & St. Johns Street photo.
- 3) The ultra-short double left hand turn lane on St. Johns Street onto Ioco Road. Since there is such a short transition into the double left hand turn lane, traffic in the left lane of St. Johns Street starts to back up as far back as Moray Street Combine that with the bus stop blocking the flow of traffic in the right lane and the result is a complete stand-still of traffic. *Refer to 'Double Left onto Ioco Road' photo.

Potential Safety Improvements:

In addition to the aforementioned obstructions are motor vehicle accidents which happen without notice. Improvements to these three key areas should help to reduce the amount of accidents which would in turn, improve safety for motorists, cyclists and pedestrians, and help to keep the traffic moving. ICBC records show that from 2013 to 2017 there were 514 motor vehicle accidents resulting in 210 casualties (deaths and injuries) from these three areas combined. Refer to 'ICBC Crash Data' sheet (attachment 2) for more details. In Section 2.3 on page 15 of the current Master Transportation Plan, Target 3 is: Reduce Traffic-Related Injuries and Fatalities.

Potential Health Benefits:

Spending less time in traffic benefits both our mental and physical health.

In her Masters Thesis entitled 'An exploration of the effects of roads and traffic on mental health in Auckland, New Zealand'

(<https://pdfs.semanticscholar.org/3312/85b76766612dc8c4032ec72de4a9e39990f6.pdf>) author Kirsten Curry states, 'Roads and traffic have been associated with reduced mental wellbeing as they are a source of stress for individuals and are disruptive to daily activities; partially a result of the air and noise pollution produced.' Compare that to how you feel when traffic is flowing freely and you know you'll reach your planned destination on time.

According to the Government of Canada's webpage on 'Road traffic and air pollution' when engines burn (gasoline or diesel), air pollutants that can effect your physical health are emitted such as nitrogen oxides, carbon monoxide as well as other fine, particulate matters and compounds. (<https://www.canada.ca/en/health-canada/services/air-quality/road-traffic-air-pollution.html>)

Potential Environmental Benefits:

According to the Government of Canada's webpage on 'Emission impacts resulting from vehicle idling', 'an operating vehicle emits a range of gases from its tailpipe into the atmosphere, one of which is carbon dioxide CO₂ – the principal greenhouse gas that contributes to climate change.' Since vehicles are kept running longer when the traffic stops flowing, removing traffic obstructions plays an important role in lowering greenhouse gas emissions.

(<https://www.nrcan.gc.ca/energy/efficiency/communities-infrastructure/transportation/cars-light-trucks/idling/4415>)

Other Option(s)

THAT the report dated September 25, 2019 from Councillor Steve Milani regarding Mitigating Challenges for St. Johns St. East Bound Traffic be received for information.

Financial Implications

There are no financial implications associated with this report as Staff time can be accommodated within the budget allotted for the St. Johns Street redesign.

Communications and Civic Engagement Initiatives

There are no communications or civic engagement initiatives.

Council Strategic Plan Objectives

Improving traffic flow and mobility within the City aligns with Council Strategic Plan objective of Community Evolution – Reduce the impacts of through traffic. 2) Master Transportation Plan – Priority: Short Term Projects (0-5 Years) Direction Supported (Moving People & Goods) – Intersection Upgrades – St. Johns St. at Moray St. and Street Upgrade – St. Johns St. redesign.

Attachment(s)

1. New Traffic Coming Soon
2. Port Moody 2013-2017 ICBC Crash Data
3. Dewdney and Ioco Photos
4. Bus Stop Photos
5. AM/PM Traffic Time

Report Author

Steve Milani, Councillor