



CHAPTER 13: TRANSPORTATION

13.1 CONTEXT

An effective transportation system is critical to the livability of a community. Most residents realize this on a daily basis as traffic congestion is frequently ranked in public opinion surveys as the number one problem in the Lower Mainland. Our travel patterns play a critically important role in this problem. Over half of Lower Mainland residents commute by automobile every day in which the driver is the only occupant. The challenge becomes one of providing and promoting convenient and more sustainable alternatives to replace this traditional form of transportation.

This chapter outlines Port Moody's modes of transportation, considerations for future direction and transportation policies for the City.

13.2 ROAD NETWORK

Port Moody's road classification system is an orderly grouping of roads into systems according to the type of service they provide to the public. The classification establishes a hierarchy of roads that provides for the gradation in function from access to mobility based on the Transportation Association of Canada (TAC) criteria. The system is composed of the following:

Local Roads: provide everyday access to individual properties, generally carrying between 1,000 and 3,000 vehicles per day for residential and industrial/commercial uses respectively. Most of the roads in Port Moody fall into this category.

Collector Roads: provide links between groups of local roads and transfer traffic to municipal arteries. Collector roads are not intended for the use of non-local and commuter through traffic. They usually move from 1,000 to 8,000 vehicles a day in residential areas and 3,000 to 12,000 vehicles per day in industrial/commercial areas. Examples of these are: Noons Creek Drive, Forest Park Way, Ravine Drive, and College Park Way.

Municipal Arterial Roads: provide for through movement of City traffic. Examples include Heritage Mountain Boulevard, David Avenue and Ungless Way. Arterial roads generally carry from 5,000 to 30,000 vehicles per day and have limited private access.

Major Road Network (MRN) Routes: link major areas of the community and region. This classification of roadway plays a significant role in providing mobility and connectivity at the regional level. While these major roads are owned and operated by the respective municipalities, they are governed by the South Coast B.C. Transportation Authority (TransLink) who also provides funding for operations, maintenance and rehabilitation of the MRN and shares in the cost of eligible capital improvements. Barnet Highway, Clarke Road, St. Johns Street, Ioco Road, Murray Street, First Avenue and Guildford Way, serve as major regional/provincial transportation arteries.

The City's current and proposed major roads are shown on Map 4.

Two major transportation improvements have directly affected Port Moody. One is the Barnet/Hastings People Mover Project completed in September, 1996 and includes one general purpose and one High Occupancy Vehicle (HOV) lane in the westbound direction. A before and after study by the Ministry of Transportation and Highways indicated a 24% decrease in travel time using the general purpose lane and a 36% reduction in travel time using the HOV lane compared to the travel time prior to the upgrade. The HOV lane allowed increased travel speeds of up to an additional 20 kph compared to the Barnet Highway before the upgrade.

New sections of David Avenue and Heritage Mountain Boulevard completed in 2003 and the widening of Ioco Road between Barnet Highway and Murray Street in 2008 have also provided improved access into the Heritage Mountain and Heritage Woods areas, as well as neighbouring municipalities such as Anmore, Belcarra, and Coquitlam.

13.3 TRANSIT AND FUTURE ROAD IMPROVEMENTS

WEST COAST EXPRESS COMMUTER RAIL

A major transportation improvement in Port Moody was the West Coast Express Commuter Rail which started operations in November 1995. This commuter rail service connects Mission, Maple Ridge, Pitt Meadows, Port Coquitlam, Coquitlam, Port Moody and downtown Vancouver at peak travel periods. The West Coast Express operates five trains inbound to downtown Vancouver in the morning peak period and five trains outbound during the afternoon peak period.

Ridership levels on the West Coast Express have steadily climbed with an overall 40% increase from 1998 to 2011. TransLink statistics (2011) indicate that approximately 11,000 people aboard the West Coast Express weekly, 3,000 of which board at the Port Moody Station, the majority of those riders being local residents.

MURRAY-CLARKE CORRIDOR VISION

In late 2012, the City hosted a Stakeholder Consultation to discuss the future vision of Murray Street. Visioning Boards and other materials identified key principles to consider for the vision of the Murray-Clarke corridor, and design concepts for roadway use and function. The Murray-Clarke Corridor links Barnet Highway in the west to Coquitlam. This corridor forms an important part of the City's road network. Recent stakeholder discussions, and the planned Evergreen SkyTrain Line through Port Moody, have produced alternate concepts for traffic routing and alleviation. Several key considerations were raised at the 2012 consultation, including establishing Port Moody as a destination point, reconsidering St. Johns Street or alternate route as a connector, enhancing Murray-Clarke in terms of users and waterfront amenity, north-south connections, and consideration of existing industry.

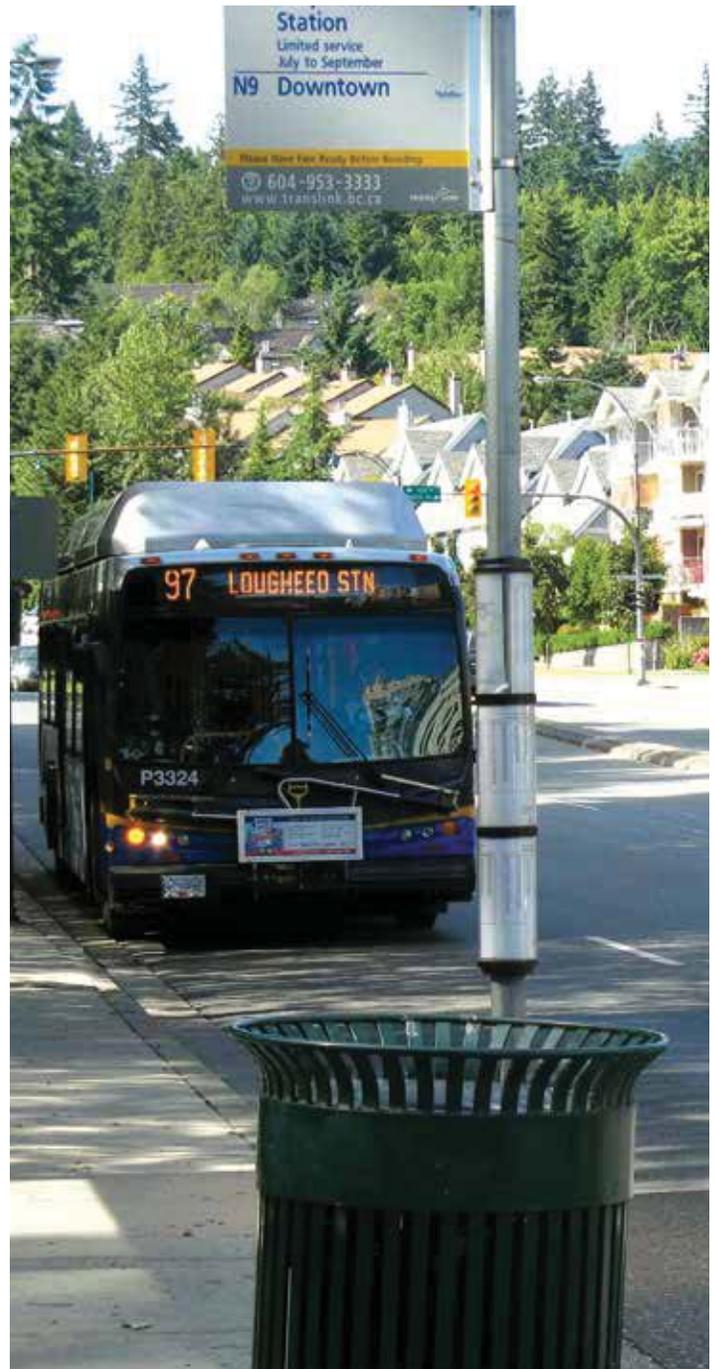
The Murray-Clarke Corridor enhancements and the Evergreen SkyTrain Line are critical to support the existing high density residential and commercial development within Inlet Centre and to support future redevelopment in other parts of the City.

EVERGREEN SKYTRAIN LINE

Plans are underway for the northwest alignment of the Evergreen SkyTrain Line through Port Moody with an operation date projected for 2016. Two SkyTrain stations have been confirmed within the City, one being the Moody Central Station, located adjacent to the current West Coast Express Station, and the second below the overpass at Barnet Highway and Ioco Road.

13.4 WATER TRANSPORT

At present, water transport is used only for the shipment of goods to and from Port Moody. The possibility of using water transport as an alternative form of travel for commuters to



downtown Vancouver and North Vancouver has been raised in the past and offers interesting possibilities.

13.5 PUBLIC TRANSIT OPPORTUNITIES

At present, Port Moody residents have two limited public commuter transportation options available to them. The first being regional bus services provided by TransLink which provides service to some of the City's neighbourhoods and the West Coast Express, a fixed rail commuter train, which provides transportation to and from downtown Vancouver at peak travel periods. Map 5 identifies and locates these public transit options, as well as the future Evergreen SkyTrain Line.

Port Moody residents, as part of the public process associated with the previous review of this OCP, indicated a need for more frequent bus and rail service, more bus routes and increased parking for West Coast Express users. The City will continue to encourage TransLink to upgrade service to Port Moody's neighbourhoods.

13.6 PEDESTRIAN AND BICYCLE ROUTES

Pedestrian routes in the City vary from paved sidewalks to non-paved (natural) walking trails. Bicycle routes within the City generally utilize the existing roadway system. Notable exceptions to this are the Shoreline Park, David Avenue, and Forest Park Way bicycle pathways. Public feedback received during the past OCP update indicated very strong support for better pedestrian and bike access in the City.

The Master Cycling Plan, currently under review, and the future Livable Streets Plan will advocate support for improved connections to amenities and frequent transit. The pedestrian and bicycle routes outlined on Maps 6 and 7 and in the City's Master Transportation Plan and future Master Cycling Plan should be consulted when developing new pedestrian and bicycle routes.

13.7 CONSIDERATIONS FOR FUTURE DIRECTIONS

13.7.1 REGIONAL THROUGH TRAFFIC

Port Moody is both an integral part of, and dependent upon, the regional traffic and transportation system, and thus, the region's congestion and pollution problems are local problems as well. This requires careful consideration, particularly due to jurisdictional realities and the trade-off between what is good for Port Moody and what is good for the region. For example, local interest in limiting the large volume of commuter traffic on St. Johns Street may become a regional concern given that approximately 50,000 vehicles pass through Port Moody daily on this major east-west arterial. These interrelationships highlight the importance of coordinating with neighbouring communities to create regional transportation plans. Similarly, instituting increased transit to help Port Moody will depend upon the development of solutions for the whole region, which has the resources to fund other creative alternatives to the automobile.

This OCP recognizes the need to reduce negative impacts of non-local traffic passing through the City both on main roads and side street. Several key transportation improvements the City will pursue to mitigate traffic problems include the implementation of:

- the Evergreen SkyTrain Line between Lougheed Town Centre and Coquitlam Centre with two planned stations (Moody Centre Station and Inlet Centre Station) in Port Moody;
- improvements to the intersection of Barnet Highway and loco Road including the upgrade of the existing CP Rail bridge overpass;



- improvements to the road network to accommodate increasing traffic to recreational facilities such as Buntzen Lake and Belcarra Regional Park, which includes a proposed westerly extension of David Avenue west of Heritage Mountain Boulevard; and
- safety improvements to loco Road between First Ave and Maude Road.

13.7.2 LIVABLE NEIGHBOURHOODS

Livable neighbourhoods are important to the residents of Port Moody and, as an additional mechanism to ensure all new developments are designed to achieve such a standard, the City plans to develop a Livable Streets Plan. The Livable Streets Plan will provide guidelines for new development within Moody Centre, including concepts and strategies required to successfully achieve great streets. The benefits of incorporating livable streets include creating stronger local economies, inviting places, improved safety, better access and healthier cities. Key considerations in establishing this plan include access and linkages, uses and activities, comfort and image, and sociability.

Traffic calming measures also need to be considered in existing and proposed residential neighbourhoods when deemed necessary to mitigate traffic impacts on residential streets. In addition, arterial and collector routes should maintain their classification capacity to mitigate congestion and discourage traffic rat-running through local residential neighbourhoods. Reducing the number of residential driveways on arterial and collector corridors is also an important goal to enhance mobility and road safety. In addition, growth should be encouraged in the form of complete communities that reduce the need for vehicle trips and facilitate alternative transportation modes. Wider sidewalks should be mandated, allowing for increased public access, pedestrian traffic and vibrant streets.

13.7.3 ALTERNATIVE TRANSPORTATION MODES

Metro Vancouver's new Regional Growth Strategy: Metro Vancouver 2040 Shaping Our Future, was adopted in 2011 (formerly the Livable Region Strategic Plan) after being unanimously accepted by all local governments in the region. The Regional Growth Strategy looks out to 2040 and provides a framework on how to accommodate the over 1 million people and 600,000 new jobs that are expected to come to Metro Vancouver in the next 30 years. The policies within the strategy focus on increasing transportation choices, encouraging the use of public transit and discouraging the dependence on single occupant automobile travel by placing priority on alternative modes of transportation. Taking this into consideration, this OCP's focus includes policies to reduce the use of the automobile, and thereby reducing congestion and pollution, by:

- encouraging transit oriented development to support future rapid transit and gain additional frequent bus service to the City's neighbourhoods;
- encouraging the provision of pedestrian connections and bicycle facilities in new developments providing linkages with existing neighbourhoods;
- continuing to cluster high density residential areas and employment/commercial activities in Inlet Centre;
- encouraging higher density mixed commercial and residential development within Moody Centre particularly in proximity to the proposed Moody Central SkyTrain station; and
- encouraging intensification of industrial, commercial and institutional uses to create a better balance between jobs in Port Moody and the resident labour force.

13.7.4 MASTER TRANSPORTATION PLAN

In 2005 Council endorsed the City of Port Moody Master Transportation Plan (MTP). The MTP was prepared to address concerns about traffic congestion and the need for transit, bicycle and pedestrian facilities to promote transportation choices. The MTP recognized that transportation is both a local and regional issue and recommended a medium and long term capital improvement program for the City. The MTP prioritized transportation strategies to maintain or improve the mobility of travellers in Port Moody. The objectives of the Master Transportation Plan are to:

- identify improvements to the existing network to facilitate the safe and efficient movement of people and goods within the context of this Official Community Plan, Metro Vancouver's Regional Growth Strategy and the Transport 2021 Plan;
- provide alternate transportation opportunities;

- identify suitable Intelligent Transportation System measures to optimize the existing road network; and
- mitigate the negative impacts of non-local traffic on the community.

TRANSPORTATION POLICIES

1. The City will address the needs of its residents to move about the community safely through a number of means, including a system of streets and lanes, sidewalks, commuter and recreational bicycle paths, walking and hiking trails, and the associated parking areas and other facilities. Sidewalks shall be wheelchair accessible and free of obstructions so as to facilitate the movement of all pedestrians regardless of physical ability.
2. The City supports efforts to reduce automobile use, and to this end will encourage the use of public transit and the development of non-automobile and alternative transportation systems. While additional frequent transit services to Port Moody's neighbourhoods are now in operation, more services may be requested from TransLink including shuttle buses in coordination with the expansion of the City's cycling and pedestrian network.
3. The City will require in all new developments the provision of pedestrian connections, bicycle facilities and associated elements that are universally accessible to all persons.
4. The City road network shall be developed in conformity with the routes identified on Map 4 (Road Network). The City will update its transportation plan for a range of transportation modes including movement of vehicles, regional transit systems, local transit (e.g. improved transit to the north shore), pedestrians, bicycles (both recreational and commuter) and goods movement.
5. The City supports the use of sustainable and safe transportation solutions to reduce air emissions, energy use and life cycle costs.
6. The City will work with provincial and regional agencies and neighbouring municipalities with implementation of the Evergreen Rapid Transit Project to meet the region's transportation needs and to mitigate adverse impact on local residents, the natural environment and heritage resources.
7. The City will explore options for additional north-south vehicular connections over the CPR right of way to accommodate future growth.
8. The City will encourage provincial and regional agencies to expand West Coast Express service.



9. The City will encourage provincial and regional agencies to fund construction of the westerly extension of David Avenue (East-West Connector) through to Belcarra Regional Park, west of Heritage Mountain Boulevard, to reduce traffic on Ioco Road.
10. The City supports the provision of high quality bus shelters and transit related amenities by provincial and regional agencies developed and located in a manner consistent with Port Moody's unique neighbourhoods and integrated with the cycling and pedestrian network.
11. The City will work with regional agencies and neighbouring municipalities to upgrade the intersection of Barnet Highway and Ioco Road including the upgrade of the existing CP Rail overpass.
12. As a long term transportation alternative, the City supports the development of water-based transit connecting Port Moody to areas such as Belcarra, Deep Cove, and downtown Vancouver.
13. New residential development shall be designed with consideration given towards the provision of transit opportunities by ensuring direct pedestrian and cyclist access to transit stops.
14. The City shall continue to strive for universal accessibility for all Port Moody residents including the use of curb letdowns and curb standards accessible by wheelchairs.
15. The City will explore traffic calming measures in residential neighbourhoods when deemed necessary in an attempt to mitigate traffic impacts on local streets.
16. The non-vehicular movement of people in Moody Centre will be encouraged by creating improved pedestrian connections, accessible pedestrian friendly streets, space for cyclists and wider sidewalks.
17. The City shall reduce the number of driveways on arterial and collector corridors such as Ioco Road and St. Johns St. to improve road safety and mobility.
18. The City will leverage transportation funding from developers and senior government agencies.
19. The City will consider reducing parking requirements for developments in close proximity to transit nodes to encourage reduced vehicle usage. Alternatives to parking provision will be explored including the possibility of a cash-in-lieu parking program to support local pedestrian and cycling related improvements and potential centralized parking facilities.

20. Where possible, on-site parking should be provided below grade in order to increase land use efficiency, increase walkability in neighbourhood centres, and encourage the use of alternative modes of transportation. Exposed surface parking is discouraged.
21. Integrated traffic calming measures should be considered in the design of local and collector streets when proposed with new developments.
22. The City will work with other organizations, including schools, federal and provincial programs, ICBC, and advocacy groups to encourage and facilitate alternative modes of transportation and improve traffic safety.
23. The City will encourage higher density mixed use development near neighbourhood centres and transit nodes in order to reduce additional traffic impact on existing corridors and support rapid transit.
24. The City will consider initiatives to promote alternative transportation options among staff including preferential parking for carpooling and the use of city-owned vehicles, transit or bicycles for civic-related activities.
25. In consideration of an aging population, the City will consider increasing the size of street name signs for motorists as well as improved wayfinding for pedestrians, and enhance the traffic signal system to accommodate visual impairments and decreased mobility.
26. The City will encourage the provision of electric vehicle charging stations as part of new development.
27. The City will review the use of on-street parking in Moody Centre and consider methods to encourage parking turnover in commercial areas and efficient use of on-street parking as appropriate.
28. The city will encourage the provision of car share programs and dedicated parking for car shares in new developments and other areas throughout the community.

PEDESTRIAN AND BIKE ROUTE POLICIES

29. The City will develop a Livable Streets plan to identify detailed streetscape design for distinct areas within Moody Centre.
30. The City will consider improving pedestrian and cyclist facilities as a part of all development projects and road related capital projects in keeping with the Pedestrian and Bicycle Routes identified on Maps 6 and 7 and included in the City's Master Transportation Plan and future Master Cycling Plan.
31. An integrated walkway network shall be developed linking all areas of the City and providing pedestrian connections, where possible, to adjacent communities and rapid transit stations.
32. An integrated bicycle route system, connecting with adjacent communities, shall be developed throughout the City for recreational and commuter cyclists based on the future Master Cycling Plan, and the routes identified on Map 6.
33. Opportunities for upgrading the Moody Street overpass to allow increased space for pedestrian traffic will be pursued.
34. Opportunities to improve north-south pedestrian linkages between Moody Centre and the waterfront along Queens, Kyle, Moody, and Williams Streets will be pursued through rights-of-way acquisition, "greening" of streets as appropriate and pedestrian crossings over the railway, where feasible.
35. The City will pursue shared, separated or off-road bike lanes along Murray Street, east of Moody Street and Guildford Way to integrate with bicycle facilities in Coquitlam.
36. Opportunities to increase the safety of on-road cycling routes and the provision of end-of-trip facilities will be pursued as part of new development in an effort to encourage the use of bicycles for commuting.
37. The City's pedestrian and bicycle route system shall be developed in accordance with the general guidelines and recommendations of the Master Transportation Plan, the future Master Cycling Plan and the Transportation Association of Canada (TAC) guidelines.
38. As part of the proposed bike route system, the City will encourage better links with transit stations to support "bike and ride" trips including the provision of end-of-trip facilities.
39. The installation of additional marked or signalized pedestrian crossings on arterial streets will be considered to improve key pedestrian and cyclist connections.