



TransPort **Moody**

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



Port Moody Master Transportation Plan

Discussion Paper 2: Future Directions – Draft Report November 2015

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Executive Summary



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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. This is the second Discussion Paper developed as part of the Master Transportation Plan process. The purpose of this Discussion Paper is to present 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. The vision, goals, objectives and targets are intended to build upon and support the City's existing direction as identified in key documents, notably the Council Strategic Plan 2015 – 2018 and the Official Community Plan (OCP).

The vision, goals, objectives and targets have been developed based on a review of the City's existing overarching policies; feedback received from stakeholders and the public; and experience from other similar communities. The proposed vision, goals, objectives and targets will help shape the overall direction for the Master Transportation Plan and serve as the basis from which improvement opportunities and investments are identified and prioritized.

Vision

The vision for the Master Transportation Plan builds upon the City's commitments as outlined in a number of plans and strategies, and in particular the Vision statements identified in the OCP and the Council Strategic Plan 2015 – 2018. The vision for Port Moody's Master Transportation Plan emphasizes Port Moody's role as a unique, safe and vibrant waterfront city, with a transportation system that provides choices and supports the development of a sustainable community for people of all ages and abilities. Reflecting these themes, the vision for the Master Transportation Plan is shown below:

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

The proposed goals for the Master Transportation Plan are intended to provide clear direction to help achieve the vision identified above. Seven goals have been identified based on the Strategic Priorities identified in the Council Strategic Plan 2015 – 2018, as shown below.



Each goal is supported by a series of objectives, which are more specific statements that define how these goals will be achieved. In combination with the overall goals, the proposed objectives will shape the directions explored within the Master Transportation Plan, as well as the criteria that will be used to evaluate options, measures of success, and priorities for implementing transportation system improvements.

Targets

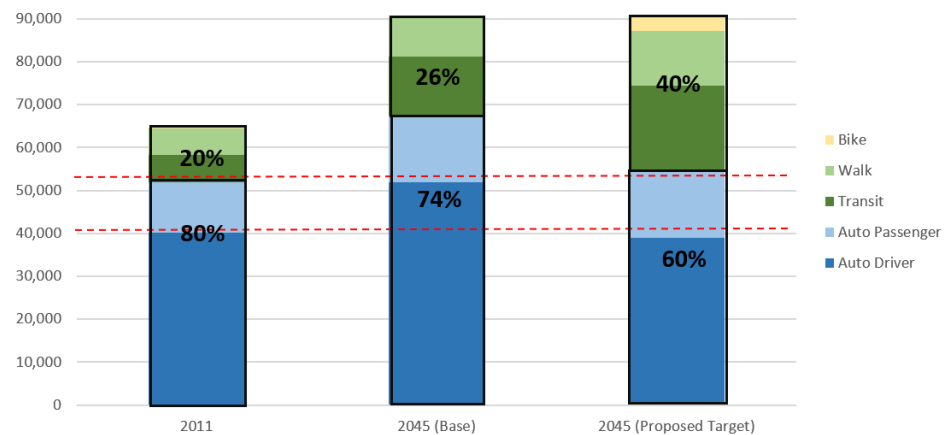
Targets are a critical component of a transportation plan, as they provide an effective way to measure progress towards achieving the goals of the Plan. Targets will help to ensure the Master Transportation Plan is implemented as intended, and help to determine whether the plan is achieving its goals.

Three overarching targets have been identified for the Master Transportation Plan and are described in further detail below:

1. **Increase sustainable transportation.** One of the most common targets for transportation plans is mode share, or the percentage of trips made by each mode of transportation. Currently, approximately 20% of all trips made by Port Moody residents for all purposes are made by walking, cycling, or transit. The Master Transportation Plan seeks to increase the mode share of sustainable form of transportation, with a target that, **by 2045, 40% of all trips made by Port Moody residents will be made by walking, cycling, or transit**, as shown in **Figure ES-1**. This represents a 100% increase in the proportion of trips made by walking, cycling or transit over the next thirty years. However, these targets will not change the total

number of daily vehicle trips made by Port Moody residents. In fact, with these targets, the number of daily vehicle trips will remain approximately the same as they are today, despite population growth, with just over 50,000 daily trips made by automobile by Port Moody residents. As a result, it is anticipated that the increase in trips made by additional Port Moody residents will be accommodated by walking, cycling or transit. While these targets represent a significant and bold change in direction for the City, based on experience from other City's they are achievable.

Figure ES-1: Recommended Mode Share Targets



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2. **Reduce single occupant vehicle distance driven.** Reducing the distance we drive is also an important factor in reducing greenhouse gas emissions, air pollution, and fuel consumption. In 2011, it was estimated that Port Moody residents drove, on average, approximately 10 km per day per person. The shift towards more sustainable land use patterns, where residents are able to live, work, study and play closer together will make walking, cycling and transit more viable. In cases where people do need to drive, their trips will be shorter and overall travel by car will be reduced. The City's target is to reduce the average distance travelled by car by 30% to approximately 7 km per person per day by 2045.
3. **Reduce traffic-related injuries and fatalities.** The Master Transportation Plan seeks to improve road safety – particularly among vulnerable road users such as pedestrians, bicyclists, and motorcyclists. The Master Transportation Plan places a special emphasis on improving safety, a theme which will be interwoven throughout all components of the Plan. The City will work closely with all its partners to examine the location and contributing factors of collisions, and identify steps to improve road safety and reduce traffic-related injuries and fatalities in Port Moody through a combination of engineering, enforcement, and education measures, with specific emphasis on safety measures for vulnerable road users. The target is the City will work towards zero traffic-related fatalities or serious injuries.

Next Steps

This Discussion Paper summarizes the recommended vision, goals, objectives and targets that have been developed in *Phase 3 – Visioning*. The vision, goals, objectives and targets have been developed based on extensive public and stakeholder consultation through this phase of the Master Transportation Plan process. These directions will serve to inform the development of the long-term Master Transportation Plan in the next phase of the process.

1.0 Introduction



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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.

This is the second Discussion Paper developed as part of the Master Transportation Plan process. The purpose of this Discussion Paper is to present 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. The vision, goals, objectives and targets are intended to build upon and support the City's existing direction as identified in key documents, notably the Council Strategic Plan 2015 – 2018 and the OCP.

The Master Transportation Plan is being developed through a five phase process, as shown below. This Discussion Paper represents the culmination of *Phase 3 – 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 4 – Planning*.



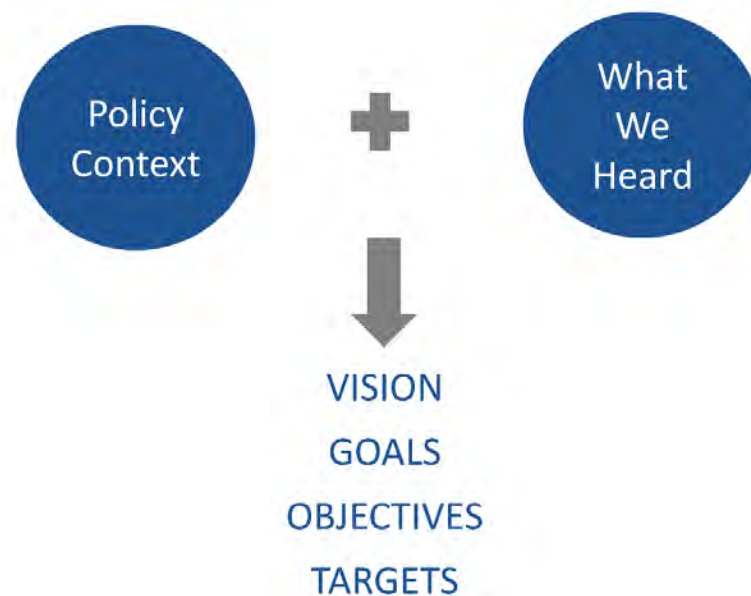
2.0 Context for Future Directions



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This Discussion Paper outlines future policy directions for the Master Transportation Plan, which have been developed based the City's existing policies; feedback received from stakeholders and the public; and experience from other similar communities. The proposed vision, goals, objectives and targets will help shape the overall direction for the Master Transportation Plan and serve as the basis from which improvement opportunities and investments are identified and prioritized. In order to understand their importance, it is first necessary to elaborate on the distinction between Vision, Goals, Objectives, and Targets for this process:

- **Vision statements** describe the broad aspirations for the future of transportation in the City. The Vision should strive to be an inspirational statement that acts as the framework to guide the direction of transportation in the City thirty years into the future and beyond.
- **Goals** help guide the community towards fulfilling its vision. Goals are overarching, simple, succinct statements that are easily remembered and referenced and have been developed for each of the seven Strategic Priorities identified in the Council Strategic Plan 2015 – 2018.
- **Objectives** are more specific statements nested under each goal that define how those goals will be achieved and can be measured either qualitatively or quantitatively over the period of the Master Transportation Plan.
- **Targets** are a way to measure progress towards achieving the goals of the Master Transportation Plan and can help to ensure that the Plan is implemented as intended.



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This section describes the policy context that helped inform the development of the vision, goals, objectives and targets as well as input received from the public and stakeholders to develop and confirm the vision the proposed vision, goals, objectives and targets.

2.1 Policy Context

Discussion Paper #1 – Setting the Context identified a number of significant challenges and pressures facing the City of Port Moody over the coming years related to future growth and development. This Discussion Paper builds on the findings of this Discussion Paper #1 by charting the course for the future of transportation in Port Moody based on an understanding of existing transportation conditions.

In order to address its transportation challenges, the City has made significant commitments towards achieving a balanced and sustainable transportation system through a variety of initiatives. For example, the City's OCP, Council Strategic Plan 2015 – 2018, and Community Sustainability Plan reaffirm the overarching need for Port Moody to move towards a transportation system that is efficient, accessible, and provides improved mobility options for residents and visitors.

In particular, the City's Community Sustainability Plan aims to reduce community-wide greenhouse gas emissions. Transportation is the leading source of community-wide greenhouse gas emissions in Port Moody and, as such, the Community Sustainability Plan includes the following three transportation-related goals to reduce transportation related greenhouse gas emissions: to address mass transit improvements and priorities vs single occupant vehicles; to enhance opportunities for pedestrian and cycling movements; and to focus on neighbourhood planning to reduce short trip vehicle movements. The Master Transportation Plan can help to achieve these goals through established targets to increase sustainable forms of transportation and to reduce the distance of single occupant vehicle trips.

In addition, the City's recently adopted OCP provides broader directions and goals for nine different directions including transportation. The OCP includes the following Community Vision:

'Port Moody, City of Arts, is a unique, safe, vibrant waterfront city of strong neighbourhoods; a complete community that is sustainable and values its natural environment and heritage as well as:

- *Protecting, remediating and enhancing the community's environmentally sensitive resources*
- *Maintaining the "small town" character of the community;*
- *Encourage developments that respect the community and are functional, universally accessible, exhibit good urban design and are environmentally sound;*
- *Encourage physical development and cultural activities that enhance the sense of community;*
- *Supporting community involvement and input; and*

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- *Seeking a balance between environmental, economic, social and cultural sustainability in all decision making.'*

A number of the goals and directions identified in the OCP have a significant impact on the transportation network, including the increasing densities and mixed use developments in Inlet Centre and Moody Centre, transit-oriented developments, the Evergreen Line, the promotion of alternative modes of transportation, and managing local and regional transit. The OCP identifies the importance of land use on transportation mode choice. There are two community goals specific to transportation:

- **Traffic:** To relieve traffic congestion on major streets and intersections and reduce the negative impacts of regional through-traffic on the livability of the City
- **Transportation Choice:** To increase transit, bicycle, and pedestrian facilities which promote transportation choices and reduce the use of the private automobile and the congestion and pollution which accompanies it.

Finally, the City recently adopted its Council Strategic Plan 2015 – 2018. This four-year strategic plan identifies Port Moody's priorities and demonstrates how the City will face ongoing local and regional changes. It provides a framework for the decisions City makes at the Council level, guides the City's approach for delivering services to the community, and identifies the priorities of the community.

The Council Strategic Plan 2015 – 2018 also includes the following vision statement that aligns with the Community Vision identified in the OCP:

Port Moody, City of the Arts, is a unique, safe and vibrant waterfront city of strong neighbourhoods; a complete community that is socially, economically, and environmentally sustainable and values its natural environment and heritage character.

In addition, the Council Strategic Plan also identifies seven strategic priorities. Each strategic priority includes specific outcomes and actions that the City will pursue to make its vision a reality. The seven strategic priorities and corresponding outcomes are shown on the following page.



2.2 Stakeholder Input

The proposed vision, goals, objectives and targets are based on the relevant planning documents and policies identified in the previous section, 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. Extensive public and stakeholder engagement was conducted in this phase of the Master Transportation Plan process in accordance with the Council endorsed public engagement plan and corresponding work plan for the Master Transportation Plan. Through this extensive consultation and engagement the

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Master Transportation Plan can ensure the needs of others are heard early in the process and can be addressed and reviewed throughout the development process of constructing the Plan. Public input has been received in a number of ways throughout the process, as shown below:

A summary of the engagement findings from Phases 1 and 2 is provided in Discussion Paper #1 – Setting the Context.

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 #3 – 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

A summary of the engagement findings from Phases 1 and 2 is provided in Discussion Paper #1 – Setting the Context. A summary of the engagement findings from Phase 3 is provided in **Appendix A**. This engagement from Phase 3 was used to initially develop a draft vision, goals, objectives and targets, and then subsequently to present and obtain input and confirmation on these directions from the public and stakeholders. Through each of these discussions with the public, stakeholders, Council Committee representatives, and staff, strong overall support was found for the vision, goals, objective and targets, and refinements were made throughout the engagement process to reflect input that was received.

3.0 Future Directions



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This section describes the future directions for the Master Transportation Plan based on a review of relevant policies and input received from the public and stakeholders. As noted previously, this framework is based on overarching vision statement that is supported by goals and more specific objectives. The Future Directions also include targets that will be used to monitor progressing in achieving the plan's goals and objectives. The establishment of a vision statement along with supporting goals, objectives and targets is an important part of the planning process to chart the course for the future of transportation in Port Moody and to inform the overall direction of the Master Transportation Plan in the next phase of the process in *Phase 4 – Planning*.

3.1 Vision

The vision for the Master Transportation Plan builds upon the City's commitments as outlined in a number of plans and strategies, and in particular the Vision statements identified in the OCP and the Council Strategic Plan 2015 – 2018. The vision for Port Moody's Master Transportation Plan emphasizes Port Moody's role as a unique, safe and vibrant waterfront city, with a transportation system that provides choices and supports the development of a sustainable community for people of all ages and abilities. Reflecting these themes, the proposed Vision for the Master Transportation Plan is shown below:

*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**.*

3.2 Goals and Objectives

The proposed goals for the Master Transportation Plan are intended to provide clear direction to help achieve the vision identified above. Each goal is supported by a series of objectives, which are more specific statements that define how these goals will be achieved. In combination with the overall goals, the proposed objectives will shape the directions explored within the Master Transportation Plan, as well as the criteria that will be used to evaluate options, measures of success, and priorities for implementing transportation system improvements.

This section outlines the proposed goals and supporting objectives that will shape the direction of Port Moody's Master Transportation Plan.



Community Planning

GOAL:

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.

OBJECTIVES:

1. Create vibrant, livable streets and places in the City's core that celebrate the City's unique heritage, natural environment, and arts and culture.
2. Support Port Moody's Official Community Plan by connecting neighbourhoods and facilitating Transit Oriented Development.



Moving People

GOAL:

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

OBJECTIVES:

1. Ensure the safe and efficient movement of people and goods between Port Moody and neighbouring municipalities.
2. Enhance streetscapes to promote vibrancy and social interaction through the movement of people.
3. Provide support systems to enhance opportunities for walking, cycling, and using transit.



Parks & Recreation

GOAL:

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.

OBJECTIVES:

1. Ensure seamless connections between the City's transportation network and recreational opportunities, including parks and trails.
2. Provide connections to the waterfront, schools, nearby recreational destinations, and the natural environment.



Economic Development

GOAL:

Ensure the city's transportation system supports a **complete, vibrant and engaged community** connecting residents and visitors to thriving local businesses and community events while allowing residents to live, work and play locally.

OBJECTIVES:

1. Ensure there are strong transportation connections between neighbourhoods, destinations and local businesses.
2. Provide effective wayfinding in community areas including commercial centre and recreational routes.
3. Develop a parking strategy that balances the needs of residents and businesses.
4. Promote community events and festivals that promote streets as spaces for celebration and interaction.



Preserving the Environment

GOAL:

Support a **shift towards a sustainable transportation system** that prioritizes walking, cycling, transit, and emerging vehicle technologies to improve local air quality, reduce greenhouse gas emissions, and enhance the natural environment.

OBJECTIVES:

1. Develop a transportation system that has a reduced impact on the natural environment including reducing greenhouse gas emissions and improved local air quality.
2. Support initiatives to encourage car-sharing and sustainable vehicle technologies.
3. Continue to support initiatives to provide green spaces within the streetscape such as rain gardens and landscaping.



Arts & Culture

GOAL:

Provide a transportation system that goes beyond getting from one place to the next but creates **a space for social interaction** and represents Port Moody's culture, heritage, and support of the arts.

OBJECTIVES:

1. Create streetscapes that capture the unique energy and cultural, social, environmental characteristics of Port Moody
2. Incorporate public art and community projects into the streetscapes in key areas of the City.
3. Support the City's Livable Street Guidelines in the context of individual neighbourhoods.



Service Excellence

GOAL:

Plan and implement transportation infrastructure through a **responsible and integrated planning approach** with agencies and surrounding municipalities working together with inclusive and meaningful community engagement to ensure a resilient transportation system.

OBJECTIVES:

1. Ensure the transportation network is affordable, safe and efficient to support all road users.
2. Engage community members and stakeholders through the planning and implementation process in a meaningful, transparent and inclusive way.
3. Work with neighbouring municipalities to ensure an effective and connected transportation system throughout the Northeast Sector.

3.3 Targets

Targets are a critical component of a transportation plan, as they provide an effective way to measure progress towards achieving the goals of the Plan. Targets will help to ensure the Master Transportation Plan is implemented as intended, and help to determine whether the plan is achieving its goals. To be effective, targets should be:

- **Meaningful.** Targets can be used to point to success in achieving the goals and objectives of as well as the broader vision of the Master Transportation Plan.
- **Measurable.** Targets must be based on criteria that are readily measurable and for which data or information can be readily obtained.
- **Manageable.** Targets should be based on measures that take into account the resource limitations of the City and be limited to measures where information is accessible or data is simple to collect. To be manageable, targets should also be limited to areas or policies over which the City has significant influence or control.
- **Achievable.** Targets should strike a balance between being bold and ambitious, while also ensuring they are achievable and realistic.

Three overarching targets have been identified for the Master Transportation Plan and are described in further detail below:

1. **Increase sustainable transportation**
2. **Reduce single occupant vehicle distance driven**
3. **Reduce traffic-related injuries and fatalities**

Target 1: Increase Sustainable Transportation

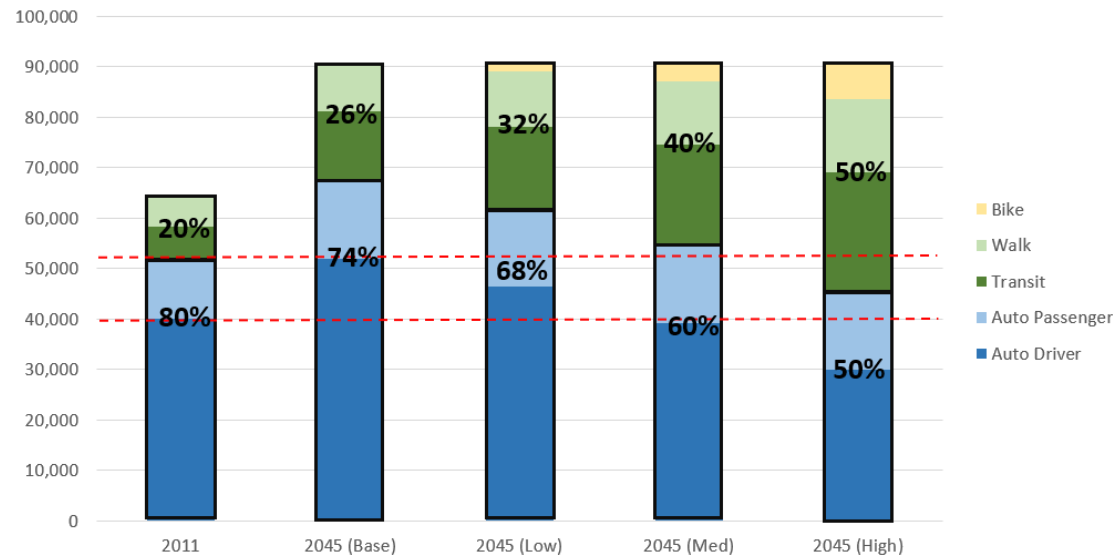
One of the most common targets for transportation plans is mode share, or the percentage of trips made by each mode of transportation. It implies much more than simply how people are choosing to travel. Among other things, changes in mode share provide an indicator of how attractive the City will be for walking, cycling and using transit; how integrated the City's transportation system is with land use; and how well the transportation system is helping to achieve the City's vision to be a lively, and compact community that supports livability and sustainability. More share is also an indication of how investments in sustainable modes can shift the amount of driving that people do to support healthier and more vibrant communities.

An important consideration when establishing mode share targets is to consider whether the targets should be based on only commute trips to work and school, or whether these should be based on all trips for all purposes. This distinction is typically made based on the source of the data, as the mode share for commute trips is typically based on Statistics Canada data, whereas the mode share for all trips is based on the Regional Trip

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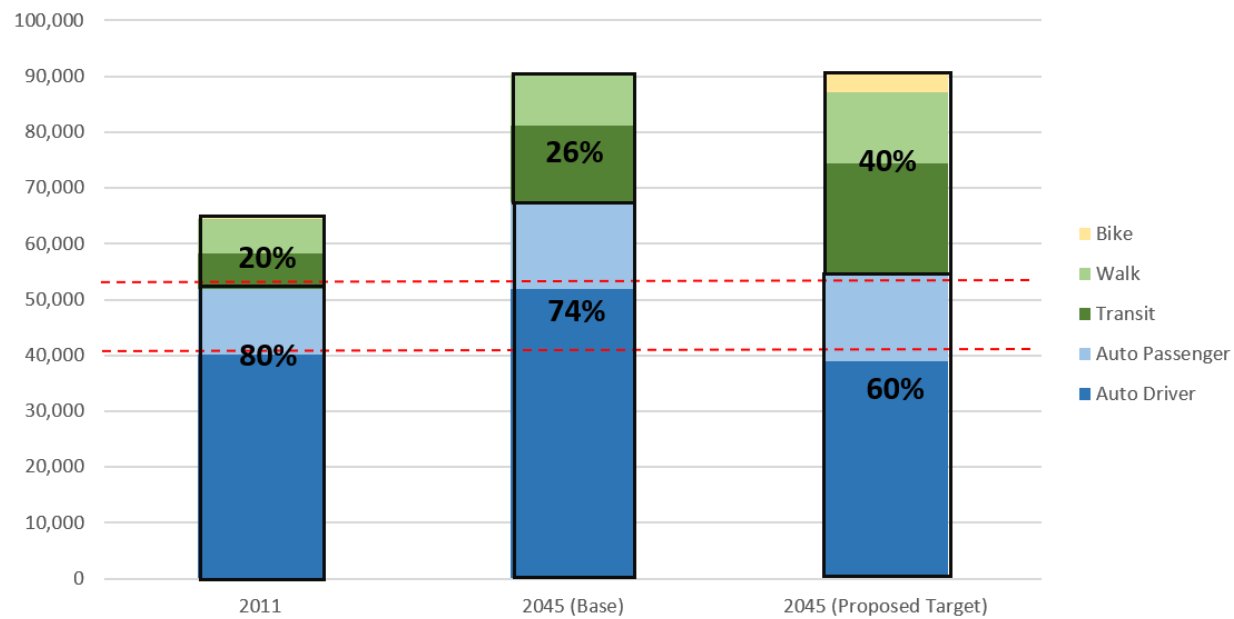
Diary Survey. As shown below, walking, cycling, and transit currently account for 20% of all daily trips made by Port Moody residents (compared to approximately 17% of commute trips). Approximately 80% of trips made by Port Moody residents are made by private car as either a driver or passenger (compared to approximately 83% of commute trips). As such, the current mode share for sustainable transportation is relatively similar for commute trips and for all trips. Looking at mode share targets in other communities, each community varies as to whether they have established targets for only commute trips compared to all trips, although this distinction is typically based on data availability. It is generally preferred to establish mode share targets for all trips, as this is a more complete representation of all travel activity being made within the community, as opposed to focusing on only one trip purpose. In communities that do not have access to this data, commute mode share is typically used. In the case of Port Moody, it is recommended that the targets be based on all trips as a more complete and accurate representation of travel patterns. Finally, this was also considered given that TransLink regularly updates the Metro Vancouver Regional Trip Diary, and it is assumed that this data will be available to track mode share targets in the future. It should also be noted that mode shares are based on trips made by Port Moody residents, and do not include regional trips being made by residents of other communities.

Taking into consideration the Master Transportation Plan's vision, goals and objectives, mode share targets were developed for 2045. The recommended targets take into account population growth in Port Moody and surrounding communities, and also reflect the opening of the Evergreen Line. Currently, approximately 65,000 daily trips are made by Port Moody residents, and this is projected to increase to over 90,000 daily trips by 2045 with anticipated population growth in the City and surrounding region. The Evergreen Line alone is projected to increase the mode share of sustainable transportation from 20% to 26% by 2045 based on TransLink's Regional Transportation Model. However, through further investments in walking, cycling and transit, it is possible to aspire to a higher mode share target. Three mode share target scenarios were developed beyond the 26% projected mode share with the opening of the Evergreen Line, as shown in **Figure 1**.

Figure 1: Mode Share Scenarios

Through discussions with staff and stakeholders, the recommended target is that, **by 2045, 40% of all trips made by Port Moody residents will be made by walking, cycling, or transit**, as shown in **Figure 2**. This represents a 100% increase in the proportion of trips made by walking, cycling or transit over the next thirty years. In addition, in absolute numbers, this will **nearly triple the number of daily trips made by walking, cycling and transit by 2045**, from approximately 12,700 daily trips made by these modes in 2011 to 36,300 daily trips in 2045. In particular, this would double the number of daily walking trips, triple the number of daily transit trips, and increase the number of daily cycling trips ten-fold, as shown below.

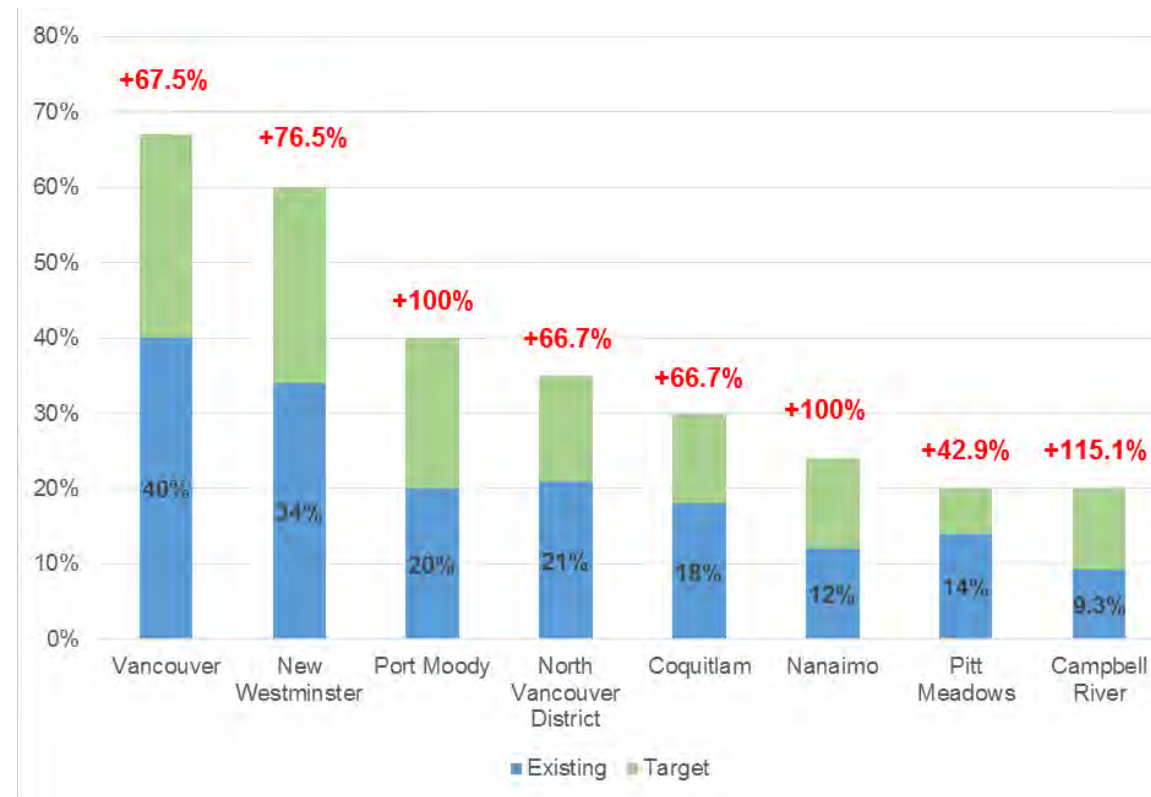
However, it should be noted that these targets will not change the total number of daily vehicle trips made by Port Moody residents. In fact, with these targets, the number of daily vehicle trips will remain approximately the same as they are today, despite population growth, with just over 50,000 daily trips made by automobile by Port Moody residents. As a result, it is anticipated that the increase in trips made by additional Port Moody residents will be accommodated by walking, cycling or transit. While these targets represent a significant and bold change in direction for the City, based on experience from other City's they are achievable.

**Figure 2: Recommended Mode Share Target**

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An increase in the sustainable transportation mode share from 20% to 40% represents a 100% increase. To put this in perspective, a comparison was made between several other communities across British Columbia that have established mode share targets. As shown in **Figure 3**, a 100% increase in the mode share for sustainable forms of transportation is ambitious, yet comparable to targets established in many other communities.

Figure 3: Comparison with Mode Share Targets in Other Communities

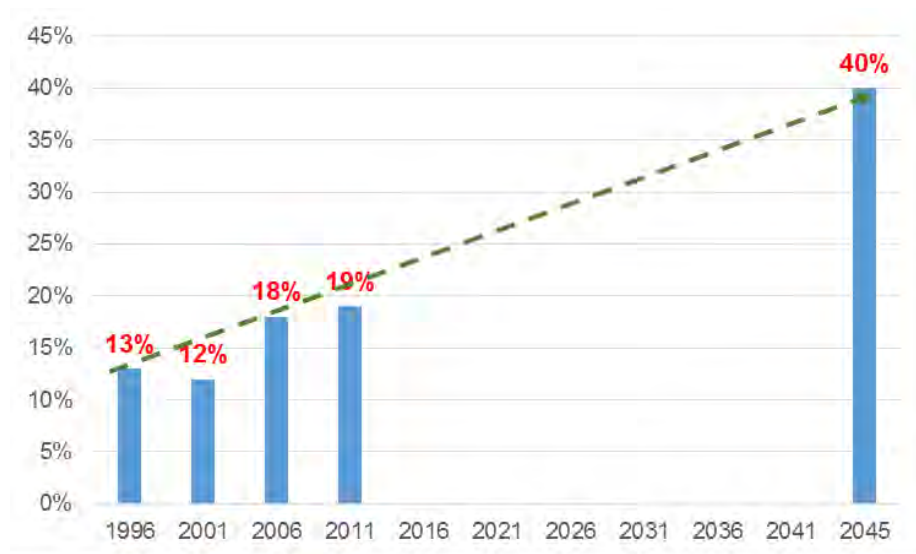


To provide additional context for the proposed mode share targets, a historical comparison was also made with historic mode share data in Port Moody. As shown in **Figure 4**, the mode share for sustainable transportation has been steadily increasing over the past 20 years, from approximately 12-13% of commute trips in 1996 and 2001, to 18-19% in 2006 and 2011. The proposed target of 20% continues to project this historic trend into the future. However, it should be noted that due to data availability, the historic mode shares noted below are based on commute trips, whereas the

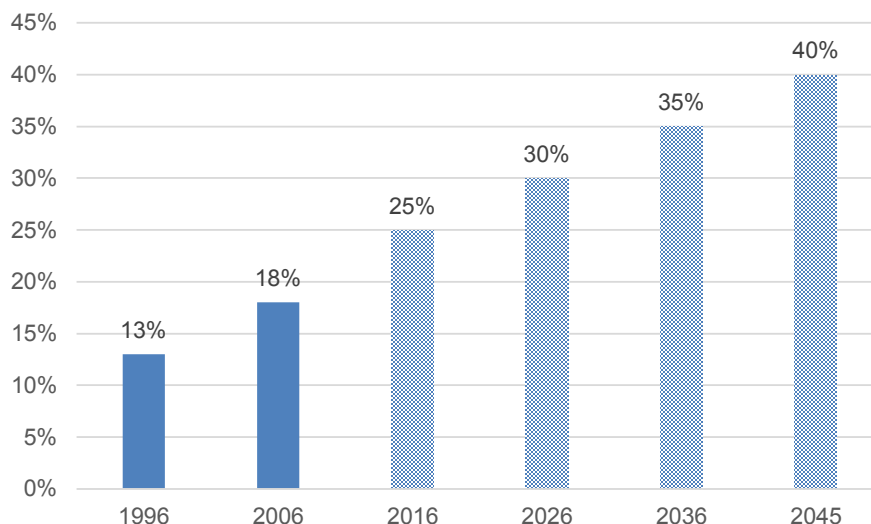
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proposed targets are based on all trips. However, as noted above, the current mode share for all trips and commute trips in Port Moody are relatively similar, and as such, this was assumed to be a reasonable comparison.

Figure 4: Historic Mode Shares in Port Moody



In addition to the long-term target that 40% of all trips made by Port Moody residents in 2045 will be by walking, cycling or transit, it is also useful to establish interim targets to monitor progress. As shown in **Figure 5**, interim targets are recommended for each 10-year horizon that reflect historic trends. An interim target of 25% is recommended for 2016, corresponding with projected mode shares with the opening of the Evergreen Line. Interim targets are suggested to continue to increase by 5% each decade, to 30% of all trips by 2026, 35% of all trips by 2036, and 40% of all trips by 2045.

Figure 5: Recommended Long-Term and Interim Mode Share Targets**Target 2: Reduce Single Occupant Vehicle Distance Driven**

Reducing the distance we drive is also an important factor in reducing greenhouse gas emissions, air pollution, and fuel consumption. In 2011, it was estimated that Port Moody residents drove, on average, approximately 10 km per day per person. The shift towards more sustainable land use patterns, where residents are able to live, work, study and play closer together will make walking, cycling and transit more viable. In cases where people do need to drive, their trips will be shorter and overall travel by car will be reduced. The City's target is to reduce the average distance travelled by car by 30% to approximately 7 km per person per day by 2045.

Target 3: Reduce Traffic-Related Injuries and Fatalities

The Master Transportation Plan seeks to improve road safety – particularly among vulnerable road users such as pedestrians, bicyclists, and motorcyclists. Over the five year period from 2009 to 2013, there were a total of over 3,500 reported collisions involving motor vehicles – or over

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700 reported collisions per year. Of these, the vast majority (99.9%) resulted in property damage or injuries, as there was only one reported traffic related fatality over this period. In addition, vulnerable road users are particularly likely to be involved in collisions resulting in serious injuries or fatalities.

The Master Transportation Plan places a special emphasis on improving safety, a theme which will be interwoven throughout all components of the Plan. The City will work closely with all its partners to examine the location and contributing factors of collisions, and identify steps to improve road safety and reduce traffic-related injuries and fatalities in Port Moody through a combination of engineering, enforcement, and education measures, with specific emphasis on safety measures for vulnerable road users. The target is the City will work towards zero traffic-related fatalities or serious injuries.

4.0 Summary and Next Steps



Attachment 1

This Discussion Paper summarizes the recommended vision, goals, objectives and targets that have been developed in Phase 3 – Visioning. The vision, goals, objectives and targets have been developed based on extensive public and stakeholder consultation through this phase of the Master Transportation Plan process. These directions will serve to inform the development of the long-term Master Transportation Plan in the next phase of the process.

Over the course of the next phase of the Master Transportation Plan process, there will continue to be many opportunities for the public, stakeholders, staff and Council to provide input on the development of the long-term directions of the Master Transportation Plan based on the vision, goals, objectives and targets established in this document.

Appendix A – Phase 3 Consultation Summary



Overview

The first Discussion Paper summarized the results of the engagement that took place as part of Phases 1 and 2 of the Master Transportation Plan. This appendix summarizes the results of the engagement that took place as part of Phase 3 of the process. An overview of all the engagement that has been conducted to date is provided below.

Phase 1 Engagement

The first phase of the TransPort Moody process involved technical field and modelling work, confirmation of the work plan used to develop the Plan itself, and Council endorsement of a Public Engagement Plan. When the Public Engagement Plan was approved by Council on May 26, 2015, Phase 1 of the TransPort Moody Plan was complete. Engagement with residents and stakeholders commenced as per the Council endorsed Public Engagement Plan in the Second Phase.

Phase 2 Engagement

The second phase of the TransPort Moody process included the following engagement activities and events:

- **Open House #1** was held at Rocky Point Park on July 1, 2015;
- World Café Discussion was held at **Stakeholder Workshop #1** at the City Hall Galleria on July 9, 2015;
- **Transportation Issues, Opportunities and Priorities Survey** was available between June 22 and July 7, 2015;
- **Public Advisory Committee (PAC) Meeting #1**; and
- **Technical Advisory Committee (TAC) Meeting #1**.

A summary of the engagement findings from Phases 1 and 2 is provided in Discussion Paper #1 – Setting the Context.

Phase 3 Engagement

The third phase of the TransPort Moody process included eleven engagement activities and events as per the Council approved TransPort Moody Engagement Plan, as summarized below:

- **Steering Committee Meeting #3** was held on August 31, 2015 to confirm the work and engagement plan for Phase 3 of the Master Transportation Plan, along with a discussion on potential options for vision and goal statements.

- A **Pop-Up Booth** was held at the traffic circle outside Port Moody City Hall on September 12, 2015 as part of the City's **TransPort Moody Safety Fair**. Visitors at the pop-up booth were provided updates on the current status of Plan development and asked to place sticky notes on large maps detailing current issues and opportunities to help identify transportation improvement for Port Moody.
- **Stakeholder Workshop #2** was held at the City Hall Galleria on September 21, 2015 and was attended by approximately 20 individuals representing stakeholders and residents of Port Moody. The purpose of the meeting was to update participants on the Master Transportation Plan process; confirm vision, goals, and targets; and discuss transportation possibilities. The workshop included two facilitated discussion periods.
- **Transportation Committee Meeting** was held on September 19, 2015 to provide an overview of recent data collected at the Transportation Safety Fair TransPort Moody pop-up booth discussed. General discussion ensued on content items detailed. Presentation on draft low, medium and high mode share target options. Discussion on mode share targets ensued with a majority support for a medium mode share target increase of sustainable modes from 20% to 40% in 2045.
- **Council Committee Meetings** were held with the following additional council committees between September and November, 2015. At each meeting, presentations were provided on the proposed vision, goals and targets for Phase 3 of the Plan.
 - Youth Focus Committee – October 14, 2015
 - Community Care Committee – October 15, 2015
 - Environmental Protection Committee – October 29, 2015
 - Economic Development Committee – November 4, 2015
- **Public Advisory Committee (PAC) Meeting #2** was held on October 26, 2015. 25 representatives from the public were invited to the meeting; 11 attended. Discussion focused on draft vision, goals and targets of the Plan and also on preliminary possibilities for corridor based improvement options.
- **Technical Advisory Committee (TAC) Meeting #2** was held on November 5, 2015. 30 representatives from municipalities were invited to the meeting; 17 attended. Discussion focused on draft vision, goals and targets of the Plan and also on preliminary possibilities for corridor-based improvement options.
- **Transportation Committee Meeting** was held on November 18, 2015 to provide an overview of engagement activities and technical work completed in Phase 3. Interim targets and mode share comparisons to other municipalities were discussed. Six plan strategies of compact complete city, a walkable city, a bicycle friendly city, a transit orientated city, moving people and goods and a safe and livable city were discussed. Discussion ensued on potential corridor improvement options that will be explored in more detail in the subsequent phase of the TransPort Moody Plan.

Detailed Phase 3 Engagement Summary

TransPort Moody Safety Fair

The City of Port Moody held its annual TransPort Moody Safety Fair at the traffic circle outside Port Moody City Hall on Saturday September 12, 2015 between 11:00am and 3:00pm. The TransPort Moody Safety Fair provided information on how to stay safe while travelling, as well as workshops, children's activities, a bike decorating activity, and a Bike Parade. There were a number of booths at the TransPort Moody Safety Fair, including a booth for the Master Transportation Plan to allow participants to provide comments about transportation in Port Moody and what changes they would like to see. Participants were invited to write comments on sticky notes and attach these to poster maps provided at the booth. The following section summarizes the comments provided at this event broken down by theme. Comments shown in the following section have been transcribed verbatim.



Walking

- 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 loco Road and Knowle Street.
- Wider pedestrian and bikeway on CP overpass.
- Pedestrian education on safety – need to be aware of their surroundings.
- More crosswalks for loco Road.
- Connectivity improvements Klahanie, Suter Brook, and SkyTrain.
- Forest parkway and Cliffwood Drive – new crosswalk.
- Pedestrian crossing – flashing lights – a better way to improve visibility for crossing particularly at night.

Cycling

- 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.
- 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.
- Bike lanes with barriers please.
- Separated bicycle lanes on Ioco Road.
- Pedestrian and bike connection between Suter Brook and Klahanie.

Transit

- More park and ride facilities for the Evergreen Line.
- Parking strategy for the Evergreen Line.



- Better bus stop access at loco 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.
- Keep 97 bus access to Guildford.

Roads

- Remove HOV lane on Barnet Highway.
- Make it more direct on Murray Clarke.
- Check intersection coordination at Kyle Street.
- Better street design and livable streets on St. Johns Street.
- Yield signs at Moody Street and Murray Street intersection should be bigger.
- Moody Street and Murray Street intersection – Intersection efficiency improvements here.
- Moody/Clarke/St Johns Intersection needs addressing.
- Close Moody Street between St Johns Street and Clarke Street.
- Would like to see Murray Street become a great street.
- Improve intersection efficiency at Moody/Clarke.
- Crossing arms at railway crossings at Murray Street (Capilano Road).
- Better street lighting on Capilano Road.
- Clean up the amount of road signs (less equals more).
- Not safe – people are driving too fast on Dewdney Trunk Road.
- Remove east leg of the crosswalk at Eagle Ridge Hospital.



- Guildford Way
 - Less delay on side street during rush hour – Balmoral Drive.
 - Higher frequency bus service on Guildford Way.
 - Safer pedestrian crossing at Guildford Way and Ungless Way.
 - Move bus stop east closer to the intersection
- Speed control and enforcement on loco Road.
- loco Road safer biking particularly beyond Old Orchard.
- David Street – no one does 50 km/h.
- Speeding on Guildford Way – Residential with lots of schools.
- Monitor Barnet/loco efficiency during/after the Evergreen Line.
- Traffic calming on Guildford Way around Balmoral Drive.
- Speeding on Guildford Way – Residential with lots of schools.

Parking

- (see transit re: park and ride).
- Better use of parking spaces festivals, parklets.
- Need more parking around Rocky Point.

General

- Make Port Moody a destination.
- Greenspace development near Murray Street and loco Road – make it tranquil.
- Less air brakes in Port Moody.

Stakeholder Workshop #2

The second Stakeholder Workshop was held at the City Hall Galleria on September 21, 2015. The workshop was attended by approximately 20 individuals representing stakeholders and residents of Port Moody. The purpose of the meeting was to update participants on the Master Transportation Plan process; confirm the proposed vision, goals, and targets; and discuss transportation possibilities. The workshop included two facilitated discussion periods. The section below outlines the focus of conversations at the Stakeholder Workshop. The notes have been broken down based on the different topic areas of the discussions that occurred during the event.



Part 1 Discussion: Vision, Goals and Targets

The first part of the discussion focused on discussing the proposed Vision, Goals, and Targets of the Master Transportation Plan. A large group discussion was facilitated, with participants encouraged to focus on the following questions:

- What do you think of the vision and goals? Is anything missing?
- Are you comfortable with the targets? Are they in the right range?

The notes below summarize the comments and responses from this large group discussion:

- Targets refer to the number of cars, but what about the surrounding municipalities? Response that targets are based on growth within Port Moody as well as the surrounding municipalities and recognizes growth in other communities.
- Evergreen Line may help take care of Port Moody travel, but will it increase the number of cars travelling through Port Moody? Response that with north-south connections to Highway 1, people will be travelling more that way in the future. People travelling to Burnaby will come through Port Moody, but speculate there will be more north-south growth.
- Ioco Lands will generate growth. How are they going to bring people to and from there? Response that the David Avenue connector is identified in the OCP, but that this depends on development and type/level of density. This will be addressed as this site specific development occurs.
- Travel patterns are different in the City Centre and the hillsides. Are we looking at targets for the City Centre specifically or the City as a whole? Response that development patterns and mode share will change in the centre where we are anticipating growth, and the interplay between transit and land use is important.
- Where are individual car trips coming from? Response that we looked at rush hour traffic on Barnet Highway and found that approximately 50% of trips are coming from outside Port Moody, particularly from Coquitlam. Most people coming from further east do not travel through Port Moody. It was also clarified that mode share targets are based on Port Moody residents.



- High peak time transit use in Heritage Mountain.
- If you have increase targets for walking and cycling, you have to invest more in walking and cycling.
- As you build the core, the targets are fine. But how do people get down the hill? Will there be more parking? Even to schools, people are driving. How can we actually make these targets if we aren't offering alternatives? Response that this guides the investments to make this happen.
- School buses – does the city have the ability to bring them back? Response that the City does not, but it does have a role with policy and support programs.
- Are we going to leave the hill alone and instead focus on the core? Or are we trying to get the people on the hill to switch modes? Response that different strategies are needed. Interplay between land use and TOD. Don't see significant change in land use on the hill.
- I can't see why we can't have both. Sounds as if it's a matter of getting the people organized.
- 2045 target is too modest, but realistically it is probably right. Build it and people will use it. The less we build, the better.
- St Johns Street still has a highway mentality. What is going to happen? Hard to across from a pedestrian. Everything is about St Johns. It depends what you can do and the impact it will have.

Part 2 Discussion: Transportation Possibilities

The second part of the discussion focused on discussing the transportation possibilities for the following four emerging themes of the Master Transportation Plan:

- A Walkable City
- A Bicycle-Friendly City
- Moving People and Goods
- A Safe and Livable City

Participants were able to choose two of the four topics, and engaged in a twenty minute discussion on each topic. Discussion prompts were provided and participants were invited to mark-up maps and write comments on sticky notes at each table. The notes below provide the detailed notes that were written by participants and facilitators.

A Walkable City

- Push buttons. So slow, jaywalking, long waits, all of them.
- Choose alternative routes.
- Wayfinding – identifying where they go, especially on the hills.
- Make the trails up the hill more comfortable, with lights.
- Ungless Way – high speeds.
- More over or underpasses, especially connecting to Evergreen Line Stations.
- Focus on high use areas.
- Key areas with sidewalks could be better.
- Moody Street needs an overpass.
- Parking at Evergreen Line stations.
- Suterbrook and NewPort Village must drive to. Could be easier to walk to.
- West side of St. Johns Street – no crosswalks for 600 metres.
- Need to do an inventory of accessible bus stops.
- Need to emphasize safety in crosswalks, and educate drivers on making turns in occupied crosswalks.
- More bus shelters, and consider the design of bus shelters for weather protection.
- Improve crosswalks around schools.
- loco Road. Smooth sidewalks needs. Poor quality.
- St Johns Street. The whole length needs to be improved.
- Hospice and care facilities. Walking difficult. Ungless Way and loco Road.
- Driving kids to schools. Support of educational programs.
- Enhancements on St Johns Street could look better.

- More crossings over the railway.
- Pedestrian crossing times.
- There are lots of pedestrian cut throughs up the hill.
- More overpasses to the Evergreen Line, with patios and breweries.
- Clarke Street. Bus route, no sidewalk.
- St Johns Street. Where transit is. Good quality sidewalks.
- Dewdney Trunk Road, Barnet Highway, loco Road focus for sidewalks.
- Best quality sidewalks next to transit.
- No crosswalk from NewPort Village to the hospital.
- Ungless Way is difficult to cross.
- Evergreen Line station access – need to be able to walk there.
- St Johns Street pedestrian crossing timing. Jaywalking, too long for cars.
- Significant number of pedestrians on Gatensbury Street. Steep grade, narrow, high speeds, no sidewalk. Pathway is an option.
- Changes to the Moody overpass are much better.

A Bicycle-Friendly City

- What should we do with the hillside?
- Heritage Mountain is wide enough to accommodate multiple bike lanes.
- David Avenue is a nice secondary route with a pathway on one side.
- Allow driveways where necessary on Spring Street, but otherwise make it pedestrian only or narrow one-way, or loading at certain times of day only.
- As much off-road traffic as possible. If alternate transportation is available and easy to use, people will use them.
- Role of Murray Street vs Clarke Spring and Spring Street.

- From safety perspective, maybe use planters or something similar to create separation between cyclists and vehicles.
- Bike racks on Community Shuttle buses – maybe on the back of the bus. In Europe, buses are retrofitted to allow bikes on all sides.
- Transit does not have a system to accommodate scooters on the Community Shuttle buses.
- Shoreline Trail shared use path to Old Orchard is smooth and easy to use.
- Murray Street bike path is a shared one, off the road. They are smoother than sidewalks, so you don't 'clunk' over them in a scooter. No 'designer' sidewalks with fancy paving stones, which are an accessibility hazard.
- Routes on hillside? Many people might cycle for fitness so the incline may be beneficial. Some fitness people don't like the straight incline, maybe work with the topography. People can then choose to use the straight incline or a more scenic meandering route.
- Making a distinction between leisure cyclists and commuter cyclists.
- Westbound Clarke Street one-way in the AM for commuter cyclists.
- Meandering bicycle paths up inclines so option of rest and change of effort.
- Spring Street – small pieces of road where access for cars is necessary but mostly quiet pedestrian street.
- Shared cycle, scooter, stroller paths. Urging off-road paths, parallel to sidewalks wherever there is room.
- Other users of bike paths – smoother to navigate than roads or sidewalks (ie bikes, strollers, etc). Easier to navigate for errands and also faster than sidewalks.
- Spring Street as a commuter bike route street is useless unless cross-car traffic is controlled (eg stop signs or signals).
- Pedestrian oriented destination – Spring Street.

Moving People and Goods

- Queen Street crossing – need light.
- Discourage use of residential streets for commuter traffic.
- Open Murray-Clarke during peaks (restrict off-peak)
- Murray-Clarke – improve walking and cycling
- Improve Moray and St Johns Street. Remove bus stop eastbound.

- St Johns Street – poor walkability. Support retail space, significant challenge.
- Limited peak parking restrictions.
- Variable direction lanes.
- 3 different corridors: Spring – pedestrian corridor; Murray-Clark – businesses; St Johns – area.

A Safe and Liveable City

- Parking for transit.
- Balance speed humps with emergency response times.
- Weekend transport vs commuters Monday to Friday.
- One-way (give way) option on low volume roads.
- More curb extensions and less speed humps.
- Traffic calming policy should be paid from general revenues.
- More benches for people to sit on. Seniors, and makes us a small town.
- Provide more walking amenities. Benches, greenspaces.
- More sidewalks inspections. Foliage impacts summer students.
- Trim foliage to improve sightlines policy.
- Gatensbury Street. Traffic safety improvements, high speed drivers. No sidewalk or cycling routes.

PAC Meeting #2

The second PAC meeting was held on October 26, 2015. 16 people attended this meeting in addition to City staff. The purpose of the meeting was to update participants on the Master Transportation Plan process; confirm vision, goals, and targets; and discuss transportation possibilities. Detailed meeting notes are provided at the conclusion of this appendix.

TAC Meeting #2

The second TAC meeting was held on November 5, 2015. 17 people attended this meeting in addition to City staff. The purpose of the meeting was to update participants on the Master Transportation Plan process; confirm vision, goals, and targets; and discuss transportation possibilities. Detailed meeting notes are provided at the conclusion of this appendix.

Council Committee Meetings

Throughout the course of September through November, meetings were held with several Council committees. The purpose of these meetings were to provide an overview of the study, and to present and discuss vision, goals and targets. The following meetings were held:

- 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

Meeting notes from each of these meetings are provided at the conclusion of this appendix.