

Transportation and Mobility

Transportation choices are influenced by how we plan and build our community. Transportation is currently the dominant source of energy use and greenhouse gas (GHG) emissions in Port Moody. Developing a complete, connected, and compact community to enable easy access to daily needs is key to reducing these emissions. Related co-benefits include better air quality, reduced traffic and congestion, reduced energy usage, and improved community health and well-being.

Transportation and mobility in Port Moody is expected to be impacted by climate change in the following ways:

- warmer winters and less frost may improve road safety and increase opportunities to walk or cycle during these times of year;
- increased precipitation may cause temporary flooding of roads and transit assets and the potential failure of drainage infrastructure leading to the loss of road infrastructure;
- warmer temperatures, including increasing instances of heat waves, may affect the health and comfort of active modes of transportation and transit users; and
- sea level rise and flooding may impact some transportation infrastructure.

Transportation options that are low in emissions but also reliable will ensure Port Moody's resiliency to climate change impacts including safety and continuation of service. While a transition to more sustainable transportation options has occurred in recent years, the OCP supports a greater shift to lower emission trips including non-vehicular modes, transit and zero emission vehicles. Appropriate infrastructure investments and land use policy further support this transition to make alternative transportation modes attractive and reliable. Focusing growth in areas where residents can easily work, play and shop reduces reliance on vehicles and GHG emissions. Neighbourhoods that are safe and enjoyable for pedestrians and cyclists and are well connected by transit support a healthy, active, liveable, and sustainable transportation network for people of all ages and abilities while connecting residents and the region to the City's commercial areas, parks, trails, amenities, and neighbourhoods.



Photo by Anna Davydova

The OCP builds off the City's TransPort Moody Master Transportation Plan (2017-2045), Climate Action Plan (2020), and Climate Emergency Declaration for transportation and mobility policy in Port Moody while supporting the following targets:

By 2030, the City aspires to have:

- ▶ 40% of passenger vehicles and 25% of commercial vehicles are electric.
- ▶ 90% of all new residents live within an easy walk of their daily needs.
- ▶ 40% of trips in the City are by walking, biking, or transit, and continue to champion regional transit initiatives.
- ▶ 50% of all cars driven on City roads are zero emissions vehicles.

By 2045, the City aspires to:

- ▶ Reduce by 30% the average vehicle distance driven (from 10 km per day per person to 7 km) by Port Moody residents.
- ▶ Eliminate traffic-related injuries from the transportation system.





Objective 1: Develop a complete, connected, and compact community to minimize transportation and housing GHG emissions and enable residents' easy access to daily needs.

Developing compact and complete neighbourhoods supports sustainable transportation choices, liveable, safe streets, and vibrant public spaces to connect people to where they live, work, and play. Complete communities also increase equity through improved access to transportation options and access to services and amenities, improving quality of life. This focused growth, together with careful transportation planning, makes it safe and enjoyable to walk, cycle, and use transit in Port Moody to support a substantial shift in how people and goods move around. Map 4 (p. 171) shows the City's Road Network and Map 5 (p. 172) identifies major transit infrastructure in Port Moody.

► Minimize Emissions Policies

1. Strive to create a network of complete liveable streets to prioritize a variety of transportation options for residents and the community.
2. Support transit-oriented communities around SkyTrain stations and support a high proportion of residential units, jobs, and amenities within 400 metres of SkyTrain stations.
3. Improve connections across St. Johns Street and within Moody Centre neighbourhoods.
4. Improve connections and accessibility between Moody Centre and the waterfront.
5. Encourage developers to include comprehensive transportation demand management (TDM) strategies in proposals for new development projects.
6. Encourage accessible pedestrian connections and bicycle facilities in all new developments.
7. Encourage direct pedestrian and cyclist access to transit stops in new residential developments.
8. Consider on-site parking below grade where possible to increase land use efficiency, walkability and encourage alternative modes of transportation.
9. Continue to explore opportunities for shared micro-mobility in the community.
10. Work towards achieving the goals of the Tri-Cities Zero Emissions Mobility Plan.



Objective 2: Create a walkable, active transportation-friendly city.

A walkable city fosters access to great places and destinations, enhances sidewalks and pathways, and improves air quality, health, safety, and accessibility. Complementary to this, a bicycle-friendly city comprises a complete, comfortable and connected network for all ages and abilities. Making walking and cycling convenient options leads to enjoyable, efficient, and cost-effective travel options while reducing greenhouse gas emissions and improving the vibrancy of Port Moody. Maps 6 (p. 173) and 7 (p. 174) show the City's network of bike and pedestrian routes.

► Walkable/Active Transportation-friendly Policies

1. Encourage high quality, inclusive urban design and placemaking features in new developments in areas with high pedestrian activity.
2. Establish Pedestrian-Priority Streets featuring high activity spaces, a traffic calmed environment, business stimulating activities and other public realm improvements.
3. Encourage sidewalks on both sides of arterial, collector, and all new local streets.
4. Support the provision of active transportation infrastructure that is safe and appealing for people of all ages, abilities and orientations.
5. Develop an integrated walkway network and expand the trail system to provide greater connectivity which links to areas across the City and provides pedestrian connections to adjacent communities and rapid transit stations.
6. Develop overpasses that support active transportation and improve north-south linkages, including Moody Centre Station, Coronation Park, and Oceanfront District, as well as an improved connection from Klahanie Drive at Nootka Way to Suter Brook at Capilano Road.
7. Implement intersection safety improvements such as new traffic signals, pedestrian and bicycle signals, crosswalk upgrades, and new crosswalks as outlined in TransPort Moody.
8. Strive to provide universally accessible sidewalk and curb infrastructure, improve wayfinding and enhance the traffic signal system to accommodate accessibility needs.
9. Consider reduced parking requirements for developments near transit to reduce vehicle usage, where applicable.
10. Increase the convenience of cycling by working with businesses to provide bicycle parking in the public right-of-way in key areas of the city. Encourage bicycle and scooter parking and end-of-trip facilities for new developments.



Objective 3: Continue to support the development of transit-oriented communities.

Transit-oriented communities encourage convenient and attractive public transit to support a sustainable community and economy without contributing to increased traffic congestion. Features of a transit-oriented community include a universally accessible transit system, attractive transit systems and options, and improved customer experience. While transit services in Metro Vancouver are funded and operated by TransLink and its subsidiary companies, Port Moody can help to improve the transit experience and promote increased transit ridership by encouraging universal access and Transit-Oriented Communities.

► Transit-Oriented Communities Policies

1. Continue to encourage Transit-Oriented Development (TOD) within 400 metres of SkyTrain stations.
2. Encourage Transit-Oriented Development (TOD) principles within the wider Provincially mandated Transit-Oriented Areas (TOA).
3. Support high quality, low GHG emission connections to the SkyTrain, including improved transit, walking and cycling access.
4. Implement transit priority treatments such as signal coordination, bus bulges, and intersection queue jumpers where warranted on St. Johns Street, Murray Street, and loco Road in Inlet Centre.
5. Improve transit experience by making all bus stops accessible, add or improve shelters, benches and waste bins, public washrooms, system maps, real-time information, and wayfinding information at bus stops and SkyTrain stations.
6. Support the exploration of water-based transit connecting Port Moody to areas such as Belcarra, Deep Cove, and downtown Vancouver including the potential provision of a ferry terminal facility at or near Rocky Point Park.



Objective 4: Encourage the efficient and safe movement of people and goods.

An integrated and multi-modal street network addresses local traffic congestion and facilitates the safe and efficient movement of all road users and goods. Port Moody's street network has been built to primarily accommodate vehicles, and several major streets are currently unattractive and uncomfortable for pedestrians, cyclists, and transit users. Moving people and goods efficiently and safely addresses these concerns and other related issues such as local congestion while promoting other co-benefits including improved comfort, air quality and safety for all travel modes.

► Movement of People and Goods Policies

1. Improve primary east-west corridors by working with TransLink to prioritize bus speed and reliability and inclusion of multi-modal transportation options.
2. Upgrade traffic signals and consider emerging technologies to improve traffic operations including signal timing and coordination and Intelligent Transportation Systems (ITS).
3. Repurpose Spring Street to be a pedestrian priority street.
4. Construct a new overpass as a condition of the development of Oceanfront District if required.
5. Link Oceanfront District to the rapid transit network.
6. Consider parking and curbside management strategies and regulations to support the needs of nearby land uses, and growing and emerging demands such as ride hailing, ride sharing, deliveries, and emerging technologies.
7. Review applicable requirements in the City's development approval procedures processes for the provision of transportation studies and transportation demand management plans for major development proposals.



Objective 5: Create a safe and liveable community.

A safe and liveable community balanced within an efficient transportation system supports the health and safety of Port Moody residents by eliminating serious injuries and fatalities from the transportation system. This includes a special emphasis on vulnerable road users such as pedestrians, cyclists, and residents with mobility challenges.

► Safe and Liveable Community Policies

1. Establish target operating speeds and speed limits for arterial roads, collector roads, and local roads to reduce the incidence and severity of collisions.
2. Implement traffic calming measures in residential neighbourhoods according to the City's Neighbourhood Traffic Calming Policy.
3. Improve intersection lighting at key intersections and along non-vehicular corridors.
4. Minimize the number of vehicles with direct access from residential properties to arterial and collector corridors such as loco Road, St. Johns Street and Glenayre Drive to improve road safety for all users, as well as accessibility, comfort and mobility for pedestrians and cyclists.
5. Reduce the number of driveways on arterials and collector corridors such as loco Road, St. Johns Street and Glenayre Drive to improve road safety for all modes of travel.
6. Utilize high quality streetscape design including landscaping, street furniture, and permit street uses such as patios, parklets, and other pedestrian scale uses where feasible to increase vibrancy and street activity.





Objective 6: Encourage access and use of sustainable transportation options.

Sustainable transportation options include lower emission trips from non-vehicular modes, transit and zero emission vehicles. Transporting people and goods throughout the community through sustainable transportation modes improves air quality, health, liveability, reduces congestion, ensures access and reliability during climate change impact events, and supports a local vibrant economy.

► Sustainable Transportation Policies

1. Support the implementation of the “Big Moves” identified in the City’s Master Transportation Plan Update (2025), to help enable significant progress towards achievement of 2030 climate related targets.
2. Support the use of sustainable transportation options, including walking, cycling, transit, and low/zero emission vehicles.
3. Require zero emission vehicle fueling infrastructure in all new developments.
4. Support low-emission ride hailing services and shared vehicle and micro-mobility programs.
5. Encourage car share programs and dedicated parking for car shares in new developments and other areas throughout the community.



TRANSPORT MOODY: 2025 MASTER TRANSPORTATION PLAN UPDATE & 'BIG MOVES'

TransPort Moody, the City's Master Transportation Plan (MTP) was originally endorsed by Council in 2017. In June 2025, Council endorsed an update to the City's MTP. Included in this update was the identification of several 'Big Moves', which are intended to advance a recommendation from the City's Climate Action Plan that focuses on accelerating a shift towards sustainable modes of transportation.

- **Big Move #1 – Smarter Parking Initiative:** A combination of parking maximums, paid onstreet parking, and recreational parking demand management.
- **Big Move #2 – City-wide Speed Limit Reductions:** 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.
- **Big Move #3 – Reallocation of Road Space:** Reallocate a minimum of 10% of road space from vehicles to sustainable modes of travel, green infrastructure, or public spaces.
- **Big Move #4 – Transit Supportive Infrastructure:** 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.
- **Big Move #5 – Promotion of Sustainable Transportation Options:** A combination of transit promotional activities, school travel planning, and micromobility options.



Photo by Sandra Sigfusson



Objective 7: Collaborate with community partners to improve safety, promote mode shift and provide enhanced transit service to residents.

Improving pedestrian and cycling safety and providing more sustainable transportation modes involves many community partners. Providing safe, convenient, effective and well-equipped transportation alternatives is integral to helping residents make sustainable transportation choices and reducing transportation emissions in Port Moody.

► Partnership and Advocacy Policies

1. Collaborate with School District No. 43 and Fraser Health to review safe walking and cycling routes, review traffic safety concerns, promote use of active and low emission modes, provide end-of-trip facilities, and make higher priority infrastructure improvements where possible.
2. Support TransLink to encourage opportunities to integrate cycling and public transit including the continuation of the bicycle rack program on all TransLink buses; space for bicycles on SkyTrain cars; and secure short-term bicycle parking at SkyTrain stations.
3. Encourage TransLink to provide high-frequency service during peak periods including coordination with School District No. 43 school hours and to improve off-peak transit service frequency.
4. Advocate for West Coast Express service improvements including additional two way peak period and off-peak period service, and additional service during mid-day, evenings, and weekends.
5. Work with other organizations, including schools, federal and provincial programs, ICBC, Fraser Health, and advocacy groups to encourage and facilitate alternative modes of transportation and improve traffic safety.
6. Promote education campaigns and social marketing to help shift travel habits.
7. Advocate for policy changes and investment at senior government levels to support and enable a swift shift to sustainable transportation modes in B.C. communities.