



TransPort Moody

OUR VISION FORWARD



Port Moody Master Transportation Plan

Discussion Paper 3: Transportation Possibilities – Final Report May 2016

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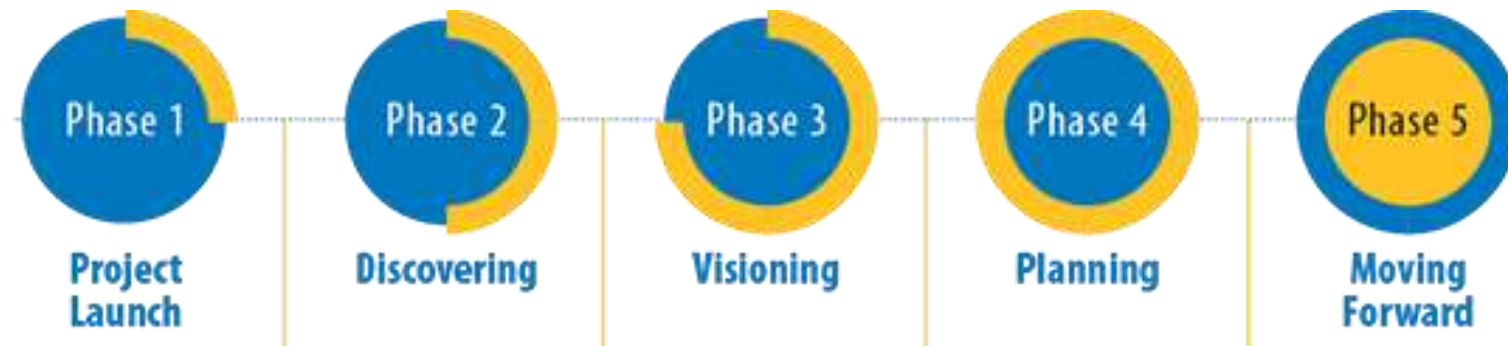
Appendix A Phase 4 Consultation Summary

Executive Summary



The City of Port Moody is a growing, vibrant, and family-oriented community of approximately 35,000 residents located in the Northeast Sector of Metro Vancouver at the end of Burrard Inlet. Port Moody is growing rapidly along with other Northeast Sector communities, and as this trend continues, our existing transportation network will face significant pressures in the coming years. To accommodate for this growth in the City and surrounding region, the City of Port Moody is updating its Master Transportation Plan – *TransPort Moody* – to provide a renewed vision for how community members and visitors travel in and through our city.

The Master Transportation Plan is being developed through a five phase process, through the development of a series of four discussion papers. This is the third Discussion Paper developed as part of the Master Transportation Plan process, and presents a draft long-term plan for all modes of transportation for the next thirty years and beyond, including a comprehensive package of strategies and actions for all modes of transportation. This Discussion Paper represents the culmination of *Phase 4 – Planning*. These directions will serve to inform the development of the long-term Master Transportation Plan in the next phase of the process in *Phase 5 – Moving Forward*.



Phase 4 Engagement

The Master Transportation Plan is being developed based on extensive input from the public and key stakeholders, using a range of communications tools and engagement approaches. The possibilities presented in this Discussion Paper are based on relevant planning documents and policies as well as input received from City staff and council, stakeholders, and members of the community during Phase 4 of the Master Transportation Plan process. Meaningful and on-going engagement with residents, community and regional stakeholders, Council and key members of staff is a foundation for the Master Transportation Plan. In particular, the following engagement activities occurred during Phase 4 of the Master Transportation Plan process:

- Stakeholder Workshop #3: January 14, 2016
- Steering Committee Meeting #5: January 18, 2016
- Public Advisory Committee Meeting #3: January 25, 2016
- Tri-City Transportation Task Force: February 3, 2016
- Technical Advisory Committee Meeting #3: February 4, 2016
- Port Moody Staff & TransLink Meeting #1: February 11, 2016
- Council Workshop #3: February 16, 2016
- Open House: February 24, 2016
- On-Line Public Input: February 22 – 29, 2016
- Transportation Committee: March 16, 2015
- Steering Committee #6: March 29, 2016
- Council Workshop #4: April 7, 2016

The engagement from Phase 4 was used to present and obtain input and confirmation on the possibilities for transportation in Port Moody.

Plan Framework

The purpose of this Discussion Paper is to present the transportation possibilities for all modes of transportation in the City of Port Moody over the next thirty years and beyond. The long-term transportation possibilities have been structured into six overarching themes. For each of these themes, this Discussion Paper includes a comprehensive series of strategies and detailed actions to provide the City with guidance over the long-term. The key themes and corresponding strategies are shown in the Plan Framework in **Figure ES-1** below:

Figure ES-1: Plan Framework



A Compact, Complete City

One of the primary goals of the City of Port Moody's Official Community Plan (OCP) is to create a compact and complete city. The OCP defines a complete community as one that features a mix of residential and commercial uses, while encouraging the use of transit, walking and cycling. The OCP supports encouraging this type of growth and development to continue to occur within the Inlet Centre and Moody Centre areas by supporting higher densities and a greater mix of land uses in these areas, with a specific emphasis on areas around the SkyTrain

Stations.

The long-term transportation plan includes the following three strategies related to ensuring Port Moody is a compact, complete city. These strategies focus on providing Port Moody with a network of complete streets, a transit oriented community and a vibrant waterfront that has better connections to Moody Centre.

a. Network of Complete Streets

Complete Streets require planning and design that goes beyond the typical street function of supporting through traffic. Planning and designing complete streets means providing characteristics that make streets destinations and places that people want to be, instead of places to simply move through. The City has been working towards developing a Complete Streets Implementation Manual to identify detailed streetscape design for distinct areas within Moody Centre. The Manual will provide guidelines for new developments within Moody Centre, including concepts, strategies, and design standards required to successfully achieve complete streets. The proposed Network of Complete Streets within Port Moody includes St Johns Street, Clarke Street, Murray Street and Spring Street. The Master Transportation Plan emphasizes the important role each of these streets play within the transportation network but also as part of a compact and complete city, and provides guidance on design treatments for each of these corridors.

b. Transit Oriented Communities

With the opening of two SkyTrain stations and the possibility of a third potential station, the City of Port Moody has a strategic opportunity to integrate land use and transit by developing Transit Oriented Communities around these stations and along major corridors in Moody Centre. The focus of Transit Oriented Communities is to place residential and commercial development in close proximity to transit service, allowing people to drive less and walk, cycle and take transit more. The City's OCP identifies the importance of supporting a high proportion of residents, jobs, and amenities within close proximity to SkyTrain stations. The Master Transportation Plan has identified areas for Transit Oriented Communities that are located within 400 metres of SkyTrain stations. Design considerations within these areas can include:

- Providing a mix of housing options;
- Enhancing the network of pedestrian connections, particularly to SkyTrain Stations;
- Incorporating opportunities for parks and public open space; and
- Providing attractive, green streetscapes that encourage pedestrian activity and provide for a comfortable pedestrian scale.

c. Vibrant Waterfront

The City of Port Moody has a beautiful and vibrant waterfront that includes residential, industrial and park land uses. The Waterfront area is an important environmental, economic, social, cultural and heritage area. It serves not only residents of Port Moody but serves as a regional destination

as well. The City's recently completed Parks and Recreation Master Plan identifies the waterfront as an important city amenity and provides guidance about extending and enhancing existing waterfront parks including upgrading existing boardwalks and bridges and ensuring that the public has access to the waterfront. One of the important transportation considerations regarding the Port Moody's waterfront is providing better connections to and from the waterfront and Moody Centre. The City will work to create a Vibrant Waterfront with better connections between Moody Centre and Rocky Point Park for all types of transportation and by enhancing the pathway network to provide access to the waterfront for all types of transportation, including developing additional crossings across the rail corridor to improve connectivity for pedestrians and cyclists as well as other road users.

A Walkable City

Walking is the most fundamental form of transportation. Walking is a part of every trip, whether that trip is made by car, transit, or bicycle. If suitable conditions exist within a community – such as having a complete, connected sidewalk network and major destinations nearby to where people live – walking can also be a convenient alternative to the automobile for almost all short trips. Promoting walking is one of the top priorities of the Master Transportation Plan. Port Moody is already a very walkable city, particularly in the Moody Centre area which has densities and mixtures of land use that support walking. The city also has an established network of sidewalks and off-street trails and pathways, including approximately 89 km of sidewalks and 41 km of off-street trails and pathways. The Master Transportation Plan sets out to double the number of daily walking trips. This would represent a 50% increase in the walking mode share by 2045 – from 9% of all daily trips today to 14% in 2045. To achieve this target, the long-term pedestrian plan includes the following four related strategies.

a. Create Great Places and Destinations

A number of urban design features can make high pedestrian activity areas more attractive and interesting. These treatments can even help create destinations in and of themselves and create lively, vibrant, pedestrian-oriented streetscapes. Pocket parks and plazas, enhanced landscaping, public art, street trees, litter and recycling bins, benches, curb extensions, weather protection, and pedestrian-scale street lighting are examples of good public realm features. While installing these features are important to creating great places, it is also important to ensure that they do not narrow the width of the sidewalk and impede safety and accessibility.

The Moody Centre and Inlet Centre areas are already key pedestrian activity areas in the city, and with the opening of the Millennium Line - Evergreen Extension there will be more destinations within the City that will increase walking activity. Other key pedestrian generators include schools, community facilities, and the hospital. The City should consider a range of urban design features in these high pedestrian activity areas, including:

- Increased sidewalk width;
- Boulevards;
- Street trees;
- Pedestrian amenities;
- Public art and historic features;
- Weather protection;
- Wayfinding and pedestrian-scale signage; and
- Parklets, plazas and other gathering spaces.

In addition, the City should consider establishing Pedestrian Priority Streets where streets are developed into high activity spaces that welcome and prioritize pedestrians in a traffic calmed “woonerf” environment. These streets can also be designed to stimulate business activity with patios, seating, and other design elements such as public art, lighting, and planters. Examples of potential Pedestrian Priority Streets include Spring Street, Brew Street in Suter Brooke Village, and Newport Drive in NewPort Village. The City should encourage the development of Pedestrian Priority Streets in future developments.

b. Enhance Sidewalks and Pathways

The City of Port Moody already has an extensive sidewalk and pathway network. Currently, there are approximately 89 km of sidewalks throughout the City, and approximately 56% of all City streets have sidewalks on at least one side of the street. In addition, the City has approximately 41 km of off-street pathways and trails. However, there are still several areas in Port Moody that have no sidewalks on one or both sides of the street, which can create connectivity and accessibility issues for pedestrians. Sidewalk coverage and filling in gaps in the network is particularly important within high activity areas such as Moody Centre, along bus routes, near SkyTrain stations, parks schools, hospitals, and other community facilities.

For *retrofits on existing streets*, the Master Transportation Plan recommends that the City strategically invest in installing new sidewalks as shown in **Map ES-1**. The recommended locations for new sidewalks on existing streets were identified because they are:

- Located on roads classified as arterials, collectors or part of the major road network (MRN). These routes typically have higher vehicle volumes and speeds and provide direct pedestrian routes to destinations. Improvements to help ensure pedestrians feel safe on these roadways can encourage walking;
- Located adjacent to schools, parks, community facilities and other important destinations; and / or
- Located on bus routes.

For all *new streets*, the City's Subdivision and Development Servicing Bylaw currently requires sidewalks as part of all new developments on both sides of all Major Road Network (MRN) streets, arterial streets, and collector streets, as well as local residential streets with high density or commercial land uses. The Bylaw also identifies recommended sidewalk widths. The City should revise its minimum sidewalk widths, particularly for St Johns Street to require a minimum sidewalk width of 3.0 metres, and for a minimum sidewalk width of 1.8 metres for all locations outside Inlet Centre, Moody Centre, and commercial areas. For all new developments, the City should continue to require sidewalks outlined in the Subdivision and Development Servicing Bylaw with these revised widths.

In addition to sidewalks, Port Moody has a number of trails and pathways, including major multi-use trails such as the trails through Rocky Point Park, Mossom Creek Park, and the Trans Canada Trail to name a few. These off-street trails and pathways make up an important part of the city's pedestrian network, attract residents and visitors alike, and are an important recreational activity in Port Moody. However, despite the extensive work that has occurred to develop the trail and pathway network, there are still some opportunities to improve the trail system. The City recently developed a Parks and Recreation Master Plan. The Master Transportation Plan supports recommendations as set out in the Parks and Recreation Plan.

c. Improve Safety and Accessibility

Walking to everyday destinations can be easy if our City's streets and neighbourhoods are safe and well-designed for pedestrian safety and accessibility. It is important that the pedestrian environment be accessible by a large cross-section of people, including people with disabilities, seniors, and parents with children. A key area of improving accessibility is at intersections and crossings, as difficult crossings can act as barriers to walking, making trips much longer or creating safety issues, particularly for seniors, children, and people with physical and cognitive disabilities. Recommendations to improve safety and accessibility include the following three types of crossing improvements:

- **Overpasses.** The Millennium Line - Evergreen Extension and the rail line create significant barriers within the city's walking and cycling networks and disconnecting the Moody Centre area from Rocky Point Park and the communities to the north. In order to enhance mobility and accessibility for people walking and cycling, three additional pedestrian and bicycle overpasses are recommended:
 - Queens Street Area Overpass
 - Moody Centre Station Overpass; and
 - Klahanie – Suter Brook Connector
- **Signalized Intersections.** There are 31 signalized intersections in Port Moody. Signalized intersections provide pedestrian crossing opportunities, as they have crosswalks on at least one or more intersection approaches. Many signalized intersections in the City have

been identified as having safety issues based on collision data and input from the public. The Master Transportation Plan identifies a number of features that can be used at signalized intersections to improve pedestrian safety and accessibility including: pedestrian activated pushbuttons, pedestrian countdown timers, audible pedestrian signals, accessible curb letdowns, and reviewing pedestrian crossing times and clearance intervals. City has made significant progress in improving safety and accessibility at signalized intersections. All of the signalized intersections within the city already have pedestrian activated signals and pedestrian countdown timers, and many have audible signals. In addition, most intersections have curb letdowns.

- **Crosswalks.** In addition to improved pedestrian crossings at traffic signals, the City can improve pedestrian safety at marked crosswalks. Crosswalk recommendations include new marked crossings, narrowing crossings to reduce pedestrian crossing distances, and enhancing crosswalks to include Rectangular Rapid Flashing Beacons (RRFBs).

d. Develop Walking Support Programs

In addition to providing quality pedestrian facilities and networks, education and social marketing initiatives can help shift travel habits by highlighting the benefits of shifting travel modes and providing information to make walking (and cycling) easier. Many of these programs overlap with cycling support initiatives as the two modes provide great alternatives to short local trips. In many cases, coordination with non-profit organizations, community groups, and other agencies can help improve the effectiveness of these programs. Support programs to encourage walking could include providing information about walking in Port Moody, providing pedestrian wayfinding, supporting safety and education initiatives, and supporting Safe Routes to School programs.

A Bicycle-Friendly City

Cycling is an important and growing mobility option in Port Moody for both commuting and recreational purposes. The Master Transportation Plan sets out targets to significantly increase cycling in Port Moody. This includes growing the cycling mode share from less than 1% of all daily trips made by Port Moody residents today to 4% of all daily trips by 2045, which would represent a ten-fold increase in the number of daily cycling trips made by Port Moody residents. To achieve this target, the long-term cycling plan includes the following three related strategies that are designed to provide cycling facilities and programs to make cycling comfortable for people of all ages and abilities.

a. Develop a Complete, Comfortable, and Connected Bicycle Network

In order to make cycling a safe, comfortable, and enjoyable transportation option for people of all ages and abilities, the Master Transportation Plan recommends developing and implementing a complete bicycle network that would connect with key destinations throughout the City of Port Moody

and place all residents within short distance of a bicycle route. The long-term bicycle network plan is shown in **Map ES-2**, and includes a focus on the following types of facilities:

- **Off-Street Pathways** support a variety of non-motorized users including cyclists and pedestrians and can be either for the exclusive use of people on bicycles, or can be shared with pedestrians and other non-motorized users. The long-term bicycle network plan proposes off-street pathways on a number of streets, including: St. Johns Street, Murray Street, Clarke Street (over the long-term, subject to the reconstruction of the Moody Street overpass), a portion of Clarke Road, and along the David Avenue extension, depending on future development.
- **Bicycle Lanes** are on-street facilities that are designated by painted markings and signage for exclusive use of bicycles. Currently there are bicycle lanes along Guildford Way, one side of Glenayre Drive, Barnett Highway. The long-term bicycle network plan proposes additional bicycle lanes on Ioco Road and Dewdney Trunk Road.
- **Neighbourhood Bikeways** are local streets with low vehicle speeds and volumes in which cyclists share the same space with vehicles. They often include traffic calming measures to keep speeds low and improvements at major road crossings to help cyclists travel through intersections safely. The City has an extensive network of neighbourhood bikeways that include both local and collector roads, The long-term bicycle network plan proposes additional neighbourhood bikeways on St George Street and Cecile Drive.

In addition to the bicycle network, the city should carefully consider how intersections are addressed, as these are where many cycling collisions occur. Intersection and crossing treatments can be used to assist cyclists passing through major intersections and crossing major roads. Different treatments seek to minimize potential conflicts with motor vehicles, and to increase safety and convenience for cyclists. Providing intersection treatments that minimize conflicts with motorists and increase cyclist convenience can help to improve the overall comfort and safety of a city's bicycle network. Cycling safety improvements also serve to remove barriers and can help make cycling more attractive to people of all ages and abilities, thereby helping to increase bicycle mode share.

b. Make Cycling Convenient

Beyond on-street and off-street cycling facilities, other bicycle infrastructure is required to make cycling an attractive and convenient transportation choice. Opportunities to make cycling a more convenient option in Port Moody include bicycle parking and end-of-trip facility requirements, and bicycle-transit integration, such as continuing to ensure that all TransLink buses have bicycle racks, ensuring that the Millennium Line - Evergreen Extension trains have adequate space to bring bicycles on the train and supporting bringing bicycles on Evergreen Extension trains at all times of day, providing bicycle parking at SkyTrain stations including the development of Secure Bicycle Parking Areas, and ensuring that the bicycle network seamlessly connects with SkyTrain stations.

c. Develop Cycling Support Programs

In addition to the infrastructure improvements described above, there are a variety of non-infrastructure related opportunities to help support and encourage cycling in Port Moody. The City should partner with other organizations, agencies, non-profits, and other Northeast Sector communities to gain support for programs, such as establishing a Bicycle Friendly Business District, promoting cycling education programs, improving cycling wayfinding and signage, providing mapping and on-line information, supporting promotion events, and conducting regular maintenance of bicycle facilities.

A Transit-Oriented City

Transit services in Port Moody, and throughout the Metro Vancouver region, are planned and funded by TransLink and operated by various subsidiary companies. City staff, however, work with TransLink on matters influencing current and future services as representatives of the community. In this regard, the Master Transportation Plan provides the City with an opportunity to examine the role of transit within a multi-modal framework. Port Moody's transit system will be undergoing an unprecedented transformation with the opening of the Millennium Line - Evergreen Extension ("Evergreen Extension") in 2017. The Evergreen Extension will include two stations in Port Moody and a possible third station in the future. The completion of the Evergreen Extension is expected to have a significant impact on travel patterns within the City and the Northeast Sector. The Master Transportation Plan sets a target to triple the number of daily trips made by transit. To achieve these targets, the long-term transit strategy includes the following four related strategies that are designed to make transit a more attractive, reliable, and convenient transportation choice:

a. Support the Millennium Line - Evergreen Extension

The City of Port Moody recognizes that the Evergreen Extension will fundamentally change how residents and visitors travel to and through the community. In fact, the Evergreen Extension is one of the most significant transportation investments in the City's history, as it will add a people moving capacity of 4,000 people per hour. This is equivalent to opening a new four-lane highway, and will effectively double the number the people moving capacity through the Moody Centre area. The Evergreen Extension will help to connect Port Moody with the larger regional rapid transit network and will be an important component of attracting more people to use transit. As such, it is of critical importance that the City support the Evergreen Extension to ensure it is as successful as possible. The City can support the Evergreen Extension by:

- Continuing to encourage Transit Oriented Development (TOD) within 400 metres of Evergreen Extension SkyTrain stations;
- Supporting high quality transit connections to integrate with the Evergreen Extension;
- Improving walking and cycling access to SkyTrain stations;
- Developing an Evergreen Extension Parking Strategy to guide parking management in areas around SkyTrain stations; and
- Supporting the provision of a third Evergreen Extension station at Queens Street by the private sector to improve transit access from the western portions of the Moody Centre area and to serve future developments in the Moody Centre area.

b. Create More Attractive Transit Services

In order to achieve the targets in the Master Transportation Plan, Port Moody's transit system needs to be designed to provide convenient and attractive services by improving the speed, frequency, and directness of transit services. By doing so, the transit system can be made to be more time-competitive with automobile travel and attracting more choice riders – people who may have access to an automobile but choose to take transit because it is convenient.

The overarching strategy to create more attractive transit services is to ensure that local routes are well integrated and provide access to the Evergreen Extension and West Coast Express, and that transit services are reliable and frequent at all times of day, including mid-day, evenings, and weekends. In response to the opening of the Evergreen Extension, TransLink recently worked with Northeast Sector communities to develop the NESATP. The NESATP identifies transit routing and service level changes associated with the opening of the Evergreen Extension in-line with TransLink's available resources, as shown in **Map ES-3**. However, the Master Transportation Plan provides an opportunity to identify the City's long-term aspirations for service levels to make transit an attractive and convenient transportation choice. Over the long-term the City of Port should continue to work with TransLink to further enhance service frequencies as follows:

- Provide high frequency service during peak periods;
- Improve off-peak transit service;
- Support changes that enhance service and connections within Port Moody; and
- Implement Transit Priority Treatments

In addition, through the Master Transportation Plan process, residents have expressed a desire for increased West Coast Express services. Currently, the West Coast Express operates primarily to serve commuters in the peak hours in peak directions only. The West Coast Express could effectively attract more regional trips to be made by transit, provided that additional peak period service as well as off-peak service is in place, including additional service during the mid-day, evenings, and weekends. As such, it is recommended that the City advocate for West Coast Express service improvements including more frequent daily service, evening and weekend service, and reverse peak service. It is important to note that this a long-term recommendation and would require negotiations and approval from TransLink and rail operators.

c. Create a Universally Accessible Transit System

Many individuals experience barriers to using transit for various reasons, ranging from the physical challenges of system elements (such as accessing bus stops and transit exchanges) through to those that experience cognitive difficulties getting around on transit. With an aging population, the number of people with differing mobility will increase. Improving safety and accessibility measures around transit stops and exchanges can serve to enhance transit service for existing customers and attract new riders. Currently, approximately 61% of the bus stops within Port Moody are accessible, which is lower than the system wide average of 73%, and lower than many surrounding municipalities. The City developed an Accessible Bus Stop Upgrade Program in 2012, which had a goal that 100% of the City's bus stops would be accessible. The City has made significant progress in recent years in improving the number of bus stops that are accessible; however, significant progress remains for the City to achieve its goal of making 100% of its bus stops accessible. The City should continue to work towards a goal that 100% of the City's bus stops be accessible, where feasible.

d. Improve the Customer Experience

The attractiveness of transit is not only dependent on transit services, but also on passenger facilities provided at transit stations and bus stops. Improving customer facilities can include adding or improving shelters, benches and trash bins, as well as system maps, real-time information, and wayfinding information. Forty bus stops throughout the City currently have both bus shelters and benches (25%). Many of these bus stops are along FTN corridors on St Johns Street, Ioco Road, and Guildford Way. 121 bus stops (75%) have neither benches nor shelters. In the long-term, the City should strive to provide shelter, seating, lighting and customer information at all bus stops and SkyTrain stations in Port Moody.

Moving People and Goods

The street network is designed to support mobility by all travel modes including automobiles, trucks (goods movement), transit, walking and cycling. However, in most North American communities, motor vehicles are often given preferential treatment, sometimes at the expense of walking, cycling

or even transit users. Whether this preferential treatment toward vehicles is merely a reflection of current travel demand patterns, it can certainly influence the shape of the community and the travel modes that people are most inclined to use in addition to the liveability of neighbourhoods and major activity nodes in the City.

Traditionally, Port Moody's street network has been built to accommodate vehicles, and many major streets are unattractive and uncomfortable places for pedestrians, cyclists, and transit users. Improving and developing roads and sidewalks to support walking, biking, transit, and vehicle concurrently is required to shift to a more sustainable transportation system. Future improvements will require consideration of either building more road space, or managing existing road space to support all modes. The long-term plan for moving people and goods includes seven related strategies that are designed to ensure the safe and convenient movement of people and goods and services throughout the City.

a. Updated Street Network Classification and Guidelines

The City's street network classification system guides the City's short-and long-term decisions regarding the configuration and design of streets and supporting facilities, as well as relationships with adjacent land uses. The Master Transportation Plan provides guidance on the typical role and function of each type of street for all road users, and provides an updated street network classification to better reflect the existing function of all streets in the City. From a network perspective, updating the street classification allows the City to establish design principles for the typical form and function of the street network on a City-wide basis. The classification system represents the typical form and function for each class of street and is meant only as a guideline. For existing streets in Port Moody, changes to the street classification are intended to better reflect their current function and will not heavily influence shifts in traffic volumes. The recommended updated street network classification is shown in **Map ES-4**.

b. Multi-Modal Major Street Improvements

The major street network – which generally includes Major Road Network (MRN) corridors as well as arterial streets – represents a critical component of the City's transportation system, as it supports not only automobile traffic, but walking, transit, cycling, and goods movement. There are essentially three foundational approaches to shaping the long-term direction of the major street network in the City to address issues of mobility and safety as well as to accommodate planned growth and development. For the purpose of identifying all long-term possibilities for the City's major street network, three thematic types of 'possibilities' were investigated as alternatives to consider for each major street



Throughout the Master Transportation Plan process, discussions with community and agency stakeholders have been used to assess the relative merits of these three approaches for each major street – not only evaluating the optional improvement concepts, but to develop priorities that best serve the interests of the community. The City’s street network is largely built out and significant changes to network (such as new roads or large-scale widenings) are not anticipated or planned in the coming years. To be more sustainable, the primary objectives of improvements to the major street network are generally to manage the existing street network and to promote the integration of all travel modes into the system, particularly along major streets where most improvements have traditionally been oriented to moving single occupant vehicles in the past. This approach will support the overall vision for a sustainable community and support the vision and goals of the Master Transportation Plan.

Several shaping influences have guided the development of possibilities for major street improvements, as discussed below:

- **Most trips made by Port Moody residents are made by vehicle**, as currently 80% of all daily trips in Port Moody are made by car.
- **Over half of all trips travelling through Port Moody during rush hour come from other communities**, particularly from Coquitlam.
- **Local and regional traffic through the Moody Centre area is served through two primary corridors:** St. Johns Street and the Murray Street / Clarke Street corridor. Both corridors are part of the regional Major Road Network (MRN) and carry significant traffic volumes. Together, the two corridors carry approximately 4,000 vehicles in the peak direction during rush hour.
- **The number of motor vehicle lanes to, from, and within the Moody Centre area is imbalanced.** When considering both the St. Johns Street and Murray Street / Clarke Street corridors, there are more westbound vehicle lanes than eastbound lanes. In addition, in both directions, there are more motor vehicle lanes on the east side of the Moody Centre area than the west side.
- **The street network within the Moody Centre is already operating close to capacity.** With the existing lane configurations along St. Johns Street and the Moody Street / Clarke Street corridors, these corridors are already approaching their theoretical capacity today.

However, the theoretical maximum vehicle capacity is significantly higher with additional lanes to the west and east of Moody Centre. Although opportunities could be considered to increase the capacity through the Moody Centre area, the capacity within Moody Centre is constrained by the current width of the Moody Street overpass, as well as the bridge between Ioco Road and Dewdney Trunk Road.

- **The existing HOV lanes are under-utilized.** A High Occupancy Vehicle (HOV) lane system is currently in place in the westbound direction during the AM peak period (6:00 – 8:30am). This westbound HOV system includes HOV lanes on St Johns Street between Golden Spike Way and Moody Street; Moody Street between St. Johns Street and Clarke Street (left turn only); and Clarke Street between Moody Street and Barnet Highway. Based on traffic counts collected in the existing HOV lane on Clarke Street and in the northbound left turn HOV lane on Clarke Street, the existing HOV lanes appear to be under-utilized.
- **There are limited opportunities to cross the rail line.** The only crossing over the rail line is currently the Moody Street overpass, which is limited to one motor vehicle lane in each direction. The overall capacity is constrained by the Moody Street overpass, which creates a bottleneck. As noted previously, the people moving capacity within Moody Centre is constrained by the current width of the Moody Street overpass, as well as the bridge between Ioco Road and Dewdney Trunk Road.

Building off these shaping influences, three categories of major street improvement strategies have been broken developed and are discussed in further detail below.

Primary East-West Corridors

- **St Johns Street.** St Johns Street is part of the Major Road Network and provides a critical east-west regional connection between Coquitlam and Burnaby. In the AM peak period, St Johns Street currently handles approximately 2,000 – 2,500 westbound and 800 – 1,000 eastbound vehicles per hour in in the AM peak, including less than 100 HOV vehicles using the westbound HOV lane system and continuing onto Moody Street and Clarke Street. In the PM peak period, St Johns Street currently handles approximately 1,600 – 2,300 eastbound and 1,000 – 1,500 westbound vehicles per hour.

Each of the three approaches to improve St Johns Street were considered. This included investigating possibilities for increasing corridor capacity by widening St. Johns Street to provide HOV lanes in both directions between Barnet Highway and Ioco Road; managing existing space to maintain existing travel lanes while providing additional space for pedestrians; and re-balancing the streetscape by removing the westbound HOV lane to re-allocating space to pedestrians, cyclists, and on-street parking. Projected levels of vehicle delay were assessed for the each of these options relative to a future base-case, or do-nothing scenario.

It is recommended that the City pursue an option to remove the HOV lane designation on St Johns Street. Removing this lane designation supports other operational improvements described elsewhere in the Master Transportation Plan, and would allow the City to consider repurposing the street space. Removing the HOV lane designation would first require approval from TransLink. It is recommended that the City submit first a request to remove the HOV lane designation. Should this removal be successful, the City should then conduct a St Johns Street Visioning Study to develop the long-term vision and conceptual design options for the corridor. Through this study, opportunities to repurpose St Johns Street could include providing on-street parking on both sides of the street, providing protected on-street or off-street bicycle facilities, adding curb extensions, adding median landscaping, improving bus stop accessibility and amenities, improving pedestrian crossing timing, and ensuring pedestrian accessibility features, among other things.

- **Clarke Street.** Clarke Street is part of the Major Road Network and provides a critical east-west link between Barnet Highway and Moody Street that continues along Murray Street east of Moody Street. Clarke Street generally consists of one general purpose travel lane in each direction, in addition to an HOV lane in the westbound direction during the AM peak period from 6:00 to 8:30am. Two approaches to improve Clarke Street were considered. This included investigating possibilities for managing existing space to maintain existing HOV lane; and re-balancing the streetscape by removing the westbound HOV lane to re-allocating space to provide bicycle lanes.

It is recommended that the City pursue an option to remove the HOV lane designation on Clarke Street. Removing this lane designation supports other operational improvements described elsewhere in the Master Transportation Plan, and would allow the City to consider repurposing the street space. Removing the HOV lane designation would first require approval from TransLink. It is recommended that the City submit first a request to remove the HOV lane designation. Over the **short-term**, the City could then re-balance the streetscape by providing on-street bicycle lanes. The recommended improvements for Clarke Street over the **long-term** involve Managing Existing Space and would include widening Clarke Street to four lanes, should the Moody Street overpass be widened to four lanes to accommodate redevelopment. Should Clarke Street be widened, the on-street bicycle lanes should be replaced with an off-street pathway on the north side of Clarke Street

- **Murray Street.** Murray Street is part of the Major Road Network and provides a critical east-west link between Ioco Road and Moody Street that continues along Clarke Street west of Moody Street. Two approaches to improve Murray Street were considered. This included investigating possibilities for managing existing space to maintain existing HOV lane; and re-balancing the streetscape by removing parking to re-allocating space to provide additional space for pedestrians and improve the public realm.

The recommended improvements for Murray Street involve Managing Existing Space and would include maintaining the number of existing vehicles lanes and on-street parking on both sides of the street, along with the addition of an eastbound bicycle lane, two-way off-street

bicycle path, adding curb extensions, adding new crosswalks, improving bus stop accessibility and amenities, and improving pedestrian accessibility and crossing timing.

- **Spring Street.** Spring Street is currently an east-west local street running through the Moody Centre area between Douglas Street and Electronic Avenue. Spring Street accommodates local vehicle travel as well as access to residential and commercial properties. Spring Street is envisioned to be a pedestrian priority street, where pedestrians, bicycles, and local serving motor vehicle traffic share the narrow right-of-way. Proposed improvements could include restricting vehicle traffic to one-way traffic flow, adding curb extensions, creating a shared space environment, using high quality pavement markings, considering time-based restrictions for loading vehicles, and providing enhanced crossing treatments.

Moody Street Bottleneck

One of the critical locations within the City's transportation network is the Moody Street overpass. The City's long-term aspiration is to improve connections across the rail corridor to serve local growth either by replacing the existing Moody Street overpass or constructing a new overpass at Mary Street in conjunction with redevelopment. In the short-term, the City should also investigate options to address this bottleneck. Several options were developed for the base of the Moody Street overpass, as well as the Moody Street and Clarke Street intersection and Moody Street and Grant Street intersection. Based on the options analysis, it is recommended that the City address the Moody Street Bottleneck over the short-term by adding new traffic signals at Moody Street and Murray Street, and at Moody Street at Grant Street. In addition, the City should restrict northbound left turns and southbound through movements at Moody Street and Clarke Street. By removing these minor movements from the Moody Street and Clarke Street intersection, and adding and coordinating signals at Grant and Murray Street, it is anticipated that improve traffic operations can be achieved over the short-term.

Gateways and Inter-Municipal Connections

Three corridors provide important regional connections south to the City of Coquitlam. Improvements for each of these corridors are identified below:

- **Clarke Road.** Clarke Road provides a critical north-south regional connection to Coquitlam and Burnaby, and is part of the MRN. Clarke Road currently consists of a four lane cross-section with two lanes in each direction south of Mount Royal Drive, transitioning to a three lane cross-section with two northbound lanes and one southbound lane between Mount Royal Drive and Barnet Highway. The City is planning to conduct a pavement rehabilitation and safety project in 2016, that will provide safety and operational improvements along the corridor, including a new pedestrian and bicycle activated signal at Seaview Drive. In addition, the City recently added a sidewalk extension in 2012

that now provides continuous sidewalks on both sides of the street. The 2005 Master Transportation Plan identified the widening of Clarke Road to four lanes based on projected traffic volumes. Although this is not warranted based on current traffic volumes, widening to four-lanes is recommended over the long-term, subject to monitoring of future traffic volumes to continue to assess whether this is warranted.

- **Gatensbury Road.** Gatensbury Road provides an important north-south regional connection to Coquitlam. Although it is a regional serving corridor serving both jurisdictions, it is classified as a collector road. Gatensbury Road has challenging topography and road alignment, as it is situated between two natural ravines/creeks with limited room for roadway improvements. The City completed safety improvements to Gatensbury Road in 2011, although the community has raised local concerns related to safety and lack of pedestrian facilities. Several improvements were also recommended in the Traffic Calming Plan for the Moody Centre area. Proposed improvements include adding a sidewalk to one side of Gatensbury Street to improve pedestrian safety, in conjunction with sidewalk improvements being planned in the City of Coquitlam. The City should continue to identify safety and operational improvements for Gatensbury Road.
- **Moray Street.** Moray Street also provides an important north-south regional connection to Coquitlam. Although it is a regional serving corridor serving both jurisdictions, it is classified as a collector road. Moray Street is currently a two-lane cross-section with one vehicle lane in each direction. Sidewalks are provided on both sides of the street north of Pinda Drive, and only on the west side of the street south of Pinda Drive to the Coquitlam boundary. In addition, although it is not currently a transit route, the new Route #153 is proposed to use Moray Street. The City should work with TransLink to determine bus stop locations and infrastructure improvements to help transit users access facilities. Public feedback indicates a need for upgrades to street lighting between Portview Place and Flinn Court. This should be done in the near term through installation of street lights in existing BC hydro leased light poles. In the long term, if opportunities arise through developments city streetlight infrastructure should be installed on this block.

c. Improve Connections Across the Railway

Moody Centre is disconnected from the waterfront and Rocky Point Park and the industrial areas to the north by the railway. There is limited access across the railway including the Moody Street overpass and the pedestrian and bicycle overpass between St Johns Street and Klahanie Road. Several possibilities were investigated to improved north-south connectivity across the rail corridor for motor vehicles and for non-motorized users.

- **Motor Vehicle Overpasses.** As noted previously, there are limited connections for motor vehicles to cross the rail corridor. Within the Moody Centre area, opportunities to cross the rail corridor that connect Murray Street to Clarke Street include the CP Overpass located on Barnet Highway between Ioco and Dewdney Trunk Road, and the Moody Street overpass which currently only has one motor vehicle lane

in each direction. This results in a bottleneck for east-west motor vehicle traffic through the Moody Centre area. Three strategies were considered to improve north-south motor vehicle connectivity over the rail corridor:

- **Mary Street Overpass.** A new overpass was considered at Mary Street to accommodate local serving traffic as well as to accommodate re-development north of the rail corridor. A new overpass at this location would help to establish a grid of connections, in conjunction with the existing Moody Street overpass, and could help to alleviate traffic pressures in Moody Centre by adding redundancy to the street network. Although the Mary Street overpass is attractive from a network connectivity perspective, the main challenges with this option relate to the vertical profile. This option results in significant impacts on the street network and overall livability and character of the Moody Centre area. It is recommended that this option be considered further only if it is required by development. Should this project warrant further consideration, it would be a developer-initiated project.
- **Buller Street Overpass.** A new overpass was considered at Buller Street to accommodate local serving traffic. Similar to the Mary Street overpass, a new overpass at this location would help to establish a grid of connections, in conjunction with the existing Moody Street overpass, and could help to alleviate traffic pressures at Moody Centre by adding redundancy to the street network. Although the Buller Street overpass is attractive from a network connectivity perspective, this option presented significant community impacts as it would require land within Inlet Park. It is not recommended that this option be considered further due to the community impacts through Inlet Park.
- **Moody Street Overpass.** A third option to improve north-south connectivity was explored that involved the decommissioning and reconstructing the Moody Street overpass as a four-lane bridge. This overpass would be intended to accommodate local serving traffic as well as to accommodate re-development north of the rail corridor. This option would not help to establish a grid of connections across the rail corridor, but could help to alleviate existing traffic pressures at Moody Street. It is recommended that this option be considered further only as required by development, and this should this project warrant further consideration, that it be a developer-initiated project.
- **Pedestrian and Bicycle Overpasses.** In addition to improving vehicle connectivity across the rail corridor, it is also critical to improve pedestrian and cycling connectivity across the rail corridor. In order to improve connectivity, it is recommended that improved pedestrian and cycling crossing opportunities across the rail corridor be provided every 400 to 800 metres throughout the Moody Centre area. In addition to the existing off-street pathway on the Moody Street overpass and the existing pedestrian and bicycle overpass at Electronic Avenue, three additional pedestrian and bicycle crossing locations are proposed: a Queens Street Overpass, a Moody Centre Station Overpass, and a Klahanie – Suter Brook Connector.

d. Safety and Operational Improvements

There are a number of future ‘problem’ areas throughout the City that have been considered for various improvement strategies. These include improvements that were identified in the previous Master Transportation Plan as well as other improvements identified to address safety or operational issues. The primary distinction between these improvements and the Major Street Network improvements described above is that the improvement strategies discussed in this section are less extensive than providing new or expanded roadways. In most cases, they simply involve intersection modifications to improve traffic operations. A number of intersection improvements have been identified, in addition to those previously noted. This includes new traffic signals, pedestrian and bicycle signals, crosswalk upgrades, and new crosswalks throughout the City, as shown in **Map ES-5**.

In addition, there are a number of other changes that can be achieved through traffic signal upgrades and emerging technologies, including traffic signal updates. This can include:

- **Signal timing and coordination.** In an effort to maximize the efficiencies of the signal system and minimize stops and delays at key intersections, practices are needed to plan, operate and maintain signal systems in Port Moody. The City already has a revised traffic signal maintenance specifications document that is a leading document in the region for preventative signal maintenance requirements. The City is also currently working to replace all traffic signal controllers over a 3 year period until 2018. New traffic controllers are planned for the entire City that will include revised timing plans that can and will account for revised pedestrian crossing times and intersection operation/efficiency options. The City should revise traffic signal timing plans across the city for various days of the week and times of day, and should conduct system wide traffic signal corridor timing revisions every 5 years to account for changes to transportation patterns.
- **Intelligent Transportation Systems (ITS)** refers to the use of information and communications technology to support transportation infrastructure and vehicles, including priority modes such as transit and the movement of commercial vehicles. Communities throughout North America have made significant advances in the signal systems hardware, software, and practices for managing mobility along urban roadways. The City has already made extensive use of ITS and should continue to focus on signal system upgrades, vehicle detection and signal preemptions, and vehicle actuated traffic calming signs, for example.
- **Minor intersection upgrades.** The provision of additional turn lanes at key intersections could be considered to address localized safety and mobility issues, because they generally enhance mobility for through movements. The City will need to allocate sufficient resources for intersection upgrades to address safety and operational improvements.

- **Improved signage** can help enhance the flow of traffic within commercial or residential areas. The City installed new overhead street name signs in 2015 at all signalized intersections, and is continuing a yearly program to install new local and collector street name post top signs across the city.

e. Emerging Technologies

On-road transportation is one of the most significant contributors to community-wide Greenhouse Gas (GHG) emissions in Port Moody, and a significant proportion of transportation-related GHG emissions are from private vehicles. There are a number of emerging vehicle technologies that have lower or zero emissions. These low or zero emissions vehicles can help reduce the community-wide GHG emissions throughout the City. The City is committed to environmental sustainability and promoting the use of low or zero emissions vehicles, and can encourage these vehicles through incentive programs and providing electric vehicle charging stations throughout the City. In addition, the City has demonstrated its leadership to promote emerging vehicle technologies by purchasing two new all-electric vehicles to replace previous vehicles.

f. Establish a Goods Movement Network

The movement of goods and services within Port Moody and throughout the surrounding region is essential for the success of the local and regional economy. Goods are moved along provincial highways, the MRN, other designated truck routes in municipal traffic bylaws and rail corridors. A significant part of Port Moody's local economy is dependent on the movement of goods, services and people through and within the City.

TransLink has been given regulatory authority under Provincial legislation (South Coast British Columbia Transportation Authority Act 1998) to oversee the region's truck route network. TransLink is currently developing a Goods Movement Strategy to ensure the efficient and coordinated movement of goods throughout the region.

The City recently adopted a Truck Route Bylaw for the first time earlier this year. This Truck Route Bylaw identifies the corridors of Barnet Highway, Clarke Road, Murray Street, St John's Street, Ioco Road, First Avenue, Bedwell Bay Road and sections of Moody Street and Clarke Street as truck routes.

The city should continue to review truck routes and work with Coquitlam to add a continuous truck route along Guildford Way to promote established regional truck routes for the north east sector

The designated truck network is shown in **Map ES-5**. This truck network establishes key regional connections and also serves destinations within the City. The recommended truck network includes:

- **Designated Truck Routes** on St. Johns Street, Clarke Road and Barnet Highway to provide regional connections to truck routes in surrounding municipalities, and on Murray Street and Moody Street to provide access to the City's industrial areas; and
- **Inter-Municipal Truck Routes** on loco Road and First Avenue to provide access to Anmore and Belcarra.

g. Manage Parking

The cost, availability, and convenience of parking influences where and how we travel to destinations and can be used as a tool to support the City's overall goal of rebalancing the transportation system towards sustainable travel modes. With the coming of the Evergreen Extension, there is a need to develop a parking strategy to manage parking demands in and around SkyTrain Station areas. The city has recently initiated a parking strategy to manage the impacts of parking for areas around the station including neighbourhoods of Inlet Centre, Klahanie, Coronation Park and Moody Centre. This strategy will guide long-term planning and management of parking in key areas of the city. In addition, the City should develop a city-wide parking strategy to guide the long-term planning and management of parking throughout the City, and particularly in the Moody Centre and Inlet Centre areas, where some of the highest growth is expected to take place. In that regard, the Master Transportation Plan seeks to provide direction on addressing parking issues facing the City today and in the future, including: the management of parking within existing and future higher density centres such as Moody Centre and SkyTrain station areas; the management of parking spill-over into neighbourhoods adjacent to major destinations; and city-wide parking management strategies.

A Safe and Livable City

Through the consultation for the Master Transportation Plan, residents identified the need for safe and livable neighbourhoods that are not negatively impacted by traffic. Many residents are experiencing impacts to their neighbourhoods from through-traffic, as congestion and delays on nearby major roads occur some motorists choose to use neighbourhood streets to circumvent areas of congestion. While motorists may choose to use city streets to bypass congested routes, the resulting traffic activity on local and collector streets can infringe on the ability of local residents to access and enjoy their own neighbourhood. The impact of through-traffic on neighbourhoods also puts strains on the street network and the ability to safely accommodate all road users.

Recognizing these issues of through traffic and access to neighbourhood areas, the following four strategies have been developed to create a safe and livable city.

a. Traffic Calming

To minimize speeding in residential areas of Port Moody, traffic calming measures can be applied where appropriate. Traffic calming includes engineering measures, education and enforcement to reduce vehicle speeds and traffic through infrastructure improvements in a local neighbourhood. A variety of traffic calming treatments can be implemented based on the local context and need. The City of Port Moody has developed a Neighbourhood Traffic Calming Policy outlines a process to identify, prioritize, prepare and implement neighbourhood traffic calming plans in Port Moody. A recommendation of the Master Transportation Plan is for Port Moody to update the Neighbourhood Traffic Calming Policy to prioritize traffic calming improvements, using measures such as curb extensions, traffic circles and speed humps. The updated Neighbourhood Traffic Calming Policy should focus on area-wide approaches in Moody Centre where short-cutting is a concern and street-by-street approaches elsewhere in the city where traffic speeds and volumes are a concern. The City of Port Moody OCP notes that traffic calming measures 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 shortcutting through local residential neighbourhoods. Integrated traffic calming measures should be considered in the design of local and collector streets when proposed with new developments.

b. Develop Green Streets

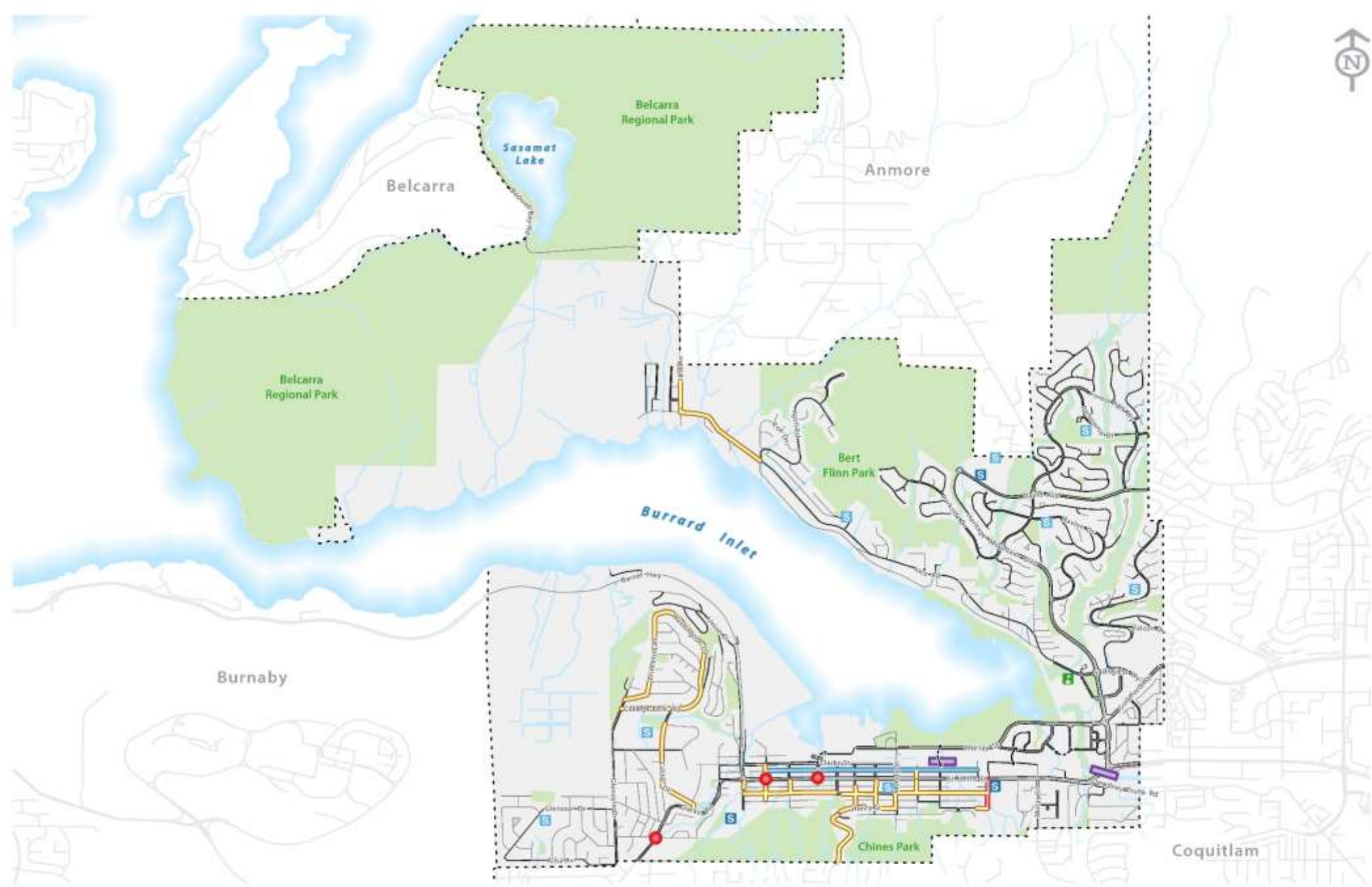
The City has the opportunity to support more livable neighbourhoods by considering developing a 'Green Streets' approach to neighbourhood streets. Several initiatives could result in greener streets, including the development of a 'Green Streets' program, a neighbourhood-level gardening program that allows residents to adopt a corner, curb bulge or a traffic circle for planting or taking care of a garden. The strategy of Livable Streets within the Master Transportation Plan would integrate well with a green streets program, as creating green streets can result in high quality streetscapes with the benefits of an enhanced sense of place and community. Green streets can also facilitate improvements to the streetscape environments through the installation of amenities, such as bench seating, better lighting, water fountains, public gathering spaces, garbage cans, and bicycle racks.

c. Improve Personal Safety

Insufficient lighting and low visibility in areas of the City such as overpasses, pathways, and sidewalks can cause many residents to feel unsafe travelling through parts of the city. There are a number of different features and design considerations that and help to address these concerns, including following Crime Prevention through Environmental Design (CPTED) principles. Lighting in particular can ensure pedestrian comfort as well as safety and security at all times of day. Lighting should be a priority at crosswalks, to make pedestrians visible to motorists during the evening hours. Street lighting can also be designed to support a particular theme for a given area.

d. Managing the Impacts of Transportation

Recognizing that vehicles will continue to play an important role in the City's transportation network, the Master Transportation Plan seeks to reduce their negative environmental impacts and impacts on road capacity and congestion. By increasing vehicle efficiency, vehicle occupancy (i.e. carpooling), reducing trip length and shifting travel times, more traffic can be accommodated with less impact on road capacity, travel time and the environment. Strategies and actions the City can pursue to reduce the negative impacts of vehicle travel include pursuing Transportation Demand Management (TDM) strategies to shift travel patterns; promoting car sharing programs to provide cost-effective transportation options for residents; encouraging education and awareness programs to encourage a shift in travel behaviours and promote greater awareness of sustainable modes of transportation; and supporting private sector and other agency initiatives such as employer-led programs and incentives for carsharing and transit that encourage employees to change travel behaviours, company car-sharing programs, and school-led TDM strategies that encourage students to walk or cycle to school.



Map ES-1:
Long-Term Sidewalk Network
Port Moody Master Transportation Plan

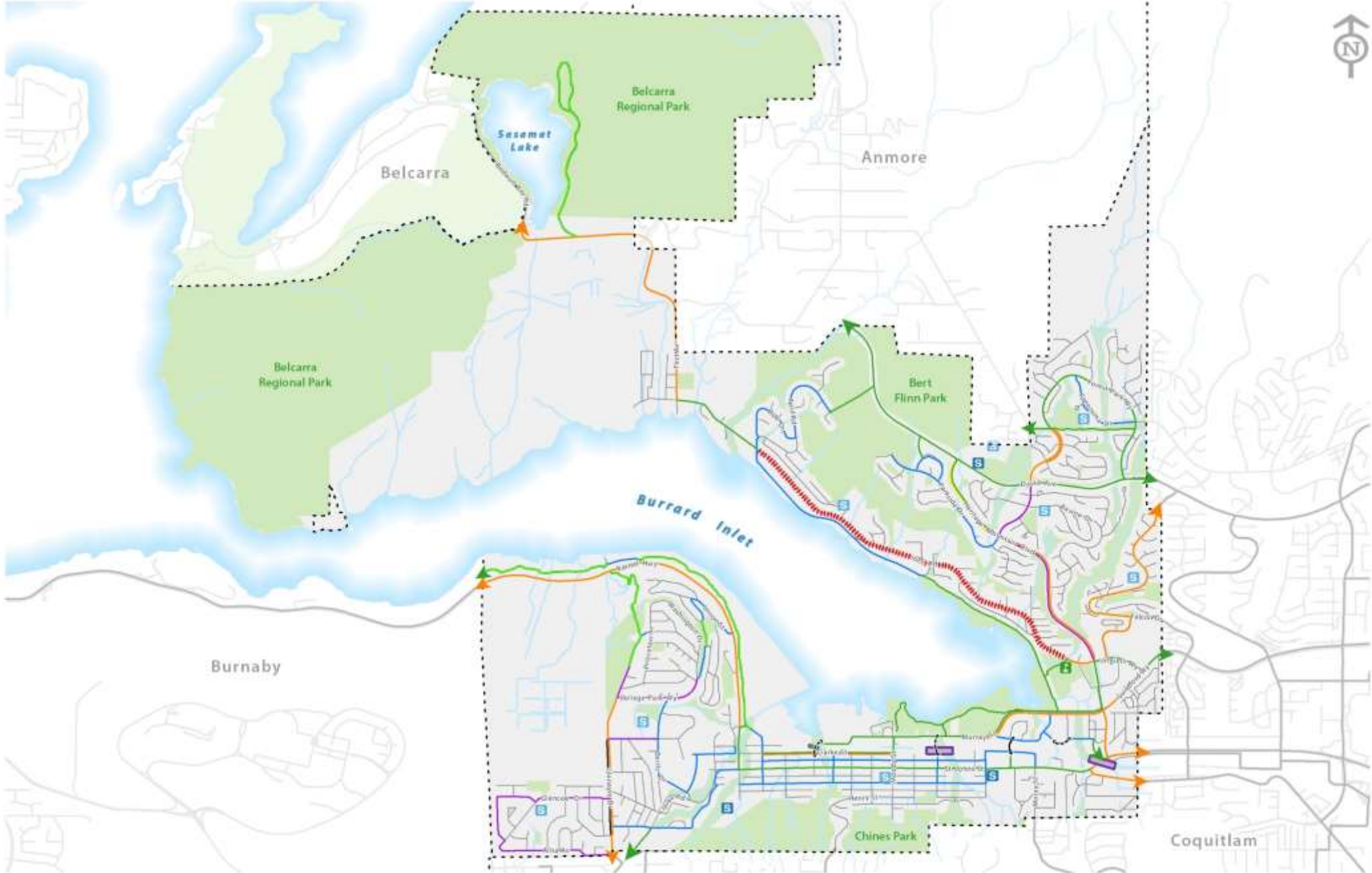


- Municipal Boundary
- OCP Land Use
 - Parks & Open Space

- Public / Institutional Amenities
 - Recreation Centre
 - Elementary School
 - Secondary School
 - Future Evergreen Line Station

- Evergreen Line Station
- Sidewalk (Existing)
- Proposed Pedestrian/Bicycle Signal
- Existing Crossing
- Proposed Crossing

- Proposed Sidewalks
 - Install Sidewalk On One Side Of The Street
 - Install Sidewalk On Two Sides Of The Street
 - Pedestrian Priority



Map ES-2:
Long-Term Bicycle Network

Port Moody Master Transportation Plan

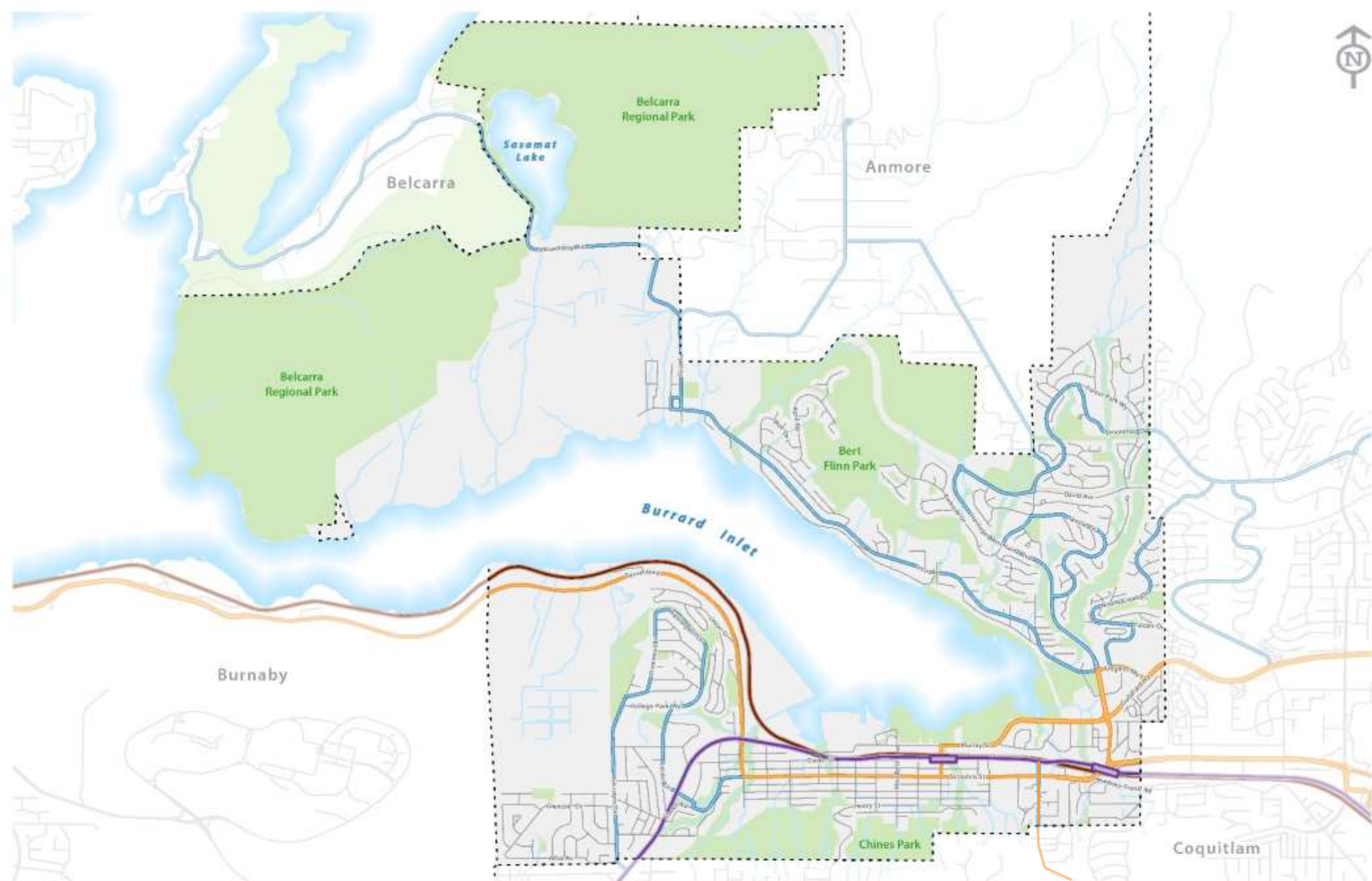
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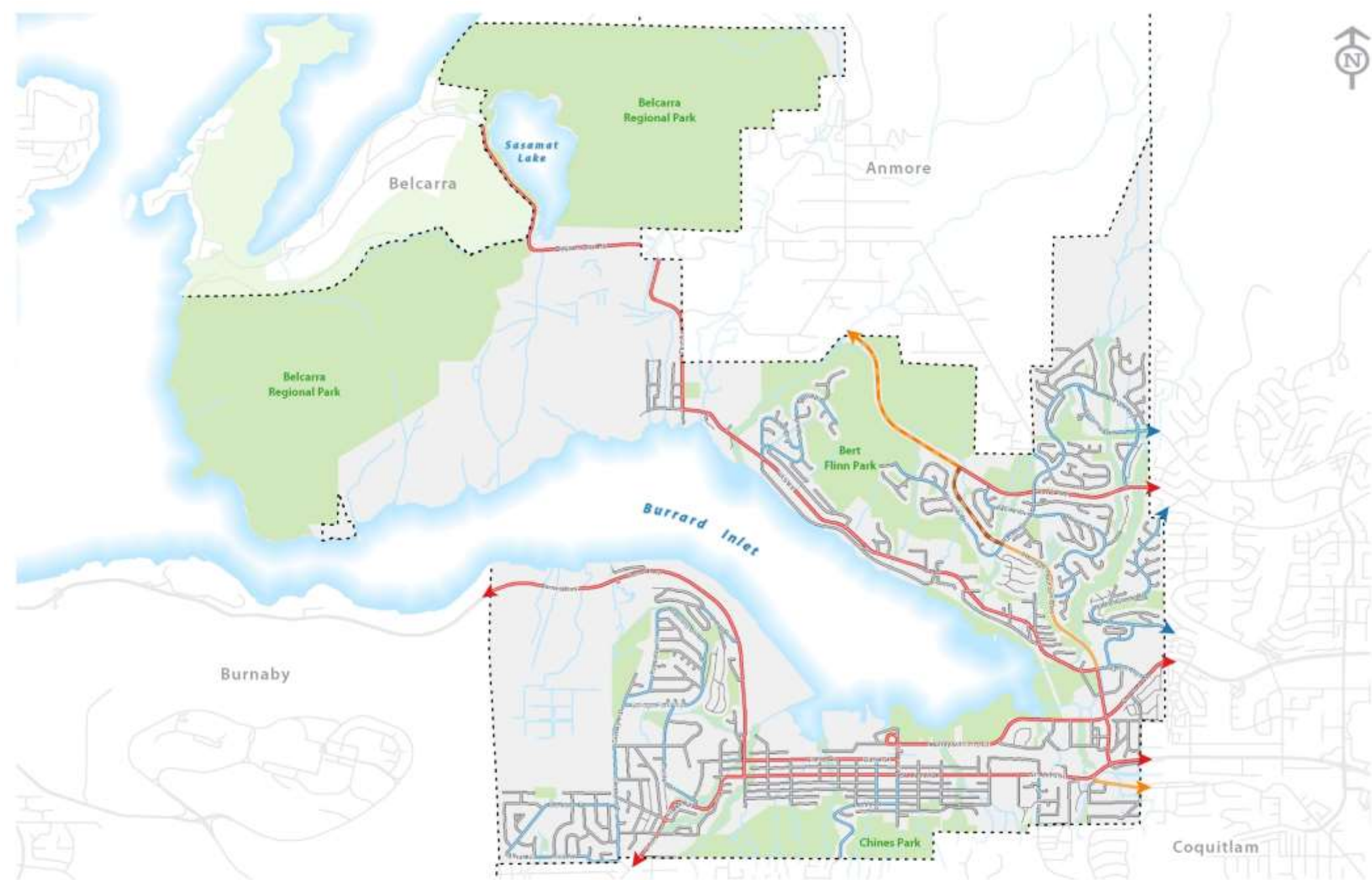
- Municipal Boundary
- Recreation Centre
- Elementary School
- Secondary School
- Future Evergreen Line Station
- Evergreen Line Station

- Park / Green Space
- Existing Crossing
- Proposed Crossing
- Existing Bicycle Facilities
- Off-Street Facility (Paved)
- Off-Street Facility (Unpaved)

- Bicycle Lane
- Shared Use Lane
- Neighbourhood Bikeway
- Paved Shoulder
- Other

- Planned and Existing Bicycle Routes (Other Municipalities)
- Pending Further Review





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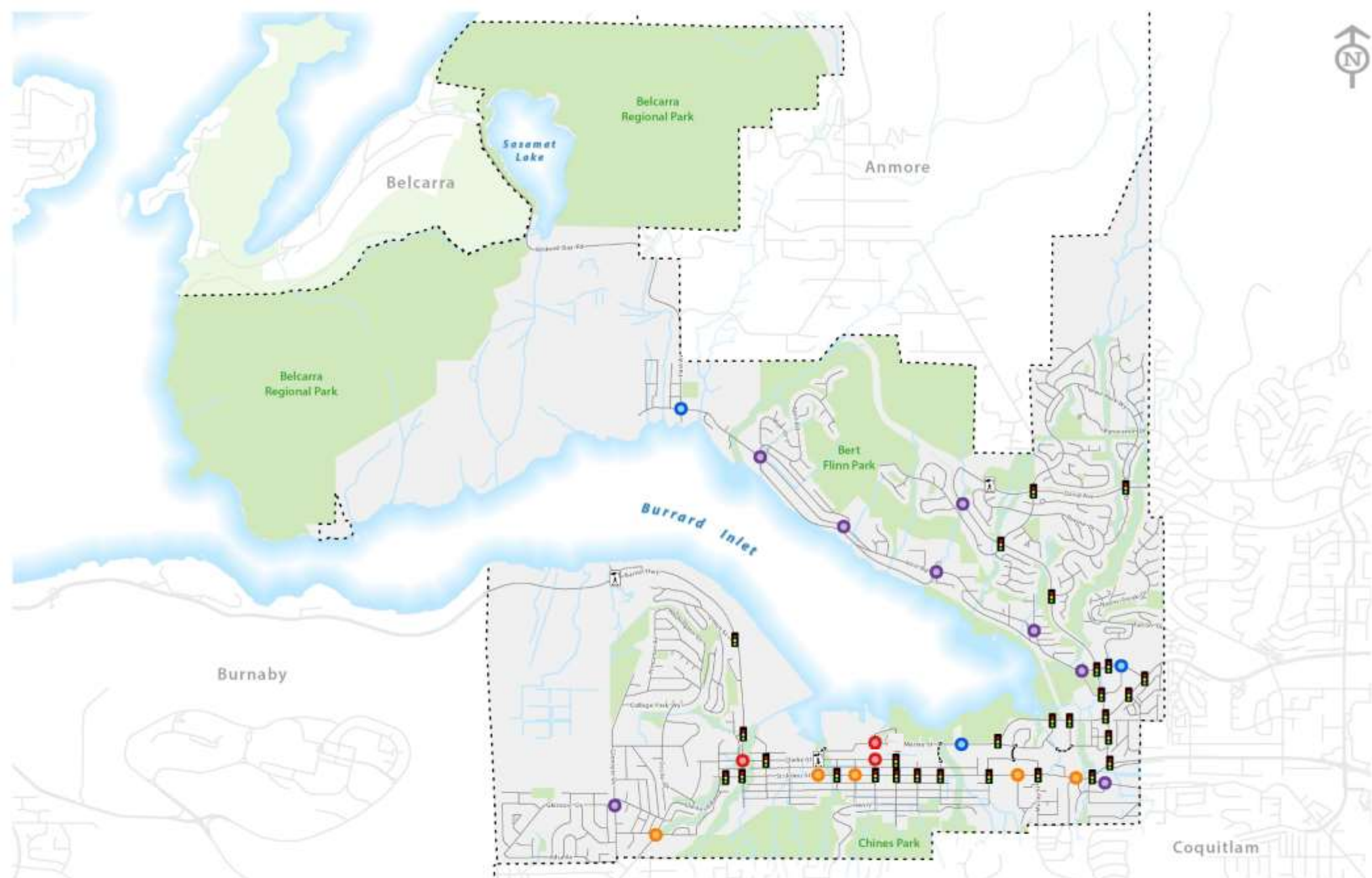
Map ES-4:

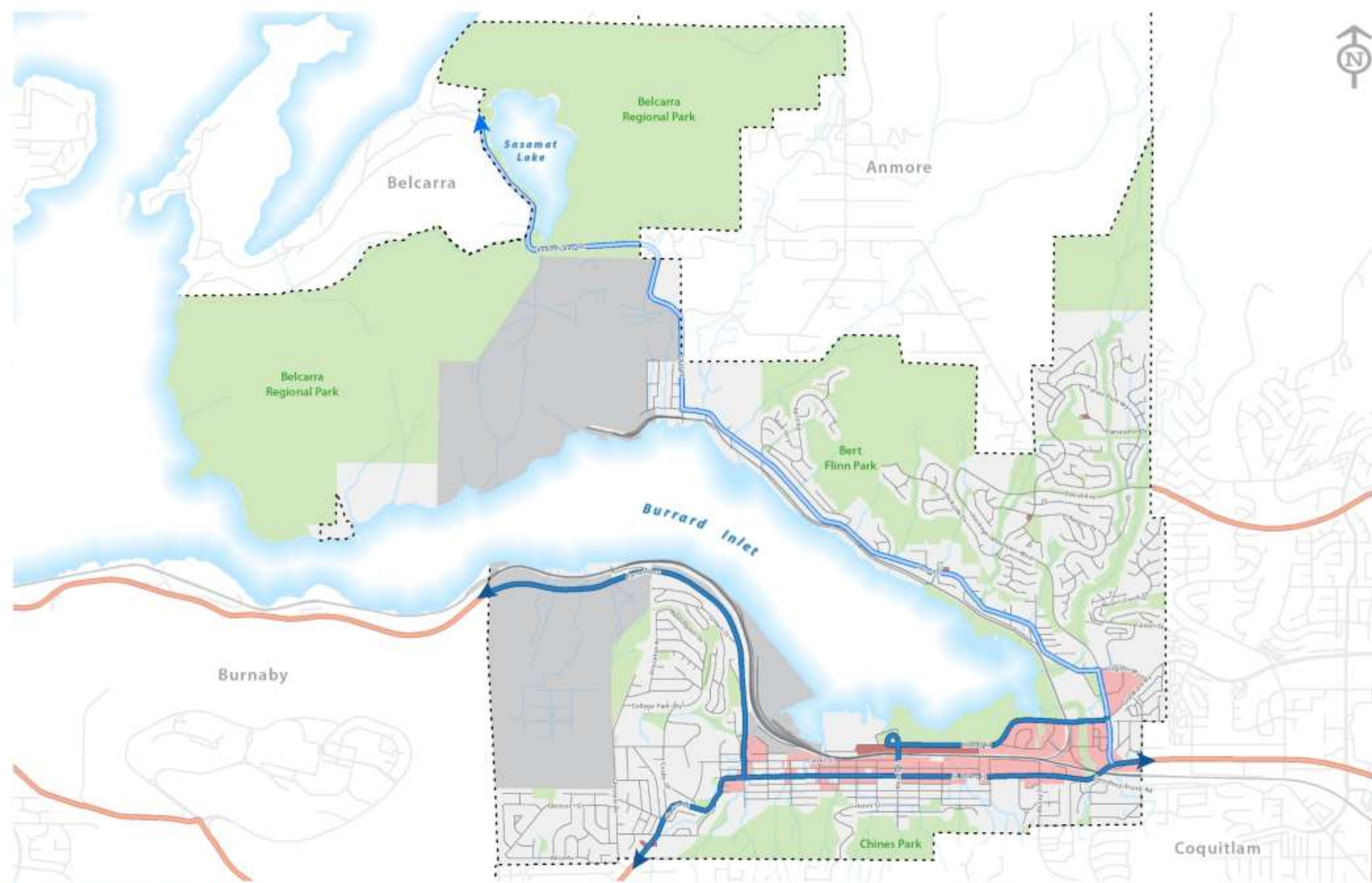
Road Network Classification

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

- Municipal Boundary
- Park / Green Space
- Major Road Network (MRN)
- Arterial Road
- Collector Road
- Local Road
- Future Arterial Road
- Future Arterial Road Widening





Map ES-6:
Truck Route Network
Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

1.0 Introduction



The City of Port Moody is a growing, vibrant, and family-oriented community of approximately 35,000 residents located in the Northeast Sector of Metro Vancouver at the end of Burrard Inlet. Port Moody is growing rapidly along with other Northeast Sector communities, and as this trend continues, our existing transportation network will face significant pressures in the coming years. To accommodate for this growth in the City and surrounding region, the City of Port Moody is updating its Master Transportation Plan – *TransPort Moody* – to provide a renewed vision for how community members and visitors travel in and through our city.

The Master Transportation Plan represents a significant opportunity for the City, as it will play a key role in achieving transportation-related goals, and providing a key link to the vision and goals identified in the City's Official Community Plan (OCP) and Council Strategic Plan 2015 – 2018. This process is important to ensure that transportation investments align with the City's vision and community goals. In order to provide the City with directions and priorities, the Master Transportation Plan will set out a clear vision of the multi-modal transportation system that will serve the residents and businesses of Port Moody over the long-term.

The Master Transportation Plan is being developed through the development of a series of four discussion papers, as described below:

- **Discussion Paper #1: Setting the Context** provided a comprehensive overview of Port Moody's existing travel patterns and transportation conditions.
- **Discussion Paper #2: Future Directions** presented a vision with supporting goals and objectives to guide transportation decision-making in Port Moody over the next thirty years and beyond, as well as targets to measure progress towards achieving the goals of the Plan.
- **Discussion Paper #3: Transportation Possibilities** presents a draft long-term plan for all modes of transportation for the next thirty years and beyond, including a comprehensive package of strategies and actions for all modes of transportation.
- **Discussion Paper #4: Implementation and Monitoring** will include an implementation plan that identifies priorities and cost estimates over the short, medium, and long-term along with a monitoring plan.

This is the third Discussion Paper developed as part of the Master Transportation Plan process. A final Master Transportation Plan summary report will be prepared at the conclusion of the process that summarizes the entire Master Transportation Plan process.

1.1 Study Process

The Master Transportation Plan is being developed through a five phase process, as shown below.

- **Phase 1: Project Launch** involved collecting and reviewing relevant background information and data; conducting traffic counts; developing the base travel demand model; and initiating communications and engagement activities.
- **Phase 2: Discovering** involved preparing a detailed understanding of the City's existing transportation system, identifying current issues and opportunities for the road, transit, pedestrian, and cycling networks.
- **Phase 3: Visioning** involved developing a shared vision for Port Moody's transportation system in the future, along with supporting goals, objectives and targets.
- **Phase 4: Planning** involved exploring the possibilities for each mode of transportation individually before developing an integrated plan that reflects the aspirations and directions for each mode.
- **Phase 5: Moving Forward** will ensure that the Plan is affordable and implementable and includes developing cost estimates along with a phasing and funding strategy that is line with the City's available resources.



This Discussion Paper represents the culmination of *Phase 4 – Planning*. These directions will serve to inform the development of the long-term Master Transportation Plan in the next phase of the process in *Phase 5 – Moving Forward*.

1.2 Purpose of this Report

The purpose of this Discussion Paper is to present the transportation possibilities for all modes of transportation in the City of Port Moody over the next thirty years and beyond. The long-term transportation possibilities have been structured into six overarching themes:

- A Compact, Complete City
- A Walkable City
- A Bicycle-Friendly city
- A Transit-Oriented City
- Moving People and Goods
- A Safe and Livable City

For each of these themes, this Discussion Paper includes a comprehensive series of strategies and detailed actions to provide the City with guidance over the long-term. The key themes and corresponding strategies are shown in the Plan Framework in **Figure 1** below:

Figure 1: Plan Framework



1.3 Phase 4 Engagement

TransPort Moody is being developed based on extensive input from the public and key stakeholders, using a range of communications tools and engagement approaches. The possibilities presented in this document are based on relevant planning documents and policies as well as input received from City staff and council, stakeholders, and members of the community. Meaningful and on-going engagement with residents, community and regional stakeholders, Council and key members of staff is a foundation for the Master Transportation Plan. The table below outlines the different ways public input has been received throughout the entire planning process to date:

Phase 1 and 2 Engagement

- Open House #1 – July 1, 2015
- Stakeholder Workshop #1 – July 9, 2015
- Transportation Issues, Opportunities and Priorities Survey – June 22 – July 7, 2015
- Public Advisory Committee Meeting #1
- Technical Advisory Committee Meeting #1

Phase 3 Engagement

- Steering Committee Meeting – August 31, 2015
- TransPort Moody Safety Fair Pop-Up Booth – September 12, 2015
- Stakeholder Workshop #2 – September 21, 2015
- Council Committee Meetings – September – November, 2015
 - Transportation Committee – September 19, 2015
 - Youth Focus Committee – October 14, 2015
 - Community Care Committee – October 15, 2015
 - Environmental Protection Committee – October 29, 2015
 - Economic Development Committee – November 4, 2015
 - Transportation Committee – November 18, 2015
- Public Advisory Committee Meeting #2
- Technical Advisory Committee Meeting #2

Phase 4 Engagement

- Stakeholder Workshop #3 – January 14, 2016
- Steering Committee Meeting – January 18, 2016
- Public Advisory Committee (PAC) Meeting #3 – January 25, 2016
- Tri-City Transportation Task Force Meeting – February 3, 2016
- Technical Advisory Committee (TAC) Meeting #3 – February 4, 2016
- Stakeholder Workshop #3 – January 14, 2016
- Council Workshop – February 16, 2016 City Hall
- Open House – February 24, 2016 Galleria
- On-Line Feedback Form – February 22 – 29, 2016
- Transportation Committee – March 16, 2016
- Steering Committee Meeting – March 29, 2016
- Council Workshop – Thursday, April 7, 2016

In particular, the following engagement activities occurred during Phase 4 of the Master Transportation Plan process:

- **January 14, 2016 Stakeholder Workshop #3:** Received input on options for several overpass structures and long term improvement strategies for major street network.
- **January 18, 2016 Steering Committee Meeting #5:** Review of input received from Stakeholder Workshop. Strategy for how best to engage stakeholders in preparation for upcoming PAC and TAC meetings and Open House.
- **January 25, 2016 Public Advisory Committee Meeting #3:** Overview of options for overpass structures, cycling improvements and improvement options for “Moody Street Bottleneck” and major street network.
- **February 3, 2016 Tri City Transportation Task Force:** Overview of plan status and possibilities for overpass structures, cycling improvement options and improvement options for “Moody Street Bottleneck” and major street network.
- **February 4, 2016 Technical Advisory Committee Meeting #3:** Overview of options for overpass structures, cycling improvement options and improvement options for “Moody Street Bottleneck” and major street network.
- **February 11, 2016 Port Moody Staff and TransLink Meeting #1:** Status update on plan development. Discussion on improvement options for walking and cycling and transit. Discussion on potential strategy of removing HOV Lane designation from St Johns Street, Moody Street and Clarke Street.
- **February 16, 2016 Council Workshop #3:** The first part of this workshop provided: an overview of Phase 4 public engagement, analysis of potential bridge structures over railway lines, analysis of mitigation options to improve “Moody Street Bottleneck”. The second part of this workshop provided an overview of materials and engagement activities for the Open House.
- **February 24, 2016 Open House:** 20 Display Boards provided an overview of the plan. Staff were on site to facilitate discussion and answer questions. A short 10 minute presentation was provided throughout the evening, the intent of the presentation was to provide context on plan development, provide an overview of feedback/direction received from the public to date. Open House Display boards and resident feedback is detailed in Attachment 2. In preparation for this event approximately 3,000 emails were sent and 12,000 Open House brochures were mailed, one to each household in Port Moody.
- **February 22 – 29, 2016 Open House Online Feedback Form:** In preparation for residents that could not attend all Open House content was available online with feedback forms from February 22nd to 29th of 2016.
- **March 16, 2015 Transportation Committee:** An overview of transportation plan provided with focus on transit and cycling improvement options for St Johns Street, Murray Street and Clarke Street. At the March 16, 2016 Transportation Committee Meeting the Committee endorsed the following resolution:

That the Transportation Committee recommends a safe, comfortable, separated biking facility suitable for all ages on the north side of Clarke Street as part of the Master Transportation Plan.

The Bicycle Friendly chapter of Discussion Paper 3 identifies a project for either buffered bike lanes on-street in each direction or a two-way on-street Cycle Path for Clarke Street. This option is subject to removal of the westbound AM HOV lane designation and a re-balance of this streetscape.

- **March 29, 2016 Steering Committee Meeting #6:** A high level overview of the plan was provided. Discussion ensued on how best to detail plan developments with Council at upcoming workshop and Regular Council Meeting.
- **April 7, 2016 Council Workshop #4:** Provide an overview of plan development and high level conversation on appropriate funding strategies for short, medium and long term investments.

A summary of the engagement findings from Phases 1 and 2 is provided in **Discussion Paper #1 – Setting the Context**, a summary from Phase 3 can be found in **Discussion Paper #2 – Future Directions**. A summary of the engagement findings from Phase 4 can be found in **Appendix A**. The engagement from Phase 4 was used to present and obtain input and confirmation on the possibilities for transportation in Port Moody.

2.0 A Compact, Complete City



One of the primary goals of the City of Port Moody's OCP is to create a compact and complete city. The OCP defines a complete community as one that features a mix of residential and commercial uses, while encouraging the use of transit, walking and cycling. Compact and complete communities also have the advantage of requiring less infrastructure investment per capita when compared to other types of communities. The City of Port Moody has been working towards creating a compact and complete city for some time and it is one of the most compact and densely populated cities in Metro Vancouver. An example of this type of development can be seen in Inlet Centre, with higher density developments such as NewPort Village, SuterBrook Village, and Klahanie. The Inlet Centre area is often cited as one of the most successful examples of a complete and compact urban development in Metro Vancouver. The OCP supports encouraging this type of growth and development to continue to occur within the Inlet Centre and Moody Centre areas by supporting higher densities and a greater mix of land uses in these areas, with a specific emphasis on areas around the SkyTrain stations.

The interplay between transportation and land use is critical to ensuring that Port Moody is able to develop as a compact and complete community. A key component of a compact and complete city is creating an environment that is comfortable and convenient for walking, cycling and transit, and ensuring that destinations within the city are accessible to people by all forms of transportation. Developing street designs that consider the needs of all road users and that focus on moving people instead of vehicles is key to improving how people are able to travel through and spend their time within Moody Centre. The City of Port Moody refers to this approach to street design as creating "complete streets." Some of the benefits associated with creating complete streets include developing stronger local economies, creating inviting public places, improved road safety, better access to destinations such as the waterfront, and creating healthier cities. Complete streets go beyond simply providing transportation choices but provide inviting destinations in and of themselves.

2.1 Issues and Opportunities

Through engagement activities throughout the course of the Master Transportation Plan process, there are a number of things we heard about how to ensure Port Moody grows to be a compact and complete city. These comments were discussed in greater detail in Discussion Paper #1. Some of the top issues that have been identified include:

- Many destinations throughout the city are not within close walking or cycling distance, and can be challenging to travel to by walking, cycling or transit;
- Transportation infrastructure needs to keep up with development and population growth;
- With population growth, streets will be even more congested; and

- There is a need for better connections between Moody Centre and the waterfront.

Opportunities that have been identified to ensure Port Moody is a compact and complete city include:

- Ensuring that high density developments are located around SkyTrain stations;
- Finding ways to connect Rocky Point Park and the waterfront with Moody Centre by foot and bike; and
- Create streets that are inviting and comfortable places that are destinations within their own right.

2.2 Strategies and Actions

The long-term transportation plan includes three strategies related to ensuring Port Moody is a compact, complete city. These strategies focus on providing Port Moody with a network of complete streets, developing transit oriented communities, and creating a vibrant waterfront that has better connections to Moody Centre.

A Compact, Complete City Strategies:

- a. Network of Complete Streets
- b. Transit Oriented Communities
- c. Vibrant Waterfront

a. Network of Complete Streets

Complete Streets require planning and design that goes beyond the typical street function of supporting through traffic. Planning and designing complete streets means providing characteristics that make streets destinations and places that people want to be, instead of places to simply move through. The benefits of incorporating complete streets include creating stronger local economies, inviting places, improved safety, better access and healthier cities. While not all streets would necessarily have all these characteristics, some qualities and design principles often associated with Complete Streets may include:

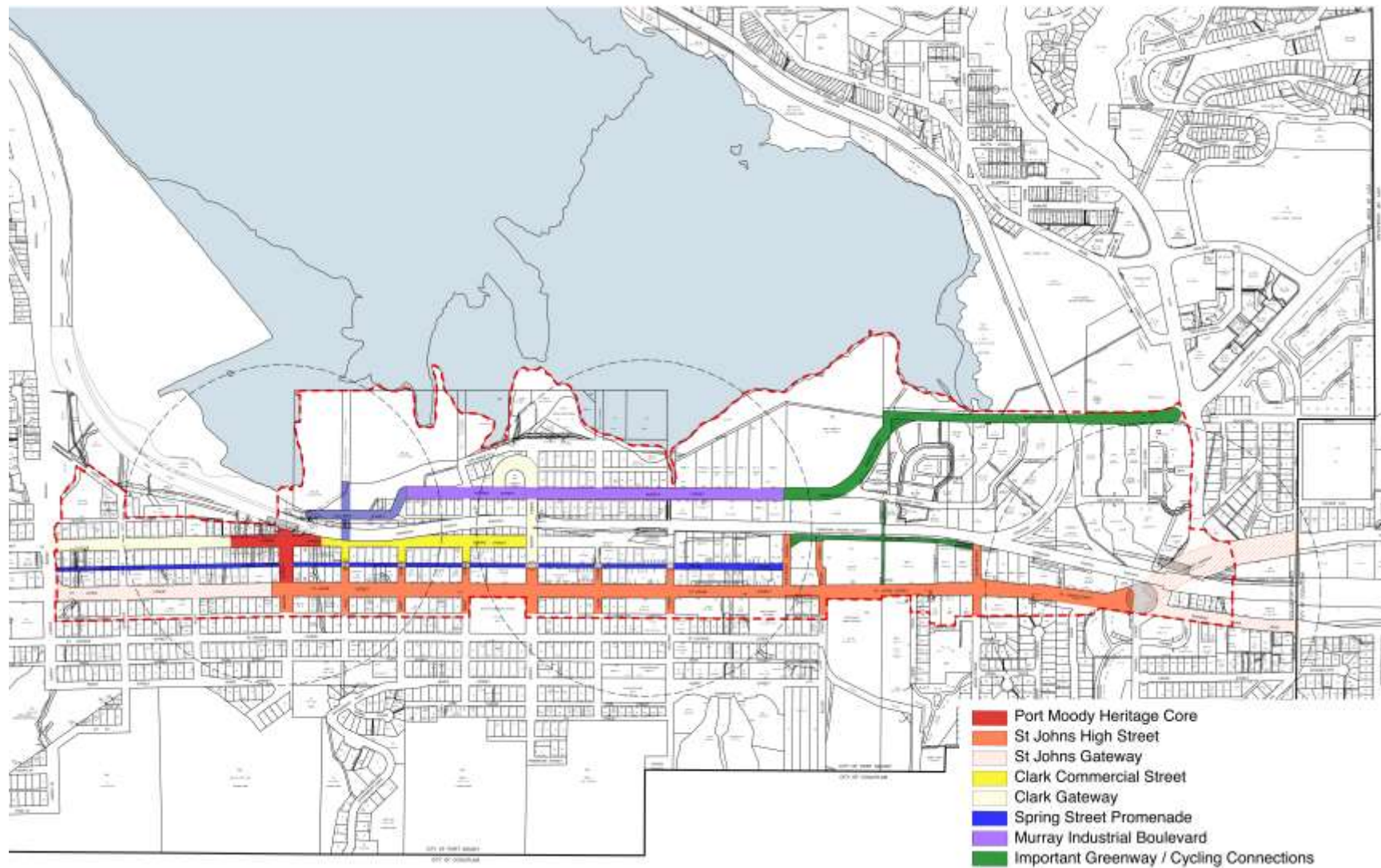
- **Street definition**, where there are boundaries, walls or other features that communicate where the edges of the streets are. These edges can focus attention within the street.
- **Physical comfort**, which can include features such as wide sidewalks, boulevards providing separation from traffic, and canopies or awnings providing weather protection.
- **Places for people to walk with leisure**, where people can see each other and encourage street activities, and have an opportunity to meet others and socialize.
- **Qualities that engage the eyes**, including physical characteristics such as colour, architecture, trees, and sunlight that encourage people to look around the environment.
- **Transparency**, primarily in the form of street-level windows, making the street more visible and safe, and engaging pedestrians in various activities along the street.

The City has been working towards developing a Complete Streets Implementation Manual to identify detailed streetscape design for distinct areas within Moody Centre. The Manual will provide guidelines for new developments within Moody Centre, including concepts, strategies, and design standards required to successfully achieve Complete Streets.

The proposed Network of Complete Streets within Port Moody includes St Johns Street, Clarke Street, Murray Street and Spring Street, as shown in **Figure 1**. Each of these streets has their own set of opportunities and challenges to becoming a Complete Street, many of which are discussed in detail throughout this report. The Master Transportation Plan is building off the OCP to identify the important role Moody Centre and these streets in particular play within the transportation network but also as part of a compact and complete city.

The City of Port Moody will continue to plan a Network of Complete Streets using design elements that go beyond simply moving people, and include characteristics that make streets natural destinations. Moody Centre will feature a network of streets that emphasize people and places that will help to create stronger local economies, inviting places, improved safety, and a healthier, more vibrant city.

Figure 1: Network of Complete Streets



b. Transit Oriented Communities

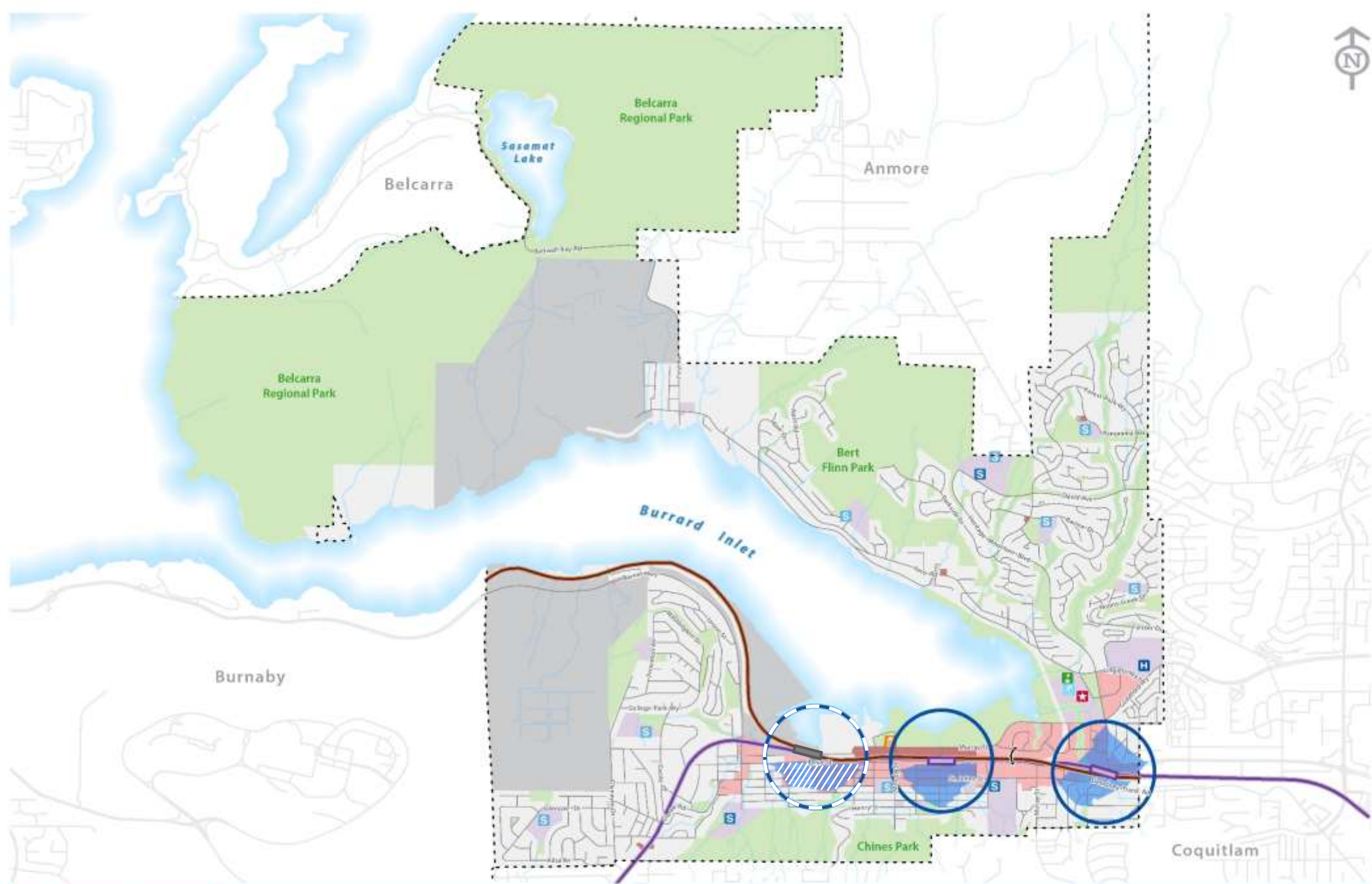
Land use has a strong influence on transit service and ridership as well as supporting walking and cycling. The City's OCP identifies the importance of supporting a high proportion of residents, jobs, and amenities within close proximity to SkyTrain stations and transit services. Encouraging the development of Transit Oriented Communities supports the directions outlined in the City's OCP.

With the opening of two SkyTrain stations and the possibility of a third future station, the City of Port Moody has a strategic opportunity to integrate land use and transit by developing Transit Oriented Communities around these stations and along major corridors in Moody Centre. The focus of Transit Oriented Communities is to place residential and commercial development in close proximity to transit service, allowing people to drive less and walk, cycle and take transit more.

Developing Transit Oriented Communities around SkyTrain Station Areas and along Frequent Transit Corridors will help support TransLink and Metro Vancouver plans and policies, including the Regional Transportation Strategy and Regional Growth Strategy. TransLink has developed guidelines for developing Transit Oriented Communities, which focuses on the "6 D's": high **density**, **diverse** and mixed use **destinations**, short travel **distances**, **demand management** measures, and people-friendly urban **design**. These features can place more people and jobs in proximity to high frequency transit service, mitigating the demand for driving while increasing transit ridership. Transit Oriented Communities not only support rapid transit but also allows for the opportunity to gain additional frequent bus service to the City's neighbourhoods.

The areas within Port Moody identified as areas for transit oriented development are outlined in **Map 1** below. Map 1 also illustrates the 5 minute walkshed from proposed and potential SkyTrain stations based on existing road infrastructure. The following design considerations should be considered within these five-minute walksheds:

- Provide a mix of housing options.
- Enhance the network of pedestrian connections, particularly to SkyTrain Stations.
- Incorporate opportunities for parks and public open space.
- Provide attractive, green streetscapes that encourage pedestrian activity and provide for a comfortable pedestrian scale.



Map 1:
Transit Oriented Communities
Port Moody Master Transportation Plan

- Municipal Boundary
- 400 Metre Station Buffer
- 400 Metre Station Walkshed
- Existing Crossing

- West Coast Express
- Evergreen Line
- Evergreen Line Station
- Potential Evergreen Line Station

- OCP Land Use
- Mixed Use
 - Commercial / Employment
 - Parks & Open Space
 - Industrial
 - Public & Institutional

- Public / Institutional Amenities
- City Hall
 - Arena
 - Hospital
 - Museum
 - Recreation Centre
 - Secondary School
 - Elementary School

c. Vibrant Waterfront

The City of Port Moody has a beautiful and vibrant waterfront that includes residential, industrial and park land uses. Most residents and visitors would associate the waterfront with Rocky Point Park and the nearby businesses. The Waterfront area is an important environmental, economic, social, cultural and heritage area. It serves not only residents of Port Moody but serves as a regional destination as well. Port Moody's waterfront is also home to many of the city's cultural events and festivities and promotes outdoor recreation and physical activity.

The City's recently completed Parks and Recreation Master Plan also identifies the waterfront as an important city amenity and provides guidance about extending and enhancing existing waterfront parks including upgrading existing boardwalks and bridges and ensuring that the public has access to the waterfront.

One of the important transportation considerations regarding Port Moody's waterfront is providing better connections to and from the waterfront and Moody Centre. While technically only a few blocks apart, the lack of connectivity between the waterfront and Moody Centre makes the distance appear much further. The City's OCP outlines opportunities for enhancing access between these two destinations as way to encourage active transportation, increase tourism opportunities, and support local economic development opportunities.

The City of Port Moody will work to create a Vibrant Waterfront with better connections between Moody Centre and Rocky Point Park for all types of transportation and by enhancing the pathway network to provide access to the waterfront for all types of transportation, including developing additional crossings across the rail corridor to improve connectivity for pedestrians and cyclists as well as other road users.

3.0 A Walkable City



Walking is the most fundamental form of transportation. Walking is a part of every trip, whether that trip is made by car, transit, or bicycle. If suitable conditions exist within a community – such as having a complete, connected sidewalk network and major destinations nearby to where people live – walking can also be a convenient alternative to the automobile for almost all short trips. Promoting walking can help reduce automobile dependence and greenhouse gas (GHG) emissions, improve public health outcomes and help to create more liveable and vibrant communities. Promoting walking is particularly important in Port Moody today and in the future, as the face of the City is changing from a predominantly suburban community to a more urban community with higher densities in the Moody Centre area and around the SkyTrain stations. Promoting walking is critical to creating a vibrant area in Moody Centre and around the SkyTrain stations, and to ensuring the success of the Millennium Line – Evergreen Extension. Walking also helps to promote economic and cultural vibrancy and improves social interactions.

Promoting walking is one of the top priorities of the Master Transportation Plan. Port Moody is already a very walkable city, particularly in the Moody Centre area which already has densities and mixtures of land use that supports walking. The city also has an established network of sidewalks and off-street trails and pathways, including approximately 89 km of sidewalks and 41 km of off-street trails and pathways. As a result of these, and other, factors walking is already a popular mode of transportation in Port Moody, as it accounts for over 9% of all trips made by Port Moody residents, and approximately 2% of all commute trips to work or school. .

While pedestrians enjoy high connectivity throughout the Moody Centre area, several key challenges have been identified that make walking a less attractive transportation option in Port Moody today. Challenges include gaps in the sidewalks network in many areas of the city; barriers presented by the Evergreen Extension and rail lines; busy and wide streets such as St. Johns Street that can be difficult to cross; and steep grades in many areas of the city.

The Master Transportation Plan sets out to double the number of daily walking trips. This would represent a 50% increase in the walking mode share by 2045 – from 9% of all daily trips today to 14% in 2045. To achieve this target and to make walking a more viable option for more people, the plan focuses on improving the pedestrian environment in areas with the highest pedestrian demand, including enhancing the existing sidewalk and trail network, focusing on safety and accessibility upgrades at pedestrian crossings, and making walking a more enjoyable experience by improving the public realm.

3.1 Issues and Opportunities

Through engagement activities throughout the course of the Master Transportation Plan process, we have heard a number of key issues and challenges for walking in Port Moody which were discussed in greater detail in Discussion Paper #1. Some of the top issues that have been identified include:

- Lack of sidewalk coverage in many areas of the City;
- Disconnected sidewalk network, with significant gaps in the sidewalk network;
- Challenging topography which makes it difficult to provide a pedestrian network that can be easily used and maintained;
- Low density residential land uses outside of the Inlet Centre and Moody Centre neighbourhoods, which results in long travel distances that are unlikely to be made by walking, particularly for utility-based trips other than recreational walking;
- An increasing seniors population with a stronger reliance on walking;
- The need to transport children, family, and heavy loads;
- Residents feel unsafe on many busy streets due to high traffic speeds and volumes; and
- There is not enough time reported for pedestrians to safely cross the street at some intersections within the City, particularly on busy streets such as St Johns Street.

Opportunities that have been identified to improve walking in Port Moody include:

- Improved sidewalk network;
- More walkable areas with supportive land use and urban design;
- More short-cuts and neighbourhood connections;
- Well maintained and high quality sidewalks;
- Better street and trail lighting;
- More separation between pedestrians and vehicle traffic;
- Integrating sidewalks with the natural setting and rich network of trails; and

- Integrating walking with the Evergreen Extension, particularly in areas within walking distance of the planned SkyTrain stations.

3.2 Strategies and Actions

In response to reported concerns from the community, the Master Transportation Plan has identified four key strategies to address barriers and gaps, and to provide more safe, convenient, and comfortable walking environments throughout Port Moody.

Walking Strategies:

- a. Create Great Places and Destinations
- b. Enhance Sidewalks and Pathways
- c. Improve Safety and Accessibility
- d. Develop Walking Support Programs

a. Create Great Places and Destinations

A number of urban design features can make high pedestrian activity areas more attractive and interesting. These treatments can help create destinations in and of themselves and create lively, vibrant, pedestrian-oriented streetscapes. Pocket parks and plazas, enhanced landscaping, public art, street trees, litter and recycling bins, benches, curb extensions, weather protection, and pedestrian-scale street lighting are examples of important public realm features. While installing these features are important to creating great places, it is also important to ensure that they do not narrow the width of the sidewalk and impede safety and accessibility.

The Moody Centre and Inlet Centre areas are already key pedestrian activity areas in the city, and with the opening of the Millennium Line - Evergreen Extension there will be more destinations within the City that will increase walking activity. Other key pedestrian generators include schools, community facilities, and the hospital. Some potential urban design features that can be considered in these areas of higher pedestrian activity include:

- **Increased sidewalk width** to make walking more comfortable and accessible for all, particularly in high activity areas and on commercial streets. Wider sidewalks can allow for a more comfortable walking experience and can help provide individuals with mobility aids, buggies or carts more space to travel as well as more room for additional pedestrian amenities discussed below.

- **Boulevards** between the sidewalk and the roadway to provide a buffer between pedestrians and moving vehicles and create a more comfortable walking experience. This treatment is recommended, where possible, for routes connecting to key pedestrian generators where walking activity is concentrated.
- **Street trees** should be incorporated into all sidewalks, where possible, as street trees can play an important role in increasing pedestrian comfort and safety. This is particularly important for streets with high pedestrian demand or where parking does not provide a buffer between the road and sidewalk. Street trees also help with air quality, reduce the urban heat island effect and provide shade in the summer.
- **Pedestrian amenities** should be provided to improve the attractiveness and comfort of the pedestrian environment, including public art, planters, garbage cans, and benches. These amenities are typically outside of the travelled portion of the sidewalk, and are essential to creating environments within commercial areas that are comfortable and interesting for pedestrians.
- **Public art and historic features** such as public art, artistic benches, community art projects, and community based design initiatives can be used to help showcase the Port Moody as “The City of the Arts” and recognize the high value the City places on the arts. These can also be used to celebrate the local and historical context of the city.
- **Weather protection** can be provided to provide more comfortable conditions for pedestrians on commercial streets in Port Moody. Providing continuous protection from rain (which can extend to snow and sun protection) along key pedestrian routes can create more inviting and useable outdoor spaces year round. Weather protection should be provided within the property lines and should not encroach on public right-of-way.
- **Wayfinding and pedestrian-scale signage** to identify pedestrian routes, key destinations, and access to public transit can help create a navigable pedestrian environment.
- **Parklets, plazas and other gathering spaces** located throughout the city can provide spaces for people to gather, create unique destinations, and add to the overall character and visual appeal of the city. Pedestrians can stop, take a break, and enjoy facilities offered, particularly when travelling on the city’s steep hills. These spaces can help create vibrant pockets and streets, and can create unique areas throughout the city.
- **Establish Pedestrian Priority Streets** where streets are developed into high activity spaces that welcome and prioritize pedestrians in a traffic calmed “woonerf” environment. These streets can also be designed to stimulate business activity with patios, seating, and other design elements such as public art, lighting, and planters. Examples of potential Pedestrian Priority Streets include Spring Street, Brew

Street in Suter Brooke Village, and Newport Drive in NewPort Village. The City should encourage the development of Pedestrian Priority Streets in future developments.

b. Enhance Sidewalks and Pathways

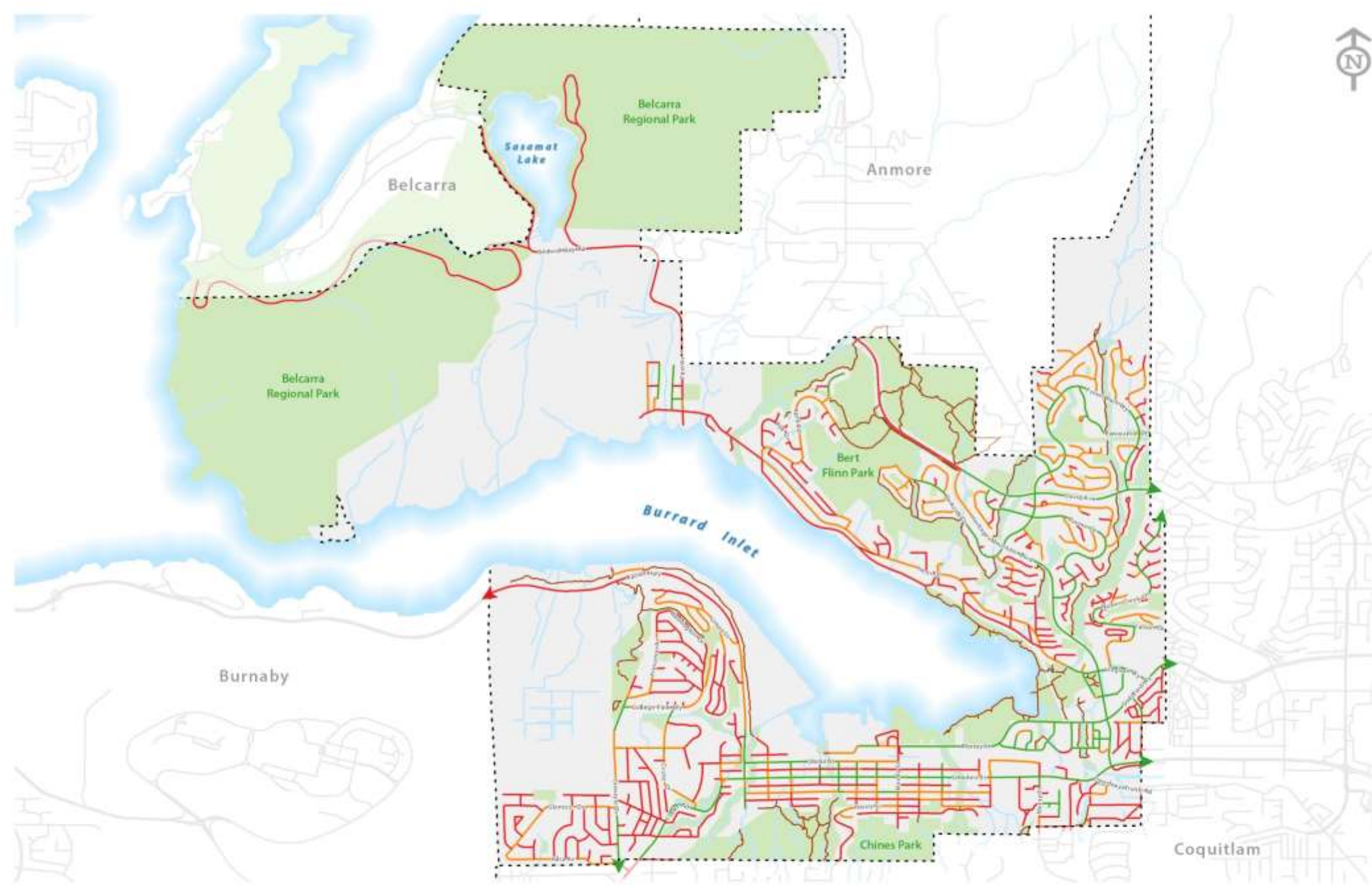
The Master Transportation Plan recommends a number of ways to enhance sidewalks and pathways, including new sidewalks on existing roads, sidewalks in new developments, sidewalk width, enhancing trails and pathways, and maintaining pedestrian facilities, as described below.

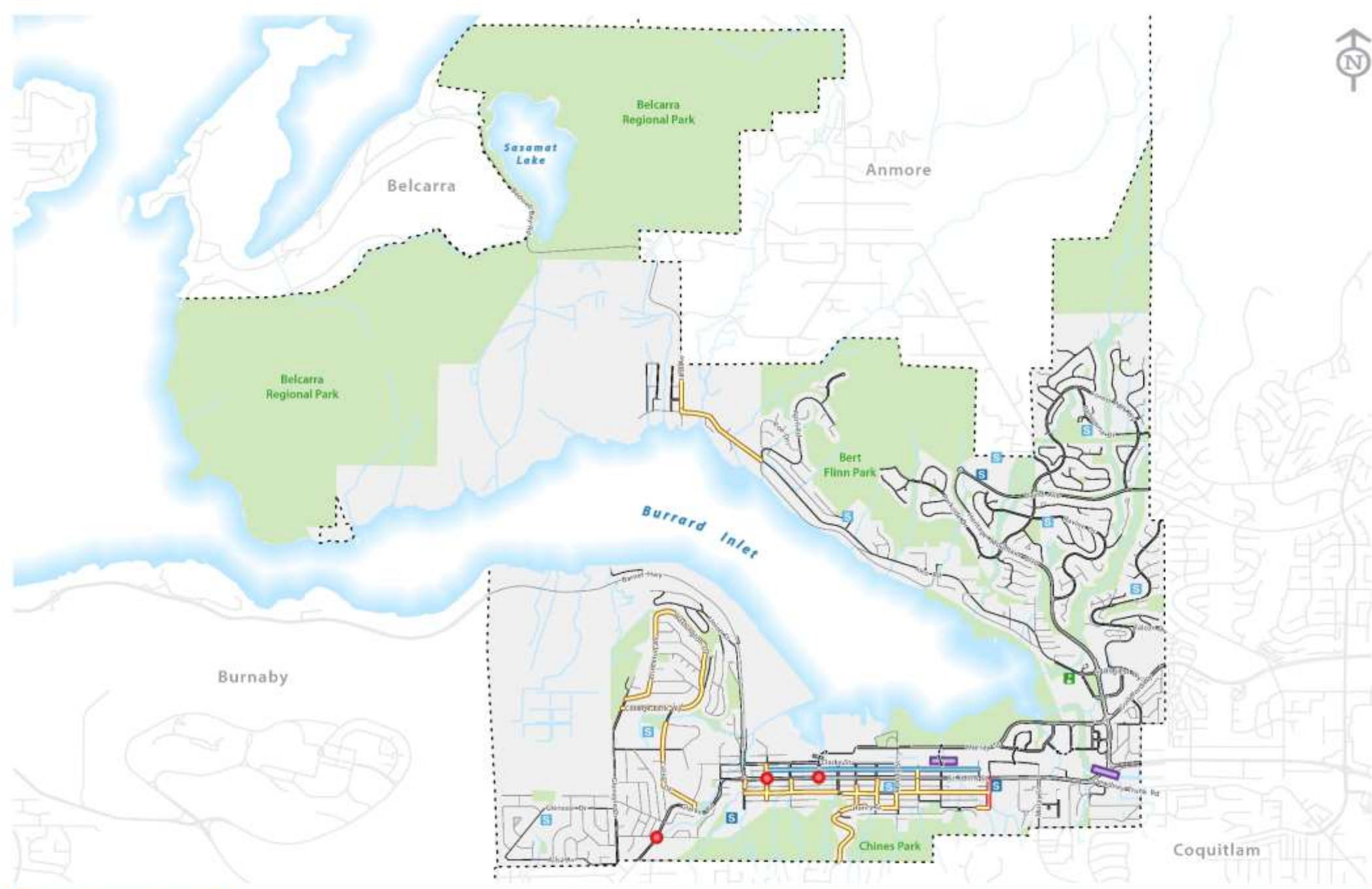
New Sidewalks on Existing Roads

The City of Port Moody already has an extensive sidewalk and pathway network. Currently, there are approximately 89 km of sidewalks throughout the City, and approximately 56% of all City streets have sidewalks on at least one side of the street. In addition, the City has approximately 41 km of off-street pathways and trails. Port Moody's existing sidewalk and trail network is shown in **Map 2**. Sidewalks are provided on both sides of most major streets, including portions of St Johns Street, Murray Street, Clarke Street, Ioco Road, Heritage Mountain Boulevard, and David Avenue. However, there are still several areas in Port Moody that have no sidewalks on one or both sides of the street, which can create connectivity and accessibility issues for pedestrians. Sidewalk coverage and filling in gaps in the network is particularly important within high activity areas such as Moody Centre, along bus routes, near SkyTrain stations, parks schools, hospitals, and other community facilities.

For *retrofits on existing streets*, the City should strategically invest in installing new sidewalks as shown in **Map 3**. These recommended locations for new sidewalks on existing streets were identified because they are:

- Located on roads classified as **arterials, collectors or part of the major road network (MRN)**. These routes typically have higher vehicle volumes and speeds and provide direct pedestrian routes to destinations. Improvements to help ensure pedestrians feel safe on these roadways can encourage walking;
- Located adjacent to **schools, parks, community facilities and other important destinations**; and / or
- Located on **bus routes**.





Map 3:
Long-Term Sidewalk Network
Port Moody Master Transportation Plan



- Municipal Boundary
- OCP Land Use
 - Parks & Open Space

- Public / Institutional Amenities
 - Recreation Centre
 - Elementary School
 - Secondary School
 - Future Evergreen Line Station

- Evergreen Line Station
- Sidewalk (Existing)
- Proposed Pedestrian/Bicycle Signal
- Existing Crossing
- Proposed Crossing

Proposed Sidewalks

- Install Sidewalk On One Side Of The Street
- Install Sidewalk On Two Sides Of The Street
- Pedestrian Priority

Sidewalks in New Developments

The City's Subdivision and Development Servicing Bylaw currently requires sidewalks as part of all new developments on both sides of all Major Road Network (MRN) streets, arterial streets, and collector streets, as well as local residential streets with high density or commercial land uses. **For all new developments**, the City should continue to require sidewalks outlined in the Subdivision and Development Servicing Bylaw as shown in **Table 1**.

Table 1: Sidewalk Requirements by Road Classification

Source: City of Port Moody Subdivision and Development Servicing Bylaw No. 2831

Road Classification	Sidewalk Requirement
MRN – Arterial	Both sides
Arterial	Both sides
Collector	Both sides
Local Residential (High Density) / Local Commercial	Both sides
Local Residential (Single Family or Low Density) / Local Industrial	One side
Cul-de-Sac (Residential)	One side
Cul-de-Sac (Industrial/Commercial/Institutional)	One or Both sides

Sidewalk Width

The City's Subdivision and Development Servicing Bylaw currently also outlines minimum widths for new sidewalks. The Master Transportation Plan recommends revising the minimum width requirements as shown in Table 2. The changes focus on providing wider sidewalks on St. Johns Street (minimum 3.0 metres), as well as ensuring that all sidewalks in the City have a minimum width of 1.8 metres to ensure they are accessible.

Table 2: Sidewalk Width Recommendations

Locations	Existing Minimum Width	Recommended Minimum Width
Inlet Centre and Moody Centre Downtown Core Arterial Roads	2.15 metres	2.15 metres
Inlet Centre and Moody Centre Downtown Core Collector and Local Roads (except signal family residential areas)	1.9 metres	1.9 metres
St. Johns Street	2.15 metres	3.0 metres
Commercial Areas	2.15 metres or separated from curb	2.15 metres or separated from curb
All other locations	1.5 metres	1.8 metres

Enhance Trails and Pathways

Port Moody has a number of trails and pathways, including major multi-use trails such as the trails through Rocky Point Park, Mossom Creek Park, and the Trans Canada Trail to name a few. Port Moody's 41 km trail network is comprised of both hard and soft-surface trails, most of which pass through parks, along riparian corridors, or on other public land. There are three primary types of trails in Port Moody:

- **Trans Canada Trail**, which runs through Port Moody as a multi-use trail. In the west, it is between Barnet Highway and the CP Rail tracks, it then follows streets until Rocky Point Park. Eastwards from there, it winds through Inlet Centre to Guildford Way.
- **Shoreline Trail**, which runs around the head of the inlet, from Rocky Point Park to Old Orchard Park, with separated trails for pedestrians and bikes in most locations.
- **Natural trails**, which run through the City's natural areas.

These off-street trails and pathways make up an important part of the city's pedestrian network, attract residents and visitors alike, and are an important recreational activity in Port Moody. However, despite the extensive work that has occurred to develop the trail and pathway network, there are still some opportunities to improve the trail system.

The City recently developed a Parks and Recreation Master Plan that provides guidance to City staff and Council on parks and open spaces. The Parks and Recreation Master Plan found that trail uses attract more participants than any other recreation activity in Port Moody, and identified the need to prepare a comprehensive trail and walkway network plan that provides connectivity throughout the city, including natural areas, with links to neighbouring communities. This Master Transportation Plan supports recommendations as set out in the Parks and Recreation Plan to:

- **Expand the trail system** to provide connectivity, with links to potential destinations (e.g., parks, schools, Moody Centre), continuing to separate cyclists and pedestrians on busy routes. (see Community Requests for Additional and Improved Trails);
- Improve identification and design of **street crossings** along the trail system to improve safety;
- Install **additional infrastructure** along the trail system, including benches, waste bins, bike racks, viewpoints, and recreation nodes;
- Give **safety** a higher priority to high-use trails, considering motion-activated lighting implemented to minimize disturbance to wildlife;
- Expand the **way-finding signs**, and add distance signs and markers on high use trails; and
- **Widen the shoreline boardwalk and trails** as use increases.

Maintenance

In addition to providing high quality sidewalks and pathways, it is also important to ensure that they are well-maintained. The maintenance of sidewalks is just as important as providing them, as quality and maintenance contribute significantly to ensuring a universally accessible transportation system for people of all ages and abilities, and at all times of the year. Maintenance efforts are important to keep sidewalks as near as possible to their original condition, so that infrastructure remains functional and usable over time. Sidewalk maintenance should address surface smoothness, cracks and upheaval can improve pedestrian accessibility.

c. Improve Safety and Accessibility

Walking to everyday destinations can be easy if our City's streets and neighbourhoods are safe and well-designed for pedestrian safety and accessibility. It is important that the pedestrian environment be accessible by a large cross-section of people, including people with disabilities, seniors, and parents with children. It is important that the design of the walking environment includes accessibility features to accommodate the unique needs of these groups, and to provide better pedestrian circulation for everyone. A key area of improving accessibility is at intersections and crossings, as difficult crossings can act as barriers to walking, making trips much longer or creating safety issues, particularly for seniors, children,

and people with physical and cognitive disabilities. Recommendations to improve safety and accessibility include three categories: Overpasses, Signalized Intersections, and Crosswalks as described below.

Overpasses

The Evergreen Extension and the rail line create significant barriers within the city's walking and cycling networks and disconnecting the Moody Centre area from Rocky Point Park and the communities to the north. Between loco Road and Barnet Highway, there are currently three opportunities to cross the rail corridor on foot or by bicycle: the multi-use pathway on the east side of the Moody Street overpass, the pedestrian and bicycle overpass connecting St. Johns Street to Klahanie Drive, and the overpass between loco Road and Dewdney Trunk Road. As such, pedestrians currently only have 3 crossing opportunities over a 3 kilometre distance, creating a notable barrier for pedestrian. In order to enhance mobility and accessibility for people walking and cycling, three additional pedestrian and bicycle overpasses are recommended:

- **Queens Street Area Overpass.** This overpass is identified in the City's OCP and would provide an important connection to the historic core of Moody Centre, while also providing an opportunity to provide a direct east-west off-street pathway connection between Murray Street and Clarke Street. This overpass could be implemented by the City, as part of future redevelopment, or as part of the potential future Queens Street SkyTrain Stations.
- **Moody Centre Station Overpass.** This overpass would improve connections between the Moody Centre SkyTrain Station and West Coast Express Station between Williams Street and Electronic Avenue. This overpass could be implemented as part of future redevelopment.
- **Klahanie – Suter Brook Connector.** This overpass would improve connections between the Klahanie and Suter Brook developments, and between Klahanie and the Inlet Centre SkyTrain Station. It is recognized that this crossing location has significant implementation challenges in terms of grade and environmental issues that would need to be resolved if the City pursues this. In response to environmental and feasibility challenges, an overpass at this location would likely be development driven.

With the implementation of each of these overpasses along with existing overpasses, the City can significantly improve connectivity across the rail corridor and improve mobility and accessibility for people walking and cycling.

Signalized Intersections

There are 31 signalized intersections in Port Moody. By definition, signalized intersections provide pedestrian crossing opportunities as they have crosswalks on at least one or more intersection approaches. Many signalized intersections in the City have been identified as having safety issues

based on collision data and input from the public. There are a number of features that can be used at signalized intersections to improve pedestrian safety and accessibility including:

- **Pedestrian activated pushbuttons** at all traffic signals to provide an opportunity for pedestrians to trigger a change to the traffic signal.
- **Pedestrian countdown timers** are used to provide information to pedestrians about how much time is left to cross the street at a signalized intersection. A pedestrian countdown timer includes a display on the pedestrian head indicating the time remaining for a pedestrian to cross during the pedestrian phase of a traffic signal. Countdown timers may be installed with or without pedestrian push button actuation.
- **Audible Pedestrian Signals** can be used at signalized intersections to assist pedestrians with disabilities and communicate when to walk in non-visual formats, including audible tones, speech messages, or vibrating surfaces. Braille can also be found on pedestrian signals
- **Accessible curb letdowns** are a very important component of intersection and sidewalk design that provide access between the sidewalk and the street at intersections. Where possible, curb letdowns should be aligned with the crosswalk with directional guidance provided for those with visual impairments. Tactile surfaces can also be installed at curb letdowns to provide indicators to pedestrians who are visually impaired that they are approaching the intersection.
- **Pedestrian crossing time and clearance intervals.** Pedestrian clearance interval is the “time required for the pedestrian, who entered the crosswalk at the end of the Walking Pedestrian indication, to reach the designated refuge area at a comfortable walking speed before a conflicting traffic movement commences”. Many stakeholders identified locations throughout the City that provided insufficient time to cross the street.

City has made significant progress in improving safety and accessibility at signalized intersections. All of the signalized intersections within the city already have pedestrian activated signals and pedestrian countdown timers, and many have audible signals. In addition, most intersections have curb letdowns.

In addition, new traffic signals are recommended at a number of locations throughout the City. These could consist of either pedestrian or bicycle activated “half” signals or full traffic signals.

- **Clarke Road at Seaview Drive** – rationale: proposed half signal for bicycle network connection per bicycle network plan; limited crossing opportunities on Clarke Road with no crossing opportunities in Port Moody south of St Johns Street.
- **St Johns Street at Douglas Street** – rationale: proposed half signal for bicycle network connection per bicycle network plan; pedestrian collision location; limited crossing opportunities on St Johns Street with no crossing opportunities between Barnet Highway and Kyle Street (730 metres) and desire for regular crossing opportunities on St Johns Street to create a more complete street.

- **St Johns Street at Queens Street** - rationale: moderate pedestrian collision location; limited crossing opportunities on St Johns Street with no crossing opportunities between Barnet Highway and Kyle Street (730 metres) and desire for more regular crossing opportunities on St Johns Street to create a more complete street.
- **St Johns Street at Mary Street** - rationale: through commercial area on St Johns Street pedestrians should be able to cross frequently
- **St Johns Street at James Road** – rationale: next to Moody Middle School; pedestrian collision location; through commercial area on St Johns Street. This would likely be development driven.
- **St Johns Street at Golden Spike Way** - rationale: through commercial area on St Johns Street pedestrians should be able to cross frequently; future redevelopment and density may justify additional location.
- **Clarke Street at Grant Street** – rationale: could be implemented in conjunction with road network improvements to address Moody Street bottleneck

Crosswalks

In addition to improved pedestrian crossings at traffic signals, the City can improve pedestrian safety at marked crosswalks. Crosswalk recommendations include new marked crossings, narrowing crossings to reduce pedestrian crossing distances, and enhancing crosswalks, as described below:

- **Marked crossings** can enhance the visibility and safety of crossing pedestrians where warranted. The crosswalks while meeting standards can be marked with decorative colour designs to create a visually appealing facility and make them stand out visually to motorists.
- **Narrower crossings** such as curb extensions, bus bulges, and median islands can be used to help reduce pedestrian crossing distances and can provide additional spaces for pedestrian amenities such as landscaping and benches. Curb extensions extend the sidewalk across the curbside parking lane.
- **Upgrades to Existing Crosswalks** at non-signalized crosswalks on single lane (per direction) MRN or arterial roads, locations with safety issues from collision data, and/or locations identified from public input. Upgrades to include investigating possibility of reducing crossing distances (ie curb extensions) and improving visibility through the use of Rectangular Rapid Flashing Beacons (RRFBs)

- **New Crosswalks** are proposed at a number of locations to improve pedestrian accessibility to key destinations.

Crossing improvements are summarized in further detail in the **Moving People and Goods** chapter.

d. Develop Walking Support Programs

In addition to providing quality pedestrian facilities and networks, education and social marketing initiatives can help shift travel habits by highlighting the benefits of shifting travel modes and providing information to make walking (and cycling) easier. Many of these programs overlap with cycling support initiatives as the two modes provide great alternatives to short local trips. In many cases, coordination with non-profit organizations, community groups, and other agencies can help improve the effectiveness of these programs.

Support programs to encourage walking could include:

- **Provide information about walking in Port Moody.** This includes a description of current pedestrian routes, including routes used for transportation and/or recreation. These resources should be linked with the bicycle network maps which are recommended in the cycling section. This includes providing maps, other educational material and hints and tips on the City's website.
- **Pedestrian Wayfinding.** Pedestrian friendly design can be supported through providing better wayfinding information for people using the City's sidewalks, trails, and multi-use pathways. Pedestrian wayfinding programs can help residents and visitors better navigate through high activity areas of the community. This can include information kiosks for pedestrians identifying key information such as rapid transit, community facilities and businesses, as well as a map with "you are here" information and a five-minute walking distance. This would work best if implemented consistently at the key pedestrian areas such as around SkyTrain Stations, Moody Centre and Rocky Point Park.
- **Safety, education, and awareness initiatives,** as promoted through the city and potentially through partnerships with ICBC, the PMPD, and School District 43.
- **Safe routes to school programs** should continue to be developed on an on-going basis in conjunction with School District #43 to promote walking and cycling among school aged children to help to encourage safe walking and cycling at a young age.
- **Festival Streets** While not a specific event or program, Festival Streets have been identified by some municipalities as streets that are designed to be pedestrian focused and offer more space and a higher quality environment suitable to accommodate a wide range of uses including, seating areas, street vendors, performers, markets and festivals.

4.0 A Bicycle-Friendly City



Cycling is an important and growing mobility option in Port Moody for both commuting and recreational purposes. Cycling is not only a practical way to get around the City, but it also is healthy, good for the environment and saves money. The City of Port Moody recognizes the benefits of cycling to individuals, the community and the environment. Cycling is enjoyable, efficient, affordable, healthy, sociable, and a non-polluting form of transportation.

Today in Port Moody, cycling accounts for approximately 1% of all daily trips. Encouraging more residents and visitors to use their bicycles for short-to medium-distance trips will require developing a safe and comprehensive bicycle network in Port Moody, with infrastructure and programs that help cycling become more time-competitive with other modes, particularly for short-to-moderate distances. If cycling is a more attractive and viable transportation choice, this can encourage healthier lifestyles, reduced pollution and GHG emissions, and more cost-effective infrastructure investments.

Port Moody's existing bicycle network includes over 40 km of bicycle routes, including off-street pathways and on-street facilities such as bicycle lanes, shared use lanes, paved shoulders, and neighbourhood bikeways on quiet residential streets. While the city has made progress developing a comprehensive bicycle network, there are still several challenges for cycling in Port Moody, including several gaps in the bicycle network; uncomfortable bicycle facilities on many streets; barriers presented by the Evergreen Extension and rail lines; and steep grades in many areas of the city.

Although cycling accounts for a relatively small portion of trips made by Port Moody residents, it is an important and growing mode of transportation in the city. TransPort Moody sets out targets to significantly increase cycling in Port Moody. This includes growing the cycling mode share from less than 1% of all daily trips made by Port Moody residents today to 4% of all daily trips by 2045, which would represent a ten-fold increase in the number of daily cycling trips made by Port Moody residents. To achieve this target and to make cycling a more viable option for people of all ages and abilities, the plan focuses on creating a complete network of bicycle facilities that would connect with all key destinations throughout the City and place all residents within short distance of a bicycle route. This also includes focusing on cycling infrastructure that is comfortable for people of all ages and abilities. Supportive facilities, such as bicycle parking, bicycle-transit integration, and supporting a regional bike share program, as well as education, awareness, marketing, and communication initiatives will also be required to make cycling a safe, comfortable, and convenient transportation choice for Port Moody residents.

4.1 Issues and Opportunities

There are a number of key issues and challenges for cycling in Port Moody which were discussed in greater detail in Discussion Paper #1. Some of the top issues that have been identified include:

- Challenging topography which makes it difficult to provide a cycling network that can be easily used and maintained;

- Low density residential land use outside of Inlet Centre and Moody Centre neighbourhoods which results in long travel distances that may discourage people from travelling by bicycle;
- Disconnected bicycle network, with several gaps in the network through the City and to adjacent municipalities;
- Affordability of implementing the long-term bicycle network plan;
- Feeling unsafe cycling in traffic; and
- Lack of exclusive cycling facilities such as bicycle lanes.

Opportunities to improve cycling in Port Moody include:

- Bicycle lanes that are physically protected from vehicle traffic on busy streets;
- More off-street trails and pathways that connect to City Centres and transit stations;
- More exclusive cycling facilities on busy streets such as painted bicycle lanes;
- Implementing shared bicycle routes on quiet streets with lower traffic speeds and volumes;
- Integrating the bicycle network with the Evergreen Extension; and
- Providing support facilities such as bicycle parking at key destinations throughout the City.

4.2 Strategies and Actions

The strategies and actions identified in this section are intended to build off previous work in the draft Master Cycling Plan and incorporate additional input received through the Master Transportation Plan to develop a revised strategy for cycling improvements. The long-term cycling plan includes three related strategies that are designed to provide cycling facilities and programs to make cycling comfortable for people of all ages and abilities.

Cycling Strategies:

- a. Develop a Complete, Comfortable, and Connected Bicycle Network
- b. Make Cycling Convenient
- c. Develop Cycling Support Programs

a. Develop a Complete, Comfortable, and Connected Bicycle Network

Bicycle Network

In order to make cycling a safe, comfortable, and enjoyable transportation option for people of all ages and abilities, the Master Transportation Plan recommends developing and implementing a complete bicycle network that would connect with key destinations throughout the City of Port Moody and place residents within short distance of a bicycle route. Principles that have guided the development of the bicycle network plan are described below.

- **A Complete Network.** The long-term bicycle network plan establishes a city-wide ‘minimum grid’ network of bicycle routes. The plan ensures that bicycle routes are regularly spaced to ensure all residents have access to a bicycle route within a short cycling distance. A complete bicycle network in Port Moody is envisioned as one that ideally places all residents and businesses within 400 metres (or four-to-five blocks) of a bicycle route that will connect to major destinations throughout the city and region.
- **A Connected Network.** It is critical that bicycle routes are direct and provide connections to key destinations to promote a convenient experience and to support bicycle travel times that are competitive with automobiles. Recognizing this, the bicycle network plan ensures connections to all key destinations in the City, including commercial areas in Moody Centre and Inlet Centre, SkyTrain stations, schools, parks, community facilities such as libraries and community centres, and the hospital.
- **A Comfortable Network.** The long-term bicycle network focuses primarily on facilities that are safe and comfortable for people of all ages and abilities. The network will be designed to focus primarily on facilities that are either physically separated from motor vehicles on busy streets or on pathways, or on creating shared spaces on quiet streets that have been designed to slow vehicle speeds and reduce motor volumes. These are complemented by painted bicycle lanes that serve commuter cyclists. The long-term bicycle network focuses on the following types of facilities:

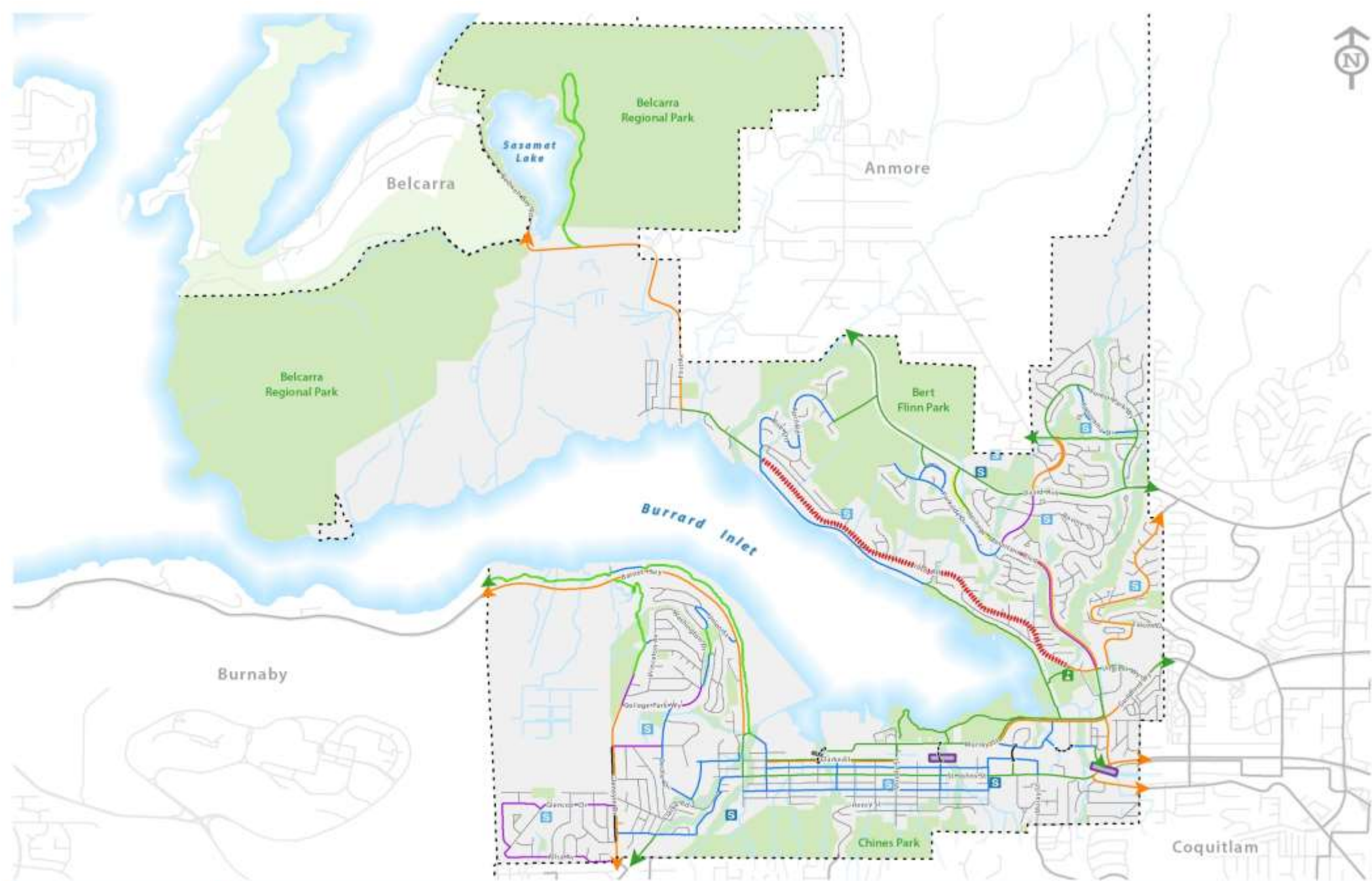
- **Separated Bicycle Facilities** that are physically separated from motor vehicles, including off-street multi-use pathways (such as those found on David Avenue), off-street bicycle only pathways (such as those found on Murray Street and portions of Heritage Mountain Boulevard), and on-street protected bicycle lanes. Off-street multi-use pathways are wide enough to support a variety of non-motorized users including cyclists and pedestrians, while bicycle only pathways and protected bicycle lanes are for the exclusive use of bicycle users. and The long-term bicycle network plan proposes separated bicycle facilities on a number of streets, including:
 - St. Johns Street;
 - Murray Street;
 - Clarke Street (over the long-term, subject to the reconstruction of the Moody Street overpass, as discussed in further detail in the **Moving People and Goods** chapter);
 - Clarke Road south of Seaview to the Coquitlam border, and north of St George Street to St Johns Street; and
 - David Avenue extension, depending on future development.
- **Bicycle Lanes** are on-street facilities that are designated by painted markings and signage for exclusive use of bicycles. Currently there are bicycle lanes along Guildford Way, one side of Glenayre Drive, Barnett Highway. The long-term bicycle network plan proposes bicycle lanes on the following streets:
 - **loco Road.** loco Road west of Maude Street currently has fairly narrow road widths that encourage cyclists to take the lane along this corridor. There is a parallel route for cycling from Maude Road west that utilizes the Inlet Trail system and Alderside Road and terminates at the West Point of loco Road at April/Alderside Road intersection. The Master Transportation Plan has two recommendations for cycling improvements along this corridor. The first recommendation is the installation of a share use pathway on loco Road from April Road to First Avenue. The second recommendation is a comprehensive review of the cost and feasibility of a shared use path way from Maude Road to First Avenue dependent on the scope of repairs required for future utility repairs on this corridor. The latter recommendation will require a comprehensive review and costing that is outside of the scope of this plan.
 - **Dewdney Trunk Road;** and.
 - **Lansdowne Drive**

- **Neighbourhood Bikeways** are local streets with low vehicle speeds and volumes in which cyclists share the same space with vehicles. They often include traffic calming measures to keep speeds low and improvements at major road crossings to help cyclists travel through intersections safely. The City has an extensive network of neighbourhood bikeways that include both local and collector roads, including April Road, Alderside Road, Turner Creek, Parkside Drive, Forest Park Way, Panorama Drive, Cecile Drive, Spring Street, Shoreline Circle, Union Street, Glencoe Drive, Ailsa Avenue, and Seaview Way. Currently, a neighbourhood bikeway provides an east-west connection on Spring Street. Other designated neighbourhood bikeways in Port Moody include Klahanie Drive, Forest Park Way, and Parkside Drive. The long-term bicycle network plan proposes a neighbourhood bikeway on St George Street and Cecile Drive.

As noted above, these facilities have varying levels of appeal for different users. Bicycle facilities that are physically separated from motor vehicle traffic such as off-street pathways and protected bicycle lanes are generally the most comfortable but expensive, while the least comfortable facilities are those on busier roads with limited separation from high volume and high speed traffic such as shared use lanes and painted bicycle lanes. A core route of comfortable facilities can encourage more bicycle ridership and increase perceived and actual safety within the City's bicycle network.

- **Part of a Regional Network.** Port Moody's existing bicycle already provides some connectivity to bicycle facilities in Burnaby (Barnet Highway) and Coquitlam (David Avenue, Guildford Way and Barnet Highway). However, the facilities along some of these routes including Barnet Highway in both Burnaby and Coquitlam are not comfortable facilities. Additionally, connectivity to these regional routes within the City of Port Moody can be challenging particularly within Moody Centre. As noted above, the plan focuses on providing connected routes within Moody Centre not only to provide access to local destinations but also to regional routes. Through improved regional connections, the City can help to improve cycling mode share across the region, particularly for bicycle travel during peak times of the day
- **A Navigable Network.** While most residents know how to travel through the city by car, it may not be obvious which routes are the best by bicycle. For both experienced and inexperienced cyclists, signage can help riders to find the best routes that match their cycling abilities and comfort levels and to find new routes as they become more confident. Bicycle route signage can also highlight for drivers and other road users where they should expect to see greater concentrations of cyclists, which can help to educate drivers and cyclists and to improve cycling safety.

The long-term bicycle network plan is shown in **Map 4**. This network would place almost all residents within 400 metres of a bicycle route, as shown in **Map 5**. In addition to the complete long-term bicycle network, the proposed long-term All Ages And Abilities (AAA) is shown in **Map 6**.



Map 4:
Long-Term Bicycle Network

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

--- Municipal Boundary

Recreation Centre

Elementary School

Secondary School

Future Evergreen Line Station

Evergreen Line Station

Park / Green Space

Existing Crossing

Proposed Crossing

Existing Bicycle Facilities

Off-Street Facility (Paved)

Off-Street Facility (Unpaved)

Bicycle Lane

Shared Use Lane

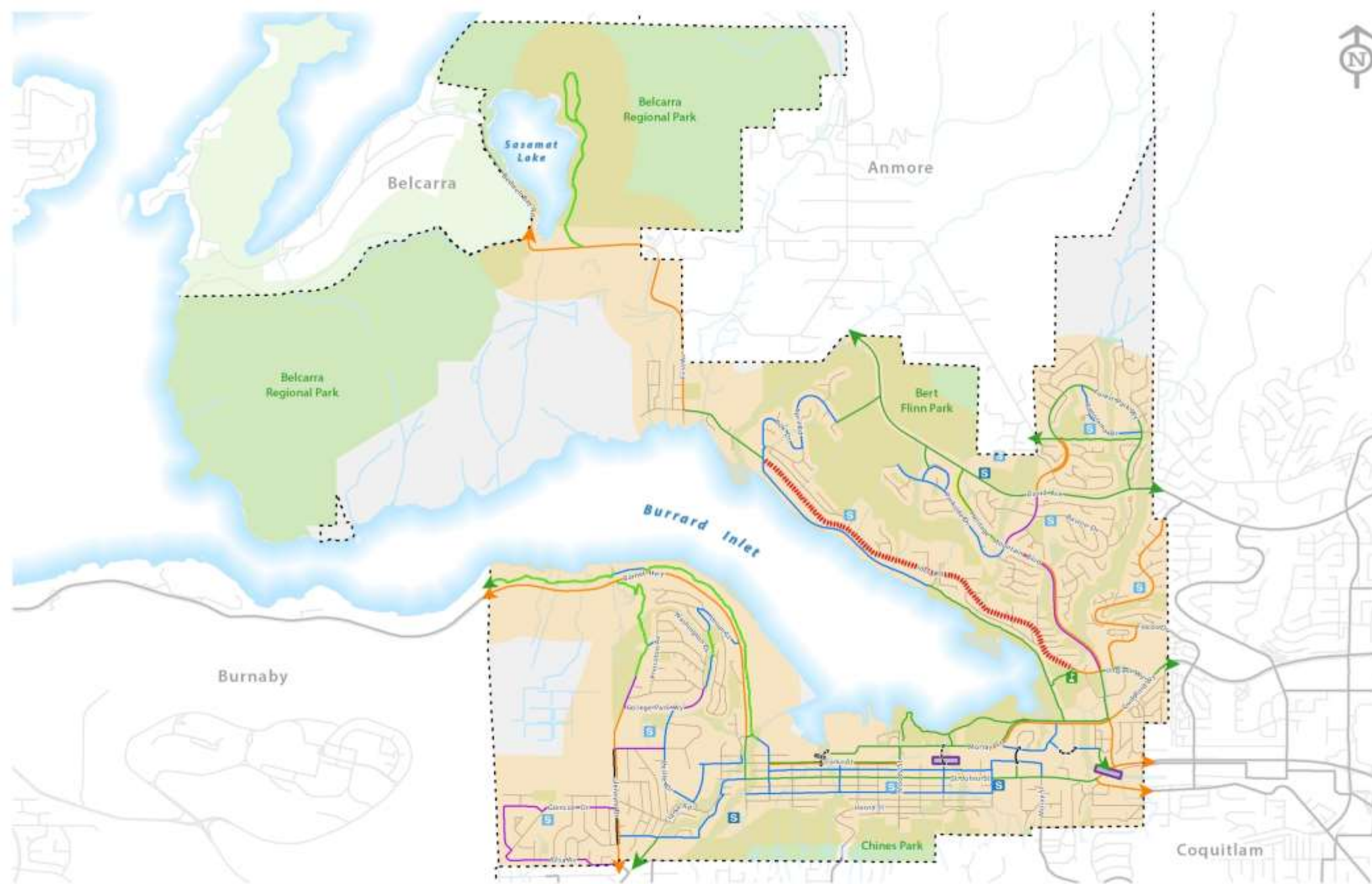
Neighbourhood Bikeway

Paved Shoulder

Other

Planned and Existing Bicycle Routes (Other Municipalities)

Pending Further Review



Map 5:
Long-Term Bicycle Network Coverage
Port Moody Master Transportation Plan

0 300 600 900 1200 1500 1800 2100 2400 m

- Municipal Boundary
- Recreation Centre
- Elementary School
- Secondary School
- Future Evergreen Line Station
- Evergreen Line Station

- Park / Green Space
- Existing Crossing
- Proposed Crossing
- Existing Bicycle Facilities
- Off-Street Facility (Paved)
- Off-Street Facility (Unpaved)

- Bicycle Lane
- Shared Use Lane
- Neighbourhood Bikeway
- Paved Shoulder
- Other

- Planned and Existing Bicycle Routes (Other Municipalities)
- Pending Further Review
- Network Coverage (400 Metre Buffer)



Map 6:

Long-Term All Ages and Abilities Bicycle Network

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

----- Municipal Boundary

RC Recreation Centre

ES Elementary School

SS Secondary School

Future Evergreen Line Station

Evergreen Line Station

Park / Green Space

Existing Crossing

Proposed Crossing

Existing Bicycle Facilities

Off-Street Facility (Paved)

Off-Street Facility (Unpaved)

Neighbourhood Bikeway

Planned and Existing Bicycle Routes (Other Municipalities)

Pending Further Review

Intersections

In addition to the corridor facilities described above, the city should carefully consider how intersections are addressed, as these are where many cycling collisions occur. Intersection and crossing treatments can be used to assist cyclists passing through major intersections and crossing major roads. Different treatments seek to minimize potential conflicts with motor vehicles, and to increase safety and convenience for cyclists. Providing intersection treatments that minimize conflicts with motorists and increase cyclist convenience can help to improve the overall comfort and safety of a city's bicycle network. Cycling safety improvements also serve to remove barriers and can help make cycling more attractive to people of all ages and abilities, thereby helping to increase bicycle mode share. A brief description of some intersection treatments is provided below:

- **Coloured Conflict Zone Markings** can be used at conflict zones, including intersections and driveways, areas where vehicles are merging across a bicycle lane. Often denoted by the colour green, these markings increase the visibility of cyclists and highlight areas where potential conflict can occur.
- **Dashed Bicycle Lane Markings** through intersections provide direction for where cyclists should be positioned as they travel through an intersection. They also alert vehicle drivers that cyclists may be travelling in these lanes.
- **Bike Boxes** can be used at signalized intersections to provide cyclists an opportunity to position themselves ahead of queued vehicles, and to proceed through the intersection when the signals turn green in advance of vehicles.
- **Enhanced Bicycle Signal Crossings** can include full signals or pedestrian and bicycle activated signals which can be activated by a cyclist through a range of technologies, such as bicycle loop detectors, bicycle pushbuttons, or video detection at traffic signals. Dedicated bicycle signal heads can also be considered at locations throughout the city where bicycle facilities intersect with signalized intersections.
- **Crossbikes**, are pavement markings that indicate a crossing zone in which a cyclist does not need to dismount. These pavement markings may be combined with a pedestrian crosswalk or may be used to indicate a separate bicycle crossing.

b. Make Cycling Convenient

Beyond on-street and off-street cycling facilities, other bicycle infrastructure is required to make cycling an attractive and convenient transportation choice. Opportunities to make cycling a more convenient option in Port Moody include bicycle parking supply and development requirements, end-

of-trip facilities, bicycle-transit integration, supporting the extension of a regional public bicycle sharing program and e-bike incentives, as described below.

Bicycle Parking

Similar to vehicle parking, it is important to provide safe and secure bicycle parking on-street and at private off-street locations. Recognizing that the fear of bicycle theft or vandalism is a significant deterrent to cycling, it is important to provide safe and secure on-street bicycle parking at key locations throughout the city as a significant means of encouraging cycling.

There are many different types of bicycle parking, which can be suitable in certain situations but not others. One of the key considerations in providing bicycle parking is to locate the 'right' bicycle parking facility in the 'right' place. The determination of what is the best facility for a specific location is driven by the needs and motives of the users (such as the purpose of the trip, length of the trip, and length of stay); as well as a variety of other factors at the location in question (such as adjacent land uses, available space, and safety). Bicycle parking is typically categorized as either short-term or long-term. As shown below, short-term generally refers to use of less than two hours, while long-term generally refers to use beyond two hours. **Table 3** summarizes the differences between short-term and long-term bicycle parking.

- **Short-term bicycle parking** typically consists of bicycle racks distributed in the public right-of-way in commercial areas and at key destinations throughout the City. Short-term bicycle parking can take a variety of forms, such as a Post-and-Ring Rack or Inverted 'U' Rack. Bicycle racks are generally oriented to residents and visitors, who may stop in the area for shopping or other personal business, and should be located as close to destinations as possible in convenient locations and highly visible for users. It is desirable to provide a limited number of covered bicycle racks to provide protection from the elements.
- **Long-term bicycle parking** is more secure than typical bicycle racks. It may include bicycle lockers, which can be rented by individuals, or larger secure facilities, such as bicycle rooms or cages, secure bicycle parking areas, or Bike Stations. Long-term parking is generally oriented to cyclists who need to park a bicycle for an entire day or longer. Major employment areas, transit stations, and areas with high cycling activity are ideally suited to long-term parking facilities, and they can also be required in private developments.

Table 3: Types of Bicycle Parking

Criteria	Short-Term	Long-Term
Parking duration	Less than two hours	More than two hours
Fixture types	Simple bicycle racks	Lockers, racks in secured area
Weather protection	Unsheltered	Sheltered or enclosed
Security	Unsecured	Secured, active surveillance <i>Unsupervised:</i> “Individual-secure” such as bicycle lockers “Shared-secure” such as bicycle room or cage <i>Supervised:</i> Valet bicycle parking Paid area of transit station
Typical land uses	Commercial or retail, medical/health care, parks and recreation areas, community centres	

Recommendations to improve bicycle parking in Port Moody include:

- **On-street bicycle parking** is recommended in key areas of Port Moody, including throughout the Moody Centre and Inlet Centre areas, but particularly along streets such as Clarke Street, Murray Street, and St. Johns Street, as well as other areas that residents are likely to access by bicycle, such as, shopping areas, community centres, parks, and schools. The City should work with businesses to provide regularly spaced and sheltered bicycle parking in the public right-of-way on all commercial streets and other commercial areas, and should also ensure that bicycle parking is provided at schools, community centers, and other important destinations.
- The City should work with businesses to develop an **on-street bicycle corral program** to provide in-street bicycle parking as an alternative to bicycle racks on sidewalks.

- In addition, on-street and off-street bicycle parking should be required as part of **new developments** in the city. The City of Port Moody's OCP encourages providing bicycle parking spaces and storage spaces in new developments. However, the city does not currently have any requirements for the provision of bicycle parking in new developments. The City is currently in the process of updating its Zoning Bylaw, which presents an opportunity to incorporate bicycle parking requirements for new developments. The Bylaw update is anticipated to have a new section that provides specific requirements for bicycle parking and storage. Regulations for the type and location of bicycle parking should be based on best practices in Metro Vancouver and should outline minimum requirements for establishing long-term bicycle storage and short-term publically accessible bike racks located on the street and in front of businesses.
- In addition, the Master Transportation Plan recommends that bicycle parking be addressed as part of **development site parking studies** and that the city's bylaw require bicycle parking and development design guidelines to regulate the overall quality and design of bicycle parking facilities. The City could also require that large employers provide secure long term bicycle parking facilities.
- Work with community groups to provide **temporary event parking**. Temporary parking typically consists of portable racks that meet the demand for an event. Racks are clustered together, providing a higher level of security than if people were to park the bicycles on their own. Event staff can monitor the area, providing people with peace of mind while they are away from their bicycle.

Other End-of-Trip Facilities

Providing end-of-trip facilities such as showers and clothing lockers at workplaces is a critical component to making cycling convenient for employees, particularly for bicycle commuters who have a long commute or who require professional clothing attire. As noted previously, the City of Port Moody is currently in the process of updating its Zoning Bylaw, and the City should include requirements for end of trip facilities as part of a zoning Bylaw requirement.

Bicycle-Transit Integration

Transit and cycling work well in combination, providing cyclists with the ability to make trips that are farther than they may be able to ride and allowing transit riders to reach destinations that are not adjacent to a transit routes. Currently, bicycles are supported on all TransLink buses through carrying racks on the front of each bus. The City can work with TransLink to continue to ensure transit and cycling are seamlessly integrated as follows:

- Continue to ensure that all TransLink buses have **bicycle racks**.
- Ensure that the **Evergreen Extension trains** have adequate space to bring bicycles on the train, and support bringing bicycles on Evergreen Extension trains at all times of day.
- Provide short-term bicycle parking at **SkyTrain stations**, and support the development of Secure Bicycle Parking Areas at SkyTrain Line stations, specifically at the Moody Centre SkyTrain Station due its to central location, integration with West Coast Express, and direct cycling connections from across the City. Secure Bicycle Parking Areas are free-standing buildings or enclosed areas within a larger structure that are particularly useful at major destinations that attract all-day users, such as rapid transit stations or major employment areas. Some secure bicycle parking areas offer access to bicycle repair tools, pumps, showers, or other amenities.
- Support the Millennium Line - Evergreen Extension Rapid Transit Integration Plan by ensuring that the **bicycle network seamlessly connects with SkyTrain stations**.

Public Bicycle Share

A Public Bicycle Share (PBS) system can enhance the ease and convenience of cycling in a community. While it is not recommended that Port Moody develop its own bike share program as it would not be feasible for the City to do this independently, the city should support should PBS if TransLink or other agencies pursue the development of a regional PBC program. There are a number of factors to consider in a feasibility study for a public bike share program, such as population density, demographics, mixture of land use, completion of the bicycle route network, current bicycle use, bicycle culture, and partnering opportunities with other agencies or the private sector. The City should work with TransLink and other partner municipalities to explore the feasibility of extending PBS programs, being considered by other municipalities, to Port Moody, focusing primarily on SkyTrain Stations and the Moody Centre and Inlet Centre areas.

c. Develop Cycling Support Programs

In addition to the infrastructure improvements described above, there are a variety of non-infrastructure related opportunities to help support and encourage cycling in Port Moody. While it is understood that the installation of cycling facilities that are comfortable for all ages and abilities, that are well connected, and complete the gaps in the network is likely to help promote cycling within the city, it has also been found that infrastructure alone is often not enough to see higher levels of ridership. A number of support initiatives are recommended for Port Moody, as described below.

The City should partner with other organizations, agencies, non-profits, and other Northeast Sector communities to gain support for these programs and to help make them more effective.

- Establish a **Bicycle Friendly Business District** in conjunction with local businesses and business associations to integrate cycling into the district's operations, events, and promotions, and to ensure bicycle facilities are provided within commercial areas in Moody Centre and Inlet Centre.
- **Promote Cycling Education Programs.** Port Moody should support education programs in conjunction with partner agencies to provide skills, information and confidence of cyclists. These programs can support residents to cycle more through cycling skills programs, the Safer School Travel Programs, Ride to Work/Bike to School Week and Bike Month.
- **Improve Cycling Wayfinding and Signage** to assist cyclists as they navigate to their destinations. While most residents know how to travel through the city by car, it may not be obvious which routes are the best by bicycle. Signage can also help riders find the best routes to match their cycling abilities and comfort levels and to find new routes as they become more confident.
- **Provide mapping and online information** to provide residents and visitors with maps of local and regional bicycle facilities. The City should continue to promote regional maps of the Northeast Sector bicycling routes. Due to the close proximity of municipalities in the Northeast Sector regional maps such as the recent Metro Vancouver Cycling Map 6th Edition that provides a specific map for the Tri-Cities to provide cyclists with up-to-date bicycle route connections in Port Moody and also connections to neighbouring municipalities..
- **Promotion events** tied into other cycling or active transportation related events to help promote walking and cycling as healthy sustainable transportation options.
- **Conduct regular maintenance of bicycle facilities.** Once bicycle facilities are installed, it is important to ensure that bicycle infrastructure is well maintained and kept smooth, free of debris and pavement markings and signage are visible for all road users. This includes prioritizing road maintenance on bicycle routes and ensuring that durable pavement markings are used to identify bicycle routes. Therefore, the city should develop and implement maintenance and cleaning guidelines for bicycle routes, prioritizing routes with high ridership.

5.0 A Transit-Oriented City



Convenient and attractive public transit is critical to creating a vibrant and sustainable community. Public transit is the primary alternative to automobile travel in Port Moody and across the region. Public transit can offer competitive travel times and reduce overall environmental and community impacts of vehicle transportation. For those who do not drive, transit can often be the only option for getting to jobs, school, shopping areas, and recreational centres.

Transit services in Port Moody, and throughout the Metro Vancouver region, are planned and funded by TransLink and operated by various subsidiary companies. Decisions about fares, routes, and service levels are all made through TransLink and based on TransLink's information and planning. Ultimately, TransLink is responsible for funding, planning, operating, and maintaining transit services throughout Metro Vancouver. City staff, however, work with TransLink on matters influencing current and future services as representatives of the community. In this regard, the Master Transportation Plan provides the City with an opportunity to examine the role of transit within a multi-modal framework to support and shape land use patterns and other City aspirations.

Public transit accounts for approximately 16% of all trips to work made by Port Moody residents, although it only accounts for 8% of all daily trips. This higher mode share for transit to work trips is a reflection of the fact that many transit trips made by Port Moody residents are longer distance, commute trips destined to Burnaby and New Westminster (23% of all transit trips) or Vancouver and UBC (18% of all transit trips). However, local transit trips are also important, as approximately half (50%) of all bus trips starting in Port Moody end in the Northeast sector. Most transit trips made by Port Moody residents are made to travel to work or school, although a significant proportion of transit trips are also made for personal business, recreation or social purposes, or shopping.

The existing transit system in Port Moody is made up of a variety of service types, including local bus service, regional bus service, B-Line service, West Coast Express, and HandyDART, which together provide local service within the City as well as regional service to surrounding municipalities. However, there are a number of challenges with the existing transit system in Port Moody, including lack of frequent transit service to many areas of the city; limited mid-day, evening, late night and weekend services in some areas; limited number of accessible bus stops; and opportunities for improved passenger amenities and customer information.

Port Moody's transit system will be undergoing an unprecedented transformation with the opening of the Millennium Line - Evergreen Extension in 2017. The Evergreen Extension will include two stations in Port Moody and a possible third station in the future. The completion of the Evergreen Extension is expected to have a significant impact on travel patterns within the City and the Northeast Sector. With the arrival of the Evergreen Extension, there is an emerging focus on integrating Transit Oriented Development (TOD) around the new SkyTrain Stations. This TOD has been identified in the City's OCP as a designation within 400 metres of SkyTrain stations and major transit corridors. The TOD land use designation will result in mixed use developments with higher densities and compact building forms, which will in turn increase population growth near the stations.

In addition, TransLink recently developed the Northeast Sector Area Transit Plan (NESATP) in conjunction with municipalities. The NESATP identifies a long-term vision for service and infrastructure priorities for the municipalities of Coquitlam, Port Coquitlam, Port Moody, Anmore and Belcarra. The plan will guide further investments and ensure coordination between transit and land use in the area. The long-term vision for the Northeast Sector in the NESATP is that “by 2045, residents regard transit in the Northeast Sector as convenient, comfortable, and easy to use. As a result, transit in the Northeast Sector is well-used, helping to promote healthy people and communities, a healthy economy and a healthy environment.” The NESATP also includes a number of near-term priorities over the next 10 years to help begin achieving this vision, including: more direct connections to destinations; more frequent bus service between key destinations; new bus services to developing areas; and better integration of transit, walking, and cycling.

TransPort Moody sets out to triple the number of daily transit trips. This would represent a more than doubling in the transit mode share by 2045 – from 9% of all daily trips today to 22% in 2045. A significant portion of this increase in transit use is expected to result from the Evergreen Extension, but this can be further increased through the development of Transit Oriented Communities, enhancing service frequency at all times of day, making the transit system more accessible, and improving the overall transit customer experience.

5.1 Issues and Opportunities

There are a number of key issues and challenges for transit in Port Moody which were discussed in greater detail in Discussion Paper #1. Some of the top issues that have been identified include:

- Understanding the impact of the Evergreen Extension on the City’s transportation network and travel patterns;
- The need to integrate land use planning with the Evergreen Extension;
- Limited number of accessible bus stops;
- Opportunities for improved passenger amenities and customer information at bus stops;
- The number of transfers required to reach desired destinations; and
- Cost of transit.

Opportunities to improve transit in Port Moody include:

- Evergreen Extension Rapid Transit Line;
- Service frequency improvements, particularly outside of rush hours, during evenings and weekends; and
- Increase park and ride locations at SkyTrain and West Coast Express stations.

5.2 Strategies and Actions

The long-term transit strategy includes four related strategies that are designed to make transit a more attractive, reliable, and convenient transportation choice:

Transit Strategies:

- a. Support the Evergreen Line
- b. Create More Attractive Transit Services
- c. Create a Universally Accessible Transit System
- d. Improve the Customer Experience

a. Support the Millennium Line - Evergreen Extension

The City of Port Moody recognizes that the Evergreen Extension will fundamentally change how residents and visitors travel to and through the community. In fact, the Evergreen Extension is one of the most significant transportation investments in the City's history, as it will add a people moving capacity of 4,000 people per hour. This is equivalent to opening a new four-lane highway, and will effectively double the number the people moving capacity through the Moody Centre area. The Evergreen Extension will help to connect Port Moody with the larger regional rapid transit network and will be an important component of attracting more people to use transit. As such, it is of critical importance that the City support the Evergreen Extension to ensure it is as successful as possible. The City can support the Evergreen Extension by continuing to encourage Transit Oriented Development (TOD) within 400 to 800 metres of SkyTrain stations, supporting high quality transit connections to integrate with the Evergreen Line, and improve walking and cycling access to SkyTrain stations.

Transit Oriented Development

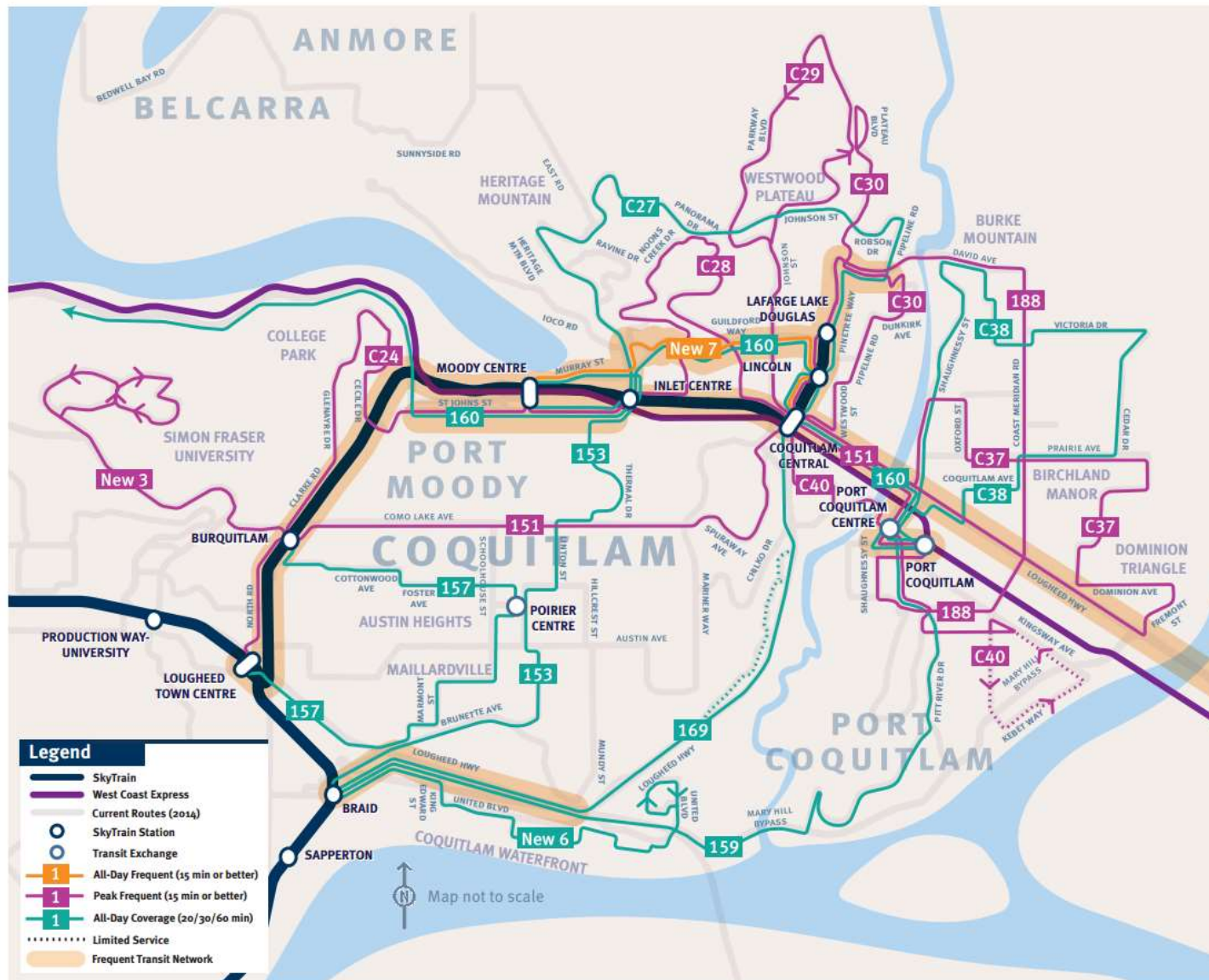
The Evergreen Extension is scheduled to open in 2017 with two stations in Port Moody (Moody Centre Station, located adjacent to the current West Coast Express station, and Inlet Centre Station located below the overpass at Barnet Highway and Ioco Road) as well as a possible future third station. The completion of the Evergreen Extension is expected to have a significant impact on travel patterns within the City and Northeast Sector. With the arrival of the Evergreen Extension, there is an emerging focus on integrating TOD around the new SkyTrain Stations. This TOD has been identified in the City's OCP as a designation within 400 metres of SkyTrain Line stations and major transit corridors. The TOD land use designation will result in mixed use developments with higher densities and compact building forms, which will in turn increase population growth near the stations. TOD is also discussed as an important component of creating '**A Compact, Complete Community**' but it is important that it is clear that the City's ongoing development of TOD will be key tool in supporting the success of the Evergreen Extension.

Evergreen Extension and Bus Service Integration

A major component of TransLink's Northeast Sector Area Transit Plan (NESATP) involves integrating bus services with rapid transit, and ensuring that there is a better integration of transit, walking and cycling. Although a significant focus of the NESATP is on the Evergreen Extension, the Plan also identified other near-term transit priorities for the sub-region along with a long-term vision. The NESATP identifies priorities as either being a component of Evergreen Extension integration or a part of transit network expansion. TransLink will implement priorities associated with Evergreen Extension integration through the use and reallocation of existing resources. For example, the Evergreen Extension will result in the discontinuation of the existing 97 B-Line service, and those service hours will be reallocated to other transit services within the City to improve connections to the Evergreen Extension.

As such, the NESATP rethinks how buses will operate once the Evergreen Extension begins to operate. Some current bus routes will become redundant and discontinued, while other bus routes will be adjusted to accommodate new travel patterns and improve connections to the SkyTrain network, as shown in **Figure 2** on the following page. It should be noted that this map only denotes priorities from the NESATP and does not include all services in the local network. The City of Port Moody will continue to work with Transit to ensure that bus service in Port Moody is providing access and connections to the SkyTrain Station, ensure that bus route services and frequencies are meeting the demand for trips and ensure that appropriate resource investments are being made within Port Moody. More details about the different types of service frequency recommendations are identified below as ways to '**Create More Attractive Transit Services**'.

Figure 2: Northeast Sector Area Transit Plan Recommendations



Pedestrian and Cycling Connections and Facilities

As identified in the previous chapters, **‘A Walkable City’** and **‘A Bicycle-Friendly City’**, the City of Port Moody should focus on providing new and enhanced connections for people that are walking and cycling to SkyTrain stations. This includes the installation of high quality ‘all ages and abilities’ bicycle facilities throughout Moody Centre with direct access to stations, and ensuring that streets within Moody Centre have sidewalks and features that allow people walking to have comfortable, accessible and direct access to transit services. In addition to on-street and off-street routes, the Master Transportation Plan also proposes additional overpasses over the rail corridor to provide improved station access and greater connectivity for people walking and cycling within Moody Centre. The recommendations outlined in the walking and cycling chapters of the Master Transportation Plan focus on supporting Evergreen Extension ridership and improving access to bus stops throughout the city.

In addition to bicycle routes, there are other facilities that the City can consider installing to support Evergreen Extension ridership and help better integrate biking with transit ridership. Bicycle Stations are facilities that offer secure parking and a range of end-of-trip facilities services to cyclists, including change rooms, showers, bicycle accessories, repairs, bicycle rentals, and retail such as food and beverage outlets. Bicycle stations provide a range of services that enhance the cycling experience and make both cycling and transit a more convenient and viable transportation choice. At their most basic, bicycle stations are secure bicycle parking facilities that enhance the cycling experience by providing peace of mind to their users. At their most extensive, bicycle stations are community hubs that go beyond commuter cycling and become destinations in and of themselves by providing users with amenities that can enhance the cycling experience such as repair and food services, route finding, and retail uses. It is recommended that the City of Port Moody consider working with TransLink to access the feasibility of implementing a Bicycle Station at one of the SkyTrain stations located within the City.

Parking

Parking management is an important consideration as part of the Evergreen Extension. As such, the City has recently initiated an Evergreen Extension Parking Strategy to guide parking management in areas around SkyTrain stations, as discussed further in the ‘Moving People and Goods’ chapter. This strategy should recognize that the Moody Centre station will have parking available as part of the existing West Coast Express station. This includes approximately 300 parking stalls that are available for a daily fee. However, parking is not provided at the Inlet Centre Station, which is intended more for ‘kiss-and-ride’ drop offs. Without parking provided at this station, the Evergreen Extension Parking Strategy should provide guidance to the City regarding existing parking and pick-up / drop-off areas at each station, as well as considerations of parking regulations in the areas surrounding SkyTrain stations to minimize parking impacts in surrounding neighbourhoods.

Support the Provision of a Future Evergreen Extension Station

When the Evergreen Extension opens in 2017, two stations will be provided in Port Moody. However, the Evergreen Extension has been designed to allow the future construction of a third Evergreen Extension Station at Queens Street. The City's OCP supports the development of this third station in the future. This third station would improve transit access from the western portions of the Moody Centre area, and would also serve future developments in the Moody Centre area.

b. Create More Attractive Transit Services

In order to achieve the targets in the Master Transportation Plan, Port Moody's transit system needs to be designed to provide convenient and attractive services by improving the speed, frequency, and directness of transit services. By doing so, the transit system can be made to be more time-competitive with automobile travel and attracting more choice riders – people who may have access to an automobile but choose to take transit because it is convenient. The goal of increasing the number of trips made by transit can only be made possible if the Evergreen Extension and transit more generally are seen as a convenient and viable option during peak periods but also on evenings and weekends.

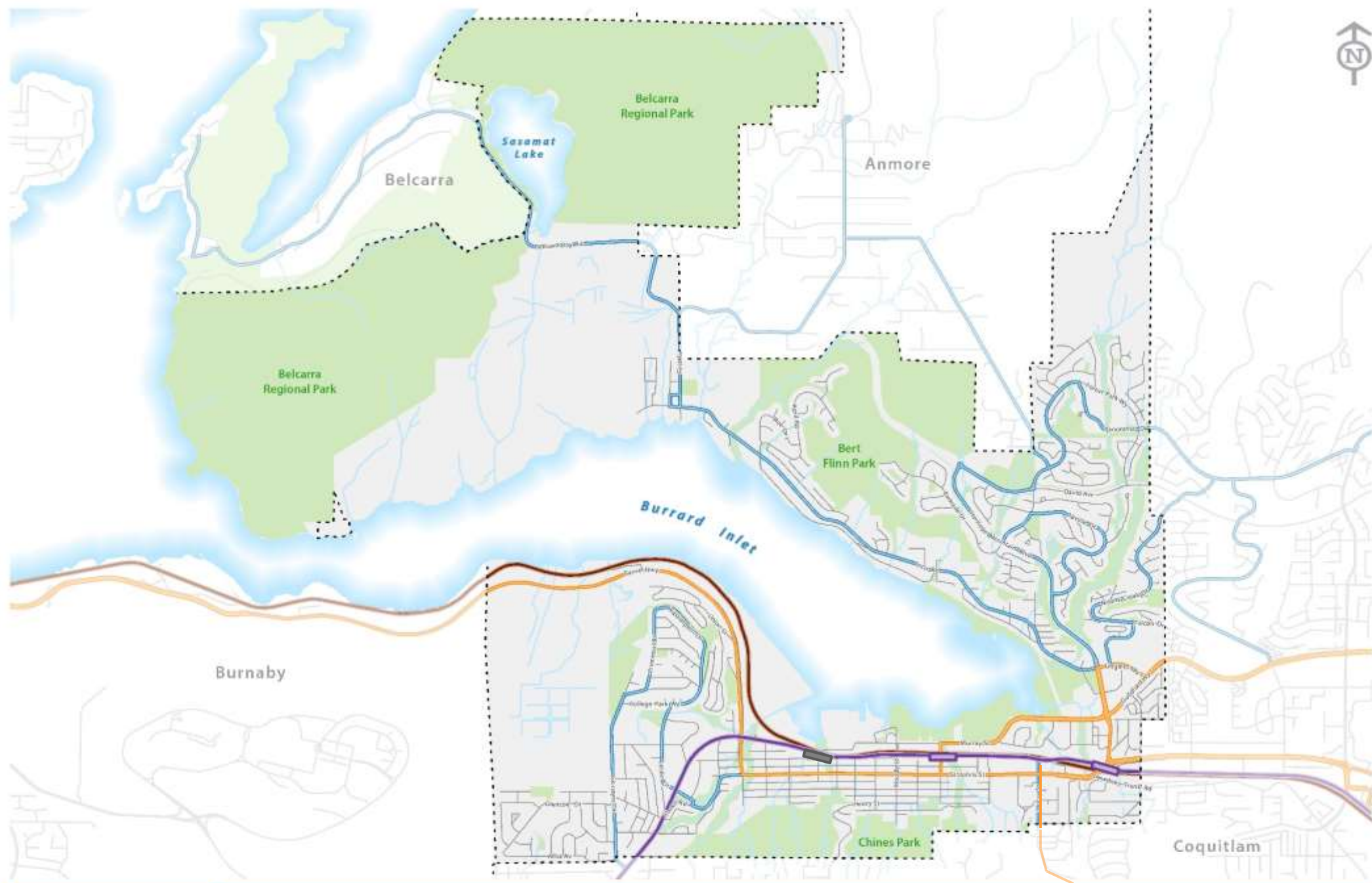
The overarching strategy to create more attractive transit services is to ensure that local routes are well integrated and provide access to the Evergreen Extension and West Coast Express, and that transit services are reliable and frequent at all times of day, including mid-day, evenings, and weekends.

In response to the opening of the Evergreen Extension, TransLink worked with Northeast Sector communities to develop the NESATP. The NESATP outlines a number of proposed changes to the transit network post-implementation of the Evergreen Extension. The outline has not yet been approved and is in draft form. Once the Evergreen Extension is operational, both the 97 B-Line and Route 190 will be eliminated. Route 160 will be truncated to operate between Port Coquitlam and Brentwood Town Centre Millennium Line Station. A new route (labeled as "Route 7") will provide local service along Guildford Way between Moody Centre, Lincoln, and Coquitlam Central Stations. The NESATP identifies a number of changes to service frequency following the implementation of the Evergreen Extension. The currently planned service changes are summarized below

- **Route 160: Moody Centre Station / Coquitlam Central Station:** Truncate at Brentwood Town Centre and provide service every 15 minutes between 5:00am and 1:00am, 7 days per week;

- **Route C24: Moody Centre Station / Lougheed Station:** Service to be provided every 15 minutes during the peak (6:00-9:00am and 3:00-7:00pm) Monday to Friday, with off-peak service to be provided every 30 minutes Monday to Friday, Saturday, and Sundays/Holidays (05:00am to 1:00am). Service will standard bus during the peak, and community shuttle during the off-peak
- **Route C26 Belcarra / Port Moody Station:** No Change.
- **New A (Formerly C27) Moody Centre Station/Coquitlam Central Station:** Service to be provided every 20 minutes during the peak (6:00-9:00am and 3:00-7:00pm) Monday to Friday, and every 30 minutes during the off-peak Monday to Friday, Saturday, and Sundays/Holidays (5:00am to 1:00am) using a standard bus.
- **New B (Formerly C28) Moody Centre Station/Coquitlam Central Station:** Service to be provided every 15 minutes during the peak (6:00-9:00am and 3:00-7:00pm) Monday to Friday, and every 30 minutes Monday to Friday, Saturday, and Sundays/Holidays (6:00am to 12:00am) using a community shuttle
- **Modification to 153 Route:** Change to #153 routing to connect Poirier Recreation/Civic Centre in Coquitlam to Moody and Inlet Centre via Thermal Drive and Moray Street.

Map 7 below identifies the future transit routes by type in Port Moody based on the Northeast Sector Area Transit Plan.



Transit Service Frequency

The NESATP identifies transit routing and service level changes associated with the opening of the Evergreen Extension in-line with TransLink's available resources. However, the Master Transportation Plan provides an opportunity to identify the City's long-term aspirations for service levels to make transit an attractive and convenient transportation choice. Over the long-term, even more frequent transit service will be required to support the Evergreen Extension and to ensure easy to access rapid transit at all times of the day and not just during peak periods. This is critical to ensure that door-to-door travel times are as competitive with automobile travel.

TransLink has established a Frequent Transit Network (FTN) throughout the Metro Vancouver region. The FTN is a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. People traveling along FTN corridors can expect convenient, reliable, easy-to-use services that are frequent enough that they do not need to refer to a schedule. Infrequent or unreliable transit service can be a major reason why some people choose not to take transit. By increasing transit frequency throughout the day, the transit system also becomes more time-competitive with automobile travel and attracts more riders. The 97 B-Line is currently part of the FTN network. However, based on the recommendations of the NESATP, the Evergreen Extension will now be part of the FTN (rapid transit is part of the FTN). Additionally, the NESATP identifies that the St. Johns Street/loco Road/Guildford Way corridor between Barnet Highway and Eagle Ridge Hospital will remain as part of the FTN once the Evergreen extension is operational. The Transit Network Consultation initiative confirmed this and FTN levels of service will be provided along that corridor by the overlay of the modified 160, C24, C27 (New A), C28 (New B).

Over the long-term the City of Port should continue to work with TransLink to further enhance service frequencies as follows:

- **Provide high frequency service during peak periods.** The NESAPT identifies 15-minute service on many Community Shuttle routes during peak periods. While 15-minute service is attractive, this level of service may not be time-competitive with automobile travel. As such, to make transit as competitive possible, it is recommended that over the long-term service frequencies on routes feeding into the Evergreen Extension be increased to less than 10 minutes headways during peak periods.
- **Improve off-peak transit service.** Through the Master Transportation Plan process, residents have noted that transit service is limited in off-peak periods, including mid-day periods as well as evenings, late nights, and weekends. The City should encourage TransLink to explore expanding operating periods of Community Shuttle routes in Port Moody in order to meet a wider range of transit passenger needs outside of peak times. For example, all of the Community Shuttles that provide late night service run on an hourly basis, and during other non-peak periods such as mid-day and evening periods service runs between 30 to 60 minutes. The City should work with TransLink to provide greater frequency service of Community Shuttle Routes to provide better access to Evergreen Extension Stations.

- **Support changes that enhance service and connections within Port Moody.** The Inlet Centre and Moody Centre stations are the city's most prominent commercial, retail and entertainment nodes. While these areas are in relatively close proximity of each other and they are connected by the Evergreen Extension, there is desire for residents to be able to travel within and between these neighbourhoods by shuttle service. Recognizing that the potential for future growth in these areas could attract more residents, employees, employers, and visitors, there could be an even greater need to provide more transportation connections between the services and amenities of Inlet Centre and Moody Centre.
- **Implement Transit Priority Treatments.** Treatments that offer transit vehicles priority over other vehicles and minimize delays can effectively make transit service a more attractive travel option within the city. Establishing transit priority measures in Port Moody requires working with TransLink to review areas of delay where transit priority would be most beneficial and developing a framework for transit priority planning. Transit priority measures improve transit service delivery, and result in more transit use, reduced GHG emissions, and a more sustainable and balanced transportation system.

Transit priority treatments are recommended along existing and proposed transit corridors where delays and congestion exist today or are anticipated to deteriorate in future. The City should work with TransLink to examine opportunities for priority treatments that reduce delays to bus services. These transit priority treatments include, but are not limited to signal coordination, bus bulges, and intersection queue jumpers. Although these treatments can impact motor vehicles, they are key to supporting long-term transit ridership by prioritizing transit. Transit priority treatments will be explored specifically for St. Johns Street, Murray Street, and Ioco Road in the Inlet Centre area.

West Coast Express

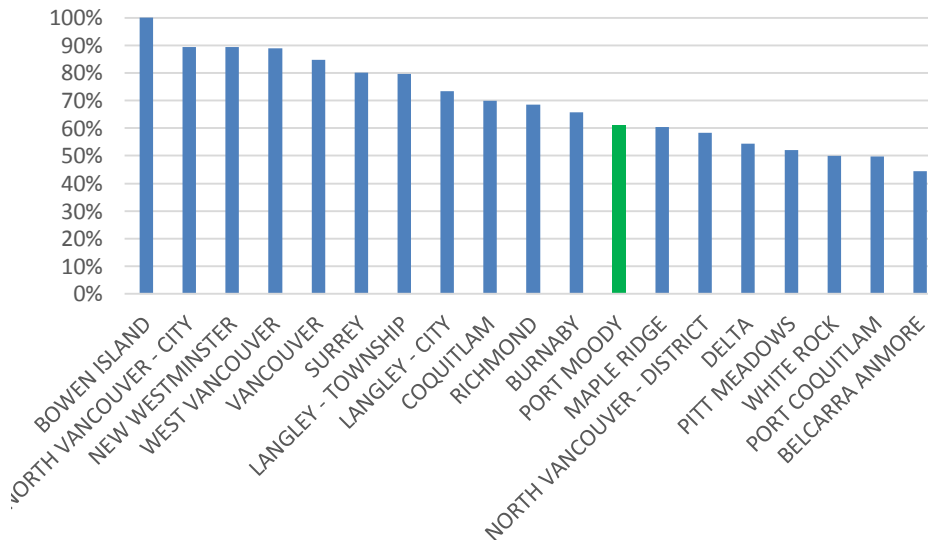
Through the Master Transportation Plan process, residents have expressed a desire for increased West Coast Express services. The City of Port Moody will continue to encourage TransLink to expand West Coast Express service to off-peak periods. Currently, the West Coast Express operates primarily to serve commuters in the peak hours in peak directions only. The West Coast Express could effectively attract more regional trips to be made by transit, provided that additional peak period service as well as off-peak service is in place, including additional service during the mid-day, evenings, and weekends. As such, it is recommended that the City advocate for West Coast Express service improvements including more frequent daily service, evening and weekend service, and reverse peak service. It is important to note that this a long-term recommendation and would require negotiations and approval from TransLink and rail operators.

c. Create a Universally Accessible Transit System

Many individuals experience barriers to using transit for various reasons, ranging from the physical challenges of system elements (such as accessing bus stops and transit exchanges) through to those that experience cognitive difficulties getting around on transit. Increased safety and accessibility measures around transit stops and exchanges can serve to enhance transit service for existing customers and attract new riders. Today, many individuals experience barriers to using transit for various reasons, such as perceptions of safety around bus stops, the physical challenges of the system (such as accessing bus stops and transit exchanges), and experiencing cognitive difficulties getting around on transit. With an aging population, the number of people with differing mobility will increase and there is a need to improve transit accessibility, including ensuring all bus stops are accessible and that information and resources from TransLink's Access Transit Program are readily available to transit users in Port Moody. Having a universally accessible transit system is important to allow all transit users access to the entire transit system.

- **Improve access to transit facilities.** Currently, approximately 61% of the bus stops within Port Moody are accessible, which is lower than the system wide average of 73%, and lower than many surrounding municipalities, including Coquitlam and Burnaby.

Figure 3: Bus Stop Accessibility By Municipality



The City developed an Accessible Bus Stop Upgrade Program in 2012. This Program had a goal that 100% of the City's bus stops would be accessible. The City has made significant progress in recent years in improving the number of bus stops that are accessible; however, significant progress remains for the City to achieve its goal of making 100% of its bus stops accessible. It should be noted, however, that some bus stops may have physical challenges such as topography and property constraints that make it unfeasible to accommodate accessible bus stops. As such, the City should aspire to making 100% of bus stops accessible, where feasible.

- **Support Access Transit.** TransLink's Access Transit program offers a variety of services to ensure people with differing abilities, seniors, and new immigrants are comfortable and confident when using public transit. The City can also play a role by providing information to residents about these TransLink programs and their offerings.
- **Improve access to bus stops.** In addition to the stops themselves there are opportunities for the City to improve infrastructure leading up to bus stops, such as ensuring that there is a sidewalk leading to the bus stop, crosswalks near bus stops, and accessible curb letdowns.

d. Improve the Customer Experience

The attractiveness of transit is not only dependent on transit services, but also on passenger facilities provided at transit stations and bus stops. Passenger amenities and facilities at bus stops and transit exchanges can also have a significant impact on passenger safety and comfort, in addition to attracting new customers. Improving customer facilities and information at bus stops is something that both the City and TransLink can play a role in, for both Evergreen Extension stations and bus stops. Improving customer facilities can include adding or improving shelters, benches and trash bins, as well as system maps, real-time information, and wayfinding information. In the long-term, the City should strive to provide shelter, seating, lighting and customer information at all bus stops and Evergreen Extension stations in Port Moody. The City should also encourage public washrooms to be provided at Evergreen Extension stations. Finally, public input from the Master Transportation Plan identified the opportunity to provide public art at bus stops to improve the customer experience while waiting for transit, and also to help support the City's vision as being a City of the Arts.

Forty bus stops throughout the City have both bus shelters and benches (25%). Many of these bus stops are along FTN corridors on St Johns Street, Ioco Road, and Guildford Way. 121 bus stops (75%) have neither benches nor shelters. The city should prioritize accessibility improvements to help ensure all users can access transit and also work to increasing bus benches and shelters at bus stops in Port Moody. The City should strive to provide seating, lighting, and customer information at all bus stops within Moody Centre and Inlet Centre and around other important destinations within the City.

6.0 Moving People and Goods



The street network is designed to support mobility by all travel modes including automobiles, trucks (goods movement), transit, walking and cycling. However, in most North American communities, motor vehicles are often given preferential treatment, sometimes at the expense of walking, cycling or even transit users. Whether this preferential treatment toward vehicles is merely a reflection of current travel demand patterns, it can certainly influence the shape of the community and the travel modes that people are most inclined to use in addition to the liveability of neighbourhoods and major activity nodes in the City.

Traditionally, Port Moody's street network has been built to accommodate vehicles, and many major streets are unattractive and uncomfortable places for pedestrians, cyclists, and transit users. Improving and developing roads and sidewalks to support walking, biking, transit, and vehicle concurrently is required to shift to a more sustainable transportation system. Future improvements will require consideration of either building more road space, or managing existing road space to support all modes.

6.1 Issues and Opportunities

Preliminary challenges and opportunities for the street network in Port Moody include:

- High traffic volumes on major east-west corridors during peak periods, particularly St Johns Street, Murray Street and Clarke Street;
- Rapid growth in surrounding communities which will place increasing pressures on the City's transportation network;
- Managing the impacts of through traffic on the safety and quality of life on neighbourhood streets;
- Addressing areas of localized congestion and delay;
- Integrating all modes into a comprehensive, multi-modal street network;
- Difficulty finding parking; and
- Vehicle speeds along major roads such as St Johns Street and neighbourhoods such as Klahanie.

Opportunities to improve the street network include:

- Improve walking, cycling and transit to provide more transportation choices and reduce the need to drive;

- Intersection improvements to address congestion and safety issues;
- Improve connections to major routes outside of Port Moody, including Port Mann Bridge, Highway 1, and Lougheed Highway; and
- Increase park and ride locations at SkyTrain and West Coast Express stations.

6.2 Strategies and Actions

The long-term plan for moving people and goods includes seven related strategies that are designed to ensure the safe and convenient movement of people and goods and services throughout the City.

Moving People and Goods Strategies:

- a. Update Street Network Classification and Guidelines
- b. Multi-Modal Major Street Improvements
- c. Improve Connections Across the Railway
- d. Safety and Operation Improvements
- e. Emerging Technologies
- f. Establish a Goods Movement Network
- g. Parking Management

a. Updated Street Network Classification and Guidelines

The City's street network classification system guides the City's short-and long-term decisions regarding the configuration and design of streets and supporting facilities, as well as relationships with adjacent land uses. The Master Transportation Plan provides guidance on the typical role and function of each type of street for all road users, and provides an updated street network classification to better reflect the existing function of all streets in the City. From a network perspective, updating the street classification allows the City to establish design principles for the typical form and function of the street network on a City-wide basis.

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

- **Major Road Network (MRN)** corridors link major areas of the City with the surrounding region. This classification of street plays a significant role in providing mobility and connectivity at the regional level. While these major roads are owned and operated by municipalities, they are governed by 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 are all classified as MRN corridors. The City should continue negotiations with TransLink to add Heritage Mountain Boulevard, David Avenue and sections of Forest Park Way that connect with the MRN designated East Road in Anmore. As these corridors provide inter-municipal connections, they should be eligible as per the South Coast Transportation Act that governs the mandate of TransLink and the designation of MRN roadways.
- **Arterial Streets** provide for through movement of City traffic. Arterial roads generally carry from 5,000 to 30,000 vehicles per day and have limited private access. Arterial streets in Port Moody include Heritage Mountain Boulevard, David Avenue and Ungless Way.
- **Collector Streets** provide links between groups of local streets connecting traffic to arterial streets. Collector streets are not intended for the use of non-local and commuter through traffic. Collector streets usually carry approximately 1,000 to 8,000 vehicles per day in residential areas and 3,000 to 12,000 vehicles per day in industrial/commercial areas. Examples of collector streets in Port Moody include Noons Creek Drive, Forest Park Way, Ravine Drive, and College Park Way
- **Local Streets** provide everyday access to individual properties, and generally carrying between 1,000 and 3,000 vehicles per day for industrial/commercial uses and less than 1,000 vehicles per day in residential areas. Most of the roads in Port Moody fall into this category.

The classification system represents the typical form and function for each class of street and is meant only as a guideline. For existing streets in Port Moody, changes to the street classification are intended to better reflect their current function and will not heavily influence shifts in traffic volumes. The typical characteristics of each type of street for all road users are described in **Table 4** below. The recommended updated street network classification is shown in **Map 8** and includes the following changes:

- Grant Street changed from local street to collector street between Clarke Street and Henry Street.
- David Avenue changed from arterial to MRN subject to further discussions with TransLink and the City of Coquitlam.

In addition, the City should work with the City of Coquitlam to establish a consistent road classification for Dewdney Trunk Road, as this is currently classified as an arterial road in Port Moody and a collector road in Coquitlam.

Table 4: Multi-Modal Street Classification Guidelines

	Major Road Network	Arterial	Collector	Local – Commercial/ Institutional/ High Density
Expected traffic demands (approx. Daily)	15,000 +	5,000 – 30,000	3,000 – 12,000 (industrial/ commercial) 1,000 – 8,000 (residential)	1,000 – 3,000 (industrial/ commercial) <1,000 (residential)
Traffic and connectivity	Regional and City-wide traffic connecting to major destinations, and surrounding municipalities	City-wide traffic connecting to major destinations, MRN, and surrounding municipalities	Local and city-wide traffic connecting to Arterials	Local street traffic connecting to individual properties and Collectors
Transportation Function	Person mobility	Person mobility / land access	Person mobility / land access	Land access
Typical form	2-4 lanes plus turn lanes at intersections	2 lanes plus turn lanes at key intersections	2 lanes	2 lanes
Typical intersection spacing	400 m	200 m	60 m	60 m
Transit services	Frequent	Regular	Regular or shuttles	n/a
Bicycle facilities	Bicycle lanes, separated bicycle lanes, or off- street pathway	Bicycle lanes or off- street pathways	Bicycle lanes or shared use lanes	Neighbourhood bikeways
Pedestrian facilities	Sidewalk and/or pathway both sides with boulevard	Sidewalk both sides with boulevard	Sidewalk both sides	Sidewalk both sides
Goods Movement	Some corridors	Not designated	Not designated	Not designated
On-Street Parking	Permitted	Permitted	Permitted	Permitted
Traffic Calming	No	No	Yes	Yes



b. Multi-Modal Major Street Improvements

The major street network – which generally includes MRN corridors as well as arterial streets – represents a critical component of the City's transportation system, as it supports not only automobile traffic, but walking, transit, cycling, and goods movement. This section identifies recommended improvements for major streets within the City. The improvements described in this section are intended to be multi-modal and bring together many components of the Master Transportation Plan that have been described elsewhere in this Discussion Paper.

There are essentially three foundational approaches to shaping the long-term direction of the major street network in the City to address issues of mobility and safety as well as to accommodate planned growth and development. For the purpose of identifying all long-term possibilities for the City's major street network, three thematic types of 'possibilities' were investigated as alternatives to consider for each major street, as described below:

- **Increase corridor capacity.** In some cases, existing streets may be widened to address issues of mobility and safety. These improvements may include street widenings to increase people-moving capacity, but may potentially reduce space for walking and cycling.
- **Manage existing space.** In an effort to make best use of resources and minimize costs to address mobility and safety issues, strategies to manage existing space can be considered. These are often referred to as management strategies or minor capital improvements to enhance the performance of the existing system. In some cases, these improvements could include incorporating traffic signal optimization, additional pedestrian crossing opportunities, and transit priority measures to support the movement of people, not just traffic.
- **Re-balance streetscape.** In an effort to create vibrant streetscapes that prioritize pedestrians and cyclists, strategies can be considered on some corridors that may reduce the number of vehicle lanes or parking to create

Increase Corridor Capacity

- Increase people-moving capacity
- Widen to add lane(s)
- Potentially reduce space for walking and cycling

Manage Existing Space

- Maintain existing vehicle lanes
- Optimize signals
- Widen to add space for walking and/or cycling

Re-balance Streetscape

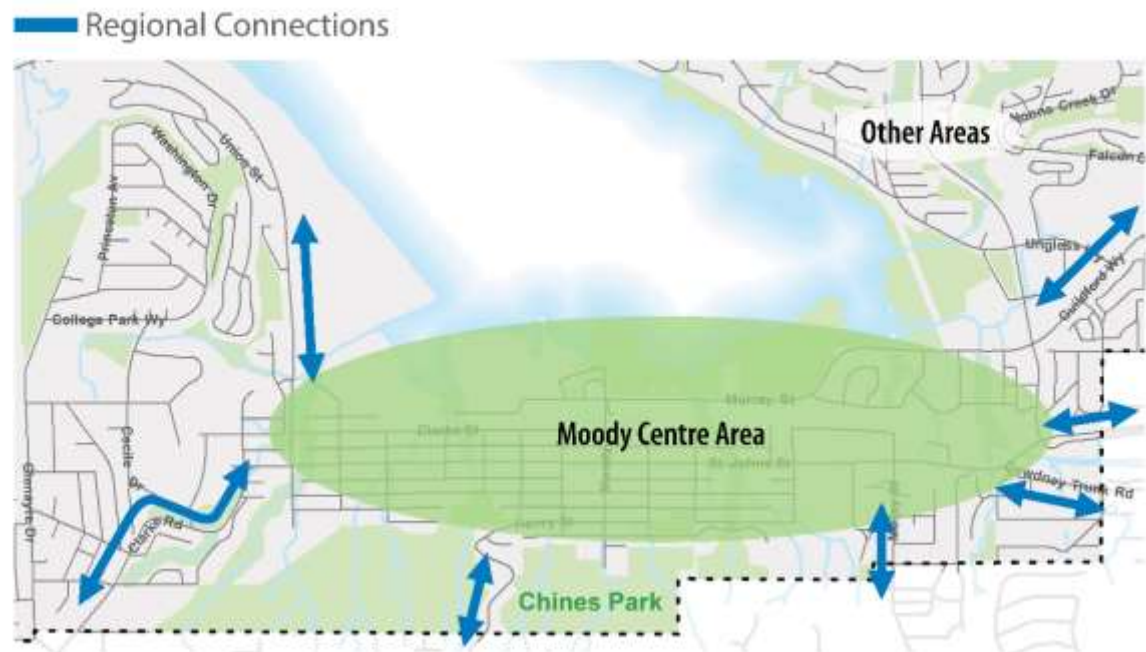
- Reduce lanes (under-utilized capacity) or remove parking
- Increase space for walking, cycling and/or parking
- Narrow crossings
- Signal optimizations

increased space for walking or cycling and improve pedestrian crossing opportunities.

Throughout the Master Transportation Plan process, discussions with community and agency stakeholders have been used to assess the relative merits of these three approaches for each major street – not only evaluating the optional improvement concepts, but to develop priorities that best serve the interests of the community.

The City's street network is largely built out and significant changes to network (such as new roads or large-scale widenings) are not anticipated or planned in the coming years. To be more sustainable, the primary objectives of improvements to the major street network are generally to manage the existing street network and to promote the integration of all travel modes into the system, particularly along major streets where most improvements have traditionally been oriented to moving single occupant vehicles in the past. This approach will support the overall vision for a sustainable community and support the vision and goals of the Master Transportation Plan.

In addition, the Master Transportation Plan recognizes that a significant portion of the travel through the City is concentrated through the Moody Centre area. Currently, 80% of all daily trips in Port Moody are made by car, and over half of all trips travelling through Port Moody during rush hour come from other communities. Many of these vehicle trips travel through Moody Centre along St. Johns Street, Murray Street, and Clarke Street. At the same time, the Moody Centre area also supports significant walking, cycling and transit trips, which will only increase when the Evergreen Extension opens. With additional planned growth and development within the Moody Centre and Inlet Centre area, along with continued growth to the east in Coquitlam, it is anticipated that transportation pressures within the Moody Centre area will only



increase in the future. As a result, a key focus of the Master Transportation Plan is how to improve the transportation network for all types of travel in Moody Centre, while also considering other areas of the city and regional connections.

Local and regional traffic through the Moody Centre area is served through two primary corridors: St. Johns Street and the Murray Street / Clarke Street corridor. Both corridors are part of the regional Major Road Network (MRN) and carry significant traffic volumes. Together, the two corridors carry approximately 4,000 vehicles in the peak direction during rush hour.

There are three key issues with the transportation system in Moody Centre, as shown below:



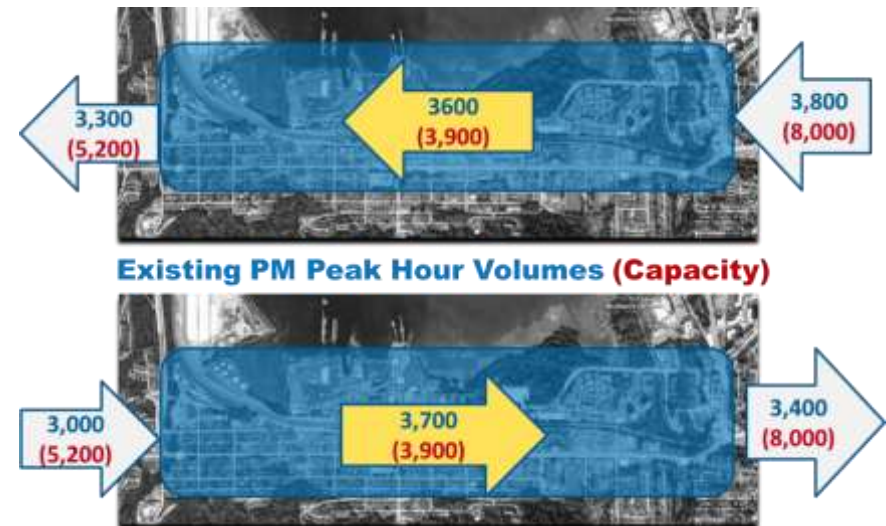
More specifically, key observations about transportation patterns in the Moody Centre area that have shaped the major street network improvement strategies include:

- The number of motor vehicle lanes to, from, and within the Moody Centre area is imbalanced.** When considering both the St. Johns Street and Murray Street / Clarke Street corridors, there are more westbound vehicle lanes (4 to 5 lanes) than eastbound lanes (3 to 4 lanes). In addition, in both directions, there are more motor vehicle lanes on the east side of the Moody Centre area than the west side (5 westbound lanes decreasing to 4 lanes; and 4 eastbound lanes decreasing to 3 lanes).
- The street network within the Moody Centre is already operating close to capacity.** With the existing lane configurations along St. Johns Street and the Moody Street / Clarke Street corridors, the theoretical maximum vehicle capacity is approximately 3,900 vehicles per hour. When comparing existing traffic volumes through the Moody Centre area, these corridors are already approaching their theoretical capacity today. However, the theoretical maximum vehicle capacity is significantly higher with additional lanes to the west and east of Moody Centre. Although opportunities could be considered to increase the capacity through the Moody Centre area, the capacity within Moody Centre is constrained by the current width of the Moody Street overpass, as well as the bridge between loco Road and Dewdney Trunk Road.

of Westbound Lanes

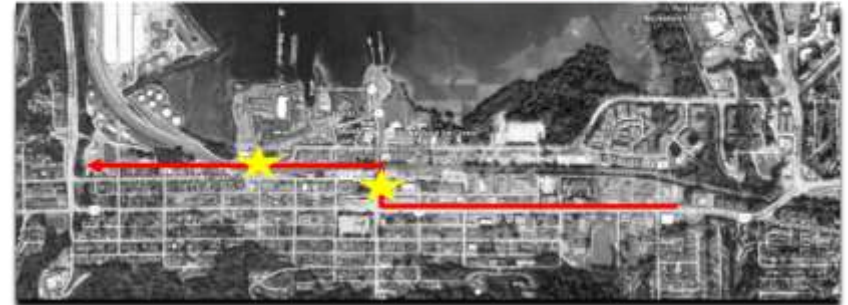


of Eastbound Lanes



- **The existing HOV lanes are under-utilized.** A High Occupancy Vehicle (HOV) lane system is currently in place in the westbound direction during the AM peak period (6:00 – 8:30am). This westbound HOV system includes HOV lanes on St Johns Street between Golden Spike Way and Moody Street; Moody Street between St. Johns Street and Clarke Street (left turn only); and Clarke Street between Moody Street and Barnet Highway. Based on traffic counts collected in the existing HOV lane on Clarke Street and in the northbound left turn HOV lane on Clarke Street, the existing HOV lanes appear to be under-utilized. Less than 100 HOVs are estimated to be using St. Johns Street and Clarke Street HOV lanes during the AM peak hour (approximately 5% of total traffic volumes on St Johns Street). Approximately 300 HOVs are travelling westbound on Clarke Street (approximately 22% of traffic volumes). However, it should be noted that HOV lanes are often meant to be under-utilized for the benefit of faster and more reliable travel time for buses and carpoolers. As such, in considering the removal of HOV lanes the City should analyze the impacts to transit and whether the changes are consistent with the region's long term strategy for increasing mode share for transit users, cyclists, and pedestrians.
- **There are limited opportunities to cross the rail line.** The only crossing over the rail line is currently the Moody Street overpass, which is limited to one motor vehicle lane in each direction. The overall capacity is constrained by the Moody Street overpass, which creates a bottleneck. As noted previously, the people moving capacity within Moody Centre is constrained by the current width of the Moody Street overpass, as well as the bridge between Ioco Road and Dewdney Trunk Road.

AM HOV Lane Utilization



This section describes multi-modal improvements to the City's major streets to address the issues noted above. Major street improvement strategies have been broken into the following themes:

- a) Primary East-West Corridors
- b) North-South Connections
- c) Moody Street Bottleneck
- d) Inter-Municipal Connectors

Specific improvements within each of these themes are described in further detail below.

Primary East-West Corridors

i. St Johns Street

Existing Conditions

St Johns Street is part of the Major Road Network and provides a critical east-west regional connection between Coquitlam and Burnaby. The typical cross-section section along St. Johns Street varies throughout the corridor as follows:

- **West of Queens Street:** Four travel lanes are generally provided and no on-street parking is permitted within a road width of 14.5 metres and right-of-way of 34.5 metres.
- **Between Queens Street and Moody Street:** Four travel lanes are generally provided in addition to parking on or both sides of the street within a road width of approximately 19 metres and right-of-way of 34.5 metres.
- **Between Moody Street and Golden Spike Way:** Two general purpose travel lanes are generally provided in each direction with eastbound and westbound left turn lanes at all signalized intersections and mid-block painted median, in addition to an HOV lane in the westbound direction during the AM peak period from 6:00 to 8:30am. During the off-peak period, this westbound lane is used for on-street parking on the north side of the street. On-street parking is provided at all times of day on the south side on the street. The current road width is approximately 23 metres, and the right-of-width is typically approximately 35 metres.

- **Between Golden Spike Way and the Coquitlam Border:** Two lanes are generally provided in each direction with turn lanes at intersections, but with no NOV lanes and no on-street parking.

In the AM peak period, St Johns Street currently handles approximately 2,000 – 2,500 westbound and 800 – 1,000 eastbound vehicles per hour in the AM peak, including less than 100 HOV vehicles using the westbound HOV lane system and continuing onto Moody Street and Clarke Street. In the PM peak period, St Johns Street currently handles approximately 1,600 – 2,300 eastbound and 1,000 – 1,500 westbound vehicles per hour.

Full traffic signals are currently provided at ten locations throughout the corridor, including Barnet Highway, Kyle Street, Grant Street, Moody Street, Hugh Street, Williams Street, Buller Street, Moray Street, Dewdney Trunk Road, and Ioco Road. Currently, all signalized intersections except Barnet Highway and Ioco Road operate at an acceptable level of service (LOS D or better) during the AM and PM peak. The Barnet Highway intersection operates at LOS E and the Ioco Road intersection operates at LOS F in both the AM and PM peak. Over a ten-year horizon (2025), there are not anticipated to be significant changes in overall intersection LOS. However, over the long-term thirty-year horizon (2045), traffic conditions are projected to deteriorate under existing configurations at several locations, particularly during the PM peak, including:

- Barnet Highway: AM Peak LOS F, PM Peak LOS F
- Kyle Street: AM Peak LOS E, PM Peak LOS F
- Grant Street: PM Peak LOS F
- Moody Street: PM Peak LOS F
- Williams Street: PM Peak LOS F
- Buller Street: PM Peak LOS F
- Moray Street: PM Peak LOS F
- Dewdney Trunk Road: AM Peak LOS F, PM Peak LOS F
- Ioco Road: AM Peak LOS F, PM Peak LOS F

Pedestrian facilities include sidewalks on both sides of the street and crosswalks at signalized intersections. St Johns Street is currently a Frequent Transit Network (FTN) corridor that is served by Route #97 B-Line, which will be discontinued with the completion of the Evergreen Extension. It should be noted that transit buses use the existing westbound HOV lanes during the AM peak. There are currently no bicycle facilities on St Johns Street.

Proposed Improvements

Each of the three approaches to improve St Johns Street were considered. This included investigating possibilities for increasing corridor capacity by widening St. Johns Street to provide HOV lanes in both directions between Barnet Highway and Ioco Road; managing existing space to maintain existing travel lanes while providing additional space for pedestrians; and re-balancing the streetscape by removing the westbound HOV lane to re-allocating space to pedestrians, cyclists, and on-street parking. Projected levels of vehicle delay were assessed for each of these options relative to a future base-case, or do-nothing scenario. Based on this analysis, increasing corridor capacity would likely improve levels of service, while re-balancing the streetscape would negatively impact levels of service relative to a future base scenario over the long-term (30-year horizon), as shown in **Figure 4**. Managing existing space would result in similar levels of service compared to a future base case scenario. In order to provide a more detailed understanding of the impacts of potentially removing the HOV lane, an analysis was conducted that considered HOV lane removal only during the AM for the five impacts traffic signals over a medium-term (10 year horizon). As shown in **Figure 5**, removing the HOV lane designation is not anticipated to result in deteriorating LOS over the short- or medium-term.

Figure 4: St. Johns Street Long-Term (2045) Forecast Level of Service

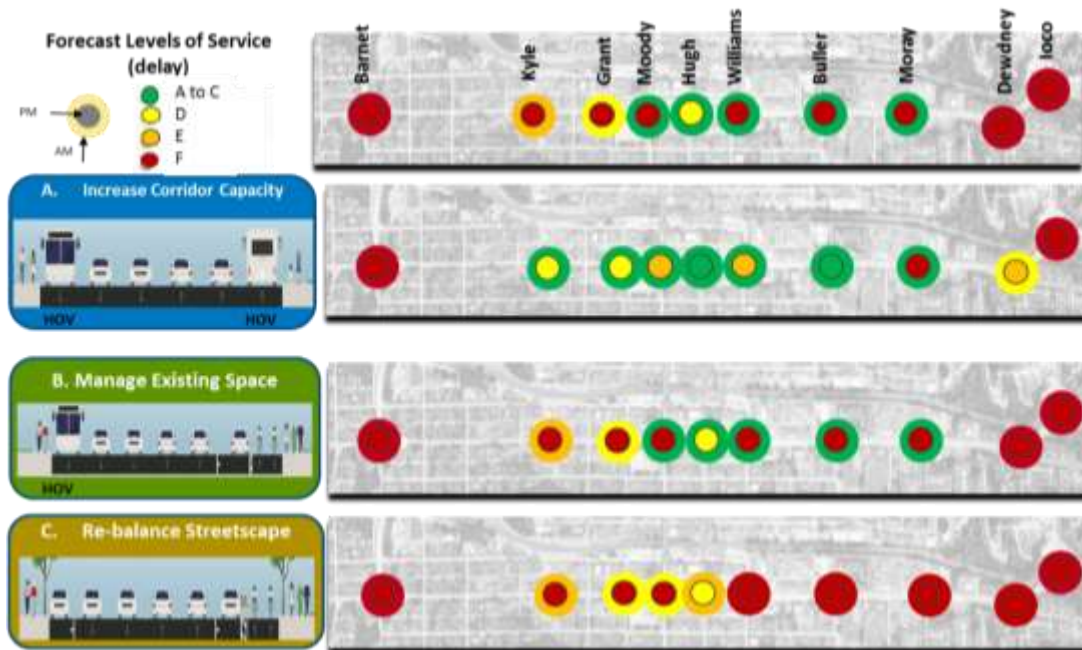
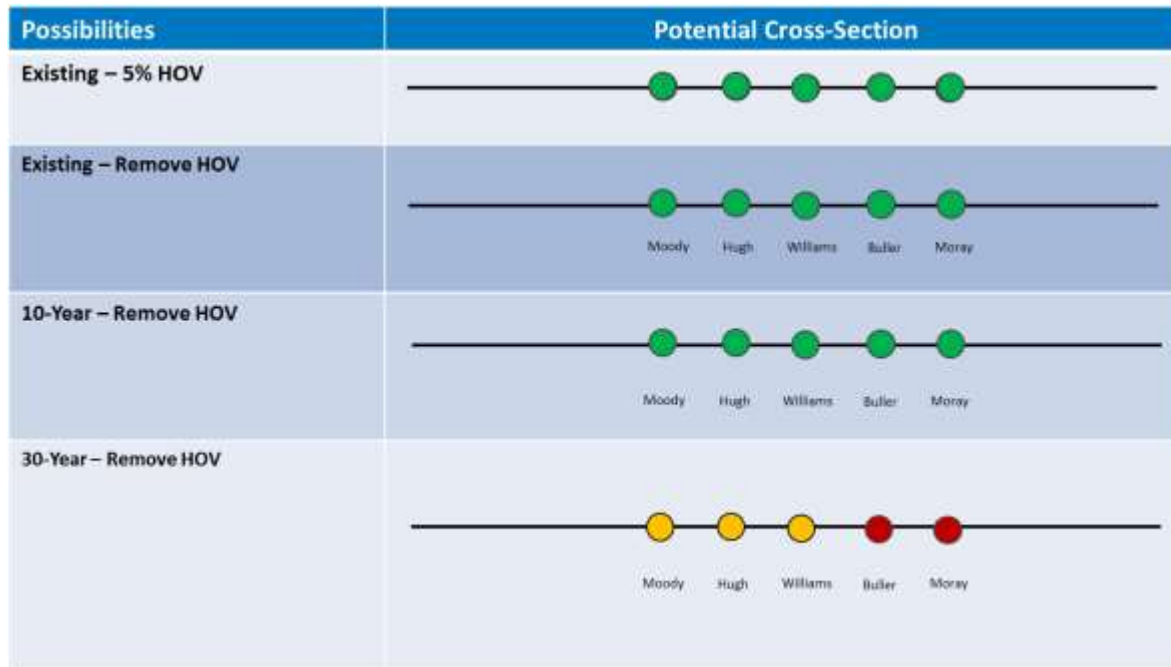


Figure 5: St. Johns Street Long-Term (2045) Forecast Level of Service (AM Peak Westbound Direction Only)



The benefits and impacts of each of these options are shown in the table below.

Possibilities	PROS	CONS
A) Increase ‘People-moving’ Capacity <ul style="list-style-type: none"> Add or extend HOV Lane 	<ul style="list-style-type: none"> Increases people and vehicle capacity Modest improvement in transit service operations Connections to the regional HOV network 	<ul style="list-style-type: none"> Longer pedestrian crossing times Parking removed during the peak direction Impact on the public realm No opportunities for cycling east of Moody Street Extension of HOV lanes limited by bridge structure at Railway crossing High cost
B) Manage Existing Capacity <ul style="list-style-type: none"> Maintain existing vehicle lanes Additional space for walking Signal optimization 	<ul style="list-style-type: none"> Additional space for pedestrians and cyclists (south side) Maintains existing vehicle and transit capacity 	<ul style="list-style-type: none"> Bicycle facilities not consistent along the corridor. (Bicycle route to divert to Spring Street for a portion of the corridor) Impacts public realm areas Moderate cost
C) Re-Balance the Streetscape <ul style="list-style-type: none"> Reduce lanes or parking (underutilized capacity) Increase space for walking and cycling Narrow crossings to reduce crossing time and main street delays Signal optimization 	<ul style="list-style-type: none"> Enhances the public realm Reduced pedestrian crossing time Enhances the urban street environment Continuous cycling facility 	<ul style="list-style-type: none"> Removal of parking Operational impacts in corridor including impacts to transit High cost

Based on discussions with the public and stakeholders, the recommended improvements for St. Johns Street focus on **Managing Existing Space over the short-term and Re-Balancing the Streetscape over the long-term**. Increasing Corridor Capacity was not pursued as an option due to the cost and property constraints associated with this option.

It is recommended that the City pursue an option to remove the HOV lane designation on St Johns Street. Removing this lane designation supports other operational improvements described elsewhere in the Master Transportation Plan, and would allow the City to consider re-purposing the street space. Removing the HOV lane designation would first require approval from TransLink, unless it was repurposed to general purpose vehicles, which would result in an increase in people moving capacity. It is recommended that conduct a St Johns Street Visioning Study to develop the long-term vision and conceptual design options for the corridor and, pending the results of the study, then submit a request to remove the HOV lane designation. Through this study, opportunities to repurpose St Johns Street could include:

- **Maintaining the number of existing vehicle lanes**, but reducing lane widths.
- **Removing the westbound AM peak HOV lane designation**, and reallocating this space for general purpose traffic during the AM peak period for other uses.
- **Maintaining on-street parking** on both sides of the street (except AM peak period parking on the north side of the street).
- Providing an **off-street bicycle path** within the right-of-way. This should be separate from the sidewalk, and could be provided as a two-way bicycle path on one side of the street or one-way bicycle path on each side of the street.
- Adding **new traffic signals** or pedestrian activated signals at Douglas Street, Queens Street, Mary Street, Electronic Avenue, and Golden Spike Way to improve pedestrian crossings of St. Johns Street by providing regular crossing locations at most intersections.
- Adding **left turn lanes** at existing traffic signals at Kyle Street and Grant Street as well as future traffic signals to improve intersection performance in the future.
- Adding **curb extensions** where feasible.
- Adding **median landscaping** throughout the corridor.
- Improving **bus stop accessibility and amenities** as required.
- Ensuring all signals have **accessible curb letdowns, pedestrian countdown timers, and audible traffic signals**.
- Reviewing **pedestrian crossing timing** as required.

ii. Clarke Street

Existing Conditions

Clarke Street is part of the Major Road Network and provides a critical east-west link between Barnet Highway and Moody Street that continues along Murray Street east of Moody Street. Clarke Street generally consists of one general purpose travel lane in each direction, in addition to an HOV lane in the westbound direction during the AM peak period from 6:00 to 8:30am. During the off-peak period, this westbound lane is used for on-street parking on the north side of the street. On-street parking is provided at all times of day on the south side on the street. Most of the on-street parking is parallel parking, with the exception of a small area of angled parking on the approaches to Queens Street and through the Queens Street intersection. The current road width ranges from 13-14 metres, and the right-of-width is typically approximately 30 metres.

In the AM peak period, Clarke Street currently handles approximately 1,200 – 1,300 westbound and 200 eastbound vehicles per hour in in the AM peak, including approximately 300 HOV vehicles using the westbound HOV lane, as well as approximately 100 non-HOV vehicles using the HOV lane. In the PM peak period, Clarke Street currently handles approximately 900 – 1,000 eastbound and 200 – 300 westbound vehicles per hour.

Full traffic signals are currently provided at Douglas Street and Moody Street. The Douglas Street intersection currently operates at an acceptable level of service (LOS D or better) during the AM and PM peak, and this projected to continue to operate at an acceptable level of service in the future. The Moody Street intersection currently operates at LOS E during the AM and PM periods, and the future 30-year conditions project this deteriorating to LOS during both the AM and PM periods in the future under the existing configuration. This intersection has poor LOS for southbound through and right turn movements, eastbound left turn movements, and northbound left turn movements during both the AM and PM peak, as well as northbound through movements during the PM peak.

Pedestrian facilities include sidewalks on both sides of the street west of Kyle Street, and on the south side only between Kyle Street and Moody Street, as well as curb extensions at several locations, and crosswalks at several intersections including a pedestrian activated signal at Queens Street. Clarke Street is a transit route serving the Route #160 in the westbound direction only, with four bus stops on the north side of the street, although it should be emphasized that the Route #160 will no longer use Clarke Street upon the opening of the Evergreen Extension. There are currently no bicycle facilities on Clarke Street.

Proposed Improvements

Two approaches to improve Clarke Street were considered. This included investigating possibilities for managing existing space to maintain existing HOV lane; and re-balancing the streetscape by removing the westbound HOV lane to re-allocating space to provide bicycle lanes. Benefits and impacts of these options are shown in the table below.

Possibilities	PROS	CONS
B) Manage Existing Capacity <ul style="list-style-type: none"> ▪ Maintain existing vehicle lanes ▪ Additional space for walking ▪ Signal optimization 	<ul style="list-style-type: none"> ▪ Vehicle capacity maintained ▪ Provides off-street cycling facility supporting all ages and abilities ▪ Utilizes ROW space not currently used ▪ Lane widths could be reduced (with corresponding adjustment of existing curbs) to obtain more public realm space 	<ul style="list-style-type: none"> ▪ Modest cost
C) Re-Balance the Streetscape <ul style="list-style-type: none"> ▪ Reduce lanes or parking (underutilized capacity) ▪ Increase space for walking and cycling ▪ Narrow crossings to reduce crossing time and main street delays ▪ Signal optimization 	<ul style="list-style-type: none"> ▪ Additional Space for pedestrians and cyclists ▪ Improved access to Transit Station ▪ Maintains Existing Curb 	<ul style="list-style-type: none"> ▪ Reduce vehicle capacity ▪ Modest bus operations impact

Based on discussions with the public and stakeholders, the recommended improvements for Clarke Street over the short-term involve Re-Balancing the Streetscape. It is recommended that the City pursue an option to remove the HOV lane designation on Clarke Street. Removing this lane designation supports other operational improvements described elsewhere in the Master Transportation Plan, and would allow the City to consider re-purposing the street space. Removing the HOV lane designation would first require approval from TransLink. It is recommended that the City submit first a request to remove the HOV lane designation. Over the short-term, the City could then re-balance the streetscape by providing on-street bicycle lanes. The recommended improvements for Clarke Street over the long-term involve Managing Existing Space and would include

widening Clarke Street to four lanes, should the Moody Street overpass be widened to four lanes to accommodate redevelopment. Should Clarke Street be widened, the on-street bicycle lanes should be replaced with an off-street pathway on the north side of Clarke Street.

- **Removing the westbound AM peak HOV lane.**
- **Maintaining the number of existing general purpose vehicle lanes**, but reducing lane widths where possible.
- **Maintaining on-street parking** on the south side of the street, and re-configuring angled parking to parallel parking.
- **Enhancing the public realm** at the Queens Street intersection by removing the parking through the intersection and replacing with additional public space.
- **Providing bicycle facilities** as either bicycle lanes on both sides of the street or an off-street pathway on the north side of the street to provide a continuous facility between Moody Street and Barnet Highway.
- **Adding curb extensions** at crosswalks at Kyle Street, Mary Street, and Grant Street to reduce east-west pedestrian crossing distance.
- **Adding a signalized intersection** at Grant Street to alleviate traffic congestion at Moody Street associated with turning restrictions.
- **Improving bus stop accessibility and amenities** as required.
- Ensuring all signals have **accessible curb letdowns, pedestrian countdown timers, and audible traffic signals.**
- **Reviewing pedestrian crossing timing** as required.

The recommended improvements for Clarke Street over the **long-term** involve Managing Existing Space and would include widening Clarke Street to four lanes, should the Moody Street overpass be widened to four lanes to accommodate redevelopment. Should Clarke Street be widened, the on-street bicycle lanes should be replaced with an off-street pathway on the north side of Clarke Street.

iii. Murray Street

Existing Conditions

Murray Street is part of the Major Road Network and provides a critical east-west link between Ioco Road and Moody Street that continues along Clarke Street west of Moody Street. West of Klahanie Drive, Murray Street generally consists of one general travel lane in each direction, with on-

street parallel parking on both sides of the street. The current road width in this segment ranges from approximately 13-14 metres, and the right-of-width is typically approximately 30 metres. East of Klahanie Drive, Murray Street widens to provide three to four travel lanes with a road width of approximately 19-20 metres and right-of-way width of approximately 30 metres.

In the AM peak period, Murray Street currently handles approximately 1,200 – 1,300 westbound and 300 - 500 eastbound vehicles per hour. In the PM peak period, Murray Street currently handles approximately 1,400 – 1,500 eastbound and 400 – 500 westbound vehicles per hour.

Full traffic signals are currently provided at Klahanie Drive (south), Klahanie Drive (north), Capilano Road, and Ioco Road. Each of these intersections currently operates at an acceptable level of service (LOS D or better) during the AM and PM peak. Future conditions project deteriorating LOS at several intersections, including Klahanie Drive (south) during the AM peak (primarily due to northbound left turning movements), Klahanie Drive (north) during the PM peak (primarily due to westbound left turning movements), and Ioco Road during both the AM and PM peak.

Pedestrian facilities include sidewalks on both sides of the street for the entire corridor as well as a marked crosswalk at Electronic Avenue and crosswalk with a Rectangular Rapid Flashing Beacon (RRFB) at Rocky Point Park. Murray Street is a transit route serving the Route #C25 and #C26. This route is projected to have increased transit use in response to new services planned for implementation upon opening of the Evergreen Extension. Bicycle facilities include eastbound bicycle lanes east of Klahanie Drive (south), and a two-way off-street bicycle path on the north side of the street between Ioco Road and west of Klahanie Drive (north).

Proposed Improvements

Two approaches to improve Murray Street were considered. This included investigating possibilities for managing existing space to maintain existing HOV lane; and re-balancing the streetscape by removing parking to re-allocating space to provide additional space for pedestrians and improve the public realm. Benefits and impacts of these options are shown in the table below.

Possibilities	PROS	CONS
B) Manage Existing Capacity <ul style="list-style-type: none"> Maintain existing vehicle lanes Additional space for walking Signal optimization 	<ul style="list-style-type: none"> Continue multi-use pathway on north side to Rocky Point Park Maintains parking Lane widths could be reduced by moving curbs (more expensive) 	<ul style="list-style-type: none"> Modest cost

C) Re-Balance the Streetscape <ul style="list-style-type: none"> ▪ Reduce lanes or parking (underutilized capacity) ▪ Increase space for walking and cycling ▪ Narrow crossings to reduce crossing time and main street delays ▪ Signal optimization 	<ul style="list-style-type: none"> ▪ Additional space for pedestrians ▪ Shorter crossing distance ▪ Improved public realm 	<ul style="list-style-type: none"> ▪ Reduces on-street parking ▪ High cost
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The recommended improvements for Murray Street involve Managing Existing Space and would include:

- **Maintaining the number of existing vehicle lanes**, but reducing lane widths.
- **Maintaining on-street parking** on both sides of the street.
- **Adding a new traffic signal** at the base of the Moody Street overpass.
- **Providing an eastbound bicycle lane** on the south of the street to provide a continuous facility between Moody Street and Ioco Road.
- **Providing a two-way off-street bicycle path** on the north of the street to provide a continuous facility between Moody Street and Ioco Road.
- **Adding curb extensions** as safety improvements at crosswalks at Rocky Point Park.
- **Adding new pedestrian crossings** at Moody Street ramp, Morrissey Street, and between Williams Street and Electronic Avenue in conjunction with proposed new pedestrian and bicycle overpass.
- Improving **bus stop accessibility and amenities** as required.
- Ensuring all signals have **accessible curb letdowns, pedestrian countdown timers, and audible traffic signals**.
- **Reviewing pedestrian crossing timing** as required.

iv. Spring Street

Existing Conditions

Spring Street is currently an east-west local street running through the Moody Centre area between Douglas Street and Electronic Avenue. Spring Street accommodates local vehicle travel as well as access to residential and commercial properties. Spring Street is designated as a signed bicycle route. Traffic calming has been provided along some sections through the use of speed humps. Spring Street has a non-standard narrow right-of-way of 10 metres, and road width that ranges from 6 to 7 metres.

Proposed Improvements

Spring Street is envisioned to be a pedestrian priority street, where pedestrians, bicycles, and local serving motor vehicle traffic share the narrow right-of-way. Proposed improvements within the 10 metre right-of-way are illustrated in **Figure 6** and include:

- **Restricting vehicle traffic** to one-way traffic flow that alternates directions in different blocks to reduce short-cutting motor vehicle traffic.
- **Adding curb extensions** to restrict vehicular access in the opposite direction.
- **Creating a shared space environment** within a 6 metre roadway, where pedestrians, bicycles and local service vehicles share the road.
- **Providing a 1.5 metre sidewalk** on one side of the street.
- **Providing parking pockets** at select locations.
- Using **high quality pavement markings** to slow down motor vehicles.
- **Considering time-based restrictions** for loading vehicles.
- Where parking pockets are not provided, **animating this space** with features such as parklets, public art, patio seating, bicycle corrals, street trees, or rainwater management.
- **Providing enhanced crossing treatments** such as signage and coloured pavement markings to raise awareness of this pedestrian priority street.

Figure 6: Spring Street Concept



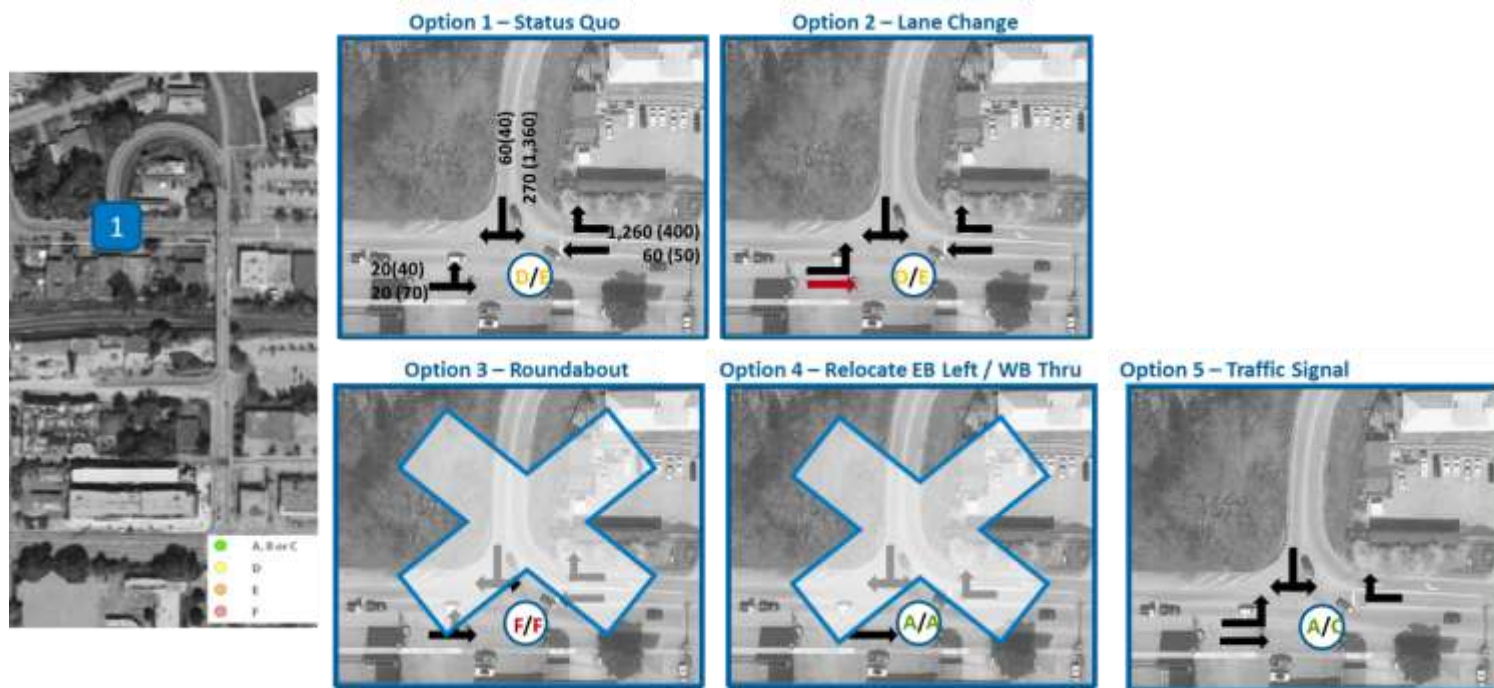
Moody Street Bottleneck

One of the critical locations within the City's transportation network is the Moody Street overpass. The City's long-term aspiration is to improve connections across the rail corridor to serve local growth either by replacing the existing Moody Street overpass or constructing a new overpass at Mary Street in conjunction with redevelopment. In the short-term, the City should also investigate options to address this bottleneck. Several options were developed for the base of the Moody Street overpass, as well as the Moody Street and Clarke Street intersection, as described below.

- **Moody Street Ramp.** The base of the Moody Street ramp currently consists of free flow conditions for free flow for vehicles approaching on the north leg travelling east bound and westbound right turning movements, and is stop controlled for eastbound and westbound through movements. This intersection currently operates at LOS D in the AM peak LOS E in the PM peak. Several options were investigated as described below and shown in **Figure 7**.
 - **Option 1: Status Quo**
 - **Option 2: Lane Change** would create a separate eastbound through lane and relocating the eastbound left and westbound through movements to another location. This option would maintain existing overall intersection levels of service, but would improve conditions for eastbound through traffic.
 - **Option 3: Roundabout** was determined feasible based on a review of the geometric and property requirements to accommodate the expected traffic volumes. Based on projected traffic volumes, a roundabout at this location would have LOS F in the AM and PM peak, and would also require a multi-lane roundabout, which is not feasible without property impacts.
 - **Option 4: Relocate Eastbound Left and Westbound Through** would involve relocating these movements to a new road connection would need to be established utilizing Esplanade Street. This would provide a new north-south roadway on the west edge of Rocky Point Park. This option was not supported due to community and park impacts.
 - **Option 5: Traffic signal** would involve providing a full traffic signal at this intersection. This traffic signal could be coordinated with the traffic signal at Moody Street and Clarke Street.

Option 5 provides the most significant benefits to traffic operations as well as pedestrian safety. As such, it is recommended that the City further investigate Option 5 to add a traffic signal to be coordinated with the Moody Street and Clarke Street signal, along with a pedestrian crosswalk. It should be noted that Option 5 should not be implemented in isolation to other improvements proposed for the Moody Street Bottleneck are as described in this section. Improvements to the Moody Street Bottleneck are designed to be implemented at the same time to establish new traffic operations that will result in improvements when all intersection improvements operate to complement each other.

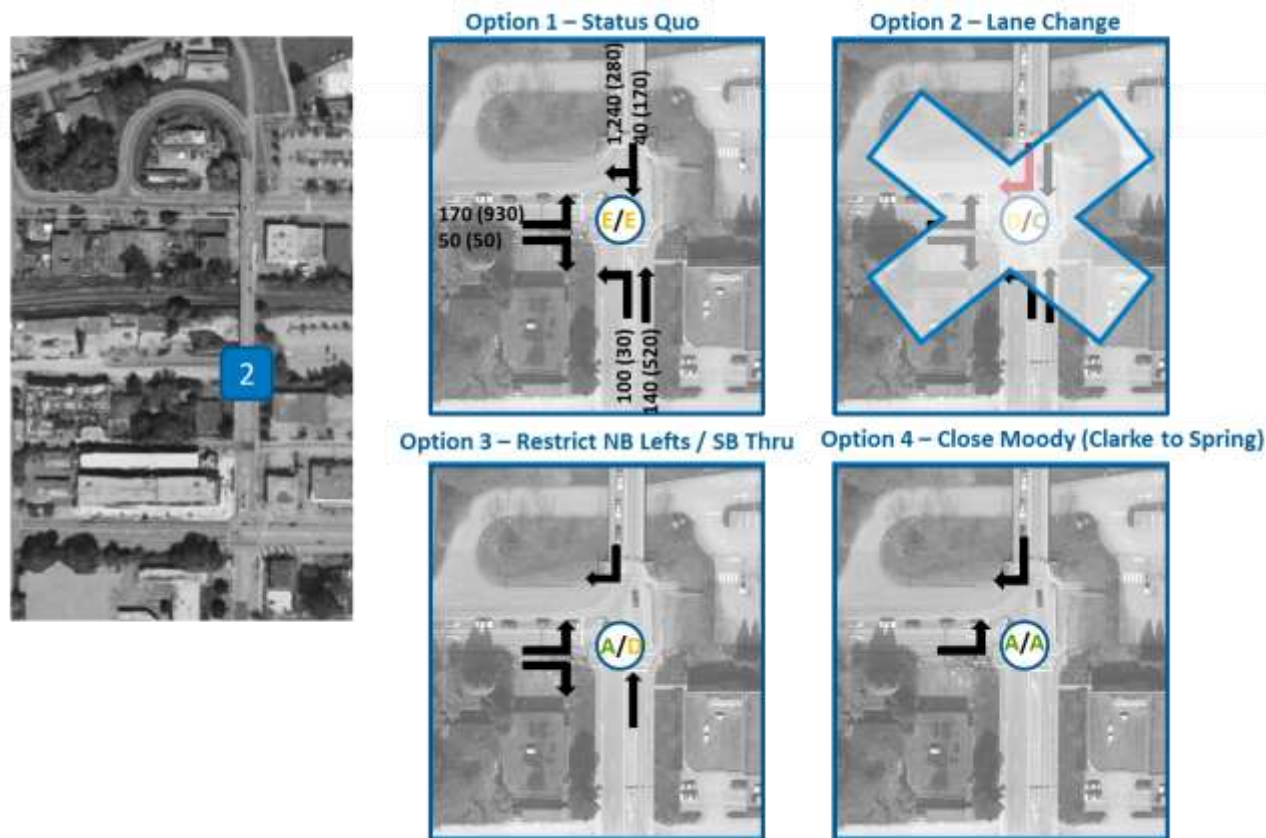
Figure 7: Moody Street Ramp Options



- **Moody Street and Clarke Street intersection.** Currently, the Moody Street and Clarke Street intersection operates at LOS E in the AM and PM peak. The predominant movements are southbound right turns in the AM peak and northbound left turns in the PM peak. Several options were reviewed to improve intersection performance as described below and shown in **Figure 8**:
 - **Option 1: Status Quo**
 - **Option 2: Lane Change** would create a separate southbound right turn lane. However, this option was determined to not be feasible due to structural requirements on the bridge.
 - **Option 3: Restrict Northbound Left and Southbound Through** would help improve traffic operations by eliminating conflicting through movements and would improve traffic operations, particularly during the AM peak.

- **Option 4: Close Moody Street** would significantly improve traffic operations for the predominant movements, but would have significant implications for network connectivity by restricting northbound and southbound through movements on Moody Street. Although this option would improve traffic operations, this option would have negative impacts on transit and emergency access and would place additional pressures on Grant Street and shift existing traffic concerns to other locations. In order for this option to prove feasible the southbound through movement would likely remain accessible for buses only, the HOV lane would be decommissioned, and the Route #160 bus service would require rerouting as is currently planned by TransLink.

Figure 8: Moody Street and Clarke Street Intersection Options



Improvement at the Moody Street ramp and the Moody Street and Clarke Street intersection cannot be considered in isolation. In addition, potential changes at the Moody Street and Grant Street intersection must also be considered. These changes at all three of these intersections should be considered as a package of coordinated improvements. As such, two alternative scenarios were developed that examined the potential impacts of the potential changes at all three locations. Both scenarios involve provide a new traffic signal at both Murray Street and Moody Street and at Grant Street and Clarke Street. The primary difference between the two options involves the access restrictions at Moody Street and Clarke Street.

■ **Scenario 1 (see Figure 9)**

- Restrict northbound left turn & through at Moody & Clarke Street
- New signal at Murray Street & Moody Street
- New signal at Grant Street & Clarke Street

Figure 9: Moody Street Bottleneck Options – Scenario 1



- **Scenario 2 (See Figure 1)**
 - Close Moody Street
 - New signal at Murray Street & Moody Street
 - New signal at Grant Street & Clarke Street

Figure 10: Moody Street Bottleneck Options – Scenario 2



The primary difference between the two scenarios are the operational impacts at the Grant Street and Moody Street intersections. Scenario 1 would have acceptable levels of service (LOS D or better) in both the AM and PM peak at all intersections. However, under Scenario 2 with the full closure of Moody Street, traffic congestion is shifted to Grant Street, resulting in LOS F during the PM peak. As such, it is recommended that the City further consider the package of improvements shown in Scenario 1.

Inter-Municipal Connections

i. South

Three corridors provide important inter-municipal connections south to the City of Coquitlam, as described below:

- a. **Clarke Road.** Clarke Road provides a critical north-south regional connection to Coquitlam and Burnaby, and is part of the MRN. Clarke Road currently consists of a four lane cross-section with two lanes in each direction south of Mount Royal Drive, transitioning to a three lane cross-section with two northbound lanes and one southbound lane between Mount Royal Drive and Barnet Highway. The City is planning to conduct a pavement rehabilitation and safety project in 2016, that will provide safety and operational improvements along the corridor, including a new pedestrian and bicycle activated signal at Seaview Drive. In addition, the City recently added a sidewalk extension in 2012 that now provides continuous sidewalks on both sides of the street. The 2005 Master Transportation Plan identified the widening of Clarke Road to four lanes based on projected traffic volumes. Although this is not warranted based on current traffic volumes, widening to four-lanes is recommended for further consideration over the long-term.
- b. **Gatensbury Road.** Gatensbury Road provides a north-south regional connection to Coquitlam. Although it is a regional serving corridor serving both jurisdictions, it is classified as a collector road. Gatensbury Road has challenging topography and road alignment, as it is situated between two natural ravines/creeks with limited room for roadway improvements. The City completed safety improvements to Gatensbury Road in 2011, although the community has raised local concerns related to safety and lack of pedestrian facilities. Several improvements were also recommended in the 2007 Moody Centre Neighbourhood Traffic Study. Proposed improvements include adding a sidewalk to one side of Gatensbury Street to improve pedestrian safety, in conjunction with sidewalk improvements being planned in the City of Coquitlam. The City should continue to identify safety and operational improvements for Gatensbury Road.
- c. **Moray Street.** Moray Street also provides an important north-south regional connection to Coquitlam. Although it is a regional serving corridor serving both jurisdictions, it is classified as a collector road. Moray Street is currently a two-lane cross-section with one vehicle lane in each direction. Sidewalks are provided on both sides of the street north of Pinda Drive, and only on the west side of the street south of Pinda Drive to the Coquitlam boundary. In addition, although it is not currently a transit route, the new Route #153 is proposed to use Moray Street. The City should work with TransLink to determine bus stop locations and infrastructure improvements to help transit users access facilities. Public feedback indicates a need for upgrades to street lighting between Portview Place and Flinn Court. This should be done in the near term through installation of street lights in existing BC hydro leased light poles. In the long term, if opportunities arise through developments city streetlight infrastructure should be

installed on this block. It is also noted that the northbound right turning movement experiences LOS F during the PM peak. There is an existing bus bulge on St. Johns Street on the east side of the intersection. Depending on the future improvements on St. Johns Street, the City should consider removing this bus bulge to facilitate right turning movements.

ii. North

Two corridors provide important inter-municipal connections northwest to the Villages of Anmore and Belcarra, respectively, as well as connections to areas of Port Moody north of Burrard Inlet.

- a. loco Road.** loco Road is part of the MRN and plays an important inter-municipal role to provide connections to Anmore and Belcarra, as well as the Buntzen Lake area which attracts numerous visitors, causing higher traffic volumes in the summer months. The 4-kilometre, two-way road between First Avenue and Maude Road is a windy road with several horizontal and vertical curves; however, vehicles speeds are generally higher than the posted speed limit of 50 kilometres per hour . Over the past several years, many residents have questioned the safety for vehicles, pedestrians and bicycles using the corridor.

In 2010, the City conducted the loco Road Safety Improvements Project, which consisted of two phases of work. The purpose of Phase 1 (Road Safety Analysis) was to perform traffic and safety analysis on the corridor, to identify the need for pedestrian facilities, to review methods to discourage speeding, to review access arrangements, and to develop strategies in order to mitigate traffic impacts from adjacent development. The purpose of Phase 2 (Functional Design) was to prepare the functional geometric drawings with preliminary cost estimates to implement the recommended improvements. The recommended strategies/improvement measures have been developed to address traffic operation and road safety issues for all road users along the study corridor as well as at some key intersections. The Functional Design included a number of features, including:

- Four-way stop at First Avenue;
- Raised sidewalk from First Avenue to April Road;
- Bike lane from April Road to First Avenue;
- Curb extensions and medians;
- Relocated bus stops;
- New/relocated crosswalks;
- Horizontal changes at Jacobs Road; and,
- Centreline relocation.

In addition, utility assessments along loco corridor are currently underway. At this point in time, the extent of repair work is yet to be determined. If extensive repairs that involve open excavations along this corridor are required, the Master Transportation Plan

recommends installing new sidewalks and on-street bicycle lanes for each direction or installing a shared use pathway in street restoration works. If repair work does not require extensive open excavation work, the Master Transportation Plan recommends sidewalk improvements (as identified in the loco Road Safety Improvements Project report) for areas east of Barber Street to Knowl Street to be undertaken alongside installation of new bicycle and pedestrian facilities west of April Rd to First Avenue (also in this report). These improvements projects will provide continuous sidewalks for the corridor and bicycle facilities for the entire corridor (either on loco Road itself or the parallel connection of Inlet Trail, Alderside Road and loco Road west of April).

- b. **David Avenue.** David Avenue is an arterial road that was completed as an east-west route as part of the development of Heritage Mountain and Heritage Woods. David Avenue provides a regional connection to Anmore through Forest Park Way (which is owned by Port Moody) to East Road (which is owned by Anmore and is part of the MRN). Further east, portions of David Avenue east of Pipeline Road in Coquitlam are also designated as part of the MRN. David Avenue has a right-of-way that was acquired to accommodate a future extension west in conjunction with potential redevelopment of the loco Townsite Lands. If David Avenue is extended, the Master Transportation Plan recognizes the need to ensure bicycle and pedestrians facilities are incorporated into the roadway that impacts to adjacent park lands are minimized, and that access to the park is maintained. Further, if David Avenue is extended, the City should continue to work with TransLink to have this corridor added to the MRN.

iii. **West**

- a. **Barnet Highway (West Section).** Barnet Highway is part of the Major Road Network and plays a critical role in the regional transportation network, and provides an important connection to Burnaby via the Hastings Street corridor. This roadway is part of the MRN and consists mainly of a 4 lane cross section with one general purpose lane in each direction. The westbound highway lane consists of a HOV lane for the AM peak period, and the eastbound lane consists of a HOV lane for the PM peak period. In general, congestion impacts for this inter-municipal corridor are impacted by traffic signal operations in Burnaby to the west and Port Moody to the east. This plan does not propose changes for this corridor; however, intersection operation improvements proposed in the Moody Bottleneck section and traffic signal timing updates on St Johns Street are anticipated to improve congestion delays for this corridor.

iv. **East**

- a. **Barnet Highway (East Section).** Barnet Highway is part of the Major Road Network and plays a critical role in the regional transportation network as it provides an important connection to Coquitlam and other communities in the Northeast Sector. Barnet Highway currently consists of two general purpose travel lanes in each direction. The loco Road currently operates at a Level of Service E/F and is projected under a 30 year horizon to depreciate to LOS F during peak periods. This intersection is also the

highest collision location in the City, with over 350 reported collisions between 2009 and 2013. This intersection already includes dual southbound left turn and right turn lanes, and dual eastbound left turn lanes with limited storage capacity. This intersection also includes an access road to the south. With the opening of the Evergreen Extension, this intersection will also include two separate accesses to the Evergreen Extension stations. As this intersection is the highest collision location in the city and has poor intersection performance, recommendations include a safety analysis and operational analysis including a review of the options to close the south intersection leg of this loco Road at Barnet Highway intersection. Options to improve safety and operations could involve closing or partially closing access to the access road to the south. This could allow additional time to accommodate other major movements through the intersection. In addition, through adjacent redevelopments, there could be opportunities to create an increased grid street network through this area, including a potential new connection at Balmoral Drive or adjacent to the existing Volkswagen automobile dealership. These changes to the road network would only be considered through redevelopment, but could offer additional local access and add redundancy to the street network and help relieve some pressures at the loco Road intersection.

- b. Dewdney Trunk Road.** Dewdney Trunk Road is classified as an arterial road and provides a connection east to the City of Coquitlam. The City of Coquitlam Strategic Transportation Plan identifies Dewdney Trunk Road as a collector, and identifies bicycle lanes on Dewdney Trunk Road. The Master Transportation recommends reconfiguring Dewdney Trunk Road to provide bicycle lanes consistent with Coquitlam plans, and recommends that the City work with the City of Coquitlam to establish a consistent road classification in both municipalities. In addition, the City should seek to improve intersection operations at St. Johns Street, particularly for westbound traffic. It is anticipated that intersection improvements can be achieved through signal timing upgrades.

c. Improve Connections Across the Railway

Moody Centre is disconnected from the waterfront and Rocky Point Park and the industrial areas to the north by the railway. There is limited access across the railway including the Moody St. overpass, and the pedestrian and bicycle overpass between St Johns St. and Klahanie Dr. Several possibilities were investigated to improved north-south connectivity across the rail corridor for motor vehicles and for non-motorized users.

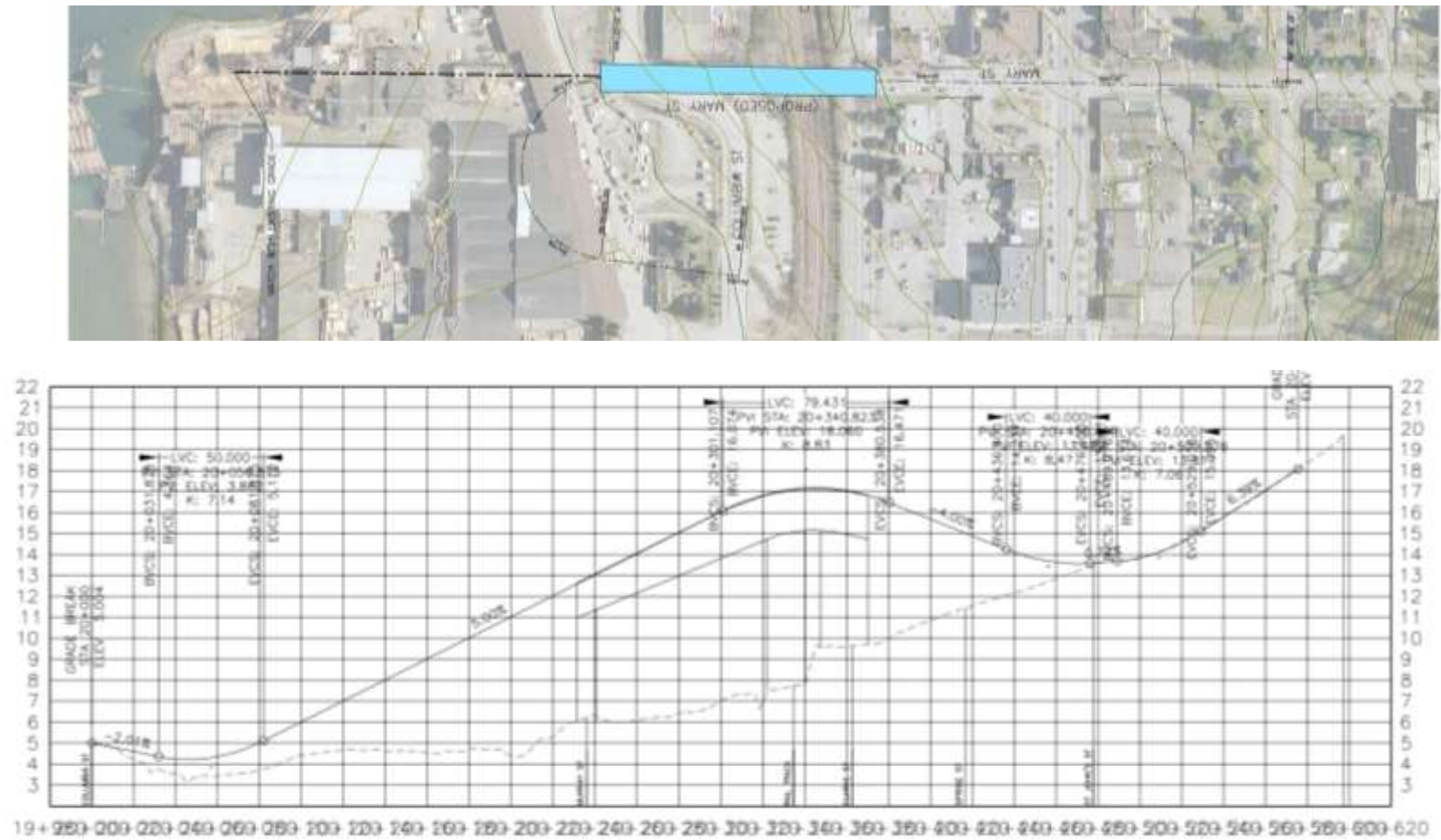
a. Motor Vehicle Overpasses

As noted previously, there are limited connections for motor vehicles to cross the rail corridor. Within the Moody Centre area, opportunities to cross the rail corridor that connect Murray Street to Clarke Street include the CP Overpass located on Barnet Highway between loco and Dewdney Trunk

Road and the Moody Street overpass, which currently only has one motor vehicle lane in each direction. This results in a bottleneck for east-west motor vehicle traffic through the Moody Centre area. Three strategies were considered to improve north-south motor vehicle connectivity over the rail corridor: a new vehicle overpass at Mary Street, a new vehicle overpass at Buller Street, and reconstructing the Moody Street overpass with two travel lanes in each direction.

- **Mary Street Overpass.** A new overpass was considered at Mary Street, as shown in the image below. This overpass would be intended to accommodate local serving traffic as well as to accommodate re-development north of the rail corridor. A new overpass at this location would help to establish a grid of connections, in conjunction with the existing Moody Street overpass, and could help to alleviate traffic pressures in Moody Centre by adding redundancy to the street network. Although the Mary Street overpass is attractive from a network connectivity perspective, the main challenges with this option relate to the vertical profile. In order to accommodate the necessary clearance over the rail corridor with current grades and accommodating a maximum slope of 5%, the overpass structure would need to extend south almost to St. Johns Street. This would mean the overpass would extend over Clarke Street, and would create a barrier at Spring Street. As such, this option presents significant impacts on the street network and overall livability and character of the Moody Centre area. It is recommended that this option be considered further only if it is required by development. Should this project warrant further consideration, it would be a developer-initiated project.

Figure 11: Potential Mary Street Overpass Horizontal and Vertical Alignment



- Buller Street Overpass.** A new overpass was considered at Buller Street, as shown in the image below. This overpass section is intended to accommodate local serving traffic. Similar to the Mary Street overpass, a new overpass at this location would help to establish a grid of connections, in conjunction with the existing Moody Street overpass, and could help to alleviate traffic pressures at Moody Centre by adding redundancy to the street network. Although the Buller Street overpass is attractive from a network connectivity perspective, this option presented significant community impacts as it would require land. It is not recommended that this option be considered further due to the community impacts through Inlet Park.

Figure 12: Potential Buller Street Overpass Horizontal and Vertical Alignment



- **Moody Street Overpass.** A third option to improve north-south connectivity was explored that involved the decommissioning and reconstructing the Moody Street overpass as a four-lane bridge. This overpass would be intended to accommodate local serving traffic as well as to accommodate re-development north of the rail corridor. This option would not help to establish a grid of connections across the rail corridor, but could help to alleviate existing traffic pressures at Moody Street. It should be noted that if this option is pursued, it would have impacts on travel patterns throughout Moody Centre, as it would need to be decommissioned, which would result in no vehicle access across the rail corridor west of loco Road during the construction period. It is recommended that this option be considered further only as required by development, and this should this project warrant further consideration, that it be a developer-initiated project.

b. Pedestrian and Bicycle Overpasses

In addition to improving vehicle connectivity across the rail corridor, it is also critical to improve pedestrian and cycling connectivity across the rail corridor. In order to improve connectivity, it is recommended that improved pedestrian and cycling crossing opportunities across the rail corridor be provided every 400 to 800 metres throughout the Moody Centre area. In addition to the existing off-street pathway on the Moody Street overpass and the existing pedestrian and bicycle overpass at Electronic Avenue, three additional pedestrian and bicycle crossing locations are proposed:

- **Queens Street Overpass.** Currently, pedestrians and cyclists west of Moody Street have no options to cross the rail corridor. At this point in time, there are limited destinations in this area; however, if development increased in this area, a new connection would be recommended. This overpass could be provided in conjunction with redevelopment and/or in conjunction with the potential third Evergreen Extension station at Queens Street to improve pedestrian and cycling connectivity in the western area of Moody Centre. This could also be provided in conjunction with the development of a continuous east-west off-street pathway that would extend west on Murray street from Moody Street to this overpass, and continuing west on Clarke Street to Barnet Highway. A new north south rail connection in this area would serve to connect communities in Moody Centre to potential development areas on the waterfront north of the railway lines. In addition, this connection would provide a continuous pedestrian and bicycle connection that is comfortable for people of all ages and abilities from loco Drive to Barnet Highway. As this overpass would be intended to serve local development, this overpass would be developer-initiated.
- **Moody Centre Overpass.** To improve pedestrian and cycling connectivity in the central portion of Moody Centre, there is an opportunity to provide a new overpass near the Moody Centre Evergreen Extension station, between Williams and Electronic Avenue. This connection is identified in the OCP and could be provided as part of redevelopment on both the north and south side of the rail corridor. As this overpass would be intended to serve local development, this overpass would be developer-initiated.
- **Klahanie – Suter Brook Connector.** The rail spur line currently acts as a barrier between the Klahanie and Suter Brook developments. This connector would involve a new overpass over the spur lines to improve connections between these neighbourhoods as well as to the

loco Evergreen Extension station. In order to accommodate this development, a new site located within the railway would likely be required providing a connection across the two tracks located that transact this area. The proposed connection would connect Capilano Road to the east with Nootka Way to the west.

It should be also be noted that the proposed vehicle overpasses described above would also include separated bicycle and pedestrian facilities.

d. Safety and Operational Improvements

Based on a review of public engagement and technical analysis of intersection and roadway operations, several safety and operational improvements are identified in this section. The primary distinction between these improvements and the Major Street Network improvements described above is that the improvement strategies discussed in this section are less extensive than providing new or expanded roadways. In most cases, they simply involve intersection modifications to improve traffic operations. The range of treatments could include:

- **Signal timing and coordination.** In an effort to maximize the efficiencies of the signal system and minimize stops and delays at key intersections, practices are needed to plan, operate and maintain signal systems in Port Moody. Ultimately this will increase mobility for all modes by optimizing and coordinating the timing of signals along priority corridors. The City already has a revised traffic signal maintenance specifications document that is a leading document in the region for preventative signal maintenance requirements. Recommended initiatives include:
 - Establish performance guidelines for planning and operating signal upgrades.
 - Develop internal guidelines for signal systems along primary corridors to ensure that treatments for all modes are consistent throughout the City. The City is currently working to replace all traffic signal controllers over a 3 year period through to 2018 (controllers are computers at each traffic signal intersection that govern operations). New traffic controllers are planned for the entire City that will include revised timing plans that can and will account for revised pedestrian crossing times and intersection operation/efficiency options.
 - Revise traffic signal timing plans across the City for various days of the week and times of day/
 - Conduct a system wide traffic signal corridor timing revisions every 5 years to account for changes to transportation patterns.
- **Intelligent Transportation Systems (ITS)** refers to the use of information and communications technology to support transportation infrastructure and vehicles, including priority modes such as transit and the movement of commercial vehicles, and improving efficiency.

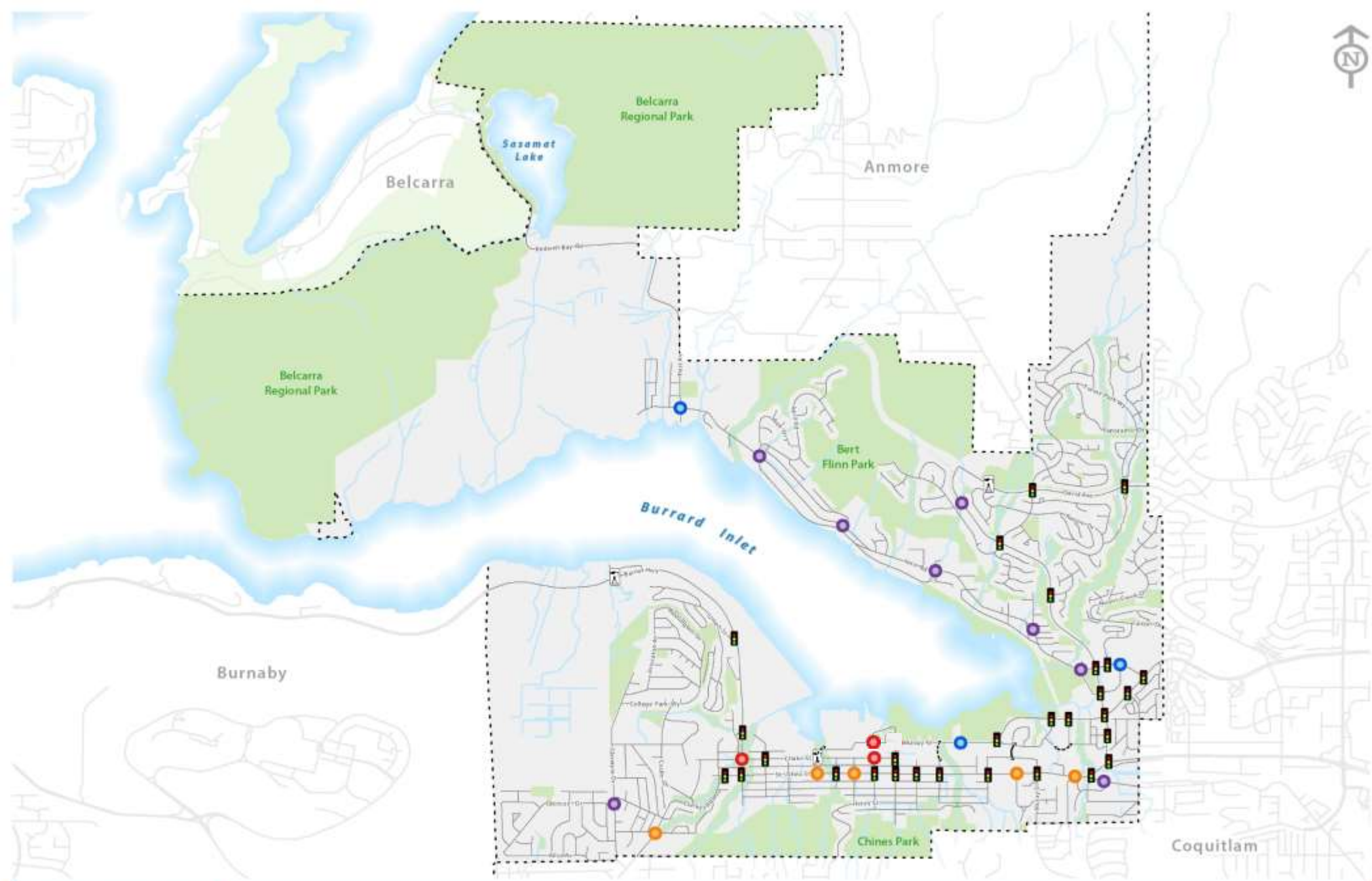
Communities throughout North America have made significant advances in the signal systems hardware, software, and practices for managing mobility along urban roadways. Specific ITS measures recommended in the plan include:

- **Signal System Upgrades.** The City has a traffic signal asset management plan that looks for systematic improvements based on safety, assessed need, asset condition and operation improvement capabilities. The City should continue a program to upgrade signal systems, including the implementation of new controllers, fibre optics, and central control systems that permit communications between signalized intersections in order to provide real-time controls.
- **Install left turn bay set back detection** to permit traffic signals to activate protected left turn arrows only when an abundance of vehicles are queued for this type of turning movement. Detection for left turn set back loops can provide more time to other intersection movements and increase corridor efficiency.
- **Vehicle Detection and Signal Preemptions.** Signalized intersections can be equipped with preemption capabilities to provide right of way priority to Fire and Rescue vehicles. The City should continue with installations of traffic signal preemption for emergency response vehicles. Currently Port Moody has 8 of 31 traffic signals equipped with preemption for the exclusive use of the fire department. The City should continue with systematic installations of preemption at traffic signals identified in the prioritized list of traffic signal preemption locations. The City should also coordinate with TransLink in support of transit signal priority systems to provide further green time allocation for transit vehicles at key times of the day. Currently, TransLink does not have a program for the use of TSP technologies however, this is identified in their long term plan. The City should continue to implement traffic signal preemption equipment at intersections across the city to improve emergency vehicle response times.
- **Minor intersection upgrades.** The provision of additional turn lanes at key intersections could be considered to address localized safety and mobility issues, because they generally enhance mobility for through movements. The City will need to allocate sufficient resources for intersection upgrades to address safety and operational improvements. Intersection improvements are shown in **Map 10**, including recommended additional traffic signals, pedestrian and bicycle half signals, crosswalk upgrades, and new crosswalks. In addition, the City should continue to monitor performance at intersections with safety and operational issues and continue to identify improvements at these locations. Locations with operational issues were identified as intersections with LOS E or F either in the AM or PM peak today or in the future, and locations with safety issues were identified as being the top ten collisions locations in the City or locations with 2 or more reported pedestrian collisions over the past five years, as shown in **Table 5**.
- **Improved signage** can help enhance the flow of traffic within commercial or residential areas. Signage can be used to encourage motorists to use key intersections and roadways to access certain developments. In addition, signage can be used to alleviate existing or developing safety problems. The City already installed new overhead street name signs in 2015 at all signalized intersections and is continuing a yearly program to install new local, collector street name post top signs across the city. The City also has a multi-year program to update all our signage on every local street intersection that will likely be complete by 2017.

The City should continue work on exiting signage upgrade programs and initiate a renewal program for overhead wayfinding destination signage for locations such as city centres and adjacent municipalities.

Table 5: Safety and Operational Improvements

	Operational Issue (Existing)	Operational Issue (Projected)	Safety Issue (All Collisions)	Safety Issue (Pedestrian Safety)
Barnet Highway at Clarke Street	✓	✓	✓	
Moody Street at Clarke Street	✓	✓		
Murray Street at Klahanie Drive (north)		✓		
Murray Street at Klahanie Drive (south)		✓		
St Johns Street at Queens Street				✓
St Johns Street at Kyle Street		✓	✓	
St Johns Street at Grant Street		✓	✓	
St Johns Street at Moody Street		✓	✓	✓
St. Johns Street at Williams Street		✓	✓	✓
St. Johns Street at Buller Street		✓		
St. Johns Street at Moray Street		✓	✓	✓
St. Johns Street at Dewdney Trunk Road		✓	✓	
Barnet Highway at Ioco Road	✓	✓	✓	✓
Ioco Road at Suter Brook Way		✓		
Ioco Road at Guildford Way		✓	✓	✓
Ioco Road at Newport Drive		✓		
Ioco Road and Ungless Way / Heritage Mountain Boulevard		✓	✓	



Map 9:
Intersection Improvements
Port Moody Master Transportation Plan

e. Emerging Technologies

On-road transportation is one of the most significant contributors to community-wide Greenhouse Gas (GHG) emissions in Port Moody, and a significant proportion of transportation-related GHG emissions are from private vehicles. There are a number of emerging vehicle technologies that have lower or zero emissions. These low or zero emissions vehicles can help reduce the community-wide GHG emissions throughout the City. The City is committed to environmental sustainability and promoting the use of low or zero emissions vehicles, and can encourage these vehicles through incentive programs and providing electric vehicle charging stations throughout the City. In addition, the City has demonstrated its leadership to promote emerging vehicle technologies by purchasing two new all-electric vehicles to replace previous vehicles. The City should encourage the installation of vehicle charging stations with new developments for commercial and residential use. The City should also initiate a program to update all signalled intersections across the city with LED lamps that provide a higher light output as a high proportion of pedestrian injuries occur at intersections in night time conditions.

f. Establish a Goods Movement Network

The movement of goods and services within Port Moody and throughout the surrounding region is essential for the success of the local and regional economy. Goods are moved along provincial highways, the MRN, other designated truck routes in municipal traffic bylaws and rail corridors. A significant part of Port Moody's local economy is dependent on the movement of goods, services and people through and within the City.

TransLink has been given regulatory authority under Provincial legislation (South Coast British Columbia Transportation Authority Act 1998) to oversee the region's truck route network. TransLink is currently developing a Goods Movement Strategy to ensure the efficient and coordinated movement of goods throughout the region.

TransLink has developed a regional Truck Route Reference Guide that identifies designated Provincial and municipal truck routes in conjunction with the adopted bylaws and policies of all municipalities in the region. The City recently adopted a Truck Route Bylaw for the first time earlier this year. This Truck Route Bylaw identifies the corridors of Barnet Highway, Clarke Road, Murray Street, St John's Street, Ioco Road, First Avenue, Bedwell Bay Road and sections of Moody Street and Clarke Street as truck routes. In addition to these corridors, the city should continue to review truck routes and work with Coquitlam to add a continuous truck route along Guildford Way to promote established regional truck routes for the north east sector. Further to adopting this bylaw, it should be noted that the City must still obtain TransLink approval for the proposed changes.

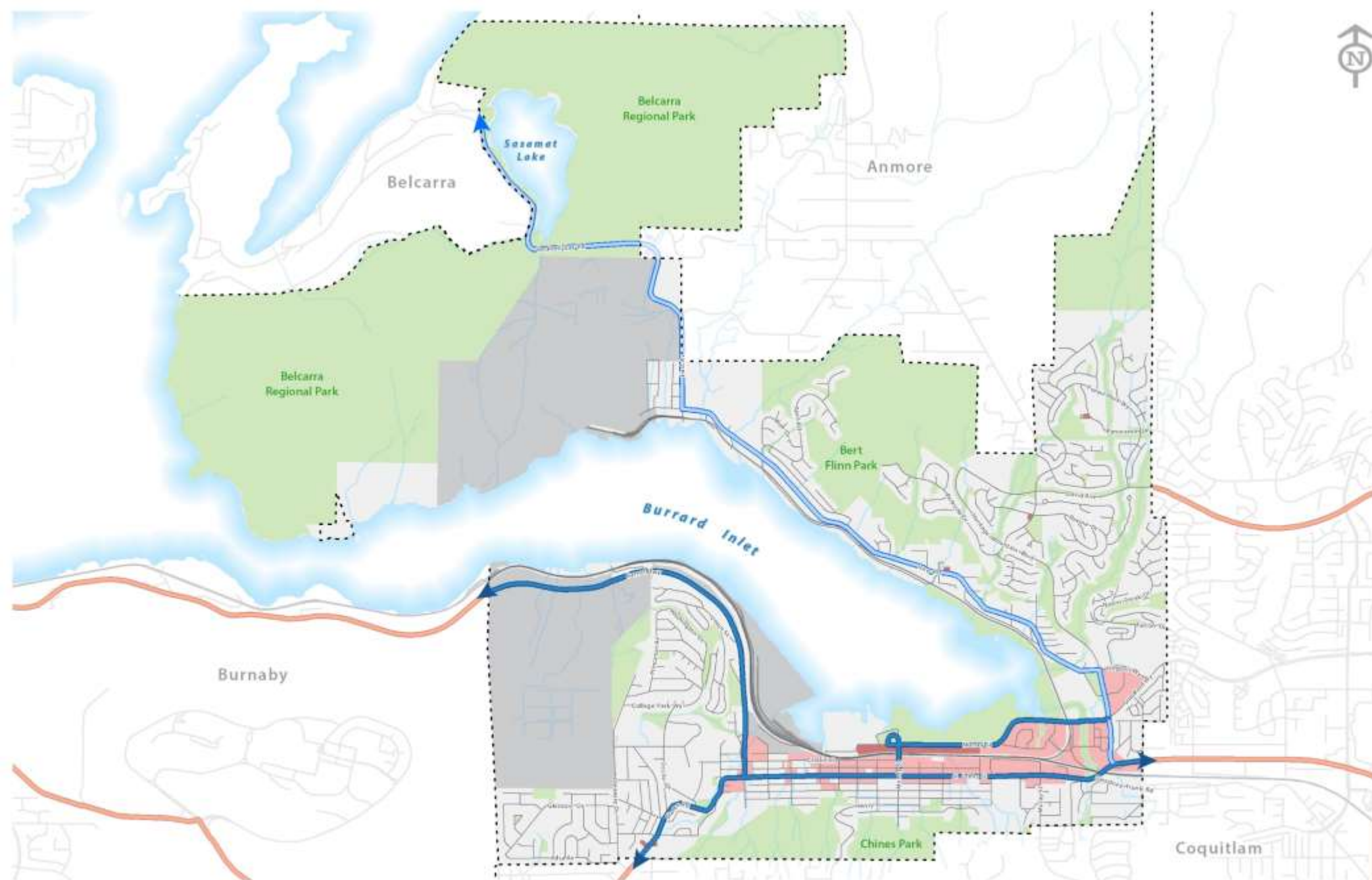
The designated truck network is shown in **Map 10**. This truck network establishes key regional connections and also serves destinations within the City. The recommended truck network includes:

- **Designated Truck Routes** on St. Johns Street, Clarke Road and Barnet Highway to provide regional connections to truck routes in surrounding municipalities, and on Murray Street and Moody Street to provide access to the City's industrial areas; and
- **Inter-Municipal Truck Routes** on Ioco Road and First Avenue to provide access to Anmore and Belcarra.

The recommended Truck Route Network does not include an extension of David Avenue into Port Moody. It is recommended that the City of Port Moody encourage the City of Coquitlam to remove David Avenue west of Pinetree Way from its truck route network, such that trucks would be directed to use Barnet Highway and St Johns Street as the preferred corridor.

The recommended truck route network strives to balance the needs of businesses with the desire to minimize the impact of truck traffic on neighbourhoods and other sensitive land uses. Trucks within the City would be required to use the truck route network for travel across the City, and then proceed directly from the closest truck route to their final destination via arterial, collector, then local streets.

The Truck Route Bylaw should also be consistent with surrounding municipalities regarding regulations for truck use, including the definition of a truck and use of trucks on non-designated truck routes.



Map 10:

Goods Movement Network

Port Moody Master Transportation Plan

0 300 1000 1500 2000 m

----- Municipal Boundary

— Rail Line

Truck Routes

Port Moody Designated

Intermunicipal / Commercial
Connection

Other Municipalities

OCP Land Use

Mixed Use

Commercial /
Employment

Parks & Open Space

Industrial

g. Manage Parking

The cost, availability, and convenience of parking influences where and how we travel to destinations and can be used as a tool to support the City's overall goal of rebalancing the transportation system towards sustainable travel modes. Traditionally, cities have used abundant and free supplies of parking to improve vehicle access to commercial districts and other key land uses. However, as the City works to rebalance the transportation system to better support alternative transportation choices, providing too much parking can create development patterns that undermine this objective. As the City and surrounding region grows, parking management and supply issues will become more important.

Like most cities, Port Moody has a combination of City-owned and privately-owned parking. City-owned parking assets include on-street parking, including both unrestricted and time-restricted parking, and off-street surface parking lots, which provide publically-accessible off-street parking. In addition, TransLink owns and operates off-street parking at the Moody Centre West Coast Express Station and future Evergreen Extension Station, which includes approximately 300 parking spaces that are available for a fee. In addition, privately-owned parking is required through the City's Zoning Bylaw. Developers are required to provide a certain number of parking spaces. The number of parking spaces is established during the development application and review process in the Zoning Bylaw in force at the time of the application.

With the coming of the Evergreen Extension, there is a need to develop a parking strategy to manage parking demands in and around Evergreen Extension Station Areas. The city has recently initiated a parking strategy to manage the impacts of parking for areas around the station including neighbourhoods of Inlet Centre, Klahanie, Coronation Park and Moody Centre. This strategy will guide long-term planning and management of parking in key areas of the city. The Master Transportation Plan seeks to provide direction on addressing parking issues facing the City today and in the future, including: the management of parking within existing and future higher density centres such as Moody Centre and Evergreen Extension station areas; the management of parking spill-over into neighbourhoods adjacent to major destinations; and city-wide parking management strategies.

Parking strategies can encourage a range of community benefits, including more effective use of parking resources and decreased vehicle use as part of the City's Travel Demand Management initiatives. A parking management strategy should consider various approaches to parking that can be used throughout the City, including:

- **Demand-management strategies** to reduce vehicle use, such as improving walking and cycling facilities, car sharing, transit initiatives, parking strategies and wayfinding.
- **Supply-based strategies** to influence the amount of off-street parking, including tools such as shared parking between private businesses at different times of day, and reducing or changing parking bylaw requirements based on demand.

- **Pricing strategies** including metered on-street parking, particularly in areas of high commercial turnover, can help promote economic vibrancy and to encourage people to use other modes of transportation.
- **Support strategies** allow the City to effectively manage the on- and off-street parking and include preferential places for car-share users, timed curb zones for loading, and utilizing advancements in enforcement technologies such as licence plate recognition systems.

Manage parking in the Moody Centre area and around Evergreen Extension Stations

Parking is an important asset for residents and businesses that should not be viewed as a source of revenue, but rather as a tool to shape and support development patterns, street environments, surrounding land uses and transportation choices. Strategic parking policies and strategies can be applied to encourage the use of alternative transportation modes, densification, economic activity and, over time reduce overall parking demand. In TOD areas in Moody Centre and areas around Evergreen Extension stations where future parking expansion will be more expensive, strategies to more efficiently share and manage the parking supply and maximize the benefits of each parking space are supported. Approaches such as reduced parking requirements for new development, shared parking facilities, and parking pricing can support the development of successful areas. These areas also have the greatest potential for shifting trips towards walking, cycling, and transit, thereby reducing parking demand over time.

A variety of parking strategies can be considered to manage parking demand and to maximize the use of parking supplies in the Moody Centre area and around Evergreen Extension stations. Strategies to manage parking in these areas include:

- **Develop flexible parking requirements**, to better utilize space reserved for parking at non-peak periods. By having flexible parking requirements, the City can better influence how and when parking spaces are available by sharing parking requirements between developments, if there are time restrictions on certain parking locations (that are adjusted for certain times of the day or year), and if there are opportunities to use underutilized parking at non-peak times for other uses. Where parking spaces can be better utilized by permanently or temporarily changing their use, parking spaces can be used to create more interesting streetscapes and support surrounding businesses.
- **Limit parking supply within future developments** to discourage the excess provision of parking. Combined minimum/maximum parking requirements can be applied to new developments. Additional parking, beyond the maximum, should only be supported through parking studies.

- **Encourage developments within TOD areas to provide shared and preferential parking resources.** This can include providing parking spaces that are shared by more than one user and where preferential parking areas are designated for ridesharing participants, carsharing programs, or electric vehicles.
- **Consider expanding on-street parking supply within TOD areas** and throughout Moody Centre through reallocation of existing excess road space. Manage on-street parking supplies with pricing or time restrictions, where necessary, to meet occupancy targets.
- **Allocate the highest parking restrictions and pricing** to parking spaces with greatest demand to ensure availability, promote turnover, and improve access to businesses. Where and when demand is lower, reduce or remove parking rates and/or restrictions.
- **Set parking occupancy targets** for high demand areas at 85% occupancy during peak hours to create a balance between the availability of parking and excessive parking supply. Monitoring of parking occupancy will be required to evaluate parking demand over time, to establish or adjust pricing, and to identify the need for parking supply changes.
- **Encourage improved wayfinding and signage** to locate parking facilities and reduce the amount of time drivers spend searching for parking.
- **Explore the use of pay parking and parking technologies** to make pay parking in high demand areas more convenient. The City does not currently have any pay parking, but should consider establishing pay parking in high demand areas. If pay parking is pursued in key areas, the City could explore parking technologies, including metres that accept credit card and cell phone payment, and are easy to 'top up' if the stay is lengthened.
- **Explore parking initiatives that transform street parking into activity spaces.** Where parking spaces can be better utilized by permanently or temporarily changing their use, parking can be re-tasked to create more interesting streetscapes and support surrounding businesses. City or community-led initiatives throughout the United States and Canada have transformed on-street parking spaces into temporary parks, café/restaurant seating areas, gardens, and other active uses. The City of Vancouver's ongoing VIVA Vancouver program initiated parklets within Downtown Vancouver, while the City of Surrey's PARKit program created a pop-up park in Surrey City Centre. The City should develop processes to assess, manage, and support active street uses on sidewalks and within the street.

7.0 A Safe and Liveable City



Through the consultation for the Master Transportation Plan, residents identified the need for safe and livable neighbourhoods that are not negatively impacted by traffic. Many residents are experiencing impacts to their neighbourhoods from through-traffic, as congestion and delays on nearby major roads occur some motorists choose to use neighbourhood streets to circumvent areas of congestion. While motorists may choose to use city streets to bypass congested routes, the resulting traffic activity on local and collector streets can infringe on the ability of local residents to access and enjoy their own neighbourhood. The impact of through-traffic on neighbourhoods also puts strains on the street network and the ability to safely accommodate all road users.

Recognizing these issues of through traffic and access to neighbourhood areas, the policies and actions to create a safe and livable city seek to manage transportation at the local level to minimize the impacts of through traffic on neighbourhoods, promote safety for all road users, and ensure local access and mobility for residents. In addition, the policies and actions seek to uphold the safety and efficiency of walking, cycling, and taking transit to travel within and between neighbourhoods in Port Moody.

7.1 Issues and Opportunities

There are a number of key issues impacting the safety and livability of Port Moody specific to transportation. These issues have been discussed in greater detail in Discussion Paper #1. Some of the top issues that have been identified include:

- The need to provide traffic calming in new developments
- Along many neighbourhood streets traffic is travelling too fast
- Many streets do not feel safe or comfortable to walk along today
- There are areas where it is not well lit and are a concern for personal safety
- Traffic calming can help to create a livable area in Moody Centre.

Opportunities that have been identified to ensure Port Moody is a safe and livable city include:

- Providing more guidance and direction on the implementation of traffic calming within Port Moody
- Create and design streets that have features that make them feel more comfortable and pleasant for people walking

- Provide more lighting and visibility on trails and isolated pathways and sidewalks
- Manage transportation demand and land use integration

7.2 Strategies and Actions

The long-term strategies for creating a safe and livable city includes four related strategies:

A Safe and Livable City Strategies:

- Considerations for Traffic Calming
- Develop Green Streets
- Improve Personal Safety
- Manage the Impacts of Transportation

a. Traffic Calming

To minimize speeding in residential areas of Port Moody, traffic calming measures can be applied where appropriate. Traffic calming includes engineering measures, education and enforcement to reduce vehicle speeds and traffic through infrastructure improvements in a local neighbourhood. A variety of traffic calming treatments can be implemented based on the local context and need. Examples of traffic calming treatments include speed humps, curb extensions, traffic circles, textured pavement markings, and chicanes, among others. Traffic calming improvements can also be applied to crossings and intersections, medians, diverters and raised crosswalks, which may be particularly important near sites such as schools and community centres that are in high pedestrian and cycling activity areas. Often, traffic calming treatment seek to increase the visibility of vulnerable street users (i.e., pedestrians and cyclists) and decrease crossing distances and slow down motorists and/or encourage them to use more appropriate streets.

The City of Port Moody has developed a Neighbourhood Traffic Calming Policy outlines a process to identify, prioritize, prepare and implement neighbourhood traffic calming plans in Port Moody. A recommendation of the Master Transportation Plan is for Port Moody to update the Neighbourhood Traffic Calming Policy to prioritize traffic calming improvements, using measures such as curb extensions, traffic circles and speed humps. The updated Neighbourhood Traffic Calming Policy should focus on area-wide approaches in Moody Centre where short-cutting is a concern and street-by-street approaches elsewhere in the city where traffic speeds and volumes are a concern.

The City of Port Moody OCP notes that traffic calming measures 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 shortcutting through local residential neighbourhoods. Integrated traffic calming measures should be considered in the design of local and collector streets when proposed with new developments.

b. Develop Green Streets

The City has the opportunity to support more livable neighbourhoods by considering developing a 'Green Streets' approach to neighbourhood streets. Several initiatives could result in greener streets, including the development of a 'Green Streets' program, a neighbourhood-level gardening program that allows residents to adopt a corner, curb bulge or a traffic circle for planting or taking care of a garden.

A municipally supported program can provide residents with plants, professional advice, and other gardening and informational resources. The City of Vancouver runs a similar program, which has contributed to the beautification of many local neighbourhood streets, and more livable and improved street environments. Such a program in Port Moody could be enhanced by coupling it with a focus on rainwater management, specifically by designing and planting the street-side garden as a "rain garden". Street rain gardens or residential rain gardens help a community and region manage urban runoff by reducing discharge volumes and filtering pollutants from the runoff, both of which support the health of local waterbodies.

The strategy of Complete Streets within the Master Transportation Plan would integrate well with a green streets program, as creating green streets can result in high quality streetscapes with the benefits of an enhanced sense of place and community. Green streets can also facilitate improvements to the streetscape environments through the installation of amenities, such as bench seating, better lighting, water fountains, public gathering spaces, garbage cans, and bicycle racks. Having these amenities in place supports a variety of pedestrian and cyclist needs, and effectively facilitates the ease, convenience, and attractiveness of walking and cycling to a destination. Green streets, complemented with pedestrian amenities on select streets/boulevards, can effectively make neighbourhood streets more enjoyable places to be, enhance their attractiveness and appeal.

c. Improve Personal Safety

Insufficient lighting and low visibility in areas of the City such as overpasses, pathways, and sidewalks can cause many residents to feel unsafe travelling through parts of the city. There are a number of different features and design considerations that help to address these concerns. For example, Crime Prevention through Environmental Design (CPTED) is an approach to urban design that supports the provision of good lighting and visibility as one of the most effective crime deterrents. Properly placed lighting is thought to discourage criminal activity, enhance natural surveillance opportunities, and reduce fear of those walking after dark. Incorporating principles of Crime Prevention through Environmental Design (CPTED) in facility design increases security in public areas and will in turn promote walking as a transportation mode choice. Special considerations for lighting, sightlines, fencing, and maintenance are important for ensuring the City of Port Moody continues to ensure CPTED principles are followed in pedestrian facility design.

Lighting in particular can ensure pedestrian comfort as well as safety and security at all times of day. Lighting should be a priority at crosswalks, to make pedestrians visible to motorists during the evening hours. Street lighting can also be designed to support a particular theme for a given area. The requirement for lighting will be influenced by the type and intensity of use and by the context of a particular path. Some general guidance recommends that lighting should be provided on well used bicycle and multi-use pathways, pathways through parks, open spaces, and neighbourhood cut throughs without ambient lighting from adjacent streets, if they are obscured from public view, and at locations with hazards, conflict points, and areas of safety concern. Lighting should be context sensitive, pedestrian scale, un-obstructing of the sidewalk and pathway and should avoid producing any unnecessary ambient light.

d. Managing the Impacts of Transportation

Recognizing that vehicles will continue to play an important role in the City's transportation network, the Master Transportation Plan seeks to reduce their negative environmental impacts and impacts on road capacity and congestion. By increasing vehicle efficiency, vehicle occupancy, reducing trip length and shifting travel times, more traffic can be accommodated with less impact on road capacity, travel time and the environment. Vehicle efficiency standards are expected to significantly improve over the life of the Plan, reducing per kilometer emissions of both GHGs and other air pollutants. However, even larger reductions can be achieved if average trip lengths can be reduced, vehicle occupancy can be increased (through greater carpooling/trip sharing) and if some trips can be shifted away from congested time periods. Many of these changes are based on personal choices we make as individuals that can be influenced through education and marketing. Strategies and actions the City can pursue to reduce the negative impacts of vehicle travel include:

- **Pursue Transportation Demand Management (TDM)** strategies to shift travel patterns and reduce the number of trips, change the time of day that trips are made, change the mode of travel by encouraging people to walk, bicycle, use transit and rideshare, and to change vehicle types to reduce the amount of emissions and energy used per kilometre of travel. TDM programs often focus on educating and incentivising the public and employers/employees to make different transportation choices. Through a combination of TDM strategies, the City can reduce the impact of vehicles on the road network and minimize the impacts of congestion. Major employers, small businesses, and schools can also play a role in shifting travel behaviour and reducing travel demands. This can include employer-led programs and incentives for carsharing and transit that encourage employees to change travel behaviours, company car-sharing programs, and school-led TDM strategies that encourage students and parents to walk or cycle to school.

- **Promote Car sharing Programs.** Car sharing is a model of car rental where people rent vehicles for short periods of time, often by the hour. They are attractive to customers who make only occasional use of a vehicle, or a second vehicle, as well as those who would like occasional access to vehicles of a different type (i.e. pickup truck, minivan). Carsharing programs can reduce the impact of vehicle travel by reducing the number of vehicles that are purchased and owned by Port Moody residents. Carsharing members typically pay for use of vehicles on a time or distance basis, and thus may ration car use versus those with personal vehicles where many costs are sunk and incur regardless if the vehicle is driven or not. Car sharing is already provided in Port Moody through Modo. The City of Port Moody is the first corporate member in Port Moody to sign up for Modo, and its corporate membership can be used by City staff for work-related trips, allowing them to leave a vehicle at home and commute by transit or bike. In addition, Modo has launched its carshare vehicles in Port Moody with two vehicles located in the Inlet Centre Area. That program started with two vehicles in Inlet Centre and now includes a third vehicle in the Klahanie neighbourhood. The City should continue to work with Modo and other car share providers to support car share programs. In addition, based on a review of car share usage, the City should recommend the relocation of the Modo car share vehicle currently housed at Knowle Street to a higher density location in nearby Newport Village on Newport Drive. In preparation for opening of the rapid transit station Port Moody should work with car share providers for car share vehicles to be housed in close proximity to rapid transit stations to provide options for transit users. The City should continue to support car sharing programs in the City to help provide a cost-effective transportation option for residents.

- **Education & Awareness.** Many residents are not aware of the transportation options available to them. Marketing and education efforts can help to encourage a shift in travel behaviours and promote greater awareness of sustainable modes of transportation. Strategies to improve education and awareness generally fall into two categories: distributing existing information from other groups and agencies, and developing and running more locally generated programs. The City should continue education programs that highlight transportation through publications and social media platforms.

- **Private Sector & Other Agency Initiatives.** Major employers, small businesses, and schools can also play a role for shifting travel behaviour and reducing travel demands. This can include employer-led programs and incentives for carsharing and transit that encourage employees to change travel behaviours, company car-sharing programs, and school-led TDM strategies.

Appendix A – Phase 4 Consultation Summary



City of Port Moody – MTP Stakeholder Workshop #3 Meeting Notes

The TransPort Moody Stakeholder Workshop #3 was held on Thursday January 14, 2016 between 7pm and 9pm in the Galleria. Approximately 35 people were in attendance. At this meeting transportation possibilities for Moody Centre and the City as a whole were discussed through interactive group discussions to identify pros and cons for different options along corridors and at specific locations within Moody Centre. Also presented at this meeting was long term networks for walking and cycling outside of Moody Centre.

Discussion 1: Possibilities Moody Centre - Corridors

Possibilities - St. John Options

Option	Benefits	Concerns
A – Increase Corridor Capacity	<ul style="list-style-type: none">- Take bikes off St. Johns Street all together and re-direct bike lanes on other arterial options- I like the idea of having HOV go through Barnet and off of Murray Clarke- Less congestion potentially- Better flow of cars and buses / HOV- Better traffic lights controls- Increase in HOV is a good thing during peak hours- Remove backup in PM Peak- Short term increased flow – but how long?- Quicker pass-through E-W through Port Moody- Better facilitate growth to the east and west communities outside of Port Moody	<ul style="list-style-type: none">- Need more mixed use sidewalk space- If Barnet HOV is underutilized, then why would more HOV lanes to service the Barnet HOV going through Port Moody be worthwhile?- If street parking is eliminated is off street parking to be provided like the Heights on Hastings in Burnaby- New West scenario – dusty and pollution- Will bring in more people that are just passing through- Increasing capacity will attract more vehicles to Port Moody from Coquitlam, Port Coquitlam, Pitt River Bridge- Re-route cycling- Crossing for pedestrian- Counterproductive to increase vehicle capacity while trying to design a TOC- Loss of green space- No cycling option- HOV lanes mean low of green space- At primetime, HOW lane are not utilized, most cars have only one passenger- Pedestrian crossing St Johns

		<ul style="list-style-type: none">- Clarkhill bottleneck- Promote use of car. You will just need to keep- Too much pavement- Becomes a thoroughfare not a walkable bike-able city!- Will encourage people to drive, not commute- Can't afford to reduce / lose parking- Increasing capacity will attract more traffic- Less neighbourhood friendly- Building capacity for cars will just encourage more cars- Much more traffic coming through – smoother flow encouraging increased use- Decrease access to businesses that rely on the current model today- This will attract more pass through traffic into PM- More congestion- More pollution- City division- Increase speeding
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<p>B – Manage Existing Space</p>	<ul style="list-style-type: none"> - Have no parking on St. John Street - Reduce parking so more incentive to widen space for bikes and pedestrians - One lane alternating westbound in the AM and eastbound in the PM - Encourages non car options - Help businesses - Safety to pedestrians and cyclists - Best solution – Like Hartings in Burnaby. Best solution for businesses - Benefits for all types of traffic (passenger/cycling and cars plus transport) - Giving the opportunity to use the transit or cycling in summer times over driving - More street trees act as buffer – more pleasant pedestrian experience - Narrower lanes will have slower speed off-peak - Make better use of roadside space – patio of front of “The Station” is not useful for gathering – who wants to sit beside a highway – add a lane instead? - Not so many changes, do-able, increased options - Signal optimization is key at some of the major bottlenecks - St Johns – more lanes ok if feasible. Truck lanes? St Georges option? Parking re evergreen 	<ul style="list-style-type: none"> - Congestion will get worse with development and population increase - Increase in cycling, pedestrian accidents, opt signals cars 60 faster - We are a growing community. Is maintenance realistic? Sounds short-sighted to me for long term - Safety big concern for cycleway – better streets for this off St. Johns (Ex. Spring etc.) - Existing spaces are nearing capacity today – what happens as E-W traffic increases? - More cycling to other E-W corridors to North or South of St. Johns
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C – Re-Balance Streetscape	<ul style="list-style-type: none"> - Focus on sustainable transportation - More pleasant street to be on - Better for the environment and pollution - Better socially - Encourage people to take transit and skytrain - Increasing walking and cycling within Moody Ctr - Encourage pedestrians and cyclists. How many are there now? - Aesthetics - Will encourage people to use alternate modes of transportation, not just individual vehicles - Walkability, cycling, supports vision statement - Vitality of neighbourhood, health of community - Best option - Not so many gaps, smoother flow - Encourage alternate methods - Reduce car used - Increase access by cycling and pedestrians to transit - Inclusive to bicycle - Inclusive to walk - Improve safety for cycling 	<ul style="list-style-type: none"> - Remove the HOV signs - More congestion - TransLink problems - Lane reduction may pose capacity issues in the future (unless lane reduction is only during off-peak times) - Overly punitive on existing traffic flow - Do we lose bus capacity? - St Johns is basically a highway connector. Increasing delays will not help any of the residential corridors - Encourage alternate modes, will these be used? - How is this even an option moving forward?? - With expected population growth, how does this work?
Other Options:	<ul style="list-style-type: none"> - Increase enforcement on HOV lane use - We should have a day in a month with no cars on St. John - What about trees to beautify? - Counter flow lane - Narrow lanes to reduce speed - Close Moody between St Johns and Clark 	

Possibilities – Clarke Option

Option	Benefits	Concerns
B – Manage Existing Space	<ul style="list-style-type: none"> - Continue to facilitate businesses and their customers for parking and healthy businesses 	<ul style="list-style-type: none"> - Parking on the North side west of Queen? - Will evergreen line be noisy and discourage econ development? - Can't afford to lose any parking during business hours
C – Re-Balance Streetscape	<ul style="list-style-type: none"> - Removal of HOV lane is a good idea especially as Barnett HOV is underutilized - Like the rebalanced streetscape with HOV on St. Johns - Safer - Increase space for walking - Multi-use pathway for bikes and walking - Smooth traffic flow - Better for small businesses - More in line with the past ideas of having Clarke Street be more pedestrian friendly with shops etc. - Aesthetics - Will increase neighbourhood feel. Cafes etc. will be developed - Good for concept of Clarke being commercial centre - Appropriate for future vision of Clarke area - Improve pedestrian access for Spring Street – not inviting, becoming a canyon - If you take HOV off Clarke then maybe you have to take it off Clarke - Why have HOV lane if one lane on overpass 	<ul style="list-style-type: none"> - Parking on the North side west of Queen? - Bottleneck Clarke and you will get more cars to Gatenbury - Routing the bus (160) down Clarke is terrible for users getting on in Moody Centre
Other options:	<ul style="list-style-type: none"> - Spring Street one way west to Clarke as far as Moody Street and improve surface - Build a bridge in the Burrard Inlet 	

	<ul style="list-style-type: none">- Remove HOW designation, but keep WB curb lane to allow left turns at Grant, Mary, etc.- Make it one way, only at prime time – going west in the morning and going east in the evening- We need a walkway all around the inlet on waterfront. Think False Creek in Vancouver- Counter flow in centre lane- HOV until 9- Make Clarke only access to Murray, closing Moody between St John and Clarke	
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Possibilities – Murray Option

Option	Benefits	Concerns
B – Manage Existing Space	<ul style="list-style-type: none"> - Murray is way too wide. Narrowing with parking is a good idea - Parking in spring, summers - Narrower lanes, safer speed - Add buggers between roads and paths especially near park 	<ul style="list-style-type: none"> - Murray is pretty good as is. Will it be able to handle increase in population in years to come?
C – Re-Balance Streetscape	<ul style="list-style-type: none"> - Preserve room for walking and biking - Provide access to the waterfront - Preserve the park - Increase in space for walking and cycling in this area is very good - Health of community - Supports central walkable neighbourhood - Access to shore line and park - Improve safety/ buffer of the off-road bike lane 	<ul style="list-style-type: none"> - Traffic bottlenecks - Having only one side parking will create issues for residents using Rocky Point and the soccer field - Where to park - Already too little parking for the area. Think Rocky point concerns and hot sunny days
Other Options	<ul style="list-style-type: none"> - Moody Street one way traffic suiting the flow - Build more foot bridges for pedestrians and cyclists - Two lanes from Barnett to Klahanie - Make WCE run all day - Extend Murray right over the tracks to Barnett - What about free shuttle “bus” for pedestrians to Rocky Point Park from community centre or other large parking area? 	

Discussion 2: Possibilities Moody Centre – Intersections and Specific Locations

Possibilities – Railway Overpass

Option	Benefits	Concerns
1. Multi-Use Overpass	<ul style="list-style-type: none">- Pedestrian/cycling overpass would encourage the community to walk/cycle more- Makes walking and cycling easier- Connect those accessing the park and keep them out of traffic- Multi-use path should be built. The previous widening of the Moody overpass multi-path way was very successful- Safer route for cyclists and pedestrians- Tie into development initiative- Safer for bikes and people (away from vehicles)- Good to increase pedestrian and cycle access- Great for getting cyclists from inside of Murray to Barnet Hwy. (Needs route through rocky point onto Columbia(?) by Sawmill)- Route from Andres development to Rocky Point to train station (cycle/walk)- Good for businesses and cycling commuters- Could be cheaper than getting Moody or Moody bikes and pedestrians- Separate modes- Safe crossing compared to moody street	<ul style="list-style-type: none">- Very peripheral to main community so how much would it be used?- How much demand is there for pedestrian and cycle use in this area- Is this worth spending money on when other areas have greater issues/costs/concerns
2. Mary St Overpass	<ul style="list-style-type: none">- Improves “network” connections by eliminating long walk arounds- Great location and would be liked a lot- Tunnel underpass? (traffic)- Facilitate new modes- Size based on development	<ul style="list-style-type: none">- You can’t truly keep overpass traffic local! Other traffic will take advantage of the new crossings- Does not improve traffic congestion on St. John’s- More traffic onto St Johns, can it handle it?- Will Flavelle ever do something like this?

		<ul style="list-style-type: none"> - Pulls more traffic through Murray in front of Rocky Point – terrible for pedestrian concept - Occupies a huge piece of Moody Centre real-estate - Access onto / off – would it be same as Murray / Moody - Another alternate route - Landscape impact - Boats consideration - How do you keep any local
3. Buller Street Overpass		<ul style="list-style-type: none"> - Problem getting traffic on/off Murray (huge overpass) - Ped crossing currently not used
4. Other Options	<ul style="list-style-type: none"> - Make it one way - At grade crossing at Electric an option - Go east west across the tracks at Barnet - More use with bike lanes 	

Possibilities – Moody Ramp-Murray

Option	Benefits	Concerns
1. Status Quo	<ul style="list-style-type: none"> - Most accessible in all directions - Works pretty ok right now - Wait till Flavelle 	<ul style="list-style-type: none"> - Obviously change is necessary as current state is less and less tolerable - Too much backup - Not conducive to pedestrians or cyclists - Any restrictions add impact to Murray Street - Will it work ok when population increases? - Dangerous for traffic from west - Confusion
2. Lane Change	<ul style="list-style-type: none"> - Better access for new business and marina - Left turn lane good idea. Solves concerns of #4 (<i>"3. Relocated EB Left/ WB Thru" is numbered as 4 in slides</i>) - Allows safe access from east end of Murray Street - Add mini round about - Makes it clear what yield is supposed to do - Able to relive stress - More flow without effecting current operations 	<ul style="list-style-type: none"> - Looks potentially dangerous. West to east through traffic open to T-boning from traffic coming down the ramp to the left - Dangerous exiting the boat house area - Left turn onto ramp from Esplanade is the bigger danger - Confusion
3. Relocated EB Left/ WB Thru	<ul style="list-style-type: none"> - Better solution for the majority of current traffic flow 	<ul style="list-style-type: none"> - Better traffic controls at overpass at Murray - Will not work as you will need to build a new road elsewhere - Access to Boat launch or restaurant - Restaurant patrons and boat launch people. What can they do? - We love Moody Ales. No! - Impossible if Sawmill is developed - Bad for businesses - Bad for business on west end of Murray - Space removed from the park - Rocky point u-turn route - Trucks into businesses

4. Other Options	- Needs more analysis – all good ideas	
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Possibilities – Moody - Clarke

Option	Benefits	Concerns
1. Status Quo		<ul style="list-style-type: none"> - Status quo is not working - Horrible for bicycles - Unsafe
2. Restrict NB Lefts / SB Thru	<ul style="list-style-type: none"> - Improves through traffic 	<ul style="list-style-type: none"> - Eliminates left to Clarke - Will increase traffic in front of Moody Elementary School ☹ - Would encourage more cut through traffic from Gatensbury, St Johns to Moody
3. Close Moody (Clarke to Spring)	<ul style="list-style-type: none"> - Like this option - Keep traffic moving - Good - Prevent cars from cutting through moody and Gatensbury - Makes the area more pedestrian and cyclist friendly - No conflict between pedestrians and cars - Will remove vehicles from Moody Centre - More parking - Continuous flow - Allows cyclist access from overpass and pedestrians - Cyclist flow from moody overpass cycleway onto Spring – there is no access to Clarke for pedestrians now. - Make it harder to go down Gatensbury, may not be bad - Community space and patios terrace 	<ul style="list-style-type: none"> - Removes the option to make Clarke a walking / shopping gathering street (ex. Granville) - Gatensbury users will not be able to travel straight through
4. Other Options	<ul style="list-style-type: none"> - Off ramp from Moody onto Murry heading northbound - Need better pedestrian access to the bridge including scooters - Spring St could become a “Gastown” like community with proper thought and development 	

Discussion 3: Other Areas – Cycling Network / Pedestrian Network

Cycling Network

Pedestrian Network

Additional Comments

- Will people use skytrain, huge distance between stations and time to get to City of Vancouver from Port Moody
- In general get people onto skytrain – less focus on transit to the door - Park and ride, keep the cars out of Port Moody.

MEETING NOTES



Subject: TransPort Moody (MTP) – Public Advisory Committee (TAC) Meeting #3
Date: February 19, 2016
Meeting Date: January 25, 2016
Location: Fire Hall
File: 1755.0012.01

Attendees	Company	Email
John Callaghan (JC)	Parks and Recreation Committee	johnscal@telus.net
Tyler Brown (TB)	NewPort Neighbourhood	tylerspot@hotmail.com
Hazel Mason (HM)	Moody Centre Community Association	mcca.pm@gmail.com
Leon LeBrun (LL)	TrailsBC	southwest@trailsbc.ca
Damian Regan (DR)	Environmental Protection Committee	regandamian@gmail.com
Marit Heideman (MH)	Environmental Protection Committee	maritheideman@hotmail.com
Cecilia Chang (CC)	Shop Local	portmoodyflowers@gmail.com
Steven Dragicevic (SD)	Transportation Committee	
Dan Attridge (DA)	Land Use Committee	dattridge@gvasl.com
Saeed Jafaei (SJ)	Community Care Committee	sjafaei@gmail.com
Neal Carley (NC)	City of Port Moody	ncarley@portmoody.ca
Mark Halpin (MH)	City of Port Moody	mhalpin@portmoody.ca
John Steiner (JS)	Urban Systems	jsteiner@urbansystems.ca
Brian Patterson (BP)	Urban Systems	jwalker@urbansystems.ca

Item	Discussion	Action By
1.0	Introductions <ul style="list-style-type: none">MH provides an introduction to the meetingGroup goes around the table and identifies themselves and the organization they represent	Info
2.0	Project Update and Purpose of Today <ul style="list-style-type: none">MH and JS provide an overview of the planning process, where the plan is currently within the process and the purpose of today's meeting	Info
3.0	Preliminary Directions HOV Lane Designation <ul style="list-style-type: none">TB indicated that a lot of people do not know that they aren't able to use the HOV lane. From Barnet Highway onwards, people are aware of the HOV lane, but people are not aware before Barnet Highway. The HOV data presented seems realistic.	Info

MEETING NOTES

Subject: TransPort Moody (MTP) – Public Advisory Committee (TAC) Meeting #3
Meeting Date: January 25, 2016
File: 1755.0012.01
Page: 2 of 3



Item Discussion

Action By

- JC indicates that he uses the HOV lane every day. The way it was designed does not work. Many people continue onwards to Barnet Highway on St Johns Street instead of trying to do a left turn onto Clarke Street. The way two-lanes split at Barnet Highway and Clarke Street does not make sense.
- MH reiterated the confusing configuration at Barnet Highway and Clarke Street. The left-most right turn lane is required to access Union exit, and have to cross Barnet Highway.

Clarke Street

- CC inquired whether the west side of Clarke Street is zoned residential. Could there be businesses on both sides? If so, businesses will need parking. JS noted that a parking strategy is required for Moody Centre for customers and visitors, but not for long-term parking. MH indicated that the south side is residential, but will likely be higher density residential.
- JC inquired about the development of the new Legion, and whether there is a design in place. MH indicated that the Legion has a setback, so the City could retain road space. In short-term, may need to remove parking and curb bulges.

Spring Street

- LL inquired about Spring Street. City has negotiated ped/bike access through Park and Ride lot to existing ped/bike overpass.
- Discussion about whether Spring Street could be considered as a pedestrian street from Electronic Avenue to the WCE station. It was noted that this came up in the OCP process, and was identified as a promenade. Purpose is to maintain local access, and make it more comfortable for pedestrians and cyclists.
- HM note that Spring Street can be uncomfortable to walk. There is not enough space for a good walkable areas. MT noted that possibility to allow access only for deliveries.
- JC noted that snow clearing and garbage trucks need to be accommodated. It will be too narrow for snow clearing.
- DA inquired about the possibility to convert this to a one-way street.
- JC note that there is an opportunity to repurpose water, ie rain gardens. MH noted MTP will not have that level of detail

Moody Street Bottleneck

- It was asked why traffic lights not proposed for Murray Street? Reply that major movements are already served very well. With new development, a traffic signal could be an option.

MEETING NOTES

Subject: TransPort Moody (MTP) – Public Advisory Committee (TAC) Meeting #3
Meeting Date: January 25, 2016
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Item Discussion

Action By

- JC noted that a concern today is emergency services, as there is no access when the overpass is congested, and there are only 2 Fire Halls in Port Moody.
- TB note that need to recall the vision, to protect the environment and parks. Increasing traffic flow puts traffic next to the park. Not doing this helps with parks.

4.0 Next Steps

- JS noted providing comments over the next week or so
- Plan will be coming together over the next while (condensed period)
 - JS noted a draft plan will be prepared which will also have opportunity to comment. This is currently at the 40% stage.
- MH noted:
 - Council meeting upcoming
 - Public Event – Feb 24 – open house – (draft plan needed by this point)
 - Discussion Paper 3 to Council – March
 - Draft Plan
 - Check the website for details.

MEETING NOTES



Subject: TransPort Moody (MTP) – Technical Advisory Committee (TAC) Meeting #3
Date: February 19, 2016
Meeting Date: February 4, 2016
Location: Fire Hall
File: 1755.0012.01

Attendees	Company	Email
Eric Adernack (EA)	Metro Vancouver	Eric.Aderneck@metrovancover.org
Alex Kwan (AK)	Fraser Health	alex.kwan@fraserhealth.ca
Bruce Gibson (BG)	AP Group	brucegibson@apgroup.ca
Carlos Perez (CP)	City of Coquitlam	CPerez@coquitlam.ca
Joanna Clarke (JC)	TransLink	Joanna.Clarke@translink.ca
Joanna Brownell	TransLink	Joanna.Brownell@translink.ca
Heather Fnday (HF)	Tri-Cities Health	
Deanna Clarke (DC)	Fraser Health	Deanna.Clarke@fraserhealth.ca
Beau Storey (BS)	Pacific Coast Terminals	beau.storey@pct.ca
Kelvin Sokes (KS)	Modo	kelvin@modo.coop
Neal Carley (NC)	City of Port Moody	ncarley@portmoody.ca
Mark Halpin (MH)	City of Port Moody	mhalpin@portmoody.ca
John Steiner (JS)	Urban Systems	jsteiner@urbansystems.ca
Brian Patterson (BP)	Urban Systems	jwalker@urbansystems.ca

Regrets: Wendy Itagawa, Sylvain Celaire, Selena Mclachlan, Andrew Hind, Joanna Brownell, Gord Parker, Kevin Dicken, Devon Ross, Stuart Ramsey, Dan Mooney

Item	Discussion	Action By
1.0	Introductions <ul style="list-style-type: none">MH provides an introduction to the meetingGroup goes around the table and identifies themselves and the organization they represent	Info
2.0	Project Update and Purpose of Today <ul style="list-style-type: none">MH and JS provide an overview of the planning process, where the plan is currently within the process and the purpose of today's meeting	Info
3.0	Preliminary Directions <ul style="list-style-type: none">JS provides an overview on options. The following questions were specific to St. Johns Street:<ul style="list-style-type: none">EA asked about horizon of analysis. JS noted 2040. Noted analysis is showing status quo on road network (ie, no added N-S bridges/connectors)	

MEETING NOTES

Subject: TransPort Moody (MTP) – Technical Advisory Committee (TAC) Meeting #3
Meeting Date: February 4, 2016
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Item Discussion

Action By

- BG asked about analysis – asking why increasing corridor capacity was ruled out – response is the urban impacts and streetscape.
- CP asked about St. John's in broader context (regional). East of Pitt River bridge has HOV. Speaking to the gap in capacity in Port Moody. JS noted this is preliminary and now is the time to speak up on if concerns about preferred corridor options have challenges.
- KS asked about Managing ex. street space. Asked about Westbound lanes – will it remain? Yes.
- EA asked if future mode splits included. Yes. John gave clarification on modelling inputs.
- CP comment on E-W – Bike routes – Arterials designated as bike routes. City experience is that people like local roads.
 - MH echoed the same, but noted commuters don't like to divert.
- BG - Question on why not separate the cars/bikes completely on Spring Street
 - MH noted commuters won't take it. Question about number of cyclists.
- Discussion between JW and CP regarding separated facilities on arterials and if that will change cycling usage characteristics – commuter vs destination (and general comfort that pushes people to other local routes).
 - MH noted Clarke St explored
 - CP Overpass (current application)
 - Moody Centre priority for mixed use pathways
- **Moody Overpass**
 - CP asking about Moody St Overpass – Has it been discussed with the region?
 - JS noted impacts of Mary and Buller. Noted that Moody would have to be replaced.
 - MH noted that Moody provides easiest connection as other locations battle grade
 - JB noted language needs to be clear in the Plan – LOS, increase corridor capacity – vehicles vs other modes. Etc. Discussing about how to encourage corridor change.
 - CP noted about traffic/capacity – show that moody Centre is a multi-modal corridor. Noted people moving capacity in the 'corridor' is greatly increased w/ the Evergreen Line.
- **Discussion on intersection options**
 - MH noted changes and impacts
 - Question about travelling East at Moody/Murray. Noted about eastbound movement – small volume but conflicts occur. Big

MEETING NOTES

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Item Discussion

Action By

- trucks just roll through. Ask about if lane on roundabout would fix it.
- MH noted that intersection changes alone can only really achieve minor benefits.
- BG asked about making bridge one way in peak directions.
- JS noted other options that had been proposed – reversible lanes, couplet, etc.
 - Discussion on reversible lanes – impacts of LT's, access safety
- BG question about closing Moody between Spring and Clark.
 - MH responded – noted that other impacts into network that would have to be managed, community impacts,
- CP asked about restricting movements on peak hours (Moody/Clarke). JS noted you'd have to reconfiguring the street – challenging.
- Question about eastbound extension of Clarke – MH noted parking loss, agreements. Possibility of future parkade with road extension providing 2nd level access.
- **Discussion on road network – limited additional road network connections**
- **Discussion on truck routes**
 - JS noted no truck route bylaw in place
 - Discussion on designating truck routes
 - MH noted loco Road being considered as well for addition to road network as it does connect regionally
 - Question by JC if designating truck routes would increase volumes.
 - MH indicated no. Most are going to/from industrial anyway.
 - BG noted about how traffic congestion already limits goods movement. Example about when the assessed loading chips – trucks could only make 2.5 cycles to Surrey a day, vs 3 from another location.

4.0 Next Steps

- JS noted providing comments over the next week or so
- Plan will be coming together over the next while (condensed period)
 - JC – What's the deadline for comments? Mark indicated 10 days.
 - JS noted a draft plan will be prepared which will also have opportunity to comment. This is currently at the 40% stage.
 - JC noted TransLink's Goods movement strategy – later this year
 - Noted reducing capacity on MRN – defining criteria to occur, but a reminder to look comprehensively at it.

MEETING NOTES

Subject: TransPort Moody (MTP) – Technical Advisory Committee (TAC) Meeting #3
Meeting Date: February 4, 2016
File: 1755.0012.01
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Item Discussion

Action By

- EA asked if another meeting will happen
 1. No, this is the final meeting
 2. MH noted:
 - a. Council meeting upcoming
 - b. Public Event – Feb 24 – open house – (draft plan needed by this point)
 - c. Discussion Paper 3 to Council – March
 - d. Draft Plan
 - e. Check the website for details.



TransPort **Moody**

O U R V I S I O N F O R W A R D

Welcome!

The City of Port Moody is updating its Master Transportation Plan to provide a vision of how people will travel through the community over the next 25 years.

As part of the process, which we are calling TransPort Moody, we've been engaging extensively with residents and have developed a draft plan.

The purpose of today's Open House is to:

- provide an overview of the TransPort Moody process
- tell you what we've heard so far through the public engagement process
- present the draft plan
- get your input!

Please review the display boards, talk to City staff and consultants, and share your thoughts.

You can also provide input online through the City's website at **portmoody.ca/transportmoody** until February 29, 2016.

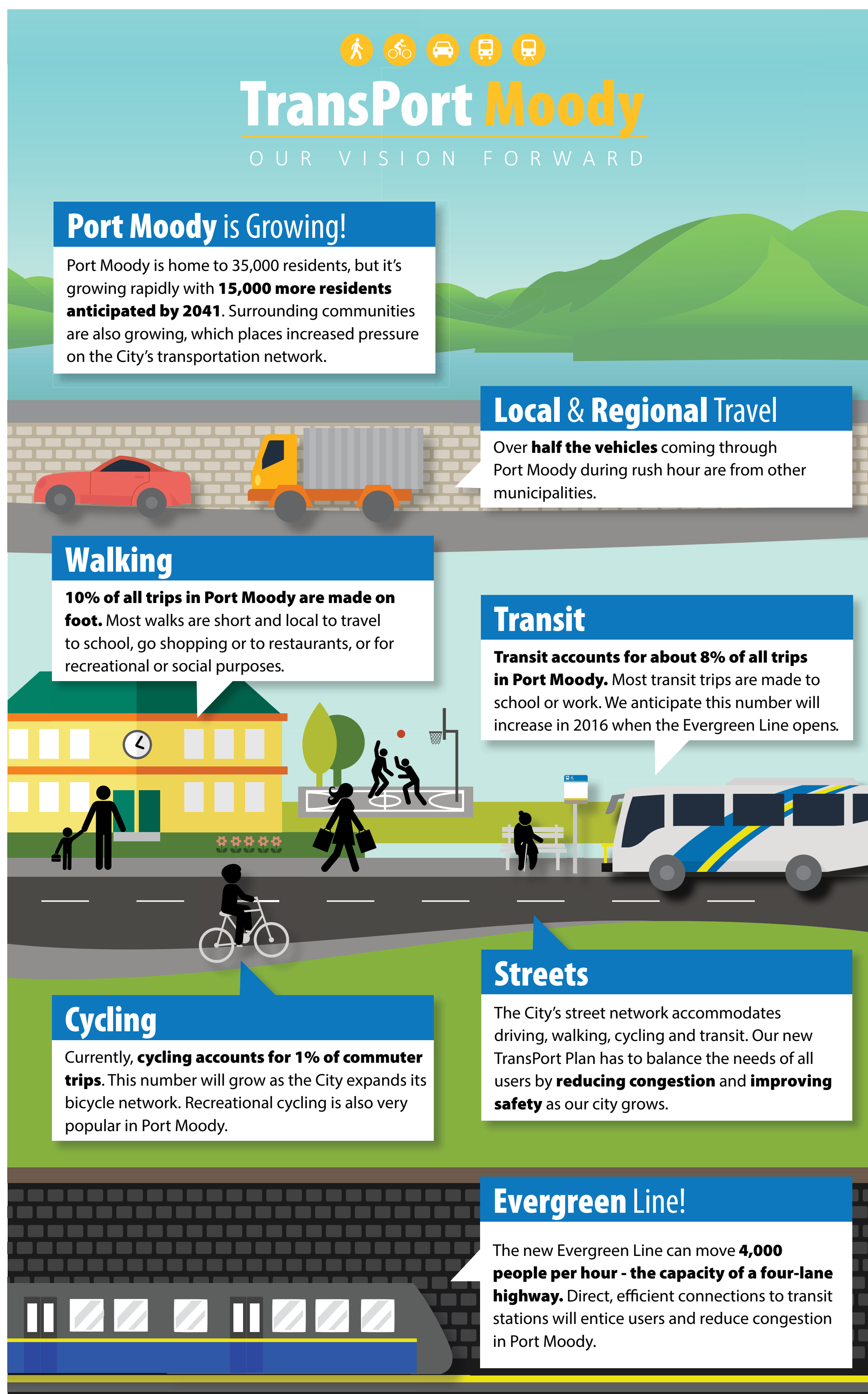
Project Overview

Like the rest of the region, Port Moody is growing which means that the City needs to keep pace with the changing transportation conditions. The new Master Transportation Plan, TransPort Moody, will allow the community to focus on improving our road network, and providing better options for walking, cycling, and using transit.

What's in the plan?

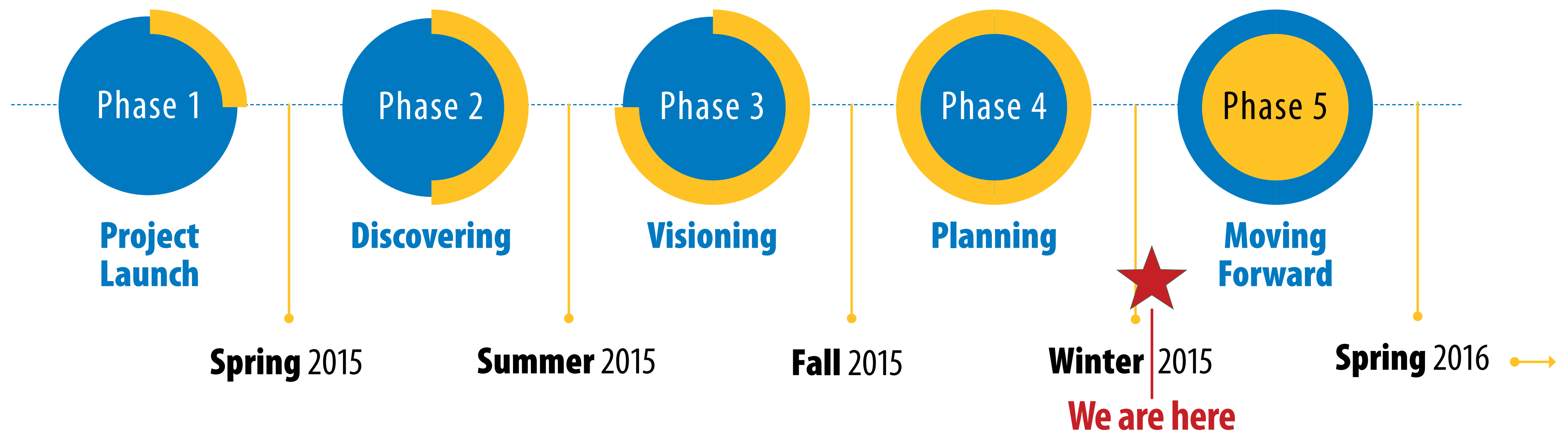
Based on extensive input from residents and key stakeholder groups the plan will include:

- A long-term **Vision**
- **Goals and Objectives** that support the vision
- **Policies and Actions** for each mode of transportation
- Short, medium and long-term **priorities** for implementation



Plan Process

TransPort Moody is being developed over a five phase process that began in the spring of 2015 and will be complete later this spring.

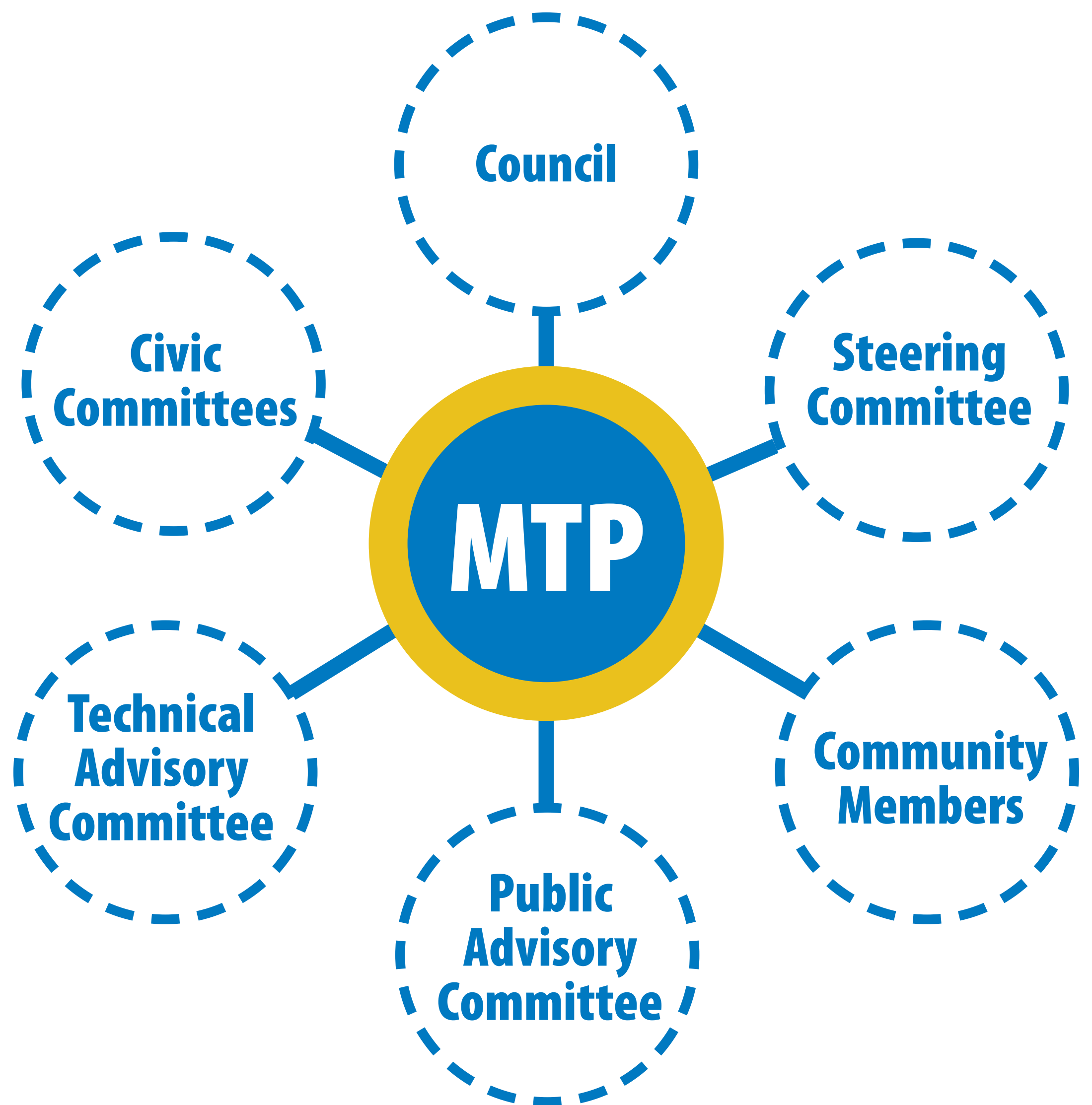


- **Phase 1** – Clarify project goals, collect and review relevant background information, conduct traffic counts.
- **Phase 2** – Identify and define current challenges and opportunities for the road, transit, pedestrian, and cycling networks.
- **Phase 3** – Develop a vision, goals and targets.
- **Phase 4** – Explore what's possible for each mode of transportation.
- **Phase 5** – Implement and monitor the final plan.



Engagement & Consultation

TransPort Moody is being developed with extensive input from the public and key stakeholders, using a range of communications tools and engagement approaches.



3 Public Advisory Committee Meetings



3 Technical Advisory Committee Meetings



Over **50** attendees at a booth at the TransPort Moody Safety Fair on September 12, 2015



Over **100** participants at three stakeholder workshops



300 attendees at first Open House on July 1, 2015 at Rocky Point Park



370 responses to our Transportation Issues, Opportunities and Priority Survey between June 22 and July 7, 2015

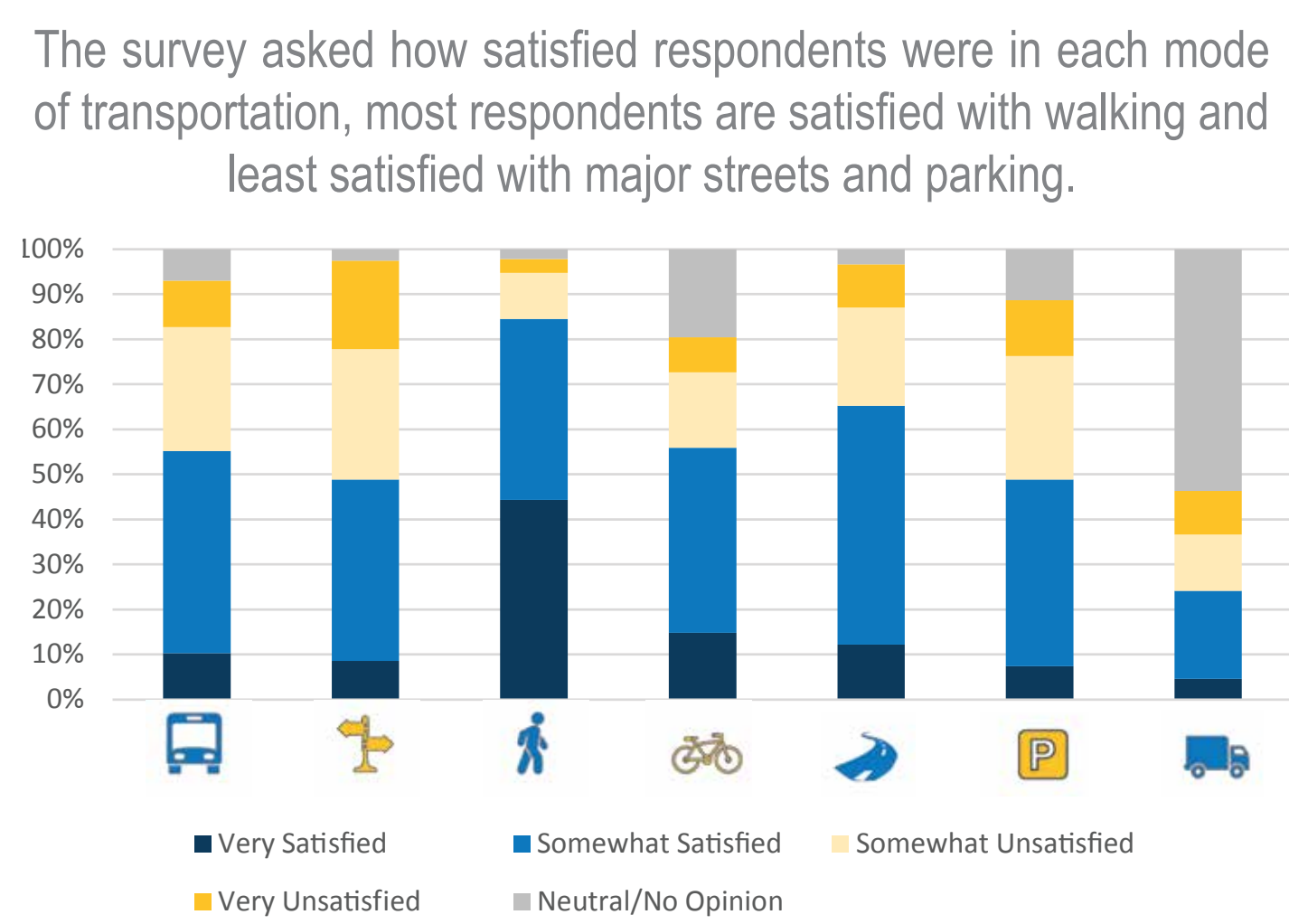
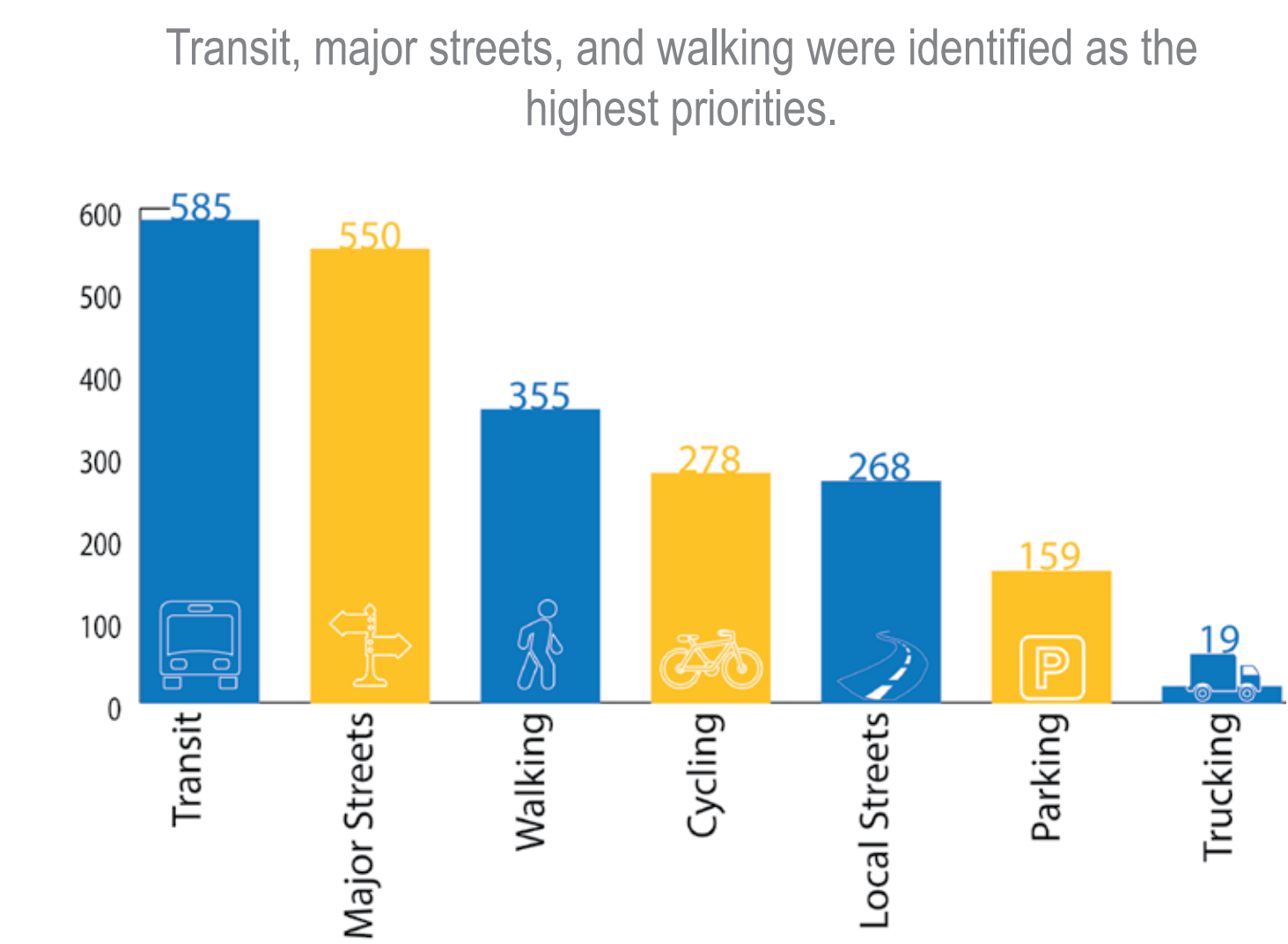
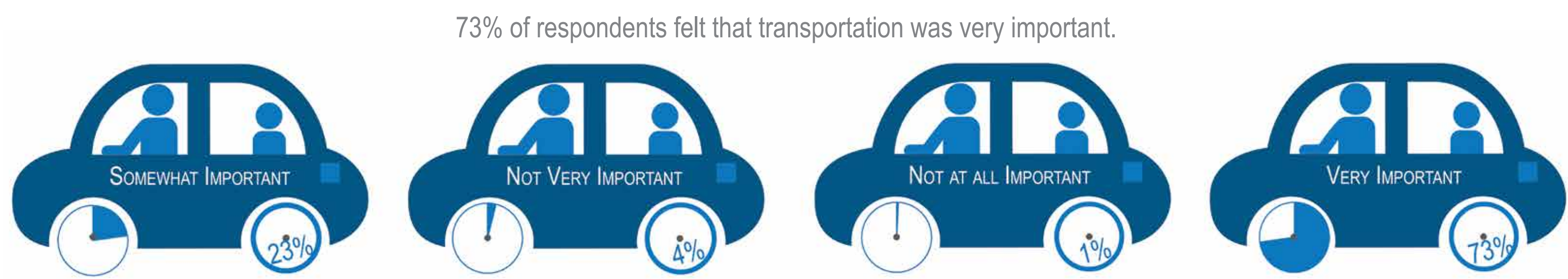


What You Told Us

Since the project launched hundreds of Port Moody residents and stakeholders have provided input:

Transportation Issues, Opportunities and Priorities Survey Results

The Transportation Issues, Opportunities and Priorities Survey was available both on-line and as a hard copy between June 22 and July 7, 2015. In total 369 completed surveys were received, this is a summary of the results.



Transportation Issues by Mode



- Is not a practical mode choice
- Safety
- Topography
- Weather
- More sidewalks and trails are needed
- Some sidewalks and trails are too narrow



- Not enough bicycle lanes
- Cycling is not a practical option
- Safety
- Need more physically separated bicycle lanes particularly on busy streets



- Infrequent service especially during the day
- Destinations are too far and transfers are required
- Longer travel times
- Excitement for the Evergreen Line



- Too much traffic during rush hour
- Congestion on St. John and Murray Clarke
- Parking can be a challenge
- Safety concerns



Vision and Goals

The Vision for TransPort Moody

Port Moody's **multi-modal transportation** system supports the development of a **unique, safe and vibrant waterfront city**.

It provides convenient and attractive **transportation choices** connecting residents and the region to the City's thriving **commercial areas, parks, trails,** and **neighbourhoods**.

The transportation network supports a healthy, active, livable, and sustainable community for **people of all ages and abilities**.

Goals and Objectives



Vision

Seven goals have been developed to support this Vision. These goals align with Port Moody's seven Strategic Priorities in its Strategic Plan.



Community Planning

Create compact, dense, and complete communities in the City's core that support walking, cycling, and transit, and that provide multi-modal connections to the City's distinct neighbourhoods.



Moving People

Develop and implement an integrated multi-modal transportation system that provides inclusive and affordable transportation choices for residents, business and visitors.



Parks & Recreation

Enhance the city's unique natural environment by establishing connections to the waterfront and maintaining pathways for transportation and recreation to improve the lives of citizens.



Preserving the Environment

Support a shift towards a sustainable transportation system that prioritizes walking, cycling, transit, and emerging vehicle technologies.



Service Excellence

Plan and implement transportation infrastructure through a responsible and integrated planning approach with agencies and surrounding municipalities.



Economic Development

Ensure the city's transportation system supports a complete, vibrant and engaged community connecting residents and visitors to thriving local businesses and community events.



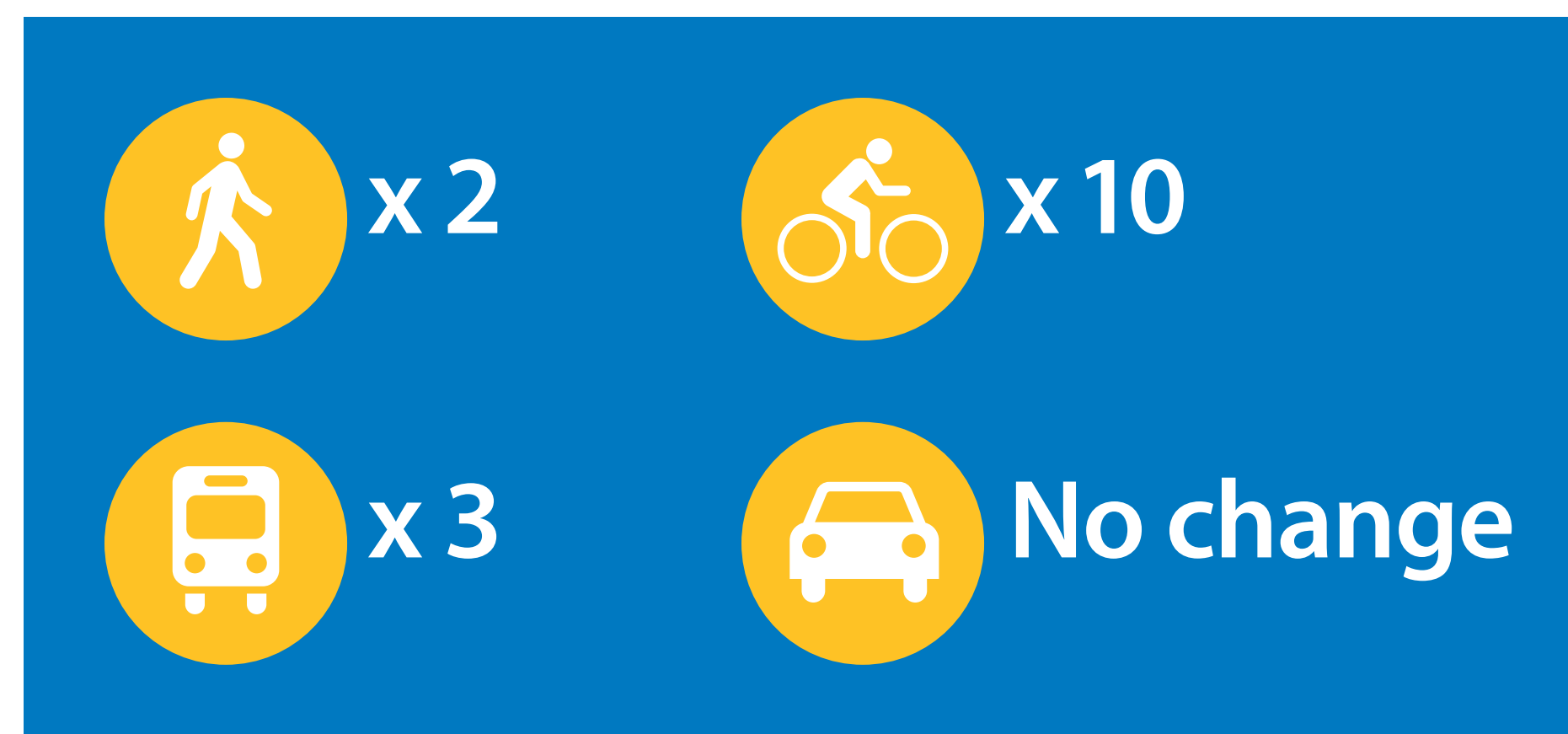
Arts & Culture

Provide a transportation system that creates a space for social interaction and represents Port Moody's culture, heritage, and support of the arts.



Targets

Targets are critical to monitoring the success of the plan. Three targets have been identified for TransPort Moody.



Target 1 Increase the percentage of trips made by sustainable modes of transportation from 20% to 40% by 2045.



Target 2 Reduce distance driven by single occupant vehicles by 30% by 2045. The shift towards more sustainable land use patterns will make walking, cycling and transit more viable.

Shorter trips = less driving

Target 3 Reduce traffic-related injuries and fatalities. Safety is a theme that is interwoven throughout all components of the Plan. The City will work closely with all partners to examine the location and contributing factors of collisions and identify steps to improve road safety, particularly among vulnerable road users such as pedestrians, cyclists and motorcyclists.



Shaping Influences

In a 2016 Ipsos Reid Survey, 50% of Port Moody residents named transportation as the most important issue facing the community. With Port Moody's population growing along with rapid growth in the region, transportation will continue to be an important issue facing the City.

Currently, 80% of all daily trips in Port Moody are made by car, and over half of all trips travelling through Port Moody during rush hour come from other communities. Many of these vehicle trips travel through Moody Centre along St. Johns St. and Murray St./Clarke St. At the same time, the Moody Centre area also supports significant walking, cycling and transit trips, which will only increase when the Evergreen Line opens.

As a result, a key focus of TransPort Moody is how to improve the transportation network for all types of travel in Moody Centre, while also considering other areas of the city and regional connections.

Regional Connections



Shaping Influences

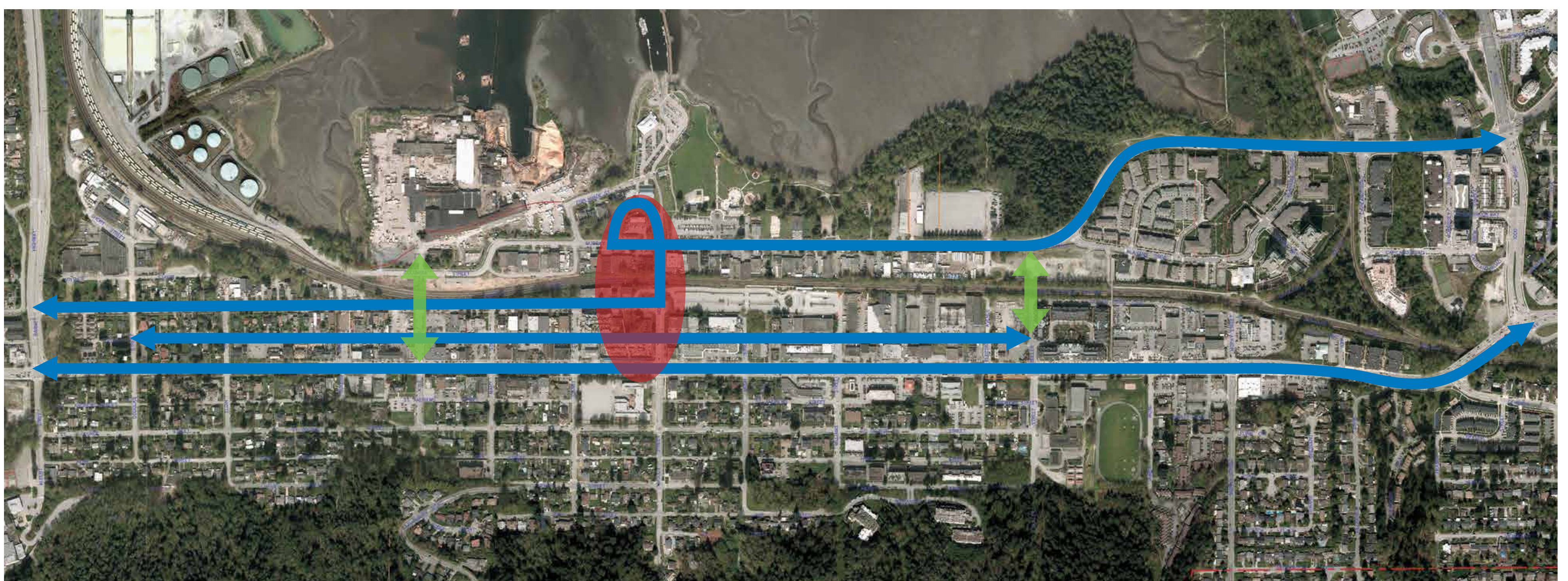
Local and regional traffic through Moody Centre is served through two corridors: St. Johns St. and Murray St./Clarke St. Both corridors are part of the regional Major Road Network (MRN) and carry significant traffic volumes. Together, the two corridors carry about 4,000 vehicles in the peak direction during rush hour.

There are three key issues with the transportation system in Moody Centre:

- Primary east-west corridors
- Local north-south connectors
- Moody Street bottleneck

More specifically, key observations about transportation patterns in the Moody Centre include:

- There are more westbound lanes than eastbound lanes
- There are more lanes on the east side than the west side
- The existing HOV lanes are under-used
- The overall capacity is constrained by the Murray Street overpass, which creates a bottleneck
- There are limited opportunities to cross the rail line
- The corridors need to effectively serve transit, pedestrians, and cyclists.



Plan Framework

TransPort Moody consists of six themes which guide preliminary directions for transportation in Port Moody. Each theme identifies strategies with specific action items.



A Compact, Complete City

- a)** Network of livable streets
- b)** Transit-oriented communities
- c)** Vibrant waterfront
- d)** Integrating land use and transportation



A Transit-oriented City

- a)** Evergreen line
- b)** Enhance transit service frequency
- c)** Universal accessibility
- d)** Improve the customer experience



Moving People and Goods

- a)** Update road network classification
- b)** Improve Connections across railway
- c)** Multi-modal major street improvements
- d)** Safety and operational improvements
- e)** Moving goods
- f)** Emerging technologies
- g)** Parking



A Walkable City

- a)** Create great places and destinations
- b)** Sidewalks and pathways
- c)** Safety and accessibility
- d)** Support programs



A Safe and Livable City

- a)** Traffic calming (and funding)
- b)** Green streets
- c)** Personal safety
- d)** Managing the impacts of transportation



A Bicycle-friendly City

- a)** Complete, connected bicycle network
- b)** Make cycling convenient
- c)** Support programs



A Compact, Complete City

Background

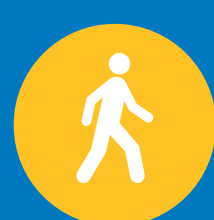
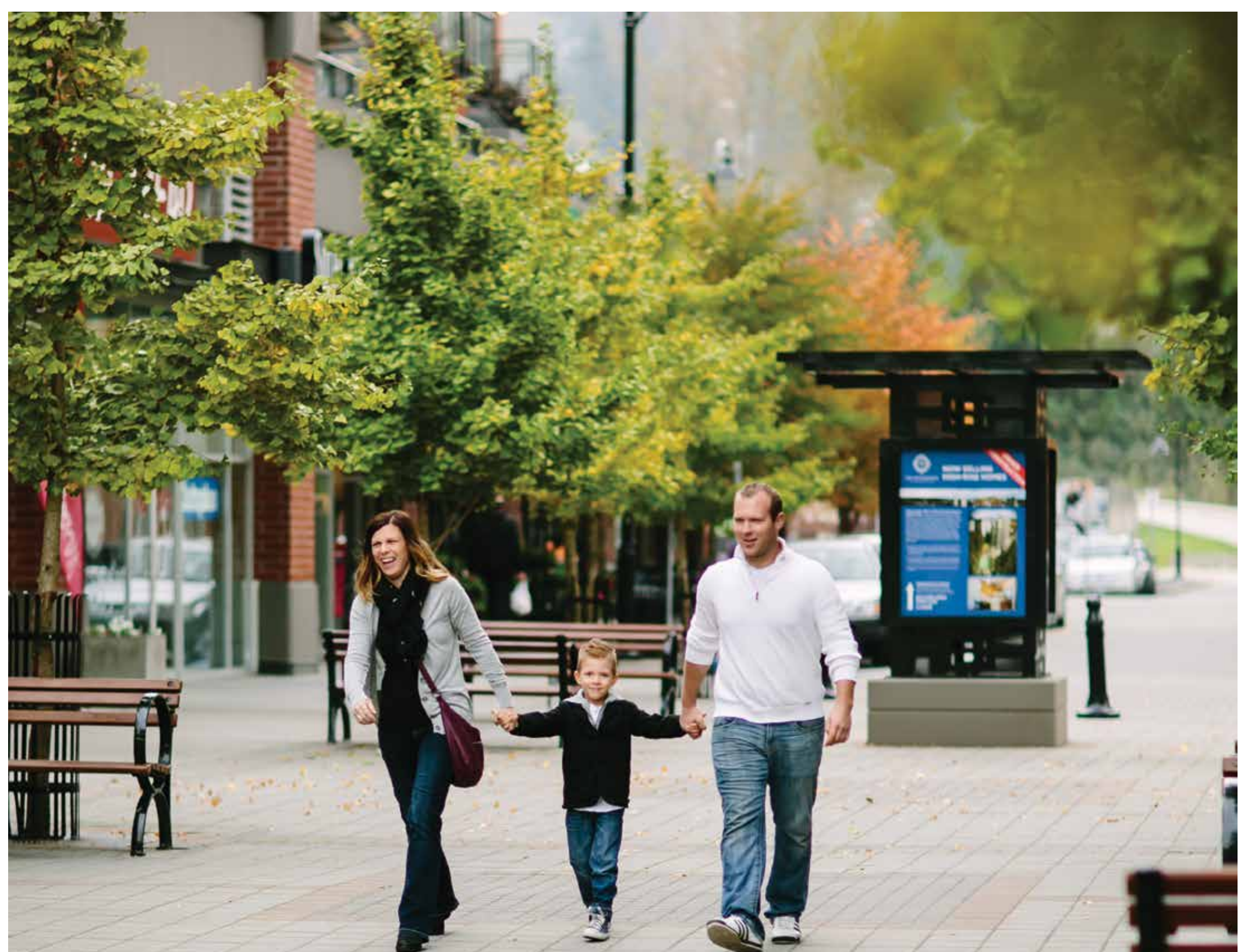
One of the primary goals of the City of Port Moody's Official Community Plan (OCP) is the creation of a compact and complete city. The OCP defines a complete community as one that features a mix of residential and commercial uses, while encouraging the use of transit, walking and cycling over private automobiles.

Proposed Directions

- A. Plan a **Network of Livable Streets** using design elements that go beyond simply moving people, and include characteristics that make streets natural destinations. Moody Centre will feature a network of streets that emphasize people and places and will help to create stronger local economies, inviting places, improved safety, and a healthier, more vibrant city.
- B. **Transit Oriented Communities** support the directions outlined in the City's OCP to apply guidelines such as, TransLink's transit oriented development guidelines within 400 – 800 metres of rapid transit.
- C. Create a **Vibrant Waterfront** with better connections between Moody Centre and Rocky Point Park for all types of transportation, and by enhancing the trail network to provide access to the waterfront for all types of transportation.

What We've Heard

- Land use and the location of destinations impact transportation choice
- Transportation infrastructure needs to keep up with development and population growth
- With population growth, streets will be even more congested
- Increased capacity for transit, bikes and walking will support growth
- Need for better connections between Moody Centre and Inlet Centre



A Walkable City

Background

Promoting walking and creating a more walkable community is TransPort Moody's top priority. This means creating a barrier-free pedestrian network where walking is a safe, comfortable, accessible and pleasant choice for people of all ages and abilities.

Proposed Directions

- Create **Great Places and Destinations** throughout the city using treatments such as landscaping, public art, curb extensions, and street lighting.
- Enhance **Sidewalks and Pathways** to enhance the walking network by filling in gaps in the sidewalk network, improving existing sidewalks, and encouraging other pedestrian connections.
- Improve **Safety and Accessibility** by installing features such as curb letdowns, narrower crossings, and accessible pedestrian signals.
- Develop **Support Programs** and initiatives that encourage walking and include more information about walking in Port Moody, wayfinding, and safety awareness initiatives.

What We've Heard

- Lack of sidewalks in some areas
- Gaps in the sidewalk network
- Topography
- Long travel distances that are difficult to walk due to land use
- An increasing seniors population
- Traffic safety concerns
- Not enough time for pedestrians to safely cross the street.



A Bicycle-friendly City

Background

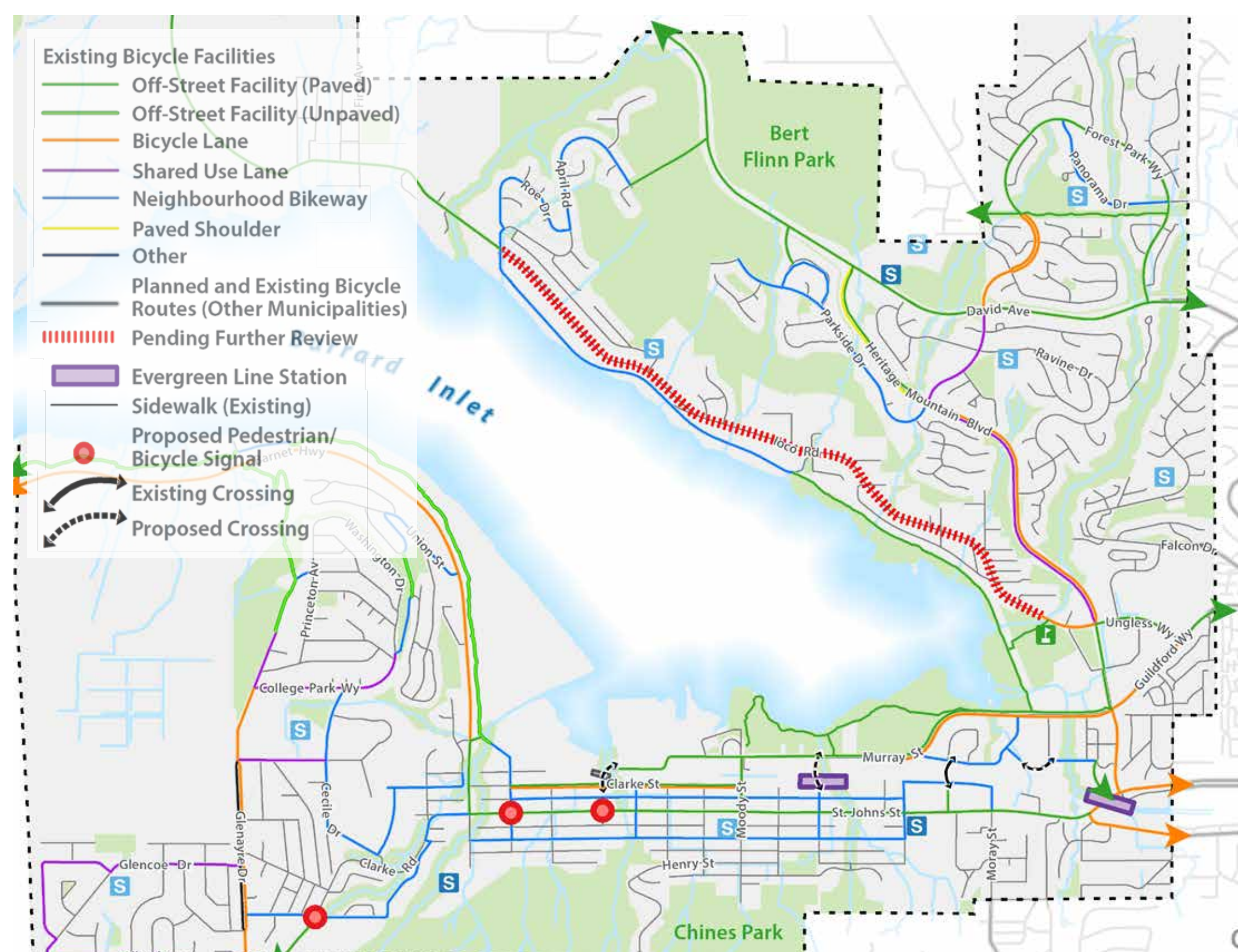
TransPort Moody proposes to make cycling an attractive, convenient and comfortable transportation choice for people of all ages and abilities by developing a complete bicycle network.

Proposed Directions

- Provide a **Complete, Connected Bicycle Network** that places all residents and businesses within close proximity of a bicycle route that connects to all major destinations.
- Make **Cycling Convenient** through enhanced bicycle parking, including bicycle corrals and secure bicycle parking areas. The City would encourage end-of-trip facilities in new and existing buildings, and support more bicycles being carried on the Evergreen Line, and more bicycle parking at stations and high activity bus stops.
- Develop **Support Programs** and initiatives along with new bicycle infrastructure. Support programs can include education and wayfinding programs.

What We've Heard

- Topography makes it difficult to provide an accessible city-wide cycling network
- Long travel distances may discourage people from travelling by bicycle
- Disconnected bicycle network with several gaps throughout city and neighbouring cities
- Feeling unsafe when cycling in traffic
- Lack of exclusive cycling facilities such as bicycle lanes and off-street pathways



A Transit-oriented City

Background

TransLink is responsible for planning and funding transit service in Port Moody, and throughout Metro Vancouver. TransPort Moody is an opportunity to examine how transit supports and shapes where people live, and can guide TransLink in providing transit that is an attractive, convenient, reliable and accessible transportation choice.

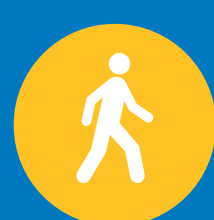
TransLink's new Northeast Sector Area Transit Plan identifies the long-term vision for service and infrastructure priorities for area communities including Port Moody.

Proposed Directions

- A. **Support Evergreen Line** which will change how residents and visitors travel to and through the city. Port Moody will continue to encourage Transit Oriented Development (TOD) within 400 to 800 metres of Evergreen Line stations, and will improve walking and cycling access to those stations.
- B. **Enhance Transit Service** and frequency to better integrate with the opening of the Evergreen Line. TransLink's Northeast Sector Area Transit Plan suggests service improvements. TransPort Moody encourages frequent transit connections to Evergreen Line stations and throughout the community at all times to make transit attractive. This includes supporting frequent service on Community Shuttle routes at all times and implementing transit priority measures.
- C. Provide **Universal Accessibility** of transit, by making bus stops accessible for wheelchair users whenever possible.
- D. **Improve the Customer Experience** by providing excellent facilities and information at transit exchanges, SkyTrain stations and bus stops.

What We've Heard

- Uncertainty around what will happen to travel patterns when Evergreen Line opens
- Lack of frequent transit service in some areas
- Integrate planning with the Evergreen Line
- Many bus stops are not accessible
- Improve passenger amenities and information at bus stops
- Requires several transfers to reach destination
- High cost of transit regional travel



Moving People and Goods

Background

The street network is designed to support all types of travel including automobiles, trucks (goods movement), transit, walking and cycling. Traditionally, Port Moody's street network supports vehicles, and many major streets are unattractive and uncomfortable for pedestrians, cyclists, and transit users. A more viable transportation system requires improving and developing roads and sidewalks to support walking, biking, transit, and vehicles simultaneously.

Proposed Directions

- A. **Update street network classification** as existing street classifications do not always reflect their current or planned role and function.
- B. **Improve Connections across the Railway** to improve connectivity between Moody Centre and Rocky Point Park and the communities and businesses on the north side of the railway.
- C. **Multi-Modal Major Street Improvements** to address overall mobility and safety issues for all road users travelling to and through Port Moody, and to support the livability and economy of the city.
- D. **Safety and Operational Improvements** including signal timing and coordination to minimize stops and delays at key intersections, and additional turn lanes at key intersections.
- E. **Moving Goods** The City will establish a goods movement network to facilitate the safe and efficient movement of goods by road and rail and to connect with truck routes in adjacent municipalities.
- F. **Emerging Technologies** such as car sharing and electric vehicles.
- G. **Manage Parking**, including developing an Evergreen Line Parking Strategy to manage the impacts of parking when the Evergreen Line opens.



Moving People and Goods

Improved Connections Across the Railway

Moody Centre is disconnected from Rocky Point Park and the industrial areas to the north by the railway. There is limited access across the railway including the Moody St. overpass, and the pedestrian and bicycle overpass between St Johns St. and Klahanie Dr.

The plan recommends improving connections across the railway to help improve accessibility and mobility for all residents:

Queens St. Pedestrian and Bicycle Overpass

to improve connectivity at the west side of Moody Centre – dependent on future development.

Mary St. Overpass

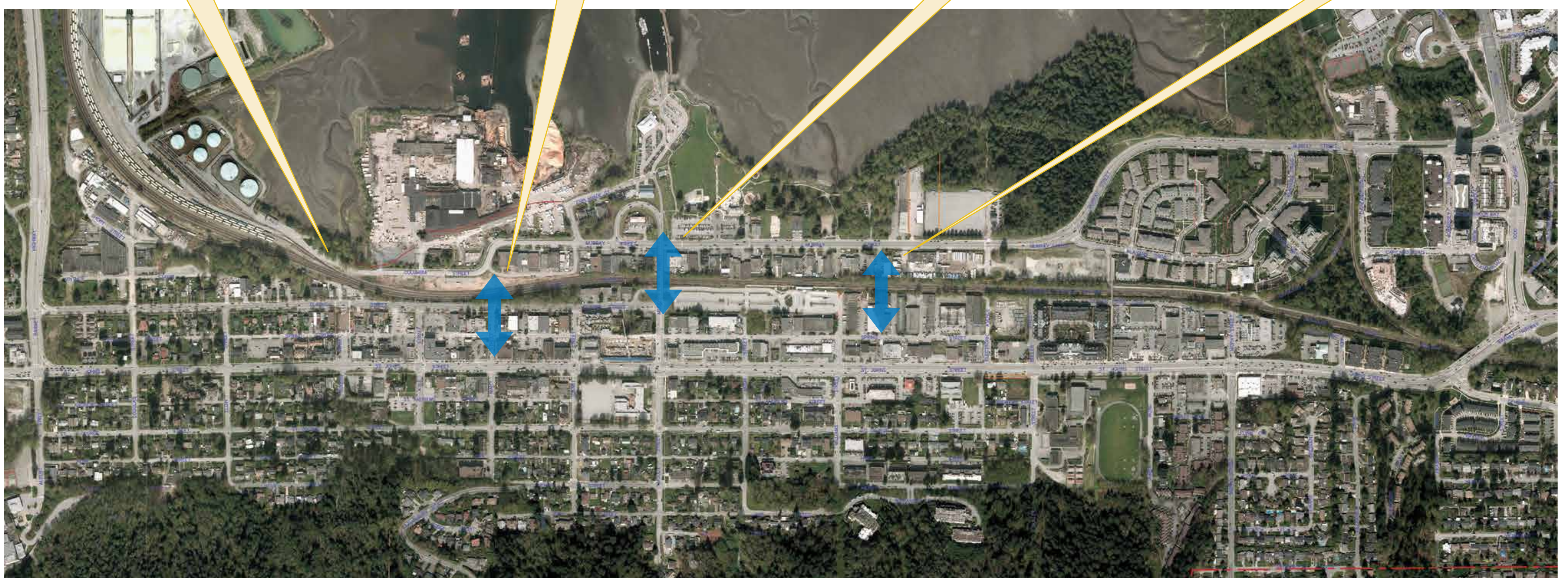
is an alternative to the Moody St. Overpass Widening. It would be built if the configuration of the Moody St. Overpass stays the same. Over the long term this overpass would also serve future local growth – dependent on redevelopment.

Moody St. Overpass Widening

would involve constructing a new Moody St. overpass with four travel lanes to serve local travel demands. Over the long term this overpass would also serve future local growth – dependent on redevelopment.

loco Station Pedestrian and Bicycle Overpass

to improve connectivity to the West Coast Express and Evergreen Line – dependent on future development.



Moving People and Goods

Multi-Modal Major Street Improvements

There are generally three approaches to major street improvements:

Increase Corridor Capacity

- Increase people-moving capacity
- Widen to add lane(s)
- Potentially reduce space for walking and cycling

Manage Existing Space

- Maintain existing vehicle lanes
- Optimize signals
- Widen to add space for walking and/or cycling

Re-balance Streetscape

- Reduce lanes (under-utilized capacity) or remove parking
- Increase space for walking, cycling and/or parking
- Narrow crossings
- Signal optimizations

Based on public feedback, the recommendations are:

St. Johns St.

Manage existing space by removing the westbound HOV lane designation. The future will include landscaping improvements, widening sidewalks, and an off-street bike path.

Moody St.

Short-term – **manage existing space** with safety and operational improvements at local intersections. Long-term – the Moody St. overpass could become 4 travel lanes to accommodate local growth in the area.

Clarke St.

Short-term – **rebalance the streetscape** by removing westbound HOV lane and converting to on-street bike lanes in each direction. Long-term – off-street bike facilities if Moody St. Overpass is widened.

Murray St.

Rebalance the streetscape to narrow the road cross-section to improve safety; improve pedestrian crossing opportunities, and constructing an on-off street bike pathway.



Moving People and Goods

Establish a Goods Movement Network

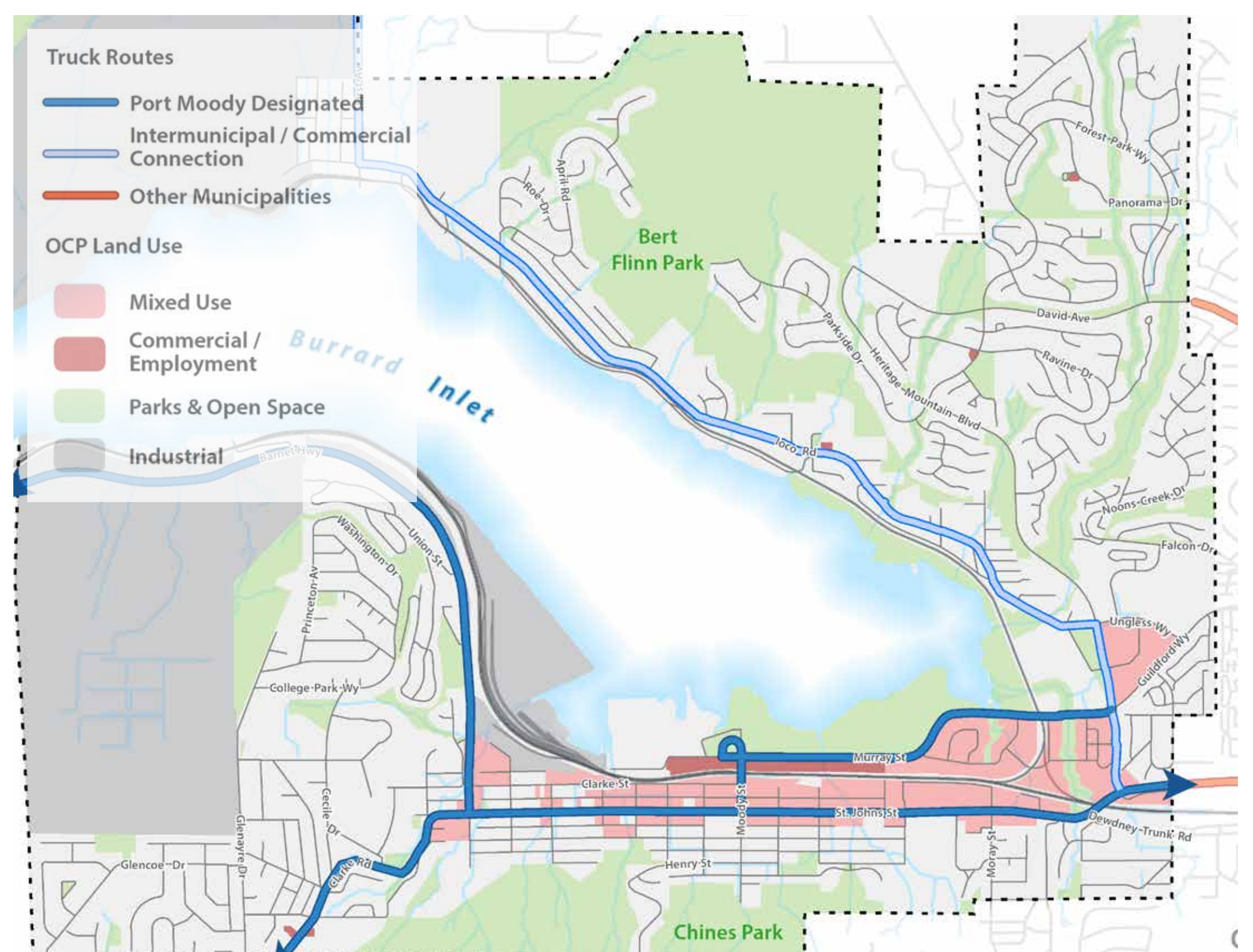
Port Moody does not have a designated goods movement network. Safe and efficient movement of goods and services is essential to support the local and regional economies.

Together with local municipalities, TransLink is responsible for the regional goods movement network.

TransPort Moody recommends establishing a goods movement network to move goods safely and efficiently by road and rail, and to connect with truck routes in neighbouring municipalities with:

- Designated Truck Routes on St John St., Barnet Hwy., and Clarke Rd. to connect with designated truck routes in other municipalities. Also on Murray St. and Moody St. to provide access to local businesses and industry.
- Intermunicipal/Commercial Connections to provide regional access to Anmore and Belcarra on Ioco Rd. and First Ave.
- Rail Corridors that travel through Port Moody.

Outside of truck routes, trucks would be able to use local streets, choosing the most direct arterial and then collector roads to reach their destinations.



A Safe and Livable City

Background

TransPort Moody seeks to maintain the safety, quality of life, and livability of neighbourhoods and ensure that they are not being negatively impacted by traffic. When motorists use neighbourhood streets to avoid congestion, it impacts the ability of local residents to access and enjoy their own neighbourhoods.

The Neighbourhood Traffic Calming Policy outlines a process to identify, prioritize, prepare and implement neighbourhood traffic calming plans in Port Moody.

Proposed Directions

- A. Update the **Neighbourhood Traffic Calming Policy** to prioritize traffic calming improvements, using measures such as curb extensions, traffic circles, and speed humps. The updated Neighbourhood Traffic Calming Policy should focus on area-wide approaches in Moody Centre where short-cutting is a concern, and street-by-street approaches elsewhere in the city where traffic speeds and volumes are concerns.
- B. Develop **Green Streets** by creating a 'Green Streets' program – a neighbourhood gardening program to create a pleasant environment for all types of transportation.

What We've Heard

- Provide traffic calming in new developments
- Traffic is travelling too fast on many neighbourhood streets
- Many streets do not feel safe or comfortable to walk today
- Traffic calming can help to create a livable area in Moody Centre and on neighbourhood streets

- C. Improve **Personal Safety** by improving visibility on streets, pathways, and overpasses with lighting improvements and design enhancements and by following environmental crime prevention principles.
- D. **Manage the Impacts of Transportation** by directing through traffic to major roads and supporting measures to reduce travel demand and dependence on private vehicles. Also encourage travel at different times of day and by other forms of transportation.



February Public Event

I am most excited about the proposed directions for A Compact, Complete City because:	The proposed direction for A Compact, Complete City concern me because :	Other
Would be good to have more jobs so people can walk to work	We currently lack the infrastructure to support high density living <ul style="list-style-type: none"> - Waste management - Water service Will our utility costs increase or decrease	Vibrant waterfront – not just a trail – expand Rocky Point!
If the compact complete living is around Moody Centre to maximize the use of Evergreen Line & encourage walking, cycling, transit	Traffic is bad around Mood Center. If that area is also the focus for rezone to high density, the expect traffic to get worse?	
The compact City Direction is positive but cannot work while St John St is still a connector route – Need the Murray Clarke connector	More pedestrian oriented continuity Moody center all kind of traffics. How will the city make pedestrian continuity connections and avoid road extension	
Having live, work and play facilities within close proximity will reduce the number of cars on the road and increase the potential for sustainable transportation, particularly walking and cycling.	TOD requires careful management of cars driving to Skytrain to avoid negative speed & volume problems getting worse on ill-suited residential routes – ex/ Gatensbury Road	
If frequent, reliable transit becomes a reality, that also excites me.		
Newport Village and Suterbrook are good examples of where compact, complete cities have worked, although Suterbrook has gone a little too far in being car "unfriendly" - the streets and parking stalls are very narrow, making it a less desirable destination for those that have to rely on a car (eg at times when transit does not go up Heritage Mountain - early morning or once every hour in the evening).		
There is a focus on a more walkable and connected city that is more bike friendly because this is the right direction.	Can the existing parks support additional traffic (people), are you going to extend parks	

<p>We need the Murray connector that has been promised to Moody Centre residents for almost 40 years. We need a tenacious Council and Staff who can get the BC and Federal Governments back to the table and push for this project.</p> <p>What this would do is alleviate traffic on the Clark and St Johns St corridors and make that part of the city a more "small town" walkable feel with nice wide sidewalks and safe pedestrian crossings. Lanes could be removed to make way for wide bike lanes and parking for more vehicles to get to local shops. St George St would no longer need wasteful traffic calming measures. This would also take Moody Centre back for the people who live there!</p>	<p>Sidewalks on loco</p>	
<p>I'm hopeful for a quicker, more efficient flow of traffic in and out of the Moody Centre area</p>	<p>More environmental evangelicalism and simply not true. The more population the more taxes, pollution and traffic. Not everybody will take Skytrain and hop on their bikes. It is a pipe dream unless the government FORCE people from their cars by high cost of car insurance, gas tax, carbon taxes and road tolls and distance pricing which is already happening and still not working. High density will fail because it does not address overpopulation.</p> <p>I am against the Flavelle Timber site being re-developed at this time until the Murray overpass is done! (I would also like to see different ownership do the project. I do not trust the current Flavelle owner to do anything but line their pockets and this City appears to be pushing for this development at all costs. For who does this benefit??)</p>	
<p>It is more sustainable and improves the environment. I prefer to walk because it is good exercise or to take transit because I can engage in other activities (more efficient than driving).</p>	<p>Possibly higher property taxes</p>	

<p>It appears well thought out but addresses the city centre mostly without inclusion of residents up the mountain. New development as has already been done continues up the mountain.</p>	<p>I do not want the West Coast Express to downtown eliminated.</p>	
<p>I like the idea of integrated transit in land use.</p>	<p>It only concerns the residents who live down the mountain! I would like to ride my bike in Port Moody but the ride up the mountain is difficult and I'm not young and suggestions to get fit are not welcome! I am fit I am 60 and the trek is difficult. What about an access that could be used for pedestrians and cyclists other than buses. Through out Eurpoe they incorporate funiculars. In Paris Montramarte area uses one to assits citizens to the top of the arrondissmont. In Ani Capri they use one to move citizens up the mounatian. T There are many more examples and the impact on the environment appear minimal. They fit into the environment and with today's technology I think it could be done even better. I would diefintely use it to access the hospital, Sutter Brook and Newport village for shopping and banking. I would use it to take the kids to soccer and skating without use of a car!! BC has hundreds of ski lifts and gondolas it can be done and used for part of a transportation plan in mountainous or hilly areas.</p>	
<p>By living in a compact / complete city, I would definitely reduce the use of my vehicle in order to do the most simple errands, from buying groceries, going out to a restaurant/cafe, going to the laundry or even attending an event. I would be able to go to many places in a walkable distance helping me reduce the use of my vehicle (equivalent to less expenses in gas), and most importantly we would help protect the environment by reducing gas emissions.</p>	<p>Car use is still important for accessing services out side of port moody.</p> <p>I hope that access to commuter hubs such as the WCE and new Evergreen line is efficient and frequent for commuting times.</p>	

<p>It's a healthy focus on pedestrian and bike use.</p>	<p>For this to happen, more pedestrian areas and bike lines should be added along with entertainment/commercial options such as a theater, cinemas.</p> <p>On the other hand, I would propose a discount ticket/card for Port Moody residents that actually walk or use public transportation, this will encourage people to leave their cars at home and go out without them!</p>	
<p>I would be able to potentially make one trip down the mountain (I live in Heritage Woods) and complete all of my errands and shopping in one trip, by walking around St John/Murray/Clarke/Suter Brook/Newport</p> <p>Currently, whilst each area has individual stores that interest/attract me, they are too widely spaced - too many empty stores in between that discourages me from walking the distance between them</p>	<p>It's an isolating idea. We don't live in a bubble. Much of the traffic woes of the city are from outside the city yet we are not working with our neighbors to determine regional solutions.</p>	
<p>A vibrant waterfront is an important feature for Port Moody. Connecting Moody Center and Inlet Center by trails will help local business attract more people.</p>	<p>There is still money being spent on new developments, whilst existing stores remain empty. We need to fill those empty stores to attract people, so that when we walk along a street, say St Johns, we are attracted by new stores, we want to explore them all</p>	
<p>Any improvement on more transit access and reliability would be exciting and makes us want to mass transit more.</p> <p>I hope there is some talk about reducing or eliminating the need for train whistle at dawn and dusk daily much like a similar issue in White Rock garnering the option of train whistle cessation. This would make it a more livable and desirable city.</p>	<p>I worry about cost cutting and reducing frequency and number of bus routes and stops available once the Evergreen line runs as there are fewer points that the skytrain has for loading and unloading passengers. Do not eliminate the 97 bus route as that is my only means to reach a skytrain station to enable using this mode of transportation.</p>	

I am most excited about the proposed direction for A Walkable City because :	The proposed directions for A Walkable City concern me because:	Other
More mix of residential & business will create a more inviting and vibrant environment to walk. Thereby reducing local, resident vehicle volume	Inlet trails need substantial improvements : <ul style="list-style-type: none"> - Wider boardwalk - Many low lying areas flooded during rains - Roots → uneven patio 	Pedestrian overpasses are great for getting people over major roads and avoiding pedestrian/ car conflict (St. John)
Crosswalks at Ursless / Newport	How steep can sidewalks be? i.e. Gatensbury	
More pathways through forests and creeks for safety. And maybe side border	Spring Street, Williams to Moody is a vital vehicle exit from stn. Balance pedestrian and vehicle needs here very carefully to avoid 'log jam'	
Flashing lights at ped crossings are great	Improved ped crossing timing/priority on St Johns and other major streets	
Widening the sidewalk along the railway overpass at loco Rd/St John	Lighting on loco Road insufficient for walking at night	
Good to see Spring street between Williams and Buller being made a pedestrian priority esp. since it is a vital connection with high density residential	Gatensbury Rd is already a high-use walking route & will become much busier with Skytrain but is not safely walkable without sidewalks and/or proper barrier separation from cars	
Narrowing w/ curb extensions works!	Intersections with only a crosswalk on one side	
I walk daily in Moody Centre and to Rocky Point	Increase sidewalk lightning on Murray Street for safety	
Allow for more opportunities, through signals to cross St. Johns	More flashing green controlled pedestrian lights on Murray.	
Access trails past hospital	No paved busy roadway through Bert Flinn Park– would ruin quiet nature park for its current uses: hiking, mountain biking, dog walking	
Allow for more opportunities, through signals to cross St. Johns	Need to have pedestrian crossings activated more quickly during rush hour times	
I love the network of trails available on Heritage Mountain (I walk the "backyard trail" from behind Aspenwood Elementary to the bottom of Heritage Mountain Blvd for my work commute during daylight hours on days where I don't cycle), and would love to see these urban trails	Increase % of bicycle connection with another part of the city	

expanded.		
Some areas of the city eg Clearview Drive and Gatensbury suffer from lack of sidewalks and lack of adequate lighting - fixing this would be a huge plus.		
This is very exciting to focus on barrier-free pedestrian network. I hope that this also means more crosswalks and calming zones for vehicles.	What about a scatter crosswalk at loco/Guildford available during non-peak hours to connect Suter break and Newport and community centers	
I am also concerned about the lack of sidewalks. Also crossing the street to the West Coast Express is currently time consuming and dangerous.	Time frame: how long will these changes take? Gatensbury now!	
I already spend time walking around Newport I look forward to improvements to the main city areas.	Note : what plan is calling “Mossum Creek Park”, is named Bert Flinn Park	
I would be able to get to most places by foot.	Crossing St. Johns is almost impossible, not enough lights and they take too long	
I'm really glad to see the older parts of towns getting some much need sidewalks. Heck, those homes have been paying taxes far longer then most yet they have no sidewalks and no curbs in many places. Added pedestrian/bike signals are great!	Traffic lights on Murray are confusing for pedestrians as you have to wait a full light cycle to get a safety to walk	
It is a healthier, more environmentally friendly, future	The city is car oriented now and will be more in the future... connection with future developments areas is main concern... for pedestrians and cyclist	
I am most concerned about pedestrian safety -this city needs a much better plan. I moved into this area recently, and have almost been hit by a car, or seen someone hit every time I go outside. Drivers taking a left onto St. John street do not respect pedestrians who are crossing the intersection from one side of St. John street to the other.	There needs to be more and better walking connections to Inlet Park area	
	Better lighting for pedestrians at intersections and along sidewalks	
	We must plan well for disabled folks	
	I can walk freely anywhere already. Whats the problem? Only thing is I see	

	perfectly fine sections of sidewalk being replaced while cracked ones are left alone.	
	More safety improvements are needed for pedestrians. The guide rail currently on the bridge spanning the tracks due west of the new Evergreen stations on St Johns and loco needs to be extended eastward toward loco. Speding vehicle traffic and an unprotected narrow sidewalk concern me	
	More safety improvements are needed for pedestrians. The guide rail currently on the bridge spanning the tracks due west of the new Evergreen stations on St Johns and loco needs to be extended eastward toward loco. Speding vehicle traffic and an unprotected narrow sidewalk concern me	
	I love to walk but concentrate my walking to the top of the mountain because I live up here? I enjoy riding the rocky point but use my car because the ride back up the hill is too much.	
	PLEASE review the traffic light settings at Ungless Way and Guildford Way, cars on Ungless are given a turning arrow AT THE SAME TIME pedestrians are given the walk indicator.. Almost daily I see cars stopping just short of hitting pedestrians as this is not normally allowed!	
	I would add more crossing areas and more safety devices on St Johns street. There are places where you have to walk too much in order to find a place where to cross. I would add an intermediate crossing area where the distance between two crossing points exceeds the 200 meters (just as an example)	
	I think another pedestrian/bike signal could be added along Murray. The new one is great but there is a lot of distance between that one and the next.	

	It will need a lot of expenditure in infrastructure	
	There are a lot of businesses on St. Johns and people need to be able to walk from one side of the street to the other - especially to get to the new skytrain. We need a pedestrian overpasses built on Moody and Williams. This way, people can cross over there and back without disrupting the flow of traffic, AND will be safe from getting hit.	
	I try to take transit as much as possible but the sidewalk along Clarke Rd near Ingersoll Ave is so close to the street that it makes walking dangerous, especially when it rains. At night, it gets too dark to safely walk along Seaview Drive, and you constantly get splashed with road debris when the ground is wet when you trek along Clarke. Further, the bus stops are too far apart that it takes almost a kilometer from my home to the bus stop since they removed the bus stop at the SE corner of Seaview Drive and Clarke Road.	

I am most excited about the proposed directions for <i>A Bicycle-friendly City</i> because:	The proposed directions for <i>A Bicycle-friendly City</i> concern me because:	Other
Pomo is relatively small and clustered in the center with a few minor enhancements, it is really easy and fun to get around on a bike	Lower speed limit on loco road. Aggressive drivers	Map seems to show existing off street facility along Clarke St, I would love to see a MVP along north side of Clarke St
Improving continuity of bike routes along waterfront & Barnet marine corridor will greatly improve cycle commuting and recreational options	Concerned about pedestrians sandwiched between traffic and bike lanes on Murray St. Change lanes to put pedestrians away from roads, bikes in middle	I would love an overpass for pedestrians that went over St. John so I didn't have to deal with cars and could enjoy both sides of the street

Love the focus on connectivity. Let's make biking the fun, safe, easy choice!	Too dangerous to bike when there are so many cars rushing around. Not enough bike awareness	Better design of facilities
Bike route	Better signage for north shore bike route!	
Connection Pomo bicycle network with other municipal commute available	No!!! to bike lanes...similar to downtown Vancouver	
Use Clarke's HOV lane for cyclists	Nothing for commuter cyclists	
Upgrade loco road to handle TFC volumes –no traffic calming!	Ped & vehicle traffic at new station!! Will make biking on spring	
Traffic calming	Why waste money for stencils	
Lower speed limit, loco Road	Buses are using spring!!	
Dedicated bicycle paths with separation between cars and cyclists!!!	Our city really needs to be well connected to the other city's bike network. "no detours"	
Bike safety, walk safety and connected routes!	Dangerous cycling left turn E. bound Burnett to Clarke	
<p>I have already seen the benefit of Port Moody's bicycle transportation plan. I did not expect the on the road painted signage going southbound on Heritage Mtn Blvd shared lane to make a difference to cars running me off the road, but they have made a definitely improvement. More of the same please!</p> <p>I'm also excited by the plan to support more bicycle parking, ability to carry bikes on transit, and end of trip facilities ie showers.</p> <p>If there is a good transit connection throughout the day and evening to assist with coming back up Heritage Mtn, then that will go a long way to overcoming the topography aspect.</p>	Moody street overpass westbound connections to Clarke	
This is great because right now there is such a disconnect in the bicycle network.	I am not in favour of "physically" separated bike routes that use the concrete bollard such as on the Dunsmuir viaduct, I hope Port Moody does not go this route.	
I enjoy cycling but not in the current Port Moody Centre area because of the unsafe, high traffic environment. If this changed then I would consider cycling in this area	We also need more business to provide places to lock up bikes. If the city is focusing on creating a stronger network we need to make sure that there are places to park and safely lock up bikes.	

It will be great to be car free around town.		
I do not currently bike in the area so maybe improvements would be encouraging.	I can bike freely already what's the problem?	
Great idea! I'd love to go out around Port Moody on a bike, even though I find it a bit unsafe as not many street currently have bike-lanes.	In your initial finding bicycle transportation was 1 %. While I and many other would enjoy new bike routes for those of us up the mountain they are pretty much a weekend or down time exercise or playtime use.	
I look forward to seeing future plans about cycling along loco. That is such an amazing part of the inlet that I'd like to explore on a separated bike trail.	No comment	
The city appreciates the importance of developing cycling infrastructure and plans to invest in it.	Not enough off street pathways. It can be incorporated into older neighborhoods. Take a look at Abbott Street in Kelowna or a scaled down version like Cawston Avenue in Kelowna. Perhaps a solution like this along St Georges that cuts through Port Moody Middle School and connects to Moray Place or Pinda Dr via James Road.	
I would bike more if the road was actually wide enough or segregated bike trails exist to provide a safe means for families to travel together without interacting with cars and motorized vehicles.	<p>1. It doesn't include active promotion of cycling as the preferred means of transportation.</p> <p>2. It doesn't include incentives for residents for switching to cycling as the preferred means of transportation.</p> <p>3. It doesn't include public bike share program.</p>	
	I hope there are more or improved bike trails to permit a more bike friendly alternative.	

I am most excited about the proposed directions for A Transit-oriented City because:

The proposed direction for A Transit-oriented City concern me because:

Transit should enable sensible higher density in Moody Centre that may help us to be a community again

Need expanded shuttle bus service from top of heritage woods to Skytrain stations and/or parking near station

Getting people out of their cars – a walkable city is a healthy city	No parking to accommodate users of evergreen line
I will be able to save money, time & not have to stress about morning traffic to get to work. Direct station to station via Skytrain will be amazing!	A concern: getting to the Skytrain using more frequent bus availability or for paid parking stalls where people could leave their cars for up to four hours
Is very important that city support (tod) Evergreen line which will change how visitors and residents will have a chance to travel to and out of the city	Have not seen reflection of coming increase in commuter cars down Gatersbury Rd & Thermal with many more Skytrain riders – need proper traffic routing on roads designed for road like Clarke / Marine
Getting people to use mass transit is the only way we will sustainably grow long term	TransLink – additional station at Queens is in their future development, no mention of this
Bench on Heritage Blvd required, so old people walking up can sit down when tired	What is being done to address pedestrian's needs to the new stations? (sidewalks)
I am very excited at the possibility of improved transit connections between Heritage Woods and the Evergreen Line - ie both frequency of service throughout the day and evening/ weekends, as well as a more direct route, cutting down on travel time.	Work with TransLink to ensure that EGL trains won't be full by the time they reach Port Moody
I hope the traffic lights will be pedestrian friendly and will consider the increased pedestrian traffic flow.	New bus routes (2017) are focused on getting to Skytrain stations. Too hard to get to City Hall, library, and rec center from residential neighborhoods
This will move a great number of commuters and reduce traffic, good for the environment and many services are available at Lougheed.	Increased transport capacity = increased users = increased security concerns for local residents
We need to move traffic through the city with as little idling as possible.	Bus stops need shelter and sitting facility. This is a rainy place
I am excited for the Evergreen line in general.	I am not confident transit will be enhanced → punishment for voting "no"
I am excited because Port Moody will be finally connected to other cities in the Metro area by skytrain, and I'm sure lots of people will use this service instead of driving to work (specially if you work in downtown Vancouver)	More emphasis needs to be made for seniors / disabled access
	We need more easy access to both info & points of walking/biking to Evergreen Line stations. Easier equals more users
	Skytrain is not the answer contrary to what residents are being told.
	I am worried that people will be more likely to leave Port Moody if Skytrain makes them more accessible, leading to the death of some of the unique little local shops.

	<p>We utilize new ideas such as the HOV lane but it had a reverse affect. Traffic stalls and the lineups of idling cars in Port Moody and along the Barney hwy are a disgrace!</p>
	<p>I am concerned that the location of the stations may cause problems between increased pedestrian traffic and disruption of intersections.. IE not being able to turn when there are large crowds of people exiting the stations.</p>
	<p>Not many bus routes take you around Port Moody, I propose a circular line that will take you around Port Moody only, it can take you to all places in Port Moody. For example, if I live on St Johns and want to get to Buntzen lake, i would be able to get there. What I mean is to connect Port Moody completely by having its own area transportation.</p>
	<p>I have concerns that feeder buses and routes are not going to be substantial enough to handle demands or encourage people on the fence to leave the car at home.</p>
	<p>We utilize new ideas such as the HOV lane but it had a reverse affect. Traffic stalls and the lineups of idling cars in Port Moody and along the Barney hwy are a disgrace!</p>
	<p>The West Coast Rail station needs to be operation and working in Port Moody. We moved into the area to have quick rapid access to downtown. The Evergreen Line will not replace the railway. It is important draw for many people who've moved into Port Moody that the train remain.</p>
	<p>I try to take transit as much as possible but the sidewalk along Clarke Rd near Ingersoll Ave is so close to the street that it makes walking dangerous, especially when it rains.</p> <p>At night, it gets too dark to safely walk along Seaview Drive, and you constantly get splashed with road debris when the ground is wet when you trek along Clarke.</p> <p>Further, the bus stops are too far apart that it takes almost a kilometer from my home to the bus stop since they removed the bus stop at the SE corner of Seaview Drive and Clarke Road.</p>

I am most excited about the proposed directions for A Safe and Livable City because:

The proposed direction for A Safe and Livable City concern me because:

As long as safety and traffic calming priorities address long-standing and worsening issues of safety and volume on existing routes like Gatensbury Rd and not just 400m TOD zones then I will be very 😊	When you don't have major traffic corridors people need to take local roads. Impeding flow on these roads with calming without expanding other roads doesn't help people get where they need to go
Improved lighting!!!	No traffic calming planned for Ioco Rd.
Speedbumps on Clearview!! = traffic calming	Please... no more speed bumps!!! There is already too many in the Tri-City area
Need better lighting in Moody Centre, especially at intersections	Reduce speed to 30kph on Ioco Rd. Too many aggressive drivers
Better lightning on Clearview Dr	More police patrols on Ioco Road during rush hour to monitor tail gating & speeding
I love the plan to increase foot/ bike connectivity across the railway - this will link the developing "Brewery District" which has huge potential for further development, and the extensive residential area south of the railway, avoiding the need to use cars because the distance to walk is too far.	Need more street lights up Moray – very dark now – unsafe
LOVE the plan to create designated bike lanes for both St.John's and Murray/ Clarke.	
Politicians are putting too much weight on Skytrain. The more population the more pollution, traffic and waste. Its a simple formula no matter how officials like to spin it.	Value should be to people not vehicles sidewalks & crosswalks
It is a growing city and it needs to accommodate the growth.	Congestion on main arterial routes out of Pomo = short cutting through neighborhoods. If short cutting is discouraged, the an alternative is required or people will find a way
It seems that many of the car commuters are single driver and those are the worst traffic times, I think the removal of the HOV lanes is a good idea within the City.	Clear lines of sight are needed as part of “Green Streets” to maintain safety
I like the proposed pedestrian and bike overpasses at Queens Street and WCE/Evergreen Station. However I doubt there would be any direct integration with the train station since it wasn't part of the current plan.	Increased density in Pomo Centre = more people = security concerns. How will this be addressed, especially when the Skytrain may bring transients
This is a good planning exercise but lets be sensitive to the needs of residents in single family neighbourhoods that are not common truck routes today and should be respected as such going forward.	Improved lighting NE corner of St. Johns and Moody. Eft turners from Moody to St. Johns creating many close calls with pedestrians

	Road improvements to the Barnett Hwy are desperately needed.
	The traffic calming measures in Moody Centre are worthless. The commuter traffic needs other route – Murray/ Clarke
	Maude Road & loco cross-walk needs a flashing light – it in an accident waiting to happen
	No Murray connector same big plans. Widening Moody overpass is capitulating to the BC and Federal Governments. We need the Murray Connector and a Mayor and Council who have the guts to fight for it.
	Transportation is the goal. Wether we like it or not keeping vehicles moving without delays decreases pollution. Peole can and will have to sacrifice somethings such as narrower sidewalks and no parking along major corridors. If the city keeps free parking people will find ways to park their vehicles or use alternative means. I do not go to events in Vancouver downtown with my car! the cost of parking takes away from the purpose of the trip. I park near sky train and use the transit. I would use the buses but the community shuttles do not often run late enough to get me close to home.
	No Comment
	I would add an aerial pass between the intersection Clark St / Moody St and the intersection Murray St / Electronic Ave. This new one or two lanes may easily reduce congestion to these intersections and provide faster travel time. You could open the access in the morning on the east to westbound direction and in the opposite direction in the afternoon.
	I don't understand how a new overpass at Mary or a wider Moody overpass make sense compared to the Clarke-Murray connector? The Clarke-Murray connector would move east-west traffic to the Barnet and away from the city centre whereas Mary Street or a wider Moody overpass only shifts east-west traffic into north-south traffic. The change in travel directions is a major reason for the congestion. Please get the Clarke-Murray connector back into the OCP and on Translink's radar. Our traffic woes are a regional issue not just a PoMo one. We should have regional funding and work with our regional

	partners. - Just like Coquitlam and Port Coquitlam are working together on a new Lincoln bridge over Coquitlam river and the Freemont Connector.
	We can't have everything. This can't become a pedestrian friends center AND a place for trucks to move goods. Trucks moving around kill any community feel that will get established. We need to get them off St. Johns and onto some other road.
	i concur with the need for truck routes through the city, but it should not go through residential streets that are not currently used for this purpose today. If Clarke Rd is used for this purpose, it needs to be upgraded for this purpose or grid lock will ensue and no one wins.

I am most excited about the proposed directions for <i>Moving People and Goods</i> because:	The proposed direction for <i>Moving People and Goods</i> concern me because:	Other
Focus on walkability	Need to address seniors issues i.e. can't get walker on bus	What happening on Murray St connector?
I like the Mary Street Overpass idea and removing the parking & HOV during peak traffic hours	Need a city 'plan' to deal with rail mishaps where hazardous cargo is spilled in high density neighborhoods	Moody Street for bike, bus, HOV. Clarke as single car traffic.
Close Moody now! Please	Widen Dave Ave in front of H. school	
Manage Moody Street overpass to better serve local traffic	Sad not to see Clarke – Murray connector not part of plan ☹️	
"Rebalancing" Clarke St with bike lanes! (I don't love biking through Spring St)	No mention or consideration of loco land development – David extension	
Good riddance HOV lanes on St. Johns!	Plans for how many thousand people on Burke & Mountain. Bright group development at loco – impact of traffic	
Developing Mary St overpass in advance of Moody St would help ease traffic bottlenecks and not effect existing routes	What about leveraging a counter-lane strategy for only peak rush hours? - Clarke - St John overpass	
Great to see cycling Master Plan components integrated in MTP. We need local & regional connectivity	Connecting Murray to the Barnet through the Andre's wine location would solve many of the bottle-necks that are in central P. Moody	

Increase capacity of St. John's and make the street more human	Get rid of Barnet HOV, will get traffic flowing better	
I am excited by the Green Streets program proposal, and the plan to improve lighting - there is currently very poor (no) lighting along the footpath that runs along the bottom of Aspenwood Elementary, making for a risky walk home in winter if I take the C26 up the mountain because the C27 is either full (when it connects with the West Coast Express) or is running only once per hour in the later evening.	It won't work and is a total waste of time and money without Murray/Clarke connector	
More population more crime. FACT.	Must do something with Moody overpass	
Safety for family members who frequent the area	The cause of the "Moody Street bottle neck" is not Moody St. The cause is the commuters	
I think Port Moody is a safe liveable city. I believe the introduction of the crime train was a great idea but it will cost in the long run with elevated calls for the police, issues of panhandling, drug dealers, drug related calls, robberies and break-ins will rise! The sky train is essential to move people in and out of Port Moody. The train should have gone all the way to Mission to compliment the west coast express.	People are still stuck on Murray – Clarke connector – not going to happen	
No Comment	Would proposing counter flow lanes on Moody St overpass and Clarke during rush hour be possible	
Totally agree with promoting measures to reduce the use of private vehicles.	Traffic calming doesnt work. The cars (rats) just find another way around the maze. Stop the wasteful spending and get the Murray Connector done.	
I support calmed traffic. I'm interested in what areas will be prioritized.	The sky train will have not only a great transportation component to move hard working and social citizens around the area it will infuse a negative criminal element into our city. I believe it comes	

	<p>with the territory and a growing city.</p> <p>We need the train but it will change the face of safety in our city.</p>	
<p>I'm excited that the issue of many streets do not feel or comfortable to walk today is getting addressed. We live two blocks from St. Johns street and do not feel comfortable walking down there at night. We need sidewalks and more lights. It's ridiculous how these neighborhood streets are so dark and creepy at night. White LED lighting is becoming more affordable as Surrey and other municipalities are taking this option since the long term benefits means reduced TCO by fewer light fixture changes and reduced electrical consumption.</p>	No comment	
	<p>An increase in public transportation is needed to support this initiative. I would also add my recommendation on the previous point, as not many bus routes take you around Port Moody, I propose a circular line that will take you around Port Moody only, it can take you to all places in Port Moody. For example, if I live on St Johns and want to get to Buntzen lake, i would be able to get there. What I mean is to connect Port Moody completely by having its own area transportation.</p>	
	<p>I have addressed concerns about safety outside schools (Aspenwood) previously and been told nothing can be done. Will anything really change with this new plan?</p>	
	<p>There is little discussion about lighting and sidewalks on the streets that feed into St. Johns. Currently, it's really dark and creepy to walk to St. Johns. We'd go out more and use the local businesses if it felt safe to walk down to St. Johns.</p>	
	<p>All primary roads and secondary routes (Seaview Dr) should be</p>	

	converted to white LED street lighting in lieu of the amber sodium lights to promote safe traveling and neighbourhoods.	
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Comment Tracking: Public Event #1 (July 1, 2015)

Comment	Action
Vehicle congestion around inlet and loco Road	Moody Centre Congestion - Addressed
	determine the best ways to address congestion concerns while prioritizing local vehicle traffic and promoting more walking, cycling and transit (Address
St John's traffic backing up and people rat racing in the neighbourhoods	Murray Clarke bottleneck - Addressed
Waiting to turn right onto Moody Street Bridge	Moody Centre Congestion - Addressed
Congestion is horrible	Moody Centre Congestion - Addressed
Traffic is unbelievable	Moody Centre Congestion - Addressed
Ambiguous traffic junction	Moody Centre Congestion - Addressed
Clarke overpass allowing drivers to go straight/stop for full light cycle	Murray Clarke bottleneck - Addressed
Only two ways out of the city, improve the light signals to circulate on rush hour	Signal Optimization - Addressed
Traffic speed on St. John Street it is too fast and not enforced	Safety and Operational Improvements and St Johns
Congestion – SkyTrain will improve this, needs jobs here to reduce the flow of through traffic	Moody Centre Congestion - Addressed
Kids can bus home from school	No action required
Looking forward to SkyTrain	No action required
Close to everywhere	No action required
West Coast Express	No action required
The 160 to get out of town has drastically inconsistent times during rush hour	Bus servicing and reliability - TransLink - Noted
With community shuttles tied to WCE during rush hour I have buses back to back or nothing	Bus servicing and reliability - TransLink - Noted
Huge problems with buses on St. John's and Albert Street	Bus servicing and reliability - TransLink - Noted
Takes too many transfers from Noons Creek Drive to SFU, it takes too long to get there	Bus servicing and reliability - TransLink - Noted
Port Moody Secondary – bus stop out	Bus servicing and reliability - TransLink - Noted
Walking on trails, it is awesome	No action required
Trails are lovely	No action required
Pedestrian signals	No action required
Rocky Point Park	No action required
Inlet walk	No action required
I like walking to the park	No action required
I like to stroll with my family and get exercise	No action required
Excellent trails	No action required
No pollution	No action required
Exploring nature	No action required
Shoreline trails	No action required
I like walking the shoreline trails in the morning with my mom	No action required
Narrow sidewalks	Sidewalks and pathways - width standards - Addressed
Cars not stopping at red lights	Enforcement / Education and Support Programs -
Dangerous pedestrian crossings	Safety and Accessibility - Addressed
Not enough time to cross with children	Signal Timing - Addressed
I like biking	No action required
Because of the scenery	No action required
Reserved cycling lanes	No action required
Nature	No action required
More cycling paths on the roadway	No action required
Shady trails for family rides	No action required
Biking with friends	No action required
More cycling paths on the roadway	No action required
There are few family friendly bike paths to cross the city	Complete, Connected Bicycle Network - Addressed
Could use more pathways	Complete, Connected Bicycle Network - Addressed
Lack of bike paths, more paths please	Complete, Connected Bicycle Network - Addressed
Sometimes it makes me tired	No action required
More cycling paths on roadways	Complete, Connected Bicycle Network - Addressed
Join cycle paths – don't just add a few metres and end	Complete, Connected Bicycle Network - Addressed
Bridge from Murray to Clarke over CP rail at the west end	New pedestrian overpasse identified - Addressed
	This is a challenge due to topography - Regional connections identified east to Coquitlam - Addressed
Mellow grade bike route through to Coquitlam instead of thermal or Gatensbury	Studied options with bicycle lanes on St Johns - through discussions and based on the previous cycling plan there will be an off street pathway installed on a portion of St. Johns where the existing road right of way is narrow,
St. John's could so easily make bike paths but instead it is a very dangerous bike route	

Theme


Roads

Bike
Walk
Transit
Combo
Other

Comment Tracking: E-Mail Correspondance

I don't know if this is the right department (and if not, could you please direct me to the right one?) or not, but I would like to request that an additional EV charger be put in at the Port Moody Rec Center/library.		
I have had my EV for a few weeks and I go to the Rec Center about 4-5 times a week. I have only been able to charge my EV or seen the spot available twice. There is always a car using it (which is great), but maybe a second plug would be also well used?	Additional EV stations are addressed in the emerging technologies chapter	Roads
For reasons unknown to us, our street - the 1000 block of Gatersbury Rd - has recently been deemed "a danger to deliver mail" zone.		
We want to know how or why this decision was made so suddenly and whether the city of Port Moody is willing to address this problem with us? For years, residents on this hill have been asking for a proper sidewalk so that they weren't constantly exposed to cars speeding up and down the hill as they walked along the side of the road. In our minds, there is a serious accident here just waiting to happen to some cyclist or pedestrian. And now, the Post Office has deemed us a danger zone, apparently because they have decided there is no place for their carriers to safely walk while delivering mail.		
What we have been told is that the costs could only be expended if our taxes were raised to pay for it, and we're talking millions of dollars! How many other city residents have had to pay to have the city put in a sidewalk on their street? In fact, there is a sidewalk which goes part way up the hill on the East side of the street and then it just stops. For no apparent reason.		
We also noticed that almost all the other roads in our neighbourhood at the bottom of the hill were repaved this past spring and summer and we thought, finally, Gatersbury Rd will get the kind of attention it desperately needs. But again, no, the repaving stopped right where Gatersbury Rd starts.		
And in just a few more months time, the Evergreen Line, will be operating, with a station at the bottom of our hill on Clarke St. The traffic is already bad on this hill, which was never designed for this volume. What is going to happen when people start using the sky train - driving or walking to and from it?	The Plan proposes a sidewalk on one side of Gatersbury Road to improve pedestrian comfort and safety	Bike
HUB Cycling is a nonprofit society dedicated to enhancing cycling in the greater Vancouver region. It is with great interest that we recently learned of a proposal to convert part of Clarke Street into a multi-use path for cyclists and pedestrians. We have been exploring this option ourselves recently and are convinced that it would be an excellent addition to the cycling network, without impacting the automotive transportation sector. As you are aware, due to the constraint of only one lane of westbound access from Moody Street, the westbound HOV lane is redundant. Reclaiming this lane as a multiuse path would eliminate a key gap in the regional cycling network, while providing the possibility of increased active transportation for local residents. The proposed MUP has a natural buffer due to the presence of the adjoining railway tracks, which greatly reduces cross traffic interactions. The proposed reallocation of the HOV lane fits nicely with HUB's UnGaptheMap initiative, which aims to eliminate key regional gaps in the cycling network (please see https://bikehub.ca/about-us/our-positions/ungapthemap). In addition, the proposal would go a long way to addressing many of the initiatives proposed in Port Moody's Master Cycling Plan. The TriCities Committee of HUB is very pleased that this option is being considered. We would be pleased to provide further input on request.	The plan proposes a multi-use pathway on Clarke Street (Long Term)	Walk
I have lived in Port Moody since 1998. I am writing to you concerning the main entrances to the city from the southwest. There is some serious disconnect with how these entrances are overlooked in the planning for the city and its future. Whether you try to enter the city by Thermal Dr. - or Gatersbury Rd. - or Clark Rd. -all are bottlenecks and seriously overlooked in maintenance, or even in regular upgrades. Of these Clark Rd did get some minor tweaks to the sidewalks some years ago - but it is in no way keeping up with reality of traffic, as it is. The whole thing feels like it is stuck in a 50's Twilight Zone. Sorry to be negative, but I would like to hear, if there are any plans to enter the 21. Century - regarding the planning of the main entrances to the city.	Addressed in 'Moving People and Goods' - Inter-Municipal Connections	Transit
To be more specific / follow up on the previous email I read in the local papers, some years ago, that Clarke Rd is one of the first roads in BC - (as it was important for the defence of BC to connect the waterfront of Port Moody to New Westminster.) Clarke Rd - or "Snake Hill", as the young folks call it, - is a major in-road into our city. At the moment, it does not reflect that in any way. (I Try driving into Victoria, from any direction, and the main in-roads are fantastic.)		
What needs to be done is to upgrade/redesign Clarke Rd. - this major arterial roadway into the city of Port Moody. We need upgrades that have already been done on both sides of this old bottleneck. (St. Johns St. - and North Road are now finally upgraded to proper 4 lanes, with good sidewalks.) Clarke Rd. needs 4 lanes widening all the way down the hill- with proper sound barriers and a sidewalk (sidewalk on at least on one side of the street.) Thanks for the response.	Addressed in 'Moving and Goods' - Inter-Municipal Connections	Combo
I note, not surprisingly, that there are several issues for cycling routes and general traffic on loco Road. I was part of the previous resident's input some years ago, 2005 I think. At that time bus/vehicle pull outs were identified as a moderate concern. With the increase in vehicle traffic, buses, construction vehicles and construction sites, it is my opinion that vehicle (not just for buses) are absolutely imperative now. The City's installations of various 'slow down" obstacles has frustrated the loco Road traffic and it is now dangerous and vehicles (mail trucks, city maintenance vehicles, construction vehicles and private cars) are often pulled over and mounted onto the side walks blocking the traffic lanes. While I realize that bicycles are a necessity and should share the traffic lanes, I also note that most cyclists have a sense of arrogance and self-entitlement (stated by a cycle enthusiast). It would help if the City were to sign the alternative bike routes (eg: the the one on the overpass that cyclists often don't use) rather than additional signs for cyclists/vehicle sharing on loco Road. What about cyclist organizations fund raising to add cycling lanes?		
With the new development at the Heritage site at the end of loco Road eminent, I fear the worst is yet to happen. There will be a serious accident, there have been several already and as you know loco Road is the only truck route, whether or not David Avenue is opened, the trucks will take the shortest lowest route to save brakes and fuel. At its open houses the Developer noted that the new site will be a community village rather than a destination. It was pointed out to the Developer's representative that the locations of the Belcara Regional Park and other beaches the area is already a destination and will not change because of the development.		
Thank you for this opportunity, I will be out of town and will not be able to attend the Feb 26 open house. However, I would appreciate being informed of all transportation and development issues arising in respect of loco Road and the Heritage site.	Addressed in 'A Bicycle Friendly City	Other
Unfortunately we are unable to make the public meeting tonight, Feb 24/16 so would like to leave our comments on line, to be considered. There are so many options to consider, but the main one is getting traffic through Port Moody most efficiently. One thing to consider on St. John's street, is a 'green wave'. Coquitlam uses the 'green wave' during rush hour on Como Lake Rd. I believe this could and should be implemented asap on St. John's. It will create less idling at red lights and therefore decrease emissions from vehicles. The second issue we have here is the Moody Clarke overpass. While it serves it's purpose now (barely, as it's at it's limit), if there is more development it will not be able to move vehicles fast enough. When vehicles don't move efficiently there is much potential for vehicle accidents. With vehicles and bicycles sharing the same small route, there is room for more accidents. I really like the idea that you have created areas in Port Moody and that will continue to evolve as development continues. I love the idea of a pedestrian/bike pathway along Clarke. It will grow and become a very sought after street for many events in the city.	Addressed in Moving People and Goods - Consider signal optimization along major corridors but also recognize the focus on providing better flow for local traffic.	
I have heard that Port Moody now has a 'brewery district'. With the opening of another local brewery, this area will attract a lot more people: in cars and on bikes and of course via transit. The Rocky Point Park area will not have enough room for the amount of parking this area will require. Not sure how to attack this problem, except that when the redevelopment of the Lumber mill happens, there could be a second parking area in that area. I feel we will be able to limit cars with the introduction of the sky train, but we have to be reasonable and know that a lot of people will still not take transit, especially if they have a number of young children. We really feel that Port Moody is on the verge of an exciting expansion and we have the chance to do it right. With the practice of our city council asking for feed back from it's citizens we really believe you will get it right. We feel quite privileged to live in Port Moody and continually tout the praises of our city to all who will listen.	Overall the plan focus on promoting more walking, cycling and transit to different destinations within the City	
I witnessed a pedestrian hit in the crosswalk at Ungless and Guildford today. I was wondering if I could make a recommendation to improve the intersection. When you are going up Ungless towards Guildford, the light only has one option, to turn left. So when the light turns green, it's similar to any other intersection that has a left-hand specific green-turn arrow. Here lies the problem. It's similar enough that drivers have a false impression when the light turns green that it is safe to go. Meanwhile, pedestrians get a simultaneous signal that it is safe to cross. I think it's unusual to have a solid green light when the only option is to turn left. It clearly confuses drivers. I used to cross this intersection as a pedestrian and it was terrifying. As a driver, I think I'm even more terrified because I see near-misses with pedestrians almost every day. Here's my thought: 1) change the light from a steady green, to a left turn arrow. 2) delay the green light until after the pedestrians get their 30 second crossing. If no pedestrians are present, there will be no pedestrian crossing and therefore no delay. I know it may not be as easy as that, but something has to change at that intersection. Geez, I'm really not trying to be "one of those people." Honestly just trying to help, as I observe this intersection at least five times daily.	Addressed in 'A Walkable City' - Pedestrian Safety	
I am unable to attend the Council Meeting, but as a tax paying citizen and a property owner in Port Moody, I have a troubling transportation safety concern for commuters in Port Moody. The area in Rocky Point, where Murray Street meets the ramp from the overpass, there is no proper traffic lights to control the heavy traffic coming from all directions, especially from the overpass. This uncontrolled intersection has been neglected and has never been addressed in any Port Moody's transportation initiatives in the past. How long do the commuters have to wait until there is a fatal accident ? This issue needs to be included in the transportation meeting for Port Moody now.	Addressed in Moving People and Goods - Moody Street and Clarke Street Intersection	
I did speak to you at the end of the meeting about my, and my neighbours', concern regarding the curve in the road that affects our five houses on Gatersbury Road. I've taken a few attached pictures, which I hope will illustrate the problem. The sharpest turn is designated 20 kph, but unfortunately many motorists think this does not apply to them, and the lone warning post is frequently knocked over. That area, in the first and second pictures, is just above Noble Court, and looking downhill toward our little group of five houses. The third picture shows tire marks worn into the median from the frequency of cars running over it. I'm sure the PMPD have lists of the accidents on this corner. The fourth looks up the hill, where lesser curves have far more warning posts, the flexible yellow kind. The last few are of the car which travelled across the median, over two neighbouring properties and down a 25 foot embankment into the side of our house. Fortunately, no one was injured, but we are still dealing with the Insurance Company after five months. Had this been a day when the children from the two houses above us were playing outside as the car ran across their yards, this could have been a tragic story. So, at the very least, could the Engineering department install the same yellow flexible post as are on the other medians? Please build a sidewalk on loco Drive, west of April Road so that I can walk home from school by myself and be safe from the cars	Concerns on Gatersbury is addressed in moving and goods - Inter-Municipal Connections a new sidewalk on one side of the street is proposed on Gatersbury loco Road will be studied in further detail in the future	
I was wondering about the possibility of installing a Double Advanced Left Turn at loco and Murray (east bound) to alleviate afternoon congestions and also allowing people exiting Suter Brook to still make a left turn onto loco. I live up the hill on Heritage Mountain and often find traffic backed up quite far on Murray with many cars wanting to turn left onto loco during the afternoon commute. I also frequent Suter Brook and, when exiting onto Murray, it's next to impossible to find a safe gap to get over to the left turn lane. In those cases I just go straight through the intersection, but I have seen other people wedging themselves into the line of traffic in the left turn lane thereby blocking one of the through lanes. This practice is dangerous and unsafe. If the left through lane (there are 2 through lanes, 1 left turn only lane, and 1 right turn only lane at this intersection east bound) was converted to an Advanced Left/Left/OR Through Lane a lot of congestion would be alleviated. There would still be a clear lane to go through the intersection (the right lane), if that was the intended route, so traffic waiting in the new 'left or through lane' wouldn't impede the flow of traffic travelling east on Murray to a great extent. The intersection is a bit of an odd angle and there is currently a tandem Advanced Left with the west-bound left turn lane. If this new idea was put into place the west-bound advanced left would have to go first and would require a 'full stop' left turn signal to prevent cars from entering the left turn lane access of the cars coming east bound in the new 'left or through' lane onto loco Rd. Hopefully all of this makes sense and this is something that can be looked at and implemented in the near future.	To be considered futher as part of Safety and Operational improvements	

Sidewalk widths need to exceed the minimum standard, especially in Inlet Centre/Newport Village area, in order to accommodate pedestrians and people using strollers, powerchairs and mobility scooters; electricity and street sign poles; and street advertising.	Addressed in 'A Walkable City' - increased sidewalk widths should be considered in key pedestrian generator areas Addressed in Moving People and Goods - 'Emerging Technologies' Addressed in 'A Transit Oriented City'
Need to attract car-sharing services to Inlet Centre to enable residents to downsize from two cars to one car or even zero cars per household. The number of community bus routes needs to be increased to provide feeder service to Inlet Centre and rapid transit stations. An UBER jiney service should be authorized to provide a shared-ride feeder service to and from rapid transit stations from residential areas not served by community buses.	Provincial Issue - City has no jurisdiction Currently the density and distance between buildings would make this pedestrian walkway challenging to construct would likely need to be underground / potential safety issues Addressed in 'A Transit Oriented City' - Create a Universally Accessible Transit System
Work with property developers to create an indoor, all-weather pedestrian walkway from the Inlet Centre rapid transit station to the southwest corner of Ioco/Murray (see photo to right).	Addressed in 'A Walkable City' - improve Safety and Accessibility Addressed in 'A Transit Oriented City' - Improve Customer Experience City is currently still working towards ensuring all bus stops in the City are accessible 'A Transit Oriented Community'
Do C24 community buses have ramps for powerchair access (and strollers)? If not, accessible buses are needed as soon as possible. Signal island modifications have been made at Clarke Rd. and Como Lake Rd. and North Rd./Smith St. intersections, in Coquitlam, in conjunction with the Evergreen rapid transit project. These signal islands are very well designed with a low profile (for mobility scooters, strollers), good press button placement, and tactile/visibility features that make them very user-friendly. We urge the City of Port Moody to adopt these design features for future signalized intersections.	Addressed in 'A Walkable City' - Improve Customer Experience City is currently still working towards ensuring all bus stops in the City are accessible 'A Transit Oriented Community'
Will public washrooms be available at the new Evergreen stations? If not, can wayfinding signs guide people to nearby toilets in public buildings or retail shops?	Addressed in 'A Transit Oriented City' - Create More Attractive Transit Services - Service to be provided every 15 minutes during the peak (6:00-9:00am and 3:00-7:00pm) Monday to Friday, with off-peak service to be provided every 30 minutes Monday to Friday, Saturday, and Sundays/Holidays (05:00am to 1:00am). Service will standard bus during the peak, and community shuttle during the off-peak Addressed in 'A Walkable City' - Currently all signalize Intersections have countdown timers and they are required at all new signalized intersections Addressed in 'A Walkable City' - The City will continue to review crossing times to ensure there is enough time to cross
About 3 years ago City staff surveyed all bus stops in our city for their accessibility. A program was established to upgrade deficient bus stops. What is the status of this program?	Addressed in 'A Transit Oriented City' - Create More Attractive Transit Services - Service to be provided every 15 minutes during the peak (6:00-9:00am and 3:00-7:00pm) Monday to Friday, with off-peak service to be provided every 30 minutes Monday to Friday, Saturday, and Sundays/Holidays (05:00am to 1:00am). Service will standard bus during the peak, and community shuttle during the off-peak Addressed in 'A Walkable City' - Currently all signalize Intersections have countdown timers and they are required at all new signalized intersections Addressed in 'A Walkable City' - The City will continue to review crossing times to ensure there is enough time to cross
A couple of years ago TransLink proposed changes to public transit service in the Tri-Cities in conjunction with the inauguration of the Evergreen rapid transit line. One proposal was to downgrade the frequency of the C24 community bus from a 15 minute interval to 30 minutes. What is the status of this proposed change in level of service?	Addressed in 'A Walkable City' - Currently all signalize Intersections have countdown timers and they are required at all new signalized intersections Addressed in 'A Walkable City' - The City will continue to review crossing times to ensure there is enough time to cross
Do all signalized intersections have countdown pedestrian signals? If not, is there a program to upgrade pedestrian signals (such as countdown displays, and audible press buttons and signals)?	Addressed in 'A Walkable City' - The City will continue to review crossing times to ensure there is enough time to cross
Are traffic signal controllers programmed to provide crossing times based on a slow pedestrian crossing speed – especially at the Murray/DOCO intersection? What is the availability of wheelchair accessible taxis in Port Moody (or the Tri-Cities)?	Not the City's Jurisdiction
The City of Coquitlam has an effective program to install overhead back-illuminated street name signs on the traffic signal crossarms at all major (and some minor) intersections. This amenity is very helpful for wayfinding on dark, rainy nights especially for visitors and tourists. What is the policy of the City of Port Moody on the provision of similar street name signs?	Addressed in 'Moving People and Goods' Improved signage
Pedestrians are often struck by left-turning vehicles. Are traffic signal controllers, in Port Moody, programmed to provide a "protected" pedestrian crossing, after a pedestrian has pressed the call button, when a left-turning vehicle is detected queued in the left-turn bay? If not, why not and what can be done to provide this critical pedestrian safety feature?	Not addressed, but other pedestrian safety improvements identified Addressed in 'A Safe and Livable City' - focus on ensuring there are good sightlines and that hedges and vegetation is well maintained Addressed in 'A Safe and Livable City' - Improve Personal Safety
At some signalized intersections hedges or other back-of-sidewalk obstacles make it difficult for right-turning motorists to see pedestrians approaching and stepping out into the conflicting crosswalk. The City of Port Moody should always consider a "no right turn on red" prohibition especially at locations with a history of car-pedestrian collisions illumination at intersections for all pedestrian crossing paths should be surveyed and identified deficiencies prioritized and upgraded. Lane marking and traffic island curb delineators should be improved, and routinely inspected and maintained, to give more confidence to motorists in dark, rainy conditions.	Unclear
The City of Coquitlam puts high-reflectivity tape on both sides of designated crosswalk signs (see photo to right) to improve the visibility of crosswalks. The City of Port Moody is urged to adopt this practice.	Addressed in 'Moving People and Goods' Improved signage Yes, trucks were included in traffic counts conducted for the MTP Addressed in 'Moving People and Goods'
Does the study include trucks in traffic counts and turning movement surveys? Will the Master Transportation Plan report comment on truck routes? Recently I was driving along St. Johns St. when I encountered an auto carrier truck parked in the two-way-left-turn lane (ie. in the middle of this arterial) unloading vehicles to Open Road Toyota. New commercial developments need to have adequate provision for customer/tenant access and off-street parking for delivery, waste bin, and service vehicles that is proportional to the size of the development.	Addressed in 'Moving people and Goods' - Manage Parking The Plan focuses on promoting more trips by bike, walk and transit lowest movement is address within the goal for moving People - Ensure the safe and efficient movement of people and goods between Port Moody and neighbouring municipalities Addressed in a 'A Compact, Complete City' which notes the important relationship between land use and transportation
The streets in the Klahanie neighbourhood are always choked with parked cars. Does this tell us something about the need: a. To provide more off street parking for residents and visitors, and b. To provide a municipal parking garage in Inlet Centre?	Addressed in 'Moving people and Goods' - Manage Parking The Plan focuses on promoting more trips by bike, walk and transit lowest movement is address within the goal for moving People - Ensure the safe and efficient movement of people and goods between Port Moody and neighbouring municipalities Addressed in a 'A Compact, Complete City' which notes the important relationship between land use and transportation
The "Goals" slide is missing "Moving Goods".	Addressed in 'Moving people and Goods' - Manage Parking The Plan focuses on promoting more trips by bike, walk and transit lowest movement is address within the goal for moving People - Ensure the safe and efficient movement of people and goods between Port Moody and neighbouring municipalities Addressed in a 'A Compact, Complete City' which notes the important relationship between land use and transportation
Target #2 is to reduce distance driven. This laudable objective makes our city more "sustainable". Currently two-thirds of employed people living in Port Moody commute to work outside our city. To achieve this target requires land use development and local business promotion to create more local jobs.	Addressed in 'Moving people and Goods' - Manage Parking The Plan focuses on promoting more trips by bike, walk and transit lowest movement is address within the goal for moving People - Ensure the safe and efficient movement of people and goods between Port Moody and neighbouring municipalities Addressed in a 'A Compact, Complete City' which notes the important relationship between land use and transportation
The Evergreen rapid transit line was to herald improved public transit service to Port Moody. But the route and service changes proposed by TransLink included an increase in the interval of C24 community buses from 15 minutes to 30 minutes. Has this proposal been withdrawn?	Addressed in 'A Transit Oriented City' - Create More Attractive Transit Services - Service to be provided every 15 minutes during the peak (6:00-9:00am and 3:00-7:00pm) Monday to Friday, with off-peak service to be provided every 30 minutes Monday to Friday, Saturday, and Sundays/Holidays (05:00am to 1:00am). Service will standard bus during the peak, and community shuttle during the off-peak Addressed in 'A Transit Oriented City' - Improve Customer Experience Addressed in Moving People and Goods - Improve Major Connections Across the Railway
The Economic Development Committee endorsed a Tourism Strategy that aims to attract more visitors to our city. Will public washrooms be available at the new Evergreen stations for the convenience of visitors (and others)? The redevelopment of the Mill & Timbers/Flavelle property must be accompanied by a functional Murray-Clark Connector and, ideally, a pedestrian overpass of the CP Rail mainline to a new south portal Evergreen station.	Addressed in 'Moving People and Goods' Improved signage
Overhead signs on St. Johns/Barnet Hwy., approaching the Ioco Rd. intersection indicating "City Centre ->" would aid visitors in finding their way to the City Hall precinct. Good "wayfinding" for visitors is important for safe vehicle movement and tourist attraction.	Addressed in 'Moving People and Goods' Improved signage
I live on Noops Creek Drive. I believe that the bridge from Annmore to Deep Cove is a must. Such bridge would free up Port Moody's major roads. We should organise the referendum on that. In addition the asphalt path for rollerblading and cycling around the Inlet is in a very bad condition and needs major repairs. I am afraid that someone will get seriously hurt on this path.	A bridge from Annmore to Deep Cove is outside the scope of this project, the Plan is focused in Port Moody Addressed in 'A Bicycle Friendly City' - Develop Cycling Support Programs
In general we should apply to the Port Moody police to allow people to ride bikes (with care) on sidewalks. That would be become a safer option for cyclists.	Addressed in 'Moving People and Goods' - Intermunicipal Connections
I realize that any plan is limited by budget and think that you have done great relaying and explaining the plans. I am not sure about Ioco road but have felt for sometime now that it is operating above a safe capacity between April and Sept. The concrete meridians were well intentioned however it has resulted in traffic being moved closer to the pedestrian that walks on the road. I feel it is such a scenic drive with exits to the waterfront that the speed limit should be permanently reduced under the normal speed limit. More importantly, it should be enforced with radar traps. This was consistently done on Guildford and Falcon in Coquitlam and it served to slow the traffic down. Thanks for your efforts to improve our city. My friends and I who have lived here love it.	Addressed in 'Moving People and Goods' - Intermunicipal Connections
With the volume of traffic heading into the Burnaby / Vancouver area every morning taking the Barnet Hwy Route : there is an urgent need for additional lanes to be made available through creative solutions. Currently there are two lanes coming from Burnaby that are pretty well empty, with 1 HOV lane that has limited traffic moving towards Vancouver.	Addressed in 'Moving People and Goods' - Intermunicipal Connections
What is the future plan to feed this volume out of Port Moody into the other cities using a counter flow option or removal of the HOV lane? I am one of the thousands of commuters that sits in the one lane travelling towards Vancouver, looking over at the empty two lanes going east and the HOV lane that is spotty with vehicles going west.	Addressed in 'Moving People and Goods' - Intermunicipal Connections
Can you please look into this situation and present a viable option for the traffic and allow a successful commute for those wanting to live in Port Moody but with the need to work outside of it?	Addressed in 'Moving People and Goods' - Intermunicipal Connections
The southbound traffic over Moody overpass is often blocked and backed up waiting for a vehicle to go straight through the light. This often causes delays on weekends and outside of the restricted through traffic times. At the same time, restricting entirely may simply move an issue a block west. Northbound traffic in the PM rush is a nightmare. The traffic turning from St. John's onto Moody to cross overpass (or through from Moody Elementary section of road) is often blocked and stopped through several light cycles, leading to frustrated drivers blocking intersections and driving in less than safe ways. At the bottom of the turn after the overpass, near collisions are frequent with the flashing light and drivers being unclear about right away/yield. In making decisions, as much as a lot of this traffic is through commuter traffic, please remember that residents (Klahanie, Suterbrook) also use these routes and that the catchment school is immediately across the street from the area in question. Drivers are not all continuing through to the Barnet Highway. So, access must still be relatively easy and safety of kids & pedestrians also improved.	Addressed in 'Moving people and Goods' - Moody Street Ramp & Moody and Clarke Intersection
On the note of safety for pedestrians, I am constantly confounded as to why Spring Street leading between PetroCanada and the Westcoast Express station has no sidewalks. It is a walking route for commuters using the pedestrian overpass between Klahanie and the station. Use will likely increase with the arrival of the Skytrain. I hope the City is considering safety improvements to this area as well.	Addressed in 'Moving People and Goods' - Primary East-West Corridors
Keeping in mind the large re-development of the Andre's Wine site and perhaps even the Reichhold site if, as rumoured, the re-structuring of the company may cause closing operating on this site, the cycling pathway along the Sky train line becomes all the more important.	Addressed in 'A Bicycle Friendly City'
(1) Elephant in the room (OCP) – potentially huge population increase for Moody Centre (not to mention Ioco lands and other development in Port Moody). Feedback we've heard related to the OCP and transportation needs has a lot of parts, but the overriding sentiment appears to be that we have a serious problem now, never mind what effect 15,000+ more people might have, and that while Skytrain may provide some relief it's no magic bullet. The net effect could be much worse congestion, pollution, etc.	The focus of the MTP has been to find ways to accommodate growth within the transportation network encouraging more trips by walking, cycling and transit. The focus of the plan is to find ways to promote these modes through the relationship between land use and transportation and the focus of improving the comfort and convenience of these modes. The Plan focuses on creating a Moody Centre for residents and visitors of Port Moody focusing on local travel rather than regional
(2) Moody Centre Livable Streets – safety, accessibility, sense of place, enhanced economic development – all will benefit if traffic slows down. No enhanced highway through Moody Centre!	Addressed in 'Moving People and Goods' - Primary East-West Corridors
(3) St. Johns Street – Residents in Moody Centre value the history and character of their neighbourhood, and don't want to be a "thoroughfare" for traffic from elsewhere. St. Johns Street is already a thoroughfare, and we've heard "slow it down" – not speed it up. Small businesses have said the highway aspect of St. Johns is not helpful to them. Residents feel there are safety issues, and the installation of extra lights in recent years does help to some extent to get around by various means, especially for the safety of pedestrians. Concern about narrowing lanes; it's already a crash zone area. If more pull-in areas could be created, including for buses, that would be helpful.	Addressed in 'Moving people and Goods' - Moody Street Ramp & Moody and Clarke Intersection
(4) Other streets – residents appreciate efforts at traffic-calming (e.g., bumps and intersection traffic circles). As I've mentioned before, some areas are of particular concern – e.g., Gatenbury. If it's true sidewalks are now looked at as a possibility for Gatenbury (from hand-out), that would likely make many people happy.	The Plan proposes a sidewalk on one side of Gatenbury Road to improve pedestrian comfort and safety
(5) Skytrain – much skepticism regarding how this will affect Moody Centre positively. While it will provide an additional way to move people, residents also feel it will likely add to traffic congestion and parking (or lack of) in our neighbourhood. The parking is already an issue with commuters accessing the West Coast Express; Skytrain will likely exacerbate the problem.	Addressed in 'Moving people and Goods' - Manage Parking
(6) New development – there is a trend for developers to request variances for less required parking spots, with the argument more people will use transit. That might sound good in theory but the current reality is our roads and streets are more congested than ever, with more residents parking on-street wherever they can. The parking on Spring Street behind the Station/Aragon building is a unique example of inadequate parking, and could create safety issues (e.g., emergency vehicles).	Addressed in 'Moving people and Goods' - Manage Parking
(7) Moody Centre neighbourhood plan – we're slated to have a neighbourhood plan consultation (Council's Strategic Plan from last spring). If the city can get this going, I believe it could be very helpful for feedback, and giving residents here a feeling they have a say in their surroundings.	Beyond the scope of the MTP

(8) Consultation – while I appreciate that the city needs feedback from different groups and areas, people who don't live in Moody Centre will naturally tend to have a different perspective on some of the issues than those of us that do live here. Examples: it's disconcerting to hear others suggest "thoroughfares" through our neighbourhood; and some unquestioning buy-in to the idea that most new residents will not drive/have less vehicles because of Skytrain. Maybe in the long-term that might become more of a reality, but for now and the medium term it isn't.	Consultation focused on hearing from a wide sample of residents and stakeholders
(9) Multi-family – when multi-family developments offer a choice of how much parking to pay for, the inclination seems to be to save money and park on the street.	Addressed in 'Moving people and Goods' - Manage Parking
(10) Signage – some streets would benefit from signage to indicate "resident only" or "2 hours maximum" or some other maximum that's less than a work day. I personally would appreciate signage on St. George where commuters park and then walk to WCE.	Addressed in 'Moving people and Goods' - Manage Parking
The motorised traffic in Port Moody consists of local and long distance drivers. Local drivers, people who live in Port Moody, are making trips of typically just one or two kilometres and don't actually need to drive. If the roads are made more attractive for walking or cycling then that is what local people do. They leave their cars behind and cycle or walk the trip to the shops, the restaurant, the coffee shop or wherever they are going. Narrower roads also benefit long distance drivers. These might be people living in Port Coquitlam or Maple Ridge who commute into Burnaby or Vancouver, taking St. John's Street through Port Moody. Because the local traffic is reduced then there are much less vehicles on the road and thus their commute is not being held up by local traffic.	The Plan focuses on creating a Moody Centre for residents and visitors of Port Moody focusing on local travel rather than regional
As a regular cyclist in Port Moody I find the city generally a good place to cycle through, though there are a few issues that I'd like to take the opportunity to mention. The Moody Street Overpass with a cycle lane is a good idea but only really works if you're cycling from west to east. If you're cycling from east to west, that is if you're cycling west along Murray Street, then just before the Railway Museum you turn right and take the Moody Street Overpass cycle lane, when you get to the southern end of the cycle lane at Clarke Street you're left stranded. You can't actually continue your journey west taking Clarke Street because of the difficulty cycling over the junction of Moody Street and Clarke Street at the traffic lights there. There is not even a pedestrian crossing at that point. Your only option is to walk your bicycle over two pedestrian crossings (over Moody Street then over Clarke Street) to get onto the north side of Clarke Street.	
Could you create a crossing for cyclists that allows them to cross from the Overpass cycle lane onto the north side of Clarke Street?	Addressed in 'A Bicycle Friendly City'
St. George Street and Kyle Street St. George Street is a major thoroughfare for cyclists across the city. However if you are cycling along it from west to east, when you reach Kyle Street there is a confusing no-entry sign. The confusion is whether you now need to go one block north and cycle along St. Andrew Street for one block then turn back onto St. George Street to continue your journey, or whether it is actually legal to continue along St. George Street, ignoring the no-entry sign.	Addressed in 'A Bicycle Friendly City'
Cycling along St. Andrew Street for one block seems to make no sense. That is just an unnecessary inconvenience. I suspect that when planning this intersection that cyclists have simply been overlooked. Could you add a sign reading 'except cyclists' beneath this no-entry sign and could you remove one or two of the bollards to make a gap wide enough for a cyclist to pass through. Similarly for cyclists travelling south along Kyle Street at the junction, could you add a sign reading 'except cyclists' to the 'no left turn' sign at this intersection. MAJOR CLAY IS IT NO MORE DEVELOPMENT ON THE P.M. MOUNTAIN IT IS NOT RIGHT DO NOT DISAPPOINT ME THANKS.	Addressed in 'A Bicycle Friendly City' Addressed in 'A Bicycle Friendly City' Beyond the scope of the MTP
You could cut out half the traffic trying to get through downtown Pomo if there were some grocery options in downtown area.....I lined up tonight for 30 min to get down St. John's trying to get to Thrifty's.....if you live in college park/glenyare area your only option is to get to loco side, lougheed mall area, or No Frills up on como lake.....that's a lot of cars driving to pick up groceries.....	Addressed in 'A Livable City'
City of Port Moody thanks for the reply! Didn't expect one. I hope something comes soon, even a small store to run to and pick up milk, bread and some veggies.....what are the plans for that piece of property at bottom of Clark hill, below the high school across from Barnet Hwy and the body shop ? That would make a perfect "village" of small grocery retailers!!! Bakery, fruit & veg. market, liquor, seafood store....I see a vision!! We have Meat Crafters now - fabulous! I hate sitting in traffic for 20-30 min either direction to pick up dinner or a few things. With skytrain coming soon I'm sure that will boost the interest of some new convenient options.....here's hoping for all of us on the westhill easthill.College park and Glenayre side of Port Moody Sure took a while for the light post on Turner Creek Dr at Ravine to be replaced after it came down in the last big windstorm. Both. Widening roadways to accommodate traffic AND narrowing them to support walking and cycling, as warranted.	Addressed in 'A Livable City' Beyond the scope of the MTP Addressed in 'A Livable City'
More roads bring more traffic." From a really great documentary on urban planning: The Human Scale. And I couldn't agree more. Please don't construct more roads for the sole purpose of reducing traffic, the formulas is not that straight forward. What makes Port Moody so wonderful is the community vibe, parks, plazas, and pedestrian friendly spaces.	Addressed in 'A Livable City'

Comment Tracking: TransPort Moody Safety Fair (September 12, 2015)

Comment	Action
Trail system improvements from Barnet Highway to Rocky Point Park. No crosswalk at St Johns Street and Elgin Street – need a way to cross overpass. Improve wait times for pedestrians crossing the street – St Johns Street and Williams Street. Pedestrian Bridge over the railway tracks near Electronic Avenue. Put a sidewalk on Murray Street between Electronic Avenue and Klahanie Drive. Trouble seeing pedestrians at the crossings on the north side at Ioco Road and Knowle Street. Wider pedestrian and bikeway on CP overpass.	Addressed in 'A Bicycle Friendly City' Additional pedestrian and bicycle crossings along St. Johns Addressed in 'A Walkable City' Addressed in 'A Walkable City' - Additional Rail Crossings Addressed in 'A Walkable City' - Proposed Sidewalk Addressed in 'A Walkable City' - Pedestrian Safety Addressed in 'A Walkable City' - Additional Rail Crossings Addressed in 'A Safe and Livable City' - focus on ensuring there are good sightlines and that hedges and vegetation Addressed in 'Moving People and Goods' - Intermunicipal Addressed in 'A Walkable City' - Access to transit and Pedestrian crossing likely not warranted - Not addressed Addressed in 'A Walkable City' - Pedestrian Safety
Pedestrian crossing – flashing lights – a better way to improve visibility for crossing particularly at night. Improve cycling connections from Production Way (alternative to Clarke Road). Bike lane separated - Moody Street to Barnet Highway via Clarke Street. Off Street bicycle connection on Murray Street.	Addressed in 'A Walkable City' Addressed in 'A Bicycle Friendly City' - Long Term Bicycle Addressed in 'A Bicycle Friendly City' - Long Term Bicycle Addressed in 'A Bicycle Friendly City' - Long Term Bicycle Addressed in 'A Bicycle Friendly City' - Long Term Bicycle Network - Plan focuses on more multi-use pathway or Addressed in 'A Bicycle Friendly City' - Bicycle Transit Addressed in 'A Bicycle Friendly City' - Long Term Bicycle Addressed in 'A Bicycle Friendly City' - Long Term Bicycle Addressed in 'A Bicycle Friendly City' - Long Term Bicycle Addressed in 'A Bicycle Friendly City' - Provide a network of
More separated bicycle lanes. More bicycle racks on buses for encouraging cycling. Bike routes that connect home, business and travel – want to commute by bike. Multi-use trail to Glenayre/College Park with a reasonable grade up the hill. Trail improvements west of Barnet Highway.	facilities comfortable for people of all ages and abilities Bicycle facilities on Ioco Road will be reviewed in further Addressed in 'A Walkable City' and 'A Bicycle Friendly City' - Addressed in 'A Transit-Oriented City' - Support the Addressed in 'A Transit-Oriented City' - Support the Addressed in 'A Transit-Oriented City' - Support the To be considered by TransLink in future route planning Addressed in 'A Transit-Oriented City' - Create More Attractive Transit Service - 160 will still exist the route will Addressed in 'A Transit-Oriented City' - Focus is on A third Evergreen Line Station will be based on future provided every 20 minutes during the peak (6:00-9:00am and 3:00-7:00pm) Monday to Friday, and every 30 minutes during the off-peak Monday to Friday, Saturday, and Addressed in 'A Transit-Oriented City' - Create a Universally Accessible Transit System / Improve the Customer
Bike lanes with barriers please. Separated bicycle lanes on Ioco Road. Pedestrian and bike connection between Suter Brook and Klahanie. More park and ride facilities for the Evergreen Line. Parking strategy for the Evergreen Line. Better bus stop access at Ioco Road into Suter Brook. More bus stops.	
Keep the 160 after the SkyTrain starts. Improved transit – more buses to downtown. Another SkyTrain station.	
C27 routes need more regular service particularly on the weekend.	
Better bus pad at E Road and Hummingbird Drive.	

Theme	
	Roads
	Bike
	Walk
	Transit
	Combo
	Other

Keep 97 bus access to Guildford.	Addressed in 'A Transit Oriented City' - Evergreen Line and Bus Service Integration (97-Bline Service will be
Remove HOV lane on Barnet Highway.	Addressed in 'Moving People and Goods' - HOV lanes will
Make it more direct on Murray Clarke.	Addressed in 'Moving People and Goods' - Multi-modal
Check intersection coordination at Kyle Street.	Addressed in 'Moving People and Goods' - Safety and
Better street design and livable streets on St. Johns Street.	Addressed in 'Moving People and Goods' - Multi-modal
Yield signs at Moody Street and Murray Street intersection should be bigger.	Addressed in 'Moving People and Goods' - Safety and
Moody Street and Murray Street intersection – Intersection efficiency improvements here.	Addressed in 'Moving People and Goods' - Multi-modal
Moody/Clarke/St Johns Intersection needs addressing.	Addressed in 'Moving People and Goods' - Multi-modal
Close Moody Street between St Johns Street and Clarke Street.	Addressed in 'Moving People and Goods' - Multi-modal
Would like to see Murray Street become a great street.	Addressed in 'Moving People and Goods' - Multi-modal
Improve intersection efficiency at Moody/Clarke.	Addressed in 'Moving People and Goods' - Multi-modal
Crossing arms at railway crossings at Murray Street (Capilano Road).	Requires Coordination and Further Discussion with Rail -
Clean up the amount of road signs (less equals more).	Addressed in 'Moving People and Goods' - Safety and
Not safe – people are driving too fast on Dewdney Trunk Road.	Addressed in 'Moving People and Goods' - Safety and
Remove east leg of the crosswalk at Eagle Ridge Hospital.	Addressed in ' Moving People and Goods' - Safety and
Guildford Way - Less delay on side street during rush hour – Balmoral Drive.	Addressed in 'Moving People and Goods' - Multi-modal
Guildford Way - Higher frequency bus service on Guildford Way.	Addressed in ' A Transit Oriented City' - Routing and
Guildford Way - Safer pedestrian crossing at Guildford Way and Ungless Way.	Addressed in ' A Walkable City' - Pedestrian Safety and
Guildford Way - Move bus stop east closer to the intersection	Addressed in ' A Transit Oriented City' - Routing and
Speed control and enforcement on loco Road.	Addressed in 'A Safe and Livable City' - Traffic Calming
loco Road safer biking particularly beyond Old Orchard.	Bicycle facilities on loco Road will be reviewed in further
David Street – no one does 50 km/h.	Addressed in 'A Safe and Livable City' - Traffic Calming
Speeding on Guildford Way – Residential with lots of schools.	Addressed in 'A Safe and Livable City' - Traffic Calming
Monitor Barnet/loco efficiency during/after the Evergreen Line.	Addressed in 'Moving People and Goods' - Multi-modal
Traffic calming on Guildford Way around Balmoral Drive.	Addressed in 'A Safe and Livable City' - Traffic Calming
Speeding on Guildford Way – Residential with lots of schools.	Addressed in 'A Safe and Livable City' - Traffic Calming
Better use of parking spaces festivals, parklets.	Addressed in 'Moving People and Goods'
	The Plan is focusing on promoting the use of other types of transportation - walk / bike / transit to destinations within
Need more parking around Rocky Point.	Focus of the Plan is making streets in Port Moody
Make Port Moody a destination.	Outside the scope of the MTP
Greenspace development near Murray Street and loco Road – make it tranquil.	
Less air brakes in Port Moody.	Addressed in 'Moving People and Goods' - Establish a

Comment Tracking: Transportation Issues, Opportunities and Priorities Survey (Summer 2015)

Comment	Action
No	Not required
I think that the arts center should have more classes and more options and easier parking.	Not applicable to MTP
Do NOT widen Murray to accommodate those in other municipalities to use it as a high way, route from station is not very safe for pedestrians, winter snow clearing is not enforced with businesses making walking difficult, traffic calming needed in Klahanie, currently insufficient, cross walk at a Moody Elementary unsafe for pedestrians due to left turners not watching	General directions and strategies on Maintenance / Pedestrian Safety / Traffic Calming - Addressed
Need to think about regional growth at surrounding municipalities when addressing road network improvement.	Plan is focusing on improving streets for residents as opposed to investing on projects for through traffic - Addressed
Provide bypass connection between Barnet and Lougheed highways so traffic will not congest major roads, such as Murray St., St. John or loco Rd. Most traffic just "pass" through these streets to go to their destinations.	
While I am looking forward to the completion of the EGRT, I'm concerned about Translink's ability to service the stations with buses. There's no new money for buses, and the existing 'C' buses are often filled to capacity just handling WCE passengers. Not only will they not be able to handle the increase in load from EGRT, but there won't be enough service to get people from the stations to home in the evening -- Skytrain will run until 1am, yet most 'C' buses provide little or no service after 8pm.	Bus servicing and capacity - TransLink - Noted
As such, although I'd love to be wrong, I don't expect EGRT to have much impact on driving traffic -- those who benefit from EGRT will be those who can walk to the stations (I am on the edge - a 35 minute walk away from Inlet station)	
I have been cycling to work of late and I find that it is dangerous to get off the Barnet Highway onto Clarke Street. Additionally, I feel that the cycling route from Murray Street to Clarke Street is also a problem; while the new bike friendly Moody Street overpass is a good idea, getting from it to Clarke (Westbound) and Murray Street (Eastbound) is very disjointed. It seems safer to ride with traffic in spite of the narrow lanes.	Connectivity / facility type - Addressed
Please have a park and ride option by the new skytrain stations	Park and Ride at Transit - TransLink - Noted
Thanks for the opportunity to provide feedback. A couple of comments:	
Murray Street overpass is an absolute bottle neck, both in rush hour due to volume (made worse by necessary light with Clarke) as well as on weekends due to traffic leaving Rocky Point area over overpass then stuck at light because one vehicle waits to go straight through. Surely different controls at this intersection could alleviate weekend bottlenecks. Ideally, the widening would have included an additional right turn lane west-bound.	Murray/Clarke bottleneck - Addressed
Klahanie Drive has several intersections of significant safety concern. Both intersections to Klahanie Drive & Murray Street need occasional traffic enforcement. I walk by them daily with kids and some of the driver behaviour is extremely dangerous - regularly. Klahanie Drive itself has two intersections with a side road (to 100 Klahanie Drive) with very limited visibility. Due to vehicle speeds on Klahanie Drive pulling out of these roads or crossing as a pedestrian can be dangerous and I encourage the city to consider some options to make it safer.	General intersection safety - Addressed
There are so many intersections that seem to be off with timing creating poor management of traffic flow. The city could benefit by reviewing intersections, including pedestrian activation.	Signal timing - Addressed
EGL will be a great addition for commuting for my family IF there is a way to take a bike on it during rush hour traffic.	Bicycle-transit integration - TransLink - Noted
Having access to trails and cycle routes and having amenities and transit that I can easily walk to has improved my quality of life. Happy to be living here. :)	Provided more off street routes - Addressed
I do not own a car and depend on the transit system to commute to work. I take the 160 and the service is awful. The bus routed via loco Road is often overcrowded and many passengers are forced to stand for over an hour. An articulated bus should be used for this route and frequency increased. The buses sent via the normal Barnet Hwy route are often cancelled and then the following bus is a 40' causing overcrowding, many people having to stand for a long journey and many more people at other stops being passed up and forced to wait for another half an hour. Service frequency needs to be increased during rush hours and Translink needs to actually dispatch the buses they say they will and fulfil their timetable. The price of the West Coast Express is over \$30 a month more expensive for no good reason. A bus pass is already costly at \$170 per month, making the WCE the same price (as it rightly should be as it's within zone 3) would give Port Moody residents more commuting options. Th Evergreen Line will certainly bring about improvements, however it's still an indirect route involving a time consuming transfer taking place at a very busy congested station, where it may take several attempts to get on the next train. Many people will still depend on the 160 to commute.	Bus servicing and capacity - TransLink - Noted
A replacement also needs to be devised for the 978 Line if it is replaced by the Evergreen Line. It is very popular with residents of Suterbrook, Newport Village, Heritage Park and Guildford Way. Some people will have a very long walk to a Skytrain Station and this needs to be addressed.	
I would love to cycle around Port Moody more, but feel unsafe as the major roads are so busy. A physical barrier and more bike routes would see me have a bike on the road much more often. As it is, I spend a long time many weekends walking from one place to another because overall buses are far too infrequent.	More separated bicycle facilities - Addressed
Port Moody is the only City that does not charge for parking. The idea from last summer where Port Moody residence could register 1-2 vehicles to park for free in Port Moody and charge everyone else coming in from other communities to use our parks. They do it to us so why not charge them for parking too if they are the ones using the park.	Managing Parking - Addressed
Also highlight number 14 (i) 'Discourage people from other communities to commute through Port Moody' if there was another route to get to Coquitlam, Poco, Pitt Meadows, Maple Ridge then we wouldn't have the traffic problem that we currently have in Port Moody.	Plan is focusing on improving streets for residents as opposed to investing on projects for through traffic - Addressed
My main complaint (as a daily commuter on Bus) is the pedestrian trigger cross lights, which do not really work - they only have the illusion of actually working.	
Example 1: getting off on St. Johns/Moray. When pressing the button, I have to wait a whole long cycle anyway even if i missed to press by a second, then i have just 15 sec to cross with the cars turning right who are not even looking.	
example 2: Klahanie intersections - waiting full long cycle most hour of the day (2 minutes or more) which is not goes nicely in a walkable neighbourhood design.	Pedestrian crossing times and activation - Addressed
One of the questions les then 50% of cars come from PM? How many business do we have I bet 90% of your budget comes from property taxes we only a few but all small business you can get anything in PM	No action required

	Roads
	Bike
	Walk
	Transit
	Combo
	Other

Port Moody has gone through tremendous housing development over the past few years, whereas the roads and transportation have not developed to keep up the growth in residences. In any given day (esp. working days) there will be traffic jam on any road/street of Port Moody and it is difficult to move from point A to point B.	Planning for future congestion - Addressed
Part of the solution is ensuring that added population follows improvements in transportation NOT precedes it! Building more high rise structures WILL increase all modes of transportation. It is naive to believe that SkyTrain will handle the traffic concerns. Certainly the growth of high rises in Coquitlam will seriously impact on Guildford, on St. Johns, on David and on Murray.	
Insanity can be defined as having a two lane bridge connecting Murray/Clarke. The flow off IOCO and Guildford causes a real congestion on the bridge. It is also a MUST to NOT ALLOW DIRECT CROSSING OVER THE BRIDGE UPTO ST. JOHNS. Only right turns off the bridge should be allowed ALL DAY.	Reviewed option to address congestion - Addressed
My biggest concern is the rush hour traffic congestion that spills into the residential streets. I live on st George street and some evenings people are speeding down my street to avoid St. John's rush hour. It's a terrible stress in my neighbourhood!	Plan for congestion - Addressed
Main Arterial routes need to be just that....and not stopped and started frequently with excessive lights/ junctions.also bus stops need to be placed in to cut outs and therefore the bus when stopped doesn't force traffic to stop in the curb lane....this is especially bad at the new Shoppers Drug Mart at the bottom of Moray Street...terrible design considering there is a curb lane cut out used for parking....the parking should be taken out and bus stop moved 20 meters East....Also Try Roundabouts.....may be place lights together with roundabouts.....thus will allow traffic control by lights at peak times and the allow traffic to flow at off peak by using roundabout sequencing... along St John's. ..do not allow left turns in Peak traffic times...again with simple fore thought drivers wanting to access Starbucks whilst driving east can take Clarke.....and not create stopped lines of cars, which causes drivers to jump lanes...	Plan is focusing on improving streets for residents as opposed to investing on projects for through traffic - Addressed
We need to stop adding more and more residential dwelling and chasing businesses away. You lost the refineries and now you are losing Hydro and you want to get rid of the mill to add dwelling with little or no access in and out, hundreds of cars will be added to a bloated system. Then how long before the new waterfront residents start complaining about Pacific Terminal and what little industry we have left. Most people traveling thru Port Moody and clogging the streets are not from here so I don't see evergreen as a benefit to your traffic problems. Build a bypass and toll it.	Plan is focusing on improving streets for residents as opposed to investing on projects for through traffic - Addressed
Transit in BC is terrible. If you look at other cities that have very successful transit systems (Such as Montreal) their transit is fantastic because of three things 1) It is affordable - Currently a bus pass in Montreal is only \$82.00 that is less that a 1-Zone pass here in BC that is over \$90.00 2) Transit is Reliable - Even in the Dead of Winter buses show up on time. Here often buses just don't come, & often when they do they are overcrowded. 3) It is Fast - The average wait time for buses here in BC is at least 1/2 hour. That is ridiculous. When you are out in the pouring rain, waiting 30min for another bus is not acceptable. If you really want people to take transit you need to give them more incentive to take transit & give up driving.	Bus servicing / cost/ capacity - TransLink - Noted
Speeding along St John Street is now teh norm. Enfrocemnt of teh speed limit shoudl be carried out.	St Johns Street possibilities to help address speeding issues - Addressed
Crossing sidewalks along St Johns is dangerous . Several crossing do not give adequate time to cross - based on actual time with small children not designed time. Come on Port Moody exceed those standards for pedestrians don't just meet them.	Pedestrian crossing times and activation - Addressed
Moody Street and St John Street intersection is dangerous especially as driver approaching west bound look at pedestrian signal rather than actual pedestrians on the sidewalk. Crossing on loco near Suterbrook are much better designed. Grades and widths of sidewalks is problematic to ambulant disabled people and those with strollers, crazy grades at the curb let down on the north east side of St Johna nd Moody	Improvements to the accessibility and comfort of pedestrian environment - Addressed
There's a lot of traffic running through Port Moody and most of the traffic is going too fast. Encourage people to drive the speed limit by having speed bumps dedicated to the speed limit. Another option is a green traffic light route when you keep driving a certain speed. .	Traffic calming - Addressed
Coming from Europe, I like to cycle without helmet if possible. I am used to dedicated cycle lanes from one city to another. Now I have to cycle on the shoulder of Barnet highway or any other highway. If cycling would be more safe, I would cycle from Port Moody to Vancouver or cycle to the Skytrain. I am still a bit hesitant of leaving my bike on the station	Improved regional cycling connectivity - Addressed
I commute by Transit to N Van where I work and it takes me 4 buses to get there. The biggest challenge is making the buses schedules line up when I am in Port Moody. The times for the 160 & 190 are simply bizarre, and I have been riding Tranist in the GVRD for well over 20 years. Yet these buses are designed to be like a B-Line, but their schedule is not set, nor is the size of bus. Hence, if my earlier bus misses the bus might take another 20 minutes to arrive and it is almost always a smaller bus meaning it is a packed ride into Vancouver.	
I realize I am boiling this down to my particular needs and problem, but this does make a large impact on my daily commute. When I spent time looking at the 160's schedule for St Johns and Clearview (the first reliable place I can catch it coming from Heritage Mountain), the bus during rush hour comes at:	
WB SAINT JOHNS ST AT CLEARVIEW DR 6:04am 6:20am 6:36am 6:47am 6:57am 7:03am 7:13am 7:35am 7:42am 8:02am	
In other words, rather than arriving every 15 minutes like many suburban buses during rush hour, this one, starting at 6 am, comes every ... wait for it ... 15 minutes, then 15 min, 10 min, 10 min, 5 min, 10 min, 20 min (or often 25 min), back to 5 min, then to 20 minutes.	
Considering I am standing most morning on this bus, as it truly is well used, this schedule is an embarrassment. Then when I consider there is also the 190 which does nearly the same route, but with even less stops, and coming around every hour, I really wonder if Translink has any idea on how to service people who can't take the WCE or the upcoming Evergreen line.	Bus servicing / capacity - TransLink - Noted
Bike lanes along streets like St. Johns are absolutely necessary if you want people to use bikes as a viable means of transport. The bike routes are inconvenient and littered with stop signs, which make it difficult to bike through PM's hilly terrain.	St Johns Street possibilities to provide bicycle facilities - Addressed
I would take transit to work if it didn't take so long. I can driver there in 10 minutes and transit takes at least 45 minutes	Bus servicing / frequency - TransLink - Noted
St. Johns gets very busy in rush hour so I usually result to taking another route. I believe it is because no one from Pitt Meadows wants to take port mann because of the toll	Congestion St Johns - Studied and addressed

loco, Inlet, St. Johns and Murray are too congested. Too many highrises, new development, no significant improvement to road infrastructure	Congestion - Studied and addressed
More bus routes around loco year round would be nice like a smaller 150	Bus servicing - TransLink - Noted
I appreciate efforts for public input	No action required
I would like to see change to the route from April Road through Bert Flinn to the middle school/high school. My children can both bike/walk the route to school but the gravel erosion issues up the hill make it difficult. If the path were maintained it would make it much more realistic for many children to walk to and from school from the Pleasantside neighbourhood. This would also be good for residents who enjoy walking/biking through the park	Enhance pathways - Addressed
Parking on Alderside - too many people park in front of our house - make it hard to turn around and no parking when we have friends over. Can Alderside be changed to residents only parking?	Manage parking - Addressed
Must have separated bike lanes on Barnet Highway	Paved shoulders on Barnet Highway and Trans-Canada Trail parallel - Addressed
More single family development and any new multi-family must contribute to transportation improvements	Recommended update to Subdivision and Development Servicing Bylaw - Addressed
More EV chargers	Emerging technologies - addressed
Fix Rocky Point Park Trail (surface and lighting)	Enhance pathways - Addressed
Bike Lanes on St. Johns!	St Johns Street possibilities to provide bicycle facilities - Addressed
Revamping the path around Rocky Point.	Enhance pathways - Addressed
Use street light control to allow traffic coming through PoMo (but not arriving at PoMo) to pass quickly.	Signal Optimization - Addressed
Would like to see more bicycle paths separate from traffic. Not bike lanes on roads.	Provided recommendations for AAA routes - Addressed
The mixed use path on Alderside is a great solution and alternative to cycling on loco.	Complete, connected bicycle network - Addressed
There should be a designated cycling path on the west side of Heritage Mountain.	Complete, connected bicycle network - Addressed
There should be a designated cycling path on the north side (and south side) of Clarke and on all of Murray Street.	Recommended multi-use pathway on Clarke and Murray - Addressed
It is very important that Port Moody adopt and adapt to cycling as an alternative to carbon producing transportation. For this, it is key to have designated bike lanes and there are simply too few of these in Port Moody. There also needs to be more cycling paths.	Complete, connected bicycle network - Addressed
The amenities in the city are spread out, eg Newport Village, Suter Brook, then the stores all the way along St John Street. This means people generally drive between the areas, rather than walking, as it's not a practical option. Encourage full occupancy of each area, fill the empty stores so that each area has everything we might need on the average shopping trip. As it is, I'd rather shop elsewhere where everything is in one place, and that's not good for community spirit and the economy in Port Moody	Improve walkability - Addressed
I like to bike around Port Moody, but feel that taking left hand turns in the vehicle lane is very intimidating. I often use the cross walks, which is a hassle because it slows down the efficiency of using a bike.	Improve cycling safety - Addressed
There should be advance greens for left turns on St. Johns going west during rush hour. The turn lanes back up too far, and during rush hour, the traffic going the other direction usually stops for cars looking to make a left into Moody Centre. Accident waiting to happen, but drivers don't want to wait 5 min, blocking a lane to turn left.	Review signal timing plans - Addressed
I'm excited for the Evergreen line and hope that it has lots of bike parking in a well lit area.	Bicycle-transit integration - TransLink - Noted
It is a fallacy to assume that densifying would mean less cars. The average household has 2 vehicles. We cannot assume that high rise densification and rapid transit will eliminate the need to drive. In fact higher densification will increase the number of cars in the areas that have been densified.	The plan is focusing on encouraging other modes aside from driving, the City will be working to increase the number of trips by foot, bike and transit
The Murray St / Clarke St connector overpass is the only real issue I run into. However I'm fortunate in that I can usually avoid driving anywhere during normal rush hour.	Congestion on Murray / Clarke - Addressed
The St Johns corridor closely resembles the Hastings corridor through North Burnaby, however, Burnaby's traffic moves faster as they have created three lanes with the curb lane having a 'no parking' bylaw in place during peak travel periods. In most areas St. Johns is already wide enough to accommodate three lanes if street parking is incorporated into a roadway. If this was formalized into a roadway and the 'no parking' bylaws established during peak period on each side (Morning for Westbound, evening for Eastbound) it should move traffic at a better pace. Ideally St Johns would be three lanes from Queen St to Dewdney Trunk, with the Eastbound lanes including a dedicated turning lane onto loco and two lanes continuing Barnet Highway. Given most sections of the road here are wide enough, capital investment to do this should be fairly reasonable.	Considerations were made for widening St. Johns Street though the planning process and taken to public - Noted
Shuttle bus routes. Do not understand why #26 has differing routes on time if day. Due to no more school buses to and from Moody Middle puts children at risk in having to walk further to catch a shuttle to attend school. Not sure why Parkside residents negatively affected this way.	Bus servicing - TransLink - Noted
More needs to be done to address bottlenecks during rush hour. Such as street widening.	Through the planning process options for widening corridors in Moody Centre was considered - Noted
As more businesses are being built/sustained west of Murray road/ turn by Rocky Point, consideration for traffic lights and street widening. All street parking and parking at City facilities & parks should be pay parking. In this day and age, everyone expects to pay for parking. The City is missing a major source of revenue vs increasing my taxes. Why should the City provide free parking on Guildford for people who work at ERH or for people who live in Newport village who don't want to pay for an extra parking stall? Wait until Evergreen opens and all the commuters realize you can park for free anywhere in Port Moody! What a joke. If business complain it will drive customers away, maybe there business is not that great to begin with.	Through engagement with public and staff it was determined that Murray/Clarke Street will become an active transportation corridor and not widened for vehicle travel - Addressed
	Manage parking - Addressed

<p>These are very important issues for this community. We are a small community unlike Burnaby, Vancouver etc.... so please don't screw this up.</p> <p>We do not need to over-complicate the issues. Simply put- other cities are taking advantage of Port Moody which is causing the bulk of the problems.</p> <p>discouraging people from other communities would significantly assist in a lot of the issues in Port Moody.</p> <p>I would like to explore the idea of counterflow lanes on St. Johns during rush hour as it is so congested. Even though I take West Coast Express to work, I find the bus ride from the station to my home is so congested due to the bottleneck at the Murray Street overpass or the Lougheed Hwy at loco intersection.</p>	<p>The focus of this plan is on local travel and promoting better local connections within Port Moody rather than allowing a steady flow of traffic through the City making it easier for residents to get around - Addressed</p>
<p>WCE Train buses only provide seats for 20 people so people are often left at the train unless they make it on so they end up driving.</p>	<p>Reviewed concept of counterflow lanes and ruled out due to issues with left turning vehicles - Noted</p>
<p>Very few people walk when the majority of them live in Suter Brook and Klahanie which is a 5 minute walk away. Is there an opportunity for a pedestrian overpass right at the station to connect with Murray Street?</p>	<p>WCE Service - TransLink - Noted</p> <p>Additional pedestrian overpasses identified - Addressed</p>
<p>Is there an opportunity to introduce Bike2Go at the Evergreen Line/West Coast Express to City Hall?</p>	<p>Explore feasibility of participating in regional Public Bike Share program - Addressed</p>
<p>On completion in 2016, the 2015 TransPort Moody plan is a plan projected to guide future councils for the next 25 years and presumably assumes only minor changes by future councils.</p> <p>However, the Murray- Clarke Connector since 1994 and as outlined in the 2005 Port Moody Master Transportation Plan was to be a major route in the reduction of the east-west through traffic on St Johns Street, see executive summary below.</p> <p>And over the years, successive City councils, senior staff and consultants have spent much time and money in promoting the Murray-Clarke Connector to Translink.</p> <p>Until, the 2014 OCP eliminated the Murray-Clarke Connector as the 2011-14 Council preferred to route all the east-west through traffic back onto St Johns Street.</p> <p>Perhaps, the 2015 Transport Moody Plan can show council's vision for the re-designed of St Johns Street and allow for residents comments?</p> <p>From: 2005 Port Moody Master Transportation Plan: Page 13</p> <p>It has also been shown that the Murray-Clarke Connector will have a beneficial effect on the traffic operations along St. Johns Street as well as along the section of loco Road south of Murray Street</p> <p>Page 20-21</p> <p>Executive Summary</p> <p>Murray-Clarke Connector: The overall transportation plan is to construct the Murray-Clarke Connector and eliminate the existing Moody overpass ramp, thus removing regional traffic from the Murray Street / Moody Street Intersection. Widening the existing Moody Street overpass bridge structure is not considered a viable option due to the high capital cost especially in light of the proposed plan to replace the function of the existing overpass with the more-direct Murray-Clarke Connector. The eastbound left-turn movement will be prohibited once the Murray-Clarke Connector is completed and the Moody Street overpass would then be limited to Rocky Point Park and boat launch access only. A separate analysis is underway to review potential Murray-Clarke Connector options.</p>	<p>The Plan has looked at options for Murray/Clarke and St. John Street through discussions with public and staff there are options presented for both corridors. Though public events and stakeholder workshops individuals have been provided with various opportunities to provide input on these concepts and options - Noted</p>
<p>I don't think there should be a HOV lane on the Barnett Highway. It is a 2 lane highway that would have much less congestion during rush hour if both lanes were available to drive in. I drive the Barnett every day and the amount of HOV cars is so minimal it is not needed. the Highway doesn't have HOV during peak hours and traffic is much better as the cars are spread out much better.</p>	<p>The Plan reviewed HOV lane designations and did not identify need to change designation on Barnett Highway - Noted</p>
<p>My family doesn't own a car by choice we use a combination of walking, cycling and transit for commuting. Currently, I don't find Port Moody to be very pedestrian or bicycle friendly. I find drivers to be very aggressive and anti-bike. I have gotten aggressively honked at in the bike lane. I think as a city we need to encourage and respect cyclists instead of getting angry at them.</p>	<p>Education and support programs - Addressed</p>
<p>We need more bike racks at more locations maybe incentives for businesses to include them on their property and the city needs to install more racks at high density areas like Rocky Point park.</p>	<p>Making cycling convenient - Addressed</p>
<p>I think education is needed for citizens about the bike lane in Rocky Point. Bikes have the right of way but many individuals walk on the bike lane instead of the walking and then get mad at the cyclist for asking the pedestrian to move over.</p>	<p>Education and support programs - Addressed</p>
<p>The crosswalks need to change. If the light turns green and you haven't already pressed the crosswalk, you have to wait until the next round. There is no way this 'wait' time would be tolerated for cars so why is it acceptable for pedestrians.</p>	<p>Pedestrian crossing timing - Addressed</p>
<p>Traffic calming measures on Noons Creek don't calm anything. The speed limit is 30 and people drive 50+km/hr. The majority of those speeding down the mountain on Noons Creek are this from Westwood Plateau. They run stop signs at Mountain Meadows PS. A kid will get killed soon enough. Traffic laws need to be enforced more often here and around the city. More speed signage needs to be implemented like flashing signs or painted on the street. Europe does it right...we don't.</p>	<p>Enforcement / Traffic Calming - Addressed</p>
<p>The Murray Clarke Street Bypass is still needed. Ideally Murray Street could be extended to Barnett.</p>	<p>Plan is focusing on improving streets for residents as opposed to investing on projects for through traffic - Addressed</p>
<p>Overall, it's okay. The transit from heritage woods is terrible. Takes way too long to get to and from the west coast express. A more direct, less frequent bus, would improve my chances of taking the bus in the morning. Right now, the time it takes to get down the hill adds about 30 minutes to my commute, when it takes me 7 minutes to drive.</p>	<p>Bus servicing / Frequency - TransLink - Noted</p>
<p>Also, eliminate the HOV lane on Clarke. It makes no sense, as it's always empty. The cars in the non HOV lane cause so much pollution.</p>	<p>Reviewed options for Murray / Clarke Street including removing HOV lane - Addressed</p>
<p>Improve pedestrian and bicycle safety and comfort along loco Road!!!! This is the single biggest deterrent to walking and cycling (we drive to safer places to walk or cycle). Separate traffic and pedestrians. More pedestrian activated lighted crosswalks.</p>	<p>Walk (safety and accessibility) / Bike (Complete, Connected Bicycle Network) - Addressed</p>
<p>c buses can't be trusted to even arrive. Not a viable option right now.</p>	<p>Transit Reliability - TransLink - Noted</p>

Port Moody can't continue to stand still, and continue to allow cities East of us to continue to grow and benefit from increased tax revenue through development. As a Resident of this community for over 30yrs I'm tired of listening to our own residents complaining of "Traffic" issues our city is experiencing, When in fact the strong majority of the congestion is caused from the constant development in the Northeast sector. It has nothing to do with growth in our own community,meanwhile our taxes continue to go up every single year. It's time Port Moody started to Benefit from some growth it self! Pedestrians and cyclists do not mix. An example is the bike lane at Murray and loco in front if the old firehall. Cyclists are forced off the road, across pedestrians on to a bike path that everyone walks along, especially dog walkers.	Plan is focusing on improving streets for residents as opposed to investing on projects for through traffic - Addressed
If you are able to add bike routes on quiet back streets, providing bikes with the right of way (e.g. Stop signs for the cross streets) would move bike traffic faster, encouraging more cyclists.	Complete, Connected Bicycle Network - Addressed
I would love to cycle to work in Burnaby (It's so close, just on Hastings Street!! I cringe having to drive!!), but Port Moody has yet to decrease car dependency by making it a bike-friendly city. Even when I drive along Murray Street and around the Moody Street overpass, I am frustrated with cyclists as there is very little space to share. Making safe bike lanes would encourage me to ditch my car and bike instead. OR extension of the Trans-Canada Trail would be nice..... Get for tourism too! Thanks for giving residents the opportunity to take this survey. I have been hoping to hear news of Port Moody's urban plan... great start! Additionally, buses are not frequent enough. The C25/26 only comes M-F until 8 am, which isn't long enough for morning commuters. AND the 160 Bus is an excellent route that I feel is VERY neglected by planners - 160 could be given more buses, increasing frequency and preventing the bus from always being so full and uncomfortable. It would be a much more pleasant commute!!	Complete, Connected Bicycle Network - Addressed
I'm concerned about the crime that will arrive with the Evergreen Line.	Transit Reliability and Frequency - TransLink - Noted CPTD and creating comfortable places to walk - Not specifically addressed
I really encourage the development of Murray Street and Clarke as a slow traffic, shopping, cafe, retail zone for local use. Move major traffic to St. Johns Street I live in Port Moody and work on united not from the hard rock it is a 20 min drive each way and over an hr and three transfers by bus?? My sister works in Pitt meadows no transit available Expand St Johns Street to 3 lanes to increase capacity. No parking eastbound during afternoon rush hour. Decrease the lane width to the standard 3.05 metres to discourage speeding during off-peak times. From Kyle Street all the way to Dewdney Trunk, 95% of the asphalt already exists for this - it only requires new lane markings.	Through engagement with public and staff it was determined that Murray/Clarke Street will become a multi-modal corridor and not widened for vehicle travel - Addressed
The traffic issues need to be addressed before bringing in any more density, building any more highrises. Look at the traffic in Suter Brooke. Brew Street should be car-free. Someone is going to be killed at the 3-way stop in Morrissey. Other than traffic, we love living in Port Moody.	Transit Frequency and Service - TransLink - Noted Considerations were made for widening St. Johns Street though the planning process and taken to public - Noted
Too congested on Murray Street. The overpass needs a re-do. Currently use West Coast Express to downtown Vancouver daily. Will continue as primary method. Safety of walking to bus stop on November mornings/afternoons, crossing wide high traffic streets is the biggest barrier I see to using transit.	The plan is focusing on encouraging other modes aside from driving as growth occurs. The City will be working to increase the number of trips by foot, bike and transit and improve safety for all road users - Addressed
Traffic regulation must take place. I see a bad habit of drivers coming down Heritage Mtn Blvd and don't see other lit cars around and therefore will run stale red lights thinking no one is at intersection (i.e. pedestrians). Or racing to turn left from Turner onto Heritage Mtn Blvd and not seeing the pedestrian crossing the street. I am very concern about the high school kids waiting for the buses, the corner of St Johns St and Albert is extremely congested, there is simply not enough room for all those kids waiting for their bus. At times, regardless of weather, 3-4 buses go by without waiting because they are full. I am afraid that the area is dangerous and it is only time before someone will get seriously injured.	Options were reviewed to address congestion in Moody Centre and on Murray Street - Addressed
Far too much priority is given to cars in Port Moody. St Johns has divided the city, rendered several developments along it unsuccessful because parking is impossible and endangered the lives of the families who have to try and cross it or walk along it each day. My thoughts: 1. More Park and Ride locations and way more parking spots and absolutely don't charge for it! The costs of parking \$3 and then paying the transit fees is similar to driving so I just drive for the comfort 2. Have water transportation for port moody to to downtown Vancouver (eg sea bus)	Walking Safety and Accessibility - Addressed
Provide several park and ride options closer to main residential areas. Make transit transfers easier with more options. E.g. Going to downtown Vancouver outside peak periods can take a very long time using transit.	Safety and Operational Improvements - Noted
Murray Street is rapidly becoming unsafe to walk on. The speeds of traffic are routinely 20 to 30 km per hour over the posted limits and accidents have been happening. I would like to see a speed limit of 30 on Murray Street between Rocky Point Park and loco, and an additional crosswalk at the bend in the road between the two entrances to Klahanie Drive. The entrances to the Shoreline Trail are at the bend in the road and locals are regularly endangered by speeding traffic while trying to cross the street here. Dividing the park and trails from the local community with a highway is not working. There seems to be a lot of traffic from outside Port Moody. Why can't all the volume go down St Johns to loco? A speed board was erected on Murray and was subsequently vandalised by someone who obviously didn't want to go the speedlimit of 50 kph. Rather than realising how important it was to have the board there, it was removed after it was vandalised. What kind of message does that send to the speeding vandals?	Pedestrian safety and crossing improvements - Addressed
	The plan has identified promoting walking, cycling and transit as top priorities for transportation in Port Moody as well as improving road safety
	Park and Ride at Transit - TransLink - Noted / Water Transportation - Not addressed
	Park and Ride at Transit - TransLink - Noted
	Safety and operational improvements and pedestrian safety - Addressed

I do most errands on foot with a stroller. Increased accessibility (sidewalk ramps, etc) and slowing speeds on major routes (eg, loco/Ungless/Heritage Mountain/St. John's) would great increase my comfort and ability to walk with my kids. The Evergreen Line will encourage my husband to take transit for his commute.	Pedestrian safety and accessibility - Addressed
Port Moody had a late start in improving its cycling network, and i am afraid the momentum has slowed with the exit of Jeff Moi. While I cycle on a daily basis, I never felt safe to let my kids ride to school - no safe parking, no safe commuting route. A couple of years ago, council voted down a motion to consider a separate bike lane along Clarke as part of the Evergreen construction. Cycling could be a credible alternative for many commuters to the Evergreen line and other transit services if it was safe to cycle and to store your bike. Often, it is more predictable and faster than driving or taking transit. As the City of Vancouver has demonstrated, if you build a network and remove obvious barriers, people will cycle and less cars will be on the road. Show some leadership!	Complete, Connected Bicycle Network - Addressed
As I tried to explain in the first question, there are many informal trails which connect the College Park area to the high school and downtown Port Moody where the skytrain station will be. However, they are not official paths, they are dark, often slippery when wet and poorly lit making encounters with bears a problem after dark. However, they provide quick access down the hill. I do not understand why these trails are not improved so that people can use them more easily.	Enhance pathways - Addressed
Murray and Clark need to be traffic calmed. Too many people drive on it as a highway!	Through engagement with public and staff it was determined that Murray/Clarke Street will become a multi-modal transportation corridor and not widened for vehicle travel - Addressed
I am in favour of improvements to bike lanes but not at the expense of vehicle traffic. Clark street should not be narrowed to accommodate a bike lane.	Through engagement with public and staff it was determined that Murray/Clarke Street will become a multi-modal transportation corridor and not widened for vehicle travel - Addressed
Making it a bit easier to cross the train tracks from suterbrook and klanie would make it easier to walk to the bus and sky train lines.	
I would love to use transit if it was possible, but it would take me 1 hour and 30 min to get to work in Burnaby. It takes a 25 min car ride.	
I would prefer to use transit locally if I had a chance. But we do have a family dog, and if I wanted to go for a walk in downtown Port Moody, he would have to stay home.	
I understand the restrictions for pets, but it would be awesome if there could be a bus that is accessible to pets, even if it's once every 3 hours or so. Dogs for example would have to be muzzled. The crate option doesn't work as he is too big.	
People would be informed that that specific bus is pet friendly and therefore make a choice whether they would want to hop on or not. I'm originally from Europe, and most transit systems allow dogs. Even happy to pay a fee.	
Also, I love the off road bike trails that are being maintained by TORCA.	
Thanks!	Transit Frequency / Pets on transit - TransLink - Noted
Commuting to Burnaby on bicycle every day currently. The commuter bike traffic through Port Moody is horrendous. I've joined HUB and would like Port Moody to work closely with this group to improve cycling.	Complete, Connected Bicycle Network - Addressed
Reducing Speed Limits will not help congestion, we are normally travelling below the speed limits due to congestion!	
Link or even remove some traffic lights and provide more opportunities to turn left on major roads.	Traffic calming - Addressed
I am a commuter cyclist currently riding from Klahani to north Burnaby along the Barnett Hwy and Trans Canada trails and connectors.	
Bike route planners need to remember bicycles are not motorized. The one bike route in old port moody has ridiculously steep hills along it. It runs between 2 much flatter more practical routes. Its unimaginable why the existing route was chosen over the other two.	
The bike lane over the bridge at Rocky Point does not work at all for commuter cyclists going to and from Burnaby and Vancouver along the Barnett. It exits you on the wrong side of the street in both directions. West bound is the worst because the cross walk also puts you on the wrong side of Murray. That intersection needs a cross walk on the correct side of Murray for cyclists. However most enthusiast commuter and road cyclists will ride in the traffic because it is so much faster and more efficient.	
When loco road is upgraded it needs bike lanes on both sides. The Inlet trail is nice for recreational cycling however it is too crowded for commuters and enthusiast sport riders who average between 25kmh and 30kmh when commuting and training.	Complete, Connected Bicycle Network - Addressed
More left-turn lanes with advance green.	
Bus bay pull-ins, closer to intersections.	Managed Parking / Signal Optimization / Congestion - Addressed
More enforcement and better signage of parking limits - e.g., WCE commuters park on and clog residential streets.	
Improve safety on Gatensbury.	Sidewalks proposed for Gatensbury - Addressed
Moody Overpass huge problem/bottleneck and bad for air quality, and safety issues.	Options were reviewed to address congestion in Moody Centre and on Murray Street - Addressed

Evergreen opening. Stopped commuting with public transit when work place changed to Burnaby. Used to take WCE for years (but got very crowded). Fares/zones are expensive, esp. PoMo to Burnaby - a few stops but two zones. Have endured crowded, hot, broken-down buses. Biking not an option for me.	Transit / WCE servicing and cost - TransLink - Noted
Adding significant population will worsen these problems. Skytrain will not mean less vehicles even if people take Skytrain some or most of the time. Pipe dream and not realistic. Without added population, maybe Skytrain and other improvements will improve what we deal with now.	The plan has identified promoting walking, cycling and transit as top priorities for transportation in Port Moody as well as improving road safety
I would like more transit stops in my neighbourhood	Transit servicing - TransLink - Noted
There is not enough transit to go to all the neighbourhoods	Transit servicing - TransLink - Noted
I live in Port Moody in large part because I can do so without owning a car. Some things are a challenge as streetscapes and frontage along commercial streets are lacking in interest - too many gaps between buildings for parking &c. making travel distance by bicycle and foot longer and less pleasurable than necessary.	Create Great Places and Destinations - Addressed
I have been impressed by the improvements to the walking and cycling infrastructure that have been introduced in the three years since I have lived here - the pieces just need to be connected to make a more complete network - there are still a number of stops and starts.	Sidewalks/Pathways/Complete & Connected Bicycle Network - Addressed
Traffic crossing lights for pedestrians could be improved - for example on Guildford and Balmoral there is often a 2min wait for a crossing with few to no cars in sight.	Pedestrian Crossing Times - Addressed
The Murray bike lane is great but it just stops - and the CPR track issue needs to be resolved - almost 2 years of having to dismount at the tracks by the Public Works Yard.	Complete, Connected Bicycle Network - Addressed
Also, more education and enforcement for cyclists and pedestrians are needed especially on the bike lane through Shoreline Park which is often clogged with pedestrians who are often very angry at cyclists using the bike lanes. Also, for cyclists who ride on sidewalks and through crosswalks with too frequent little regard for pedestrians. More education and enforcement for drivers about cycling and pedestrian rights of way.	Education and support programs - Addressed
Finally, bring some imagination and design savvy (City of the Arts) to bus stops and transit exchanges - I do not mean more public art but exceptional industrial and architectural design using materials that reflect the surrounding environment but with the addition of some splashes of colour.	One of the guiding principles and part of the vision of the plan is to find ways to use the transportation network to encourage arts and culture - Addressed
Do not widen roads for more traffic; follow the European trend of widen pedestrian and cycling space. More people will walk and cycle if they have a safe space like Brent Toderian advocates.	The plan has identified promoting walking, cycling and transit as top priorities for transportation in Port Moody as well as improving road safety
I have been hit while cycling 3 times on Clarke from cars rushing to turn left or park during rush hour. And do not making cycling routes out of the way making cycling distance longer... The need to follow the main commuting routes.	Complete, Connected Bicycle Network - Addressed
Really need services to the College Park Area. Nothing in This Area and have to drive everywhere.	Transit Servicing - TransLink - Noted
Biking on St. John's is the absolute WORST + doesn't need to be with all the room!	St Johns Street bicycle improvements identified - Addressed
I am concerned with the Evergreen line that 160 bus service which provides service to places rail transit does not, will be cut back.	Transit Servicing - TransLink - Noted
Well lit streets, parks and children parks so we can walk with strollers.	Pedestrian Safety - Addressed
160 Bus route is not frequent enough and sometimes passes by because it is full making the wait for a bus 30 mins or more. That is not reliable enough to ensure that I can pick up my kids on time after work. This led me to switch from transit everyday to purchasing a second car.	Transit Servicing and Frequency- TransLink - Noted
The Skytrain will bring more people in Port Moody and our so called quiet and small Port Moody will become a busy developed and will have too many building/prices go higher.	Considerations for Congestion - Addressed
Recent transportation initiatives have had negative impact on getting around PM. Particularly loco Rd. Instead of indenting bus stops, you have extended curbs to prolong getting past bus when it stops like with garbage trucks during pick up.	
Translink should not be mandated to deal with anything other than buses and skytrain. Road, highways and bridges are responsibility of provincial and local governments.	TransLink Role - TransLink - Noted
Transport in and around Port Moody is great - however I do feel that cycling may become my main mode of transportation. Thanks for your survey.	Complete, Connected Bicycle Network - Addressed
As a business owner (Gallery Bistro), I am very concerned about the lack of parking in the Old Town Centre - a feeling shared by many merchants on Clark St. When we approached the City over one year ago (with 200+ signatures- business customers, employees), we were told the city was going to work through the recommendations of the last parking study (done about 8 years ago). Then they would decide if parking should be restored to Clark St. as we'd recommended. Although there was to be community consultation, there has been none to my knowledge. Many parking spots in the parking study no longer exist due to Evergreen lines.	City to develop Parking Management Strategy - Addressed
The concrete wall at the Evergreen Line in the Old Town Centre was quite a shock. Is this what we get for asking for a pedestrian scale, at-grade portion of the line?	
There needs to be a pedestrian overpass from Queens St. to the other side of the tracks.	Create Great Places and Destinations - Generally addressed through strategies and approach
The Old Town Center should be a priority for 'pedestrian friendly'	
We moved here from Switzerland 7 years ago. Switzerland is perfect example how they managed good transportation for everyone + biking. For this you need better biking lanes, more education for children, vehicles, etc...	Complete, Connected Bicycle Network - Addressed
Park places for bikes. I'm happy to give more feedback.	Reviewed options to improve congestion at Murray Street - Addressed
yes, making a right turn off the Murray St overpass is next to impossible. It should be a right turn only ... at all times ..	Reviewed options to improve congestion at Murray Street - Addressed
The Murray overpass remains a major congester -- wondering if there's a plan to either do further upgrades or replace it with a more robust connector to help alleviate the congestion as more people and cars move to the city.	

Even making sure the lights are working properly (heading southbound at Murray & Clarke as you exit the overpass towards St. John's is particularly bad -- at peak times, one can often wait an excruciatingly long time to get a light to go straight through towards St. John's. The pattern overly favours the commuters coming back over the Overpass going Westbound on Clarke & coming from Barnet). Commuter and performance cyclists do NOT want more bike lanes, especially not "shared pathway" style bike paths.	Reviewed options to address congestion along major corridors in Moody Centre - Addressed
What we want is driver education so that cars will allow cyclists to use the road and "take the lane" when necessary. That is far more efficient and safe than trying to get people who are commuting into slower and possibly more dangerous if shared with pedestrians bike paths.	
Support changes to the Transport act to enforce a 1.5 meter minimum passing law, removal of the current clause that mandates riding "as far as practical to the right" and allowing riding two abreast.	The plan is focusing on providing bicycle facilities comfortable for all ages and abilities and promoting cycling by more riders, plan focused on providing a variety of different bicycle facility types for a number of different type of people - Addressed
Bike lanes and shared pathways are excellent things for kids and tourists. But they are not suitable for commuters and performance cyclists (people who train to race or do triathlons.)	Complete and Connected Bicycle Network - Addressed
it is very difficult to go straight through the intersection on Murray Street at Clark in a vehicle. It is even more challenging on a bike - I must cross at the cross walk by the west entrance to rocky point and ride my bike on the south side of the sidewalk to safely get to the businesses west of the overpass.	Create Great Places and Destinations - Generally addressed through strategies and approach
The focus should be on improving the walking experience, so it is more pleasant and safe to walk to/ from the Civic Centre, Newport Village, Suter Brook and Klahanie.	
Crossing distances on Murray, Ioco and St Johns need to be reduced, with more signals and better walking and bike facilities in order to reduce severance issues and promote more walking and cycling. Traffic lanes could be reduced on these arterials as well. We should not be accommodating traffic for the peak hour. It is inefficient, a waste of space and encourages speeding when traffic volumes are lighter.	Pedestrian Crossing Times - Addressed
I definitely feel that port moody should not be widening roads to accommodate more traffic, that will make the city a less desirable place to live and visit. I would like to be easier for people to walk from where they live to shops and parks. There a lot of young families living here and i would like it to feel safer and more attractive to walk and cycle together.	The Plan looked at options for a number of corridors in Moody Centre through discussions with public and staff there are options presented for the corridors. Though public events and stakeholder workshops individuals have been provided with various opportunities to provide input on these concepts and options. - Addressed
St. John's st is very unfriendly to pedestrian. i would like to see major changes to make it pedestrian and cyclist friendly	The Plan looked at options for a number of corridors in Moody Centre through discussions with public and staff there are options presented for the corridors. Though public events and stakeholder workshops individuals have been provided with various opportunities to provide input on these concepts and options. - Addressed
In general the rush hour traffic through Port Moody is awful. Too many people use Port Moody as a corridor to access Vancouver from communities such as Port Coquitlam, Coquitlam, Maple Ridge, etc.	
A Port Moody bypass connecting Barnet Highway with Lougheed highway would allow people passing through to not clog up Port Moody streets. This would make walking, cycling, and other forms of transportation safer and more accessible to more residents.	Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed
I believe Port Moody is doing a great job listening to residents concerns and making true efforts in addressing them and resolving issues.	
Most car drivers will always be car drivers, 99.99% of the people will not change and pick up a bike to drive to work, no matter how nice the bike routes are. Biking is a recreational activity.	
Transit/skytrain on the other hand will help relieve the traffic congestion, but it will not half the traffic though because not everyone lives close to a skytrain. For work commuters time is of the essence here and it's just easy and quicker still grabbing the car, especially when there are errands to run after work (groceries, pick up kids etc).	Reviewed options to address congestion along major corridors in Moody Centre with considerations for people walking, cycling and taking transit- Addressed
To me, resolving traffic is to clear as many obstruction as possible, such as restricting parking at rush hour (3-7 pm) on main roads, and enforce left turners to turn where they are allowed to turn.	Reviewed options to address congestion along major corridors in Moody Centre with considerations for people walking, cycling and taking transit- Addressed
I worry that when the Evergreen Line come in there will be more traffic congestion in Port Moody. i think people will continue to drive. Also don't like the increased density that is happening with the new Evergreen Lines and ?? ?? crime that will likely increase with the new Skytrain line.	
Need better co-ordination of traffic signals along St John Street. Clarke hill needs major improvement to drainage and grading issues, also needs 2 lanes uphill. Traffic signal timing at City Hall / Newport needs improvement to reduce wait times. St John St needs to ban all left turns except at dedicated lanes / signals. St John St needs co-ordinated traffic signals 24/7 instead of just rush hour. Signals at ST John/Hugh and Williams need co-ordination with rest of St John St signals, with lower priority given to cross street and bus traffic. Bike path on Clarke St should run o Spring St from Queens to Moody to avoid loss of HOV lane on Clarke St	Reviewed options to address congestion along major corridors in Moody Centre with considerations for people walking, cycling and taking transit-

Widen St. Johns to add a counter flow lane, add in dedicated bus pull out's where possible, add additional left turn lanes, limit left turns on major roads to intersections with dedicated lanes with advanced turn signals, install a controlled traffic light at Murray St. overpass, widen Murray st. overpass to include a right turn lane for clarke or only allow right turns onto clarke from the overpass	Reviewed concept of counterflow lanes and ruled out due to issues with left turning vehicles. Also reviewed options for widening Murray Street Overpass. Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed
Generally I find it ok. Being a "through road" for many outside of Port Moody can be frustrating (Coquitlam/Burnaby excluded). I do not know the percentage of non-PoMo residents commuting through, but I suspect it is high.	Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed
Please do not put a road through Bert Flynn Park I live around the St.Johns and Kyle area, there are no convenient groceries stores for me to walk to, because of this I have to get in my car and drive to one. I would love to bike to the Newport Village area but I do not like the routes that it takes to get there, I do not feel safe. I really wish that there could be bike/walking trails, completely separated from traffic connecting the St.Johns street area residents to the Newport village area since it offers so much shopping/retail. I feel that if a biking/walking route similar to an urban greenway was somewhat separated from traffic, scenic and easily navigable it would encourage residents to leave their cars at home more often when running errands/completing short trips which would greatly reduce congestion.	This would be a development driven project depending on long-term growth Complete and Connected Bicycle Network - Addressed
I currently car-pool into Vancouver, I am excited for the Evergreen line, I hope that I am able to make the switch, however I have concerns based on my past experiences with Translink. The lack of public restrooms available at transit stops, according to translink with the Evergreen line my expected commute, each way, would be an estimated 70-90 minutes- and yes, that is a long time. But for me the concern is that there will be no bathroom options for me, what happens in the summer when I am drinking lots of water to avoid heatstroke, or what if tummy troubles happen?!? If translink stations fail at providing public washrooms (like they currently do), I hope that the city considers investing in them as they make a commute much less stressful when you know that there will at least be a bathroom to go to on either side. Citizens should not be required to purchase waters/coffee's from coffee shops every time nature calls.	Pedestrian amenities at SkyTrain stations - TransLink - noted
Add more cars to the Westcoast Express and more trains	WCE Service - TransLink - Noted
Ok	Not required
My family's three priorities for transit improvement are: - Reducing traffic and speed along Murray Street. There are too many accidents and close calls. - Creating walking paths to connect Suterbrook with Klahanie and the South side of St John. - Creating a better walking option for kids to attend Moody Elementary from Klahanie.	Create Great Places and Destinations - Generally addressed through strategies and approach
Why so many traffic lights.	Not required
all neighborhoods should have walking and biking routes to the nearest skytrain station. even if the nearest station is not in port moody. so the routes need to be integrated with coquitlam routes.	Walking and cycling to Evergreen stations is addressed as a priority throughout the plan - Addressed
St. Johns is the priority, high traffic and pedestrian challenges (unsafe).	Create Great Places and Destinations - Road safety addressed throughout
The traffic on Clark to the Moody overpass onto Murray street needs major addressing. It should be for local traffic only. St. John should be the major thoroughfare at all times.	Through engagement with public and staff it was determined that Murray/Clarke Street will become an active transportation corridor and not widened for vehicle travel - Addressed
Also the speed should be more closely monitored along the Murray stretch in front of Klahanie and Shoreline Park.	Murray Street to focus on multi-modal transportation corridor with improved safety - Addressed
The cleanliness of transit stops (Newport Village) is often poor.	Improve Customer Experience - Addressed
The main transportation concern for my family and I is undoubtedly the traffic congestion that chokes the main vehicular arteries throughout Port Moody. Specifically the congestion along St Johns needs to be addressed immediately, as it is becoming a nightmare stretch of commuting notorious throughout Metro Vancouver.	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed
The suggested solution of the Murray/Moody/Clarke Street overpass seems like the best option to alleviate this problem, and is something myself (and likely the majority of other residents of the city) would gladly pay for through an increase in property taxes).	
We need to have a bus route up moody/thermal I use the car anytime I have to go that way because taking the bus would take hours. My son will be going to school there soon and the only way to get there reasonably is by car. It's a major route it should have a bus.	Transit Servicing - TransLink - Noted
The cycling network on the north side of the Inlet is awful. loco is particularly anti-cyclist and should be your first priority. It needs proper cycling lanes.	
The route along the shoreline trail is not a reasonable alternative: it is in terrible shape for cycling (roots everywhere make it a very jarring ride) and it is typically busy with pedestrians and families. It's a perfect trail for them, but not for cyclists commuting to work outside of Port Moody.	Complete and Connected Bicycle Network - Addressed
Seems to be on the right track. It's a pretty challenging corridor.	Not required
Background: I live on the 4th floor of the apartment overlooking intersection of Newport Drive and Ungless Way.	
Feedback: I can't begin to count the number of times I've head cars honk, tires screech, pedestrians scream at near misses there. Perhaps it's the demographic of people going to the hospital to visit people, but it's essential to have a crosswalk there. Even if it's just paint on the ground to encourage drivers to slow down coming down the hill (myself included).	Crosswalk identified - Addressed

Need better connection from Murray Street to Barnet. Would like to see Clarke Street full of local shops and restaurants and pedestrian/bike friendly. Would also like to see continued improvements on Murray Street - removing or restoring warehouses and replacing them with commercial spaces. It would be great to have more restaurants/shops and local businesses on Murray St. Need to improve traffic flow on St John St. I am concerned that street parking in areas close to the new Evergreen Line Rapid Transit Stations will become a problem as people seek a park and ride alternative when there is no parking available. Any measures to address this such as resident permit programs should be in place prior to the start up of the LRT system.	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre / Murray/Clarke AT corridor, St Johns for through traffic - Addressed
I realize the following is not a issue that Port Moody has direct control over, however I want to say transit fare on Translink are way to expensive for any lower income individual which is part of the reason for all the fare evasion. On a recent trip to Portland the fares to use their system (weekly pass) were adults \$26, seniors \$7, yes \$7 a dollar a day to ride transit (buses, trains & streetcars) anywhere in the greater Portland area.	Park and Ride at Transit / cost of transit - TransLink - Noted
HOW STUPID IT IS TO RIPP OFF THE CITY WITH THE EVERGREEN LINE AND NOT BUILD A BIKE LANE ALONG THE SKYTRAIN LINE. BUT I THINK THAT WE CANNOT EXPECT SOMETHING SMART FROM PEOPLE WHO HAVE THEIR BRAIN SCREWED UP FROM SMOKING MARIJUANA.	Skytrain alignment was already determined - Noted.
I have lived in Port Moody for 7 years. I struggle daily to move along St. John's or Clarke st. between the hours of 3-7pm. Either provide a Left Turn light signal, or DO NOT ALLOW people to turn left at all during these hours. It creates a significant backlog in traffic, and frustrates residents substantially. St.John's street cannot handle the volume of commuters going through Port Moody to get in and out of Port Coquitlam/Coquitlam. We need these commuters to use other routes. It takes our family more than 20min to go from College Park to POMO Rec centre at 5:30pm for sports practices during the week. Turning left from St. John's onto Moody st to get onto Murray St. can take 3 lights sometimes. This is not supportive to active families. Several of the bus stops are not sheltered and it rains quite often during the school year. We are trying to encourage our children to take transit vs being driven around by us. Getting cold and wet, and being told the bus is too full when it does stop, does not encourage them.	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed
I think the hill pass is a good idea so cyclists can enjoy riding to work and back without the grueling hills.	Improve Customer Experience - Addressed Biking / Transit combo - would require discussion with TL and difficult to implement - noted for future consideration
This challenge will be a tough one... as we are unable to really develop alternative roads/by-passes for those that need to drive in and thru the City to get to their destination (especially in rush hours). So we will need to make it safe for our residents and those visiting. I have lived in PoMo for almost 20 years now, the amount of volume of traffic and speed on St Johns and those taking the short cuts thru residential streets has increased. There is an increase volume & in speed from all vehicles to get thru....especially on St Johns during AM & PM rush hour and the short cuts thru residential roads. When I do drive, it can sometimes take me 5-10 minutes at the light at Bueller & St Johns just to turn into my street (thats if I don't get blocked by a vehicle trying to get a head). I do take the WCE weekly to/from work daily. I walk to/from the PoMo station. I do have some observations & concerns: *pedestrian crossings signal at St Johns at Williams has a huge delay to cross the street. On occasions, I have waited up to 5 mins to get the ok signal to cross. *pedestrians keep pressing the crosswalk button continuously thinking it will speed up the cross walk signal, As I understand, it only prompts the signal on the display to give pedestrians the right of way (displaying a countdown in time to cross). *those vehicles turning onto St Johns either from Williams/WCE traffic turn while pedestrians are crossing the road. The rush to get to the train or home??? *the volume of traffic at this intersection from those entering and leaving WCE has increased . *those taking a short cut down from Gainsbury thru the residential streets to get onto St Johns has really not decrease even with the City's attempts to calm and slow down traffic. *volume of pedestrians and all vehicle traffic will increase with Evergreen Line. *in the winter months-when it is darker in the morning I have to wear reflective gear. I have been almost hit by a vehicle rushing to get to the WCE. The solutions are not going to be easy. I do hope the solutions the City does choose keep the people safe and feeling secure enough to walk, cycle and drive on our streets. Thank you for the opportunity to give feedback!!!	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed
We have been promised a Murray-Clarke connector for years. It has to happen soon. Get the traffic away from historic Clarke and past the industrial area to connect to Barnet Highway. It's the best solution. Put the museum on Clarke as well to create an historic town centre.	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed
Remove the large island at Forest Park Way and David Ave. It clogs everything up during school / commute time. It wasn't a good idea when it was first installed many years ago, and it's a bad idea now. It has and will get worse as more people move into Heritage Woods. Evergreen Line will help a lot in reducing the need for car travel.	Removal of roundabout not warranted based on safety and operational review - Not addressed
Also, a pedestrian connection direct from Port Moody Station to Murray Street seemed like a simple project, and I'm disappointed it wasn't part of the plans.	Skytrain alignment was already determined - Noted.
The congestion is getting worse with more building in the area, traffic lights need to be adjusted for different times of the day	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed

Transit should be the most important transportation issue to encourage people to drive less. In addition, roads and sidewalks in the future should be upgraded from Asphalt to using super durable high strength modular-friendly high tech advance solar panels with technical-designed glass for vehicles to drive on safely regardless of the season. At the same time these futuristic roads can collect solar energy for electricity. Moreover, transit should meet world class standards and should be fast, highly frequent, and high capacity like Hong Kong MTR system (Metro and feeder buses) and Hong Kong franchised and non-franchised buses. If possible, articulated trolleybuses should be available as B-Line Rapid Bus between select SkyTrain stations and bus exchanges but not travelling on highways such as the Trans-Canada highway. Double deck buses should also be available as B-Line Rapid Bus and highway bus when travelling on highways including Trans-Canada.	The plan has identified promoting walking, cycling and transit as top priorities for transportation in Port Moody as well as improving road safety. Many specific comments beyond scope of Plan and outside the City's jurisdiction - Noted.
Clark Hill needed to be redone years ago. Drainage on it is horrible, and should be expanded to 2 lanes in each direction. St. John's through to Barnett Hwy is also needed to be completely repaved years ago. Little work has been done to maintain it since it was handed over.	
For having the transfer payments from Translink to maintain major arterial roads, there is no excuses for them to be in such horrendous condition. Major failure on the cities part.	
Murray-Clark connector while is a nice idea in theory, as long as you keep trying to reduce speeds through Murray street will continued to be laughed at by Translink who you want to pay for it. Major arterial roads need to have their speed limits of 50km+ maintained.	Clarke Road improvements identified - Addressed
I believe one of the key issues is the fact that our major transportation route used by residents from other municipalities (i.e. commuters) can only use a few routes to go through our city, namely St. John Street and Clarke Drive. However, given the nature of these two streets (commercial/high density/pedestrian oriented) congestion and safety in this areas is a concern.	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed
The issue I believe is not having pedestrian routes that connect communities that do not involve busy streets. E.g. No route to go from Glenayre/Seaview to Burquitlam without going on Clarke Rd, a busy road with narrow sidewalks.	Sidewalks and Pathways - Addressed
The crosswalks around rocky point park should be pedestrian activated with flashing lights. No one stops and they are dangerous for pedestrians but also sudden stops by drivers.	Crosswalk has been improved with RRFBs - Addressed
Give up on the Moody St overpass and connect Murray to the Barnett Hwy. Seriously, Moody will never be a good solution and can only get worse. Moody should access Rocky Point and not be a preferred choice for the other cities.	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic including promoting Murray and Clarke as a active transportation corridor - Addressed
People love to drive in our fast pasted world however if our community could also promote car sharing and car to go options in the trities that may be helpful.	Emerging technologies - Addressed
Super excited for the Evergreen Line.	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic including enhancing Spring for pedestrians and bikes and considering the impacts of additional rail crossings - Addressed
I would like to see Spring street and the area between St Johns and the Train Tracks from essentially become a pedestrian Plaza from Electronic through to Elgin or Douglas.	
Having another access point to Murray St from St John's, possibly over Electronic Ave would also be helpful for moving local traffic through the area.	
with small children that will soon be entering middle school, I'm worried about the Glenayre/Clarke intersection and the safety of intersection cross-walk - currently you take a chance every time you need to cross over	Pedestrian and road safety addressed throughout - focusing investments at high collision locations and areas where there are high numbers of pedestrians etc. particularly around schools is a priority - Addressed
with all the improvements underway for Evergreen Line, hoping to see "snake hill" improved - it is so run down and ugly looking	
I just wonder why Murray is getting repaved when there was nothing wrong with the street. It seems that our tax dollars could be better spent elsewhere instead of repaving a road that had no need to be done.	Maintenance / more information available to the public on the reason for road work and investments
Do not try to discourage others from driving through Port Moody. This is a selfish and ultimately no win proposition. Many of us drive via other communities. How would we like it if Burnaby and Coquitlam tried to discourage is from driving via their roads? This type of thinking is not they way I want my City, Port Moody, to think.	Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic
Last year two curb cuts on Morrisey (close to Murray) were grinded down to create a much smoother on/off ramp to cross the street. This made a HUGE improvement in accessibility and safety. Are there plans to improve the remaining curb cuts in Suter Brook? Specifically, I would like to request that this same process be used for the curb cuts by JJ Bean and Starbucks to make it safer to cross this busy intersection as currently it is quite dangerous to try to get across and up and over the awkward curbs with my manual wheelchair and two young children in tow! Thanks!	Safety and Accessibility - Addressed
I really appreciate the traffic choking at St. George St and Kyle St. I hope that it is made more permanent and that the city makes St. George a one-way street (westbound)!	Traffic calming - Addressed

<p>The grid lock during rush hour along Murray Clark and St. John is crazy. We have way too many traffic lights going that slows traffic. Some way cross traffic and pedestrians should be limited to the intersections they can use during the after work commute home</p>	<p>Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - focusing on improving the experience of all commenters throughout the City not just through vehicles - Addressed</p>
<p>This survey is poorly designed.</p>	<p>Not required</p>
<p>People no longer stop at stop signs/red lights when turning right, so now we cross mid block where it is safer than crossing at the intersection; less cars to keep aware of.</p>	<p>Safety and Operational Improvements All Modes / Education and Support -</p>
<p>The worst transportation issue in Port Moody is the Moody street overpass. I think it is ridiculous that all that money was spent building a wider pedestrian crossing when the whole overpass should have been demolished and rebuilt at the same time as the evergreen line construction. It needs to be a 4 lane S shaped overpass without traffic lights connecting Murray st to Clarke. Murray and Clarke are already 4 lane width its only the overpass that is the bottleneck. This must be addressed especially if the flavelle site is developed adding huge amounts of additional traffic. Another option is at the time flavelle is developed, build a new overpass adjacent the PCT terminal connecting Murray st directly to Barnet highway. Favelle site cannot be developed without addressing this major traffic issue!!!</p>	<p>Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - The need and type of access to the Flavelle site will be addressed through discussion regarding development - Addressed</p>
<p>More bike lanes!</p>	<p>Complete and Connected Bicycle Network - Addressed</p>
<p>Please get the Murray Clarke connector built somehow. The poor old Port Moody Overpass will not handle the new volume of traffic as the city grows. Encourage people to use Como Lake and Johnson Mariner.....not sure how...maybe people don't know about this route?? Continue to have St John's as an arterial and encourage Spring Street development as a local quiet shopping/strolling area...possibly ban cars from Spring Street to encourage pedestrian development</p>	<p>Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed</p>
<p>Please add an extra Skytrain Station at the Barnet/ St. John's Street. It will help get students to their High school that is right there, and at the same time service Easthill Residents, who in the current situation would still need to travel busy existing corridors (St. John's and Clarke Street) to get to a Skytrain station.</p>	<p>TransLink - City to discuss w/ TransLink as growth occurs - Noted</p>
<p>Cycling on loco is horrible and dangerous. The cyclists take up the entire road. The crosswalks on loco are dangerous and not well lit. Large trucks should not be allowed on loco, especially when development begins at the loco Lands.</p>	<p>Complete and Connected Bicycle Network -</p>
<p>Moody street overpass is unreliable and is often congested with backed up traffic, due to the light at the end of the overpass, facing south. Mostly on weekends. Changes need to be made to this light or encourage everyone to turn right onto Clarke. Old Orchard Park requires more parking. Barnet Highway becomes clogged due to the HOV lanes - they need to be removed to free up traffic.</p>	<p>Technical analysis was completed to determine the best options for addressing congestion in Moody Centre - Addressed Plan is focusing on improving streets and investing in streets for residents as opposed to investing on projects for through traffic - Addressed</p>