



City of Port Moody

Minutes

Transportation Committee

Minutes of the meeting of the Transportation Committee held on Wednesday, September 16, 2020 via Zoom.

Present

Councillor Steve Milani, Chair
Councillor Hunter Madsen, Vice-Chair
Jim Atkinson
Yolanda Broderick (joined at 7:01pm)
James Clarke
Darren Hailes
Andrew Hartline (joined at 7:20pm)
Norbert Haunerland
Lori Holdenried
Scott Kirkpatrick (joined at 7:01pm)
Jeff McLellan
Nash Milani
Kathleen Nadalin
Emma Owen

Absent

Tim Barton

In Attendance

Stephen Judd – Manager of Infrastructure Engineering Services
Philip Lo – Committee Coordinator
Jeff Moi – General Manager of Engineering and Operations
Brian Wong – Constable, Port Moody Police Department

1. Call to Order

Call to Order

- 1.1 The Chair called the meeting to order at 7:00pm.

2. Adoption of Minutes

Minutes

- 2.1 TC20/023
Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, July 22, 2020 be adopted.

3. Unfinished Business

4. New Business

Regional Parks Traffic and Parking Lot Discussion

4.1 Jeff Moi, General Manager of Engineering and Operations

Staff gave a presentation on regional parks traffic, noting the following:

- regional traffic for Belcarra, White Pine Beach, and Buntzen Lake has been a historical concern in Port Moody, resulting in traffic and parking issues on loco Road, Aspenwood Drive, and Bedwell Bay Road;
- these issues have been amplified by COVID-19 and hot weather, as there has been increased park use during this time despite closures and reduced capacity at some parks;
- prior to COVID-19, regional staff met annually to address these issues;
- actions included using messaging signs, encouraging transit use, and removing parking on Bedwell Bay Road; however, park users continued to park illegally;
- during COVID-19, 196 temporary signs with delineators and messaging signs were placed on Bedwell Bay Road for full parking ban;
- a temporary tow yard was set up to quickly remove cars on Bedwell Bay Road;
- the parking ban is indefinite, and staff will re-examine conditions; and
- future options for Bedwell Bay Road could include alternative configurations for the road if parking ban continues.

The Committee noted the following in discussion:

- signage that allows for real time remote updating at all parks on real time basis is important;
- BC Hydro should enforce Buntzen Lake's operating hours;
- the east side of Bedwell Bay Road should have jersey barriers to separate pedestrians and cyclists from vehicle traffic;
- alternatives to driving should be available, especially during peak demand times;
- in Banff, there is an app and website which provides information on parking conditions;
- people who are en route by car will continue to drive there if they are committed to it, and if parking conditions information is not available;
- promote the bus routes, and consider the provision of a charter bus service, such as the successful bus service in Banff;
- Anmore physically barricaded parts of Sunnyside Road, resulting in a bad traffic situation, especially with the lack of turnaround area; consider providing more vehicle turnaround areas;

- the goal should not be to accommodate more people and traffic, as there was a lack of social distancing; blocking parking was a good idea;
- removal of bike trails resulting in increased parking capacity, including overflow parking, which should not happen;
- a potential extension of the BC Parks pass system to Belcarra parks could provide more predictability and could help resolve the issues;
- a long term solution is to provide a safe cycling route, especially with more people using e-bikes;
- information gathering from user groups should take place; user group and residents should be sought to provide input on key issues;
- the three types of users are: hikers, picnickers, and cyclists, but most users are beach users, and there are frustrations from other user groups who cannot access trails;
- White Pine Beach and Sasamat Lake are Metro Vancouver parks; Metro Vancouver is not solving the problems, and causing problems for the City;
- this is a parks and recreation issue, and not an action item for the City nor Engineering; and
- look to what can be done with regional partners to address the issues.

Constable Wong noted that even with the barriers, some people may have felt that receiving a ticket was worth parking illegally.

Regarding potential cycling routes, staff noted the following:

- the Master Transportation Plan prioritizes bike routes near transit services; and this area is far from where people typically cycle in the City;
- if parking is permanently removed from Bedwell Bay Road, there could be an opportunity for a separated bike lane; and
- Metro Vancouver is working on a regional greenways plan, and this is an area that they have identified for improvement; there could be an opportunity for the City to partner with them.

TC20/024

Moved, seconded, and CARRIED

THAT the Transportation Committee recommends undertaking a study to review potential long term improvements for Bedwell Bay Road to improve active transportation, parking, and traffic safety concerns.

(Voting against: James Clarke)

Alderside Road and Bentley Road Traffic Concerns

4.2 Stephen Judd, Manager of Infrastructure Engineering Services

Attachments:

- a) Email, Colin Burton, Challenges and Solutions; Untenable Situation on Residential Streets Near Busy Parks, dated July 18, 2020
- b) Email, Daphne Herberts, Accessibility, Adaptation and Enforcement, dated July 21, 2020

File: 01-0360-20-06-01

Staff gave a presentation on Alderside Road and Bentley Road traffic concerns, noting the following:

- residents' concerns include parking, accessibility, safety, and compliance with No Parking zones;
- some issues can be resolved through Bylaw enforcement;
- during COVID-19, there was significant non-local traffic parked at Old Orchard parking lot to access outdoor amenities, which created a number of issues;
- the goal is to improve pedestrian safety and safety for those accessing Alderside Road;
- one initial action taken was to restrict public access with barriers to promote a temporary slow zone; to create pinch points on local roads so drivers slow down and read the signs, and understands that they are entering a shared facility between pedestrians, cyclists, and vehicles;
- one initial challenge was that the approach from loco Road was too short; drivers bypassed the barrier and diverged into oncoming traffic; the barrier was moved barrier further down the road as a result;
- residents suggested that these measures were confusing and that they decreased pedestrian safety, the barriers were removed after the long weekend;
- additional accessibility stalls are proposed for Alderside Road and at Old Orchard Hall;
- one access road going down to the beach for service vehicles led to confusion about whether public access was permitted; a new sign will be installed with more clarification;
- regarding non-compliance with stop sign at train tracks; staff can contact CP rail for options to improve signage in area, such as replacing existing stop signs with newer and more effective signs;
- pylons were added on the side of Alderside Road to retain a walking lane to improve access between the parking lot and Shoreline Trail;
- staff will look at longer-term solutions;
- a proposed future Master Transportation Plan (MTP) bikeway for Alderside Road would convert the road into a one-way eastbound travel lane exiting at Old Orchard Hall only;

- the proposed multi-use path (MUP) would allow bi-directional pedestrian and cycling traffic on Alderside while avoiding conflicts with vehicular traffic;
- there is currently no capital plan for Alderside Road; the proposed bikeway is in the MTP as a bike facility; and
- staff is seeking early high-level feedback on the proposal.

In response to questions from the Committee, staff noted the following:

- there have been no safety incidents on Alderside Road this summer, only complaints about traffic and vehicular behavior;
- the City monitored traffic on the road, and counted more pedestrians and cyclists than vehicles;
- the proposal is currently in the conceptual stage, and there is no detailed design yet; and
- the concept of a one-way road system was raised by staff and not from residents.

The Committee noted the following in discussion:

- use messaging to promote walking rather than driving;
- engage residents to ensure that they support the plan, as there could be opposition to this plan from residents; community outreach should be a big component of this plan;
- a multi-use pathway and one way is good use of space; could be seamless and eliminate conflict, and could also reduce local speeding;
- consider using solar-powered, flashing stop signs as used in other parks, with considerations for potential light pollution;
- ensure that there is sufficient room for vehicles to access their driveways;
- it may be safer for cyclists on Alderside Road if they can have access to the entirety of north side of the road;
- traffic calming measures should be considered before a multi-use path; work with residents, consider narrowing the road in spots;
- an alternative to eliminate on-street parking could be proposed, to ensure that residents refrain from discounting the MUP idea;
- bi-directional cycling infrastructure is safest on one-way street traffic; and
- some Committee members noted that there are more important priorities in the City and questioned the need for a separated MUP at this location, and suggested to keep the road as is;

THAT the Transportation Committee support staff reporting back with conceptual options for longer term improvements to Alderside to assist with parking, traffic, and active transportation concerns.

(Voting against: Jeff McLellan and Darren Hailes)

Accessibility Issues in Walking and Transit Follow-Up

4.3 Jeff Moi, General Manager of Engineering and Operations

Staff gave a presentation which reviewed concerns regarding traffic islands, crosswalks, and lighting concerns at specific locations discussed at the Committee's June meeting, and provided comments and proposed actions where recommended for these locations. Staff also noted the following:

- staff will be looking into disability awareness training; and
- placement of crosswalks follow Transportation Association of Canada (TAC) guidelines and design best practices to provide optimal sightlines and vehicle clearance.

The Committee noted the following in discussion:

- the southwest corner of Guildford Way and Pinetree Way is an example of what could be implemented at the southwest corner of loco Road and Murray Streets, at corner of Suter Brook, as it is a good safety improvement for pedestrians; and
- staff should remain focused on accessibility and mobility concerns.

5. Information

Chineside Traffic Concerns – Update

5.1 Staff provided the following updates:

- the Moray Street paint plan is halfway completed;
- there will be a separated uphill bike lane; and
- staff will be monitoring and collecting data, and reporting back to the Committee at a following meeting with the data.

The Committee noted the following in discussion:

- several Committee members noted that they considered the concerns on this road and support staff's recommendations; there are no further improvements to be considered for the road at this time;
- concerns about intersections and crossings safety should be heard and addressed; and

- it is often driver inattention that results in pedestrians being struck in crosswalks.

Staff noted the following:

- the City has internal policies for new crosswalks, and follows national and provincial guidelines for pedestrian crosswalks; and
- ICBC has allocated funds to the City for the improvement of improve intersections; St. Johns and Moray Street is one intersection considered for improvements; signal and lighting improvements being considered.

COVID-19 Discussion – Update

5.2 Attachment: Email, David Ritcey, Slow Streets – Council Agenda Item 5.13, dated July 27, 2020
File: 01-0360-20-06-01

Staff provided the following updates:

St. George Street

- temporary slow zones will be implemented on St. George St;
- barricades will be placed to close the street to incoming traffic, except for local traffic;
- this will provide more space for cycling and walking;
- staff will monitor the slow zones until 2021 and will consider any long term changes at that time.

TC20/026

Moved, seconded, and CARRIED

THAT the meeting be extended by 30 minutes.

Spring Street

- a one-way traffic pilot will be implemented in the week of Sept. 28, taking around one-week to install barricades and signage, including “Do not enter” signs;
- there is a safety and livability concern as the road was not designed for the volume of traffic being observed; and
- restrictions on turning and access should reduce volumes to the originally intended traffic volume;

The Committee noted the following in discussion:

- the City should work with all stakeholders, including School District 43 and School Trustees to ensure that everyone is onboard with the plan;
- there was a request to make an exception for cyclists to be permitted to continue eastbound on Spring street across Moody Street, or to make a left turn at Moody Street;

- concerns were expressed that this may cause additional and overflow traffic on St. Andrews and St. George Streets;
- this could be good long term solution; however enforcement should be strict.

**ICBC Fall 2020
Distracted Driving
Campaign**

5.3 Attachment: ICBC and Police Ask Drivers to Leave Their
Phone Alone
File: 01-0360-20-06-01

6. Adjournment

6.1 The Chair adjourned the meeting at 9:32pm.



Councillor Steve Milani,
Chair



Philip Lo,
Committee Coordinator