TransPort Moody

OUR VISION FORWARD

Port Moody Master Transportation Plan

Discussion Paper 1: Setting the Context – Final Report August 2015

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Executive Summary

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 though our city. 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.

The City's current Master Transportation Plan (MTP) was adopted in 2005 and provided recommendations for the road network, non-motorized transportation, and transit over the short, medium, and long-term. Since the 2005 Plan was adopted, there have been many changes in the community and surrounding region. The City has completed many of the recommendations of the 2005 Plan and has adopted several overarching documents in recent years, including a new Official Community Plan (OCP), Council Strategic Plan for 2015 – 2018, Parks and Recreation Master Plan, and Community Sustainability Plan. TransLink has also recently developed the first part of an update to the Regional Transportation Strategy and is currently developing an updated Northeast Sector Area Transit Plan, and the Evergreen Line is currently under construction with an opening currently planned for the fall of 2016.

As a result of these and other factors, Council has determined to move forward with a new vision for transportation. By developing *TransPort Moody*, we will keep pace with the anticipated growing and changing transportation conditions, while improving quality of life and mobility for residents. *TransPort Moody* will guide investments in transportation over the next 25 years. The plan will focus on improving our road network, and providing better options for walking, cycling, and using transit.

Port Moody is a unique community in Metro Vancouver, with a distinct history and character. Port Moody is a waterfront community bordered by mountains located in the Northeast Sector of Metro Vancouver. It is one of the most compact and densely populated cities in Metro Vancouver, and is also one the youngest and most family-oriented communities in the region. It is well-served by regional transportation corridors including major roads and transit which provide options for people to travel through the city, but which also attract regional through traffic, as Port Moody is situated along regional corridors that connect adjacent municipalities.

TransPort Moody will be a made-in Port Moody plan to address these and other unique issues. Some of the key issues and opportunities that will shape the approach to developing *TransPort Moody* include:

- Enhancing the city's streets for local travel while managing the impacts of regional traffic;
- Promoting a shift to sustainable transportation;
- Planning for changing transportation and land use patterns that the Evergreen Line will bring;
- Focusing on key areas of the city;
- Enhancing the livability of neighbourhood streets; and

- Creating an affordable and manageable implementation plan.

Purpose of Discussion Paper #1 – Setting the Context

This is first of four Discussion Papers being developed through the ***TransPort Moody*** process. The purpose of this Discussion Paper is to provide a comprehensive overview of Port Moody's existing travel patterns and transportation conditions. The findings of this paper will provide the bases from which ***TransPort Moody*** will be developed. This Executive Summary summarizes the key transportation facts, issues, and opportunities in Port Moody today and in the future.

Demographics and Land Use

Demographics play a significant role in influencing transportation choices and travel patterns. This section summarizes key demographic characteristics of Port Moody residents.

- **A growing community and region.** Port Moody will continue to experience growth in the coming years, with an additional 15,000 residents projected by 2041. However, much more significant growth is projected in surrounding communities, with 156,000 additional residents projected in the Northeast Sector by 2041. The anticipated growth in the city and surrounding communities will place significant pressure on the city's multi-modal transportation network for both local and regional travel in the coming years.

- **A young population.** Port Moody is home to a relatively large youth population. This segment of the population is particularly important to focus on for travel demand, as youth often do not have access to automobiles and are reliant upon transit, walking, cycling and carpooling.

- **A growing seniors population.** Currently, approximately 9% of the population of Port Moody is over the age of 65. Although Port Moody is generally a young community, as it grows over the next 25 years the percentage of seniors is expected to grow to approximately 17%, with seniors being the fastest growing age group in the City. Senior populations place different demands on the road network, such as travel at different non-rush times of day, increased needs for accessibility, and a greater reliance on transit, walking, and carpooling.

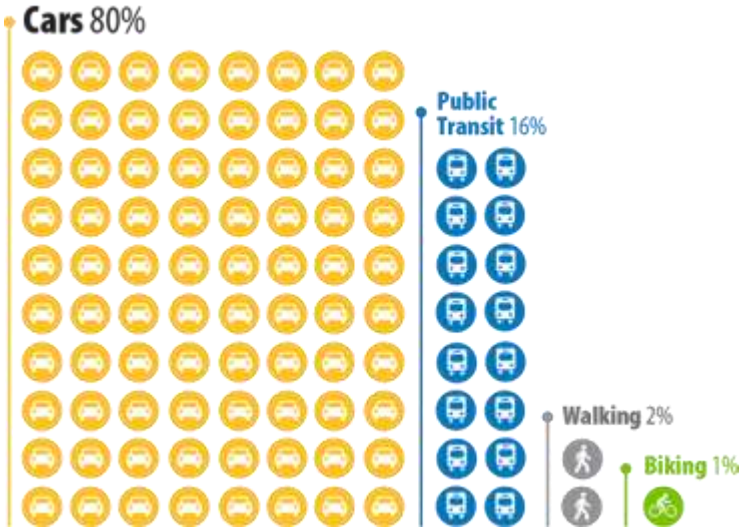
- **Higher population densities and mixed use developments** are planned to continue to increase around Evergreen Line stations and in key locations of the city. While densities and land use type is unlikely to change in many of the residential neighbourhoods in Port Moody, changes in Moody Centre, Inlet Centre, and the areas within 400 metres of Evergreen Line stations will resulting in more pedestrian-friendly and mixed-use developments.

Travel Patterns

Developing *TransPort Moody* requires an understanding of the current travel characteristics throughout the community. Key facts about the current travel characteristics include:

- **Mode Share.** According to Census data from the 2011 National Household Survey, the majority (80%) of residents commute to work by automobile, followed by 16% by public transit, 2% by walking, and 1% who ride their bicycle to work (see **Figure E-1**).
- **Trip Distribution.** Over half of all trips during the morning peak on Barnet Highway come from outside Port Moody, primarily Coquitlam (Westwood Plateau and Coquitlam City Centre).
- **Trip Destinations.** A significant amount of daily trips from Port Moody remain within the Northeast Sector of Metro Vancouver (including Port Moody). This is especially true for walking (99%) and automobile travel (70%). Approximately half (51%) of daily transit trips made by Port Moody residents are to Northeast Sector destinations, with 23% of transit trips destined to Burnaby or New Westminster.

Figure E-1: Mode Share of Commute Trips



Walking

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. As noted previously, although walking only accounts for approximately 2% of all commute trips, it accounts for over 9% of all trips made by Port Moody residents. Most walking trips tend to be short-distance trips that remain within the city, as 99% of all walking trips are less than 5 km. Some key facts about walking in Port Moody include:

- **Sidewalk Coverage.** There are currently approximately 89 km of sidewalks in Port Moody. Approximately 56% of all city streets have sidewalks on at least one side of the street.
- **Sidewalk Standards.** The Subdivision and Development Servicing Bylaw identities sidewalk requirements for all new developments in the City of Port Moody. Sidewalks are currently required on all streets that are classified as being part of the Major Road Network (MRN), as

well as arterials, collectors, and local residential streets with high density or commercial land uses are. All other streets within Port Moody are required to have sidewalks on at least one side of the street.

- **Accessibility.** Most of the streets in Port Moody with existing sidewalks have curb ramps and considerations for people with mobility issues. The location of these curb ramps, however, are not always located to provide ideal accessibility. All of the signalized intersections within the city of Port Moody have pedestrian activated signals and pedestrian countdown timers. Audible indicators for the visually impaired are limited to 11 of 31 signalized intersections.
- **Trail Network.** 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.
- **Topography.** Physical challenges are presented by the steep topography throughout the community. Steep hills make walking more difficult for pedestrians, particularly those using mobility aids and the elderly.
- **Support Programs and Initiatives.** The City of Port Moody provides a number of on-line resources for pedestrians and hikers, including maps of popular trails as well as different amenities available along trails and in parks. The City's Transportation Committee hosts an annual transportation fair that focuses on safety related issues. In 2014, the primary focus was pedestrian safety. The City is also working towards 100% accessibility at transit bus stops and provides annual sidewalk and letdown inspection programs to reduce trip hazards.

Cycling

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. 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. Some key facts about cycling in Port Moody include:

- **Cycling Network**. There are approximately 43 km of bicycle facilities within the City of Port Moody, including both paved and unpaved pathways (as shown in **Figure E-2**). This includes almost 15 km of neighbourhood bikeways on quiet streets, and almost 9 km of on-street bicycle lanes.

Figure E-2: Existing Bicycle Routes

- **Regional Integration.** The City of Port Moody borders the City of Burnaby, City of Coquitlam, Village of Anmore and the Village of Belcarra, and as a result, provides an important regional connection for commuter travellers.
- **Transit Integration.** Longer-distance cycling trips can be combined with transit. All of TransLink's buses are equipped with bicycle racks that can carry two bicycles at a time. Bicycles are also permitted on all West Coast Express (WCE) Trains at any time (two bicycles are permitted per car).
- **Topography.** Steep topography can have an even greater impact on cycling than on walking and is a significant challenge in many areas of the City.
- **End-of-trip Facility Requirements.** The City of Port Moody's OCP encourages providing bicycle parking spaces and storage spaces in new developments. The City is currently in the process of updating its Zoning Bylaw, which is expected to be complete in 2015. The Bylaw update is anticipated to have a new section created that provides specific requirements for bicycle parking and storage.
- **Support Programs.** The City of Port Moody supports cycling through events such as Bike to Work Week and collaborating with adjacent municipalities.

Transit

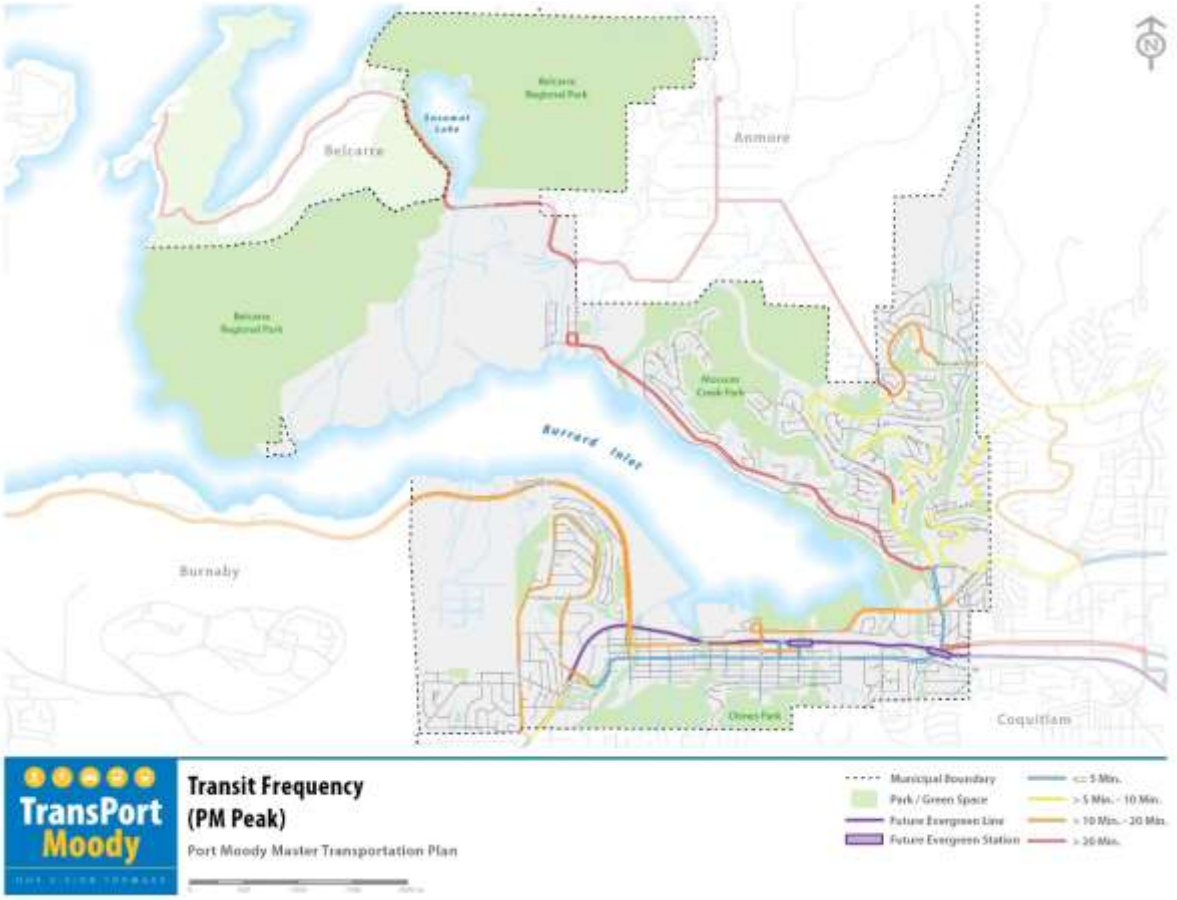
Public transit is the primary alternative to automobile travel in Port Moody and across the region. In fact, public transit can offer competitive travel times and reduce overall environmental and community impacts of vehicle transportation. For those who do not drive, transit can often be the only option for getting to jobs, school, shopping areas, and recreational centres. The existing transit system in Port Moody is made up of a variety of service types including HandyDART, Community Shuttle, local and regional bus service, B-Line bus service, West Coast Express and will soon include the Evergreen Line rapid transit service.

TransLink is responsible for funding, planning, operating, and maintaining transit services throughout Metro Vancouver. TransLink's Northeast Sector Area Transit Plan is currently being revised to correspond with the opening of the Evergreen Line.

As noted previously, public transit accounts for approximately 16% of all trips to work made by Port Moody residents, although it only accounts for 9% of all daily trips. This higher mode share for transit to work trips is a reflection of the fact that most transit trips made by Port Moody residents are longer distance, commute trips destined to Burnaby and New Westminster (23% of transit trips) or Vancouver and UBC (18% of all trips). 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. Some key facts about transit in Port Moody include:

- **Trip Destinations.** Overall, half (50%) of bus or Skytrain trips starting in Port Moody end in the Northeast sector, while almost a

Figure E-3: Service Frequency



quarter (23%) end in Burnaby / New Westminster, and 18% end in Vancouver or UBC. Only 8% of bus or SkyTrain trips that begin in Port Moody end in other areas.

- **Service Levels**. Bus service in Port Moody is provided seven days a week. There are a number of different routes that operate at different most routes operate between 15 minute and 30 minute peak period service. At off-peak periods there are some community routes that can operate at one bus every 60 minutes. Transit is most effective when busses operate at least every 15 minutes to be competitive with automobile travel.

- **Route coverage.** The existing transit network provides service within a reasonable walking distance to most Port Moody residents, as most developed areas of the City are within 400 metres – approximately a five minute walk – from a bus stop. In addition, a significant amount of people living in central Port Moody are located within 400 metres of a frequent transit network bus stop. However, there are some gaps in transit network coverage where some residents are beyond a 400 metres walk from a bus stop.

- **Evergreen Line.** Evergreen Line is scheduled to open in 2016 with two stations in Port Moody. The completion of the Evergreen Line is expected to have a significant impact on travel patterns within the City and Northeast Sector. In response to these impacts, Port Moody along with other municipalities in the Northeast Sector have worked with TransLink over the past two years to develop a new Area Transit Plan. The first phase of the Northeast Sector Area Transit Plan, Evergreen Line integration, is planned for deployment in advance of the Evergreen Line opening. The new plan will reallocate bus service hours from the discontinued 97 B-Line to local bus services. The 97 B-Line will be discontinued as this route parallels the Evergreen Rapid Transit Line.

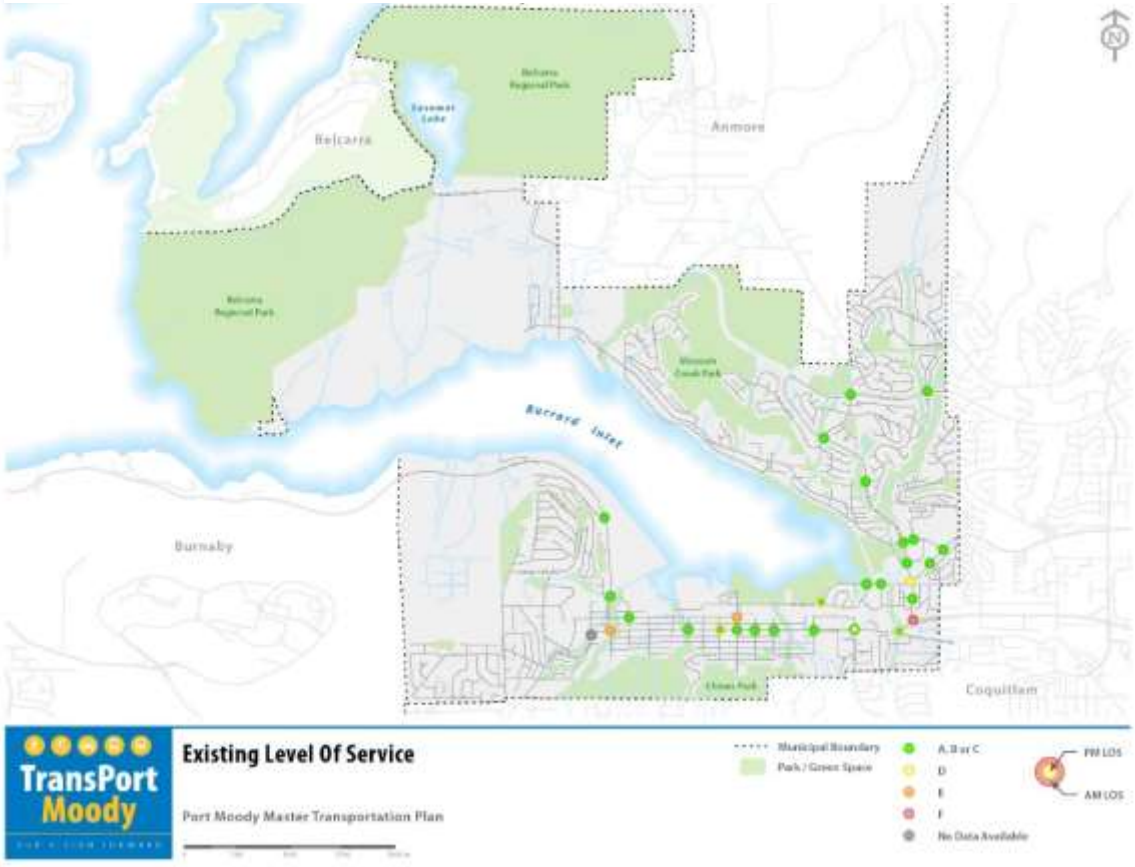
Streets

The street network is designed to support mobility for all modes of travel including general purpose motor vehicle traffic, goods movement, transit, walking, and cycling. Some of the key facts about the street network in Port Moody include:

- **Road classification and jurisdiction**. The city has an established street network hierarchy that is based on the typical form and function of each street. The City's classification establishes a hierarchy that provides for a range in function from access to mobility. Port Moody has roads classified as the Major Road Network (MRN), Arterial, Collector, and Local Roads.
- **Traffic Controls.** There are 31 traffic signals in Port Moody, including nine new traffic signals that have been implemented in Port Moody since the 2005 MTP.

- **Congestion and Delay.** The overall performance of an urban road network is typically measured by the delays experienced at major intersections, also referred to as Level of Service (LOS). Based on a six point scale from A to F, LOS A suggests that there is no delay and LOS F indicates that there is significant delay and queuing; LOS C or better is generally used as the target for planning purposes. While most signalized intersections in Port Moody operate at acceptable levels of service (LOS A to C) in both the AM and PM peak hours as seen in **Figure E-4,** there are intersections along St. Johns Street, Murray Street, and Moody Street that are functioning at a level of C or lower. With population growth in Port Moody and surrounding areas in the coming years, congestion and delay will increase at some key locations within the city.

Figure E-4: Existing Level of Service

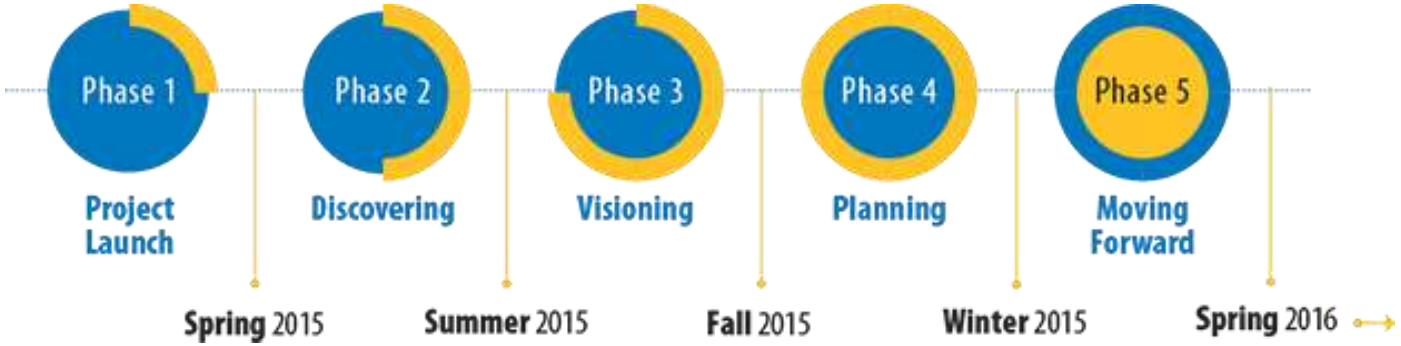


- **Safety.** On average, the total number of collisions involving a motor vehicle have been generally decreasing since 2007. However, the highest collision locations in the City are found at intersections along major traffic corridors. Between 2009 and 2013, intersections with the highest incidence of collisions include: Barnet Highway / Ioco Road, Ioco Road / Murray Street-Guildford Way, St Johns Street / Williams Street, Ioco Road / Ungless Way-Heritage Mountain Boulevard, Barnet Highway / Clarke Street, and St Johns Street / Moody Street.

- **Goods Movement.** The City of Port Moody does not have a designated truck route however significant goods movement occurs through the municipality along Port Moody's east-west spine, St Johns Street, and core regional connectors Barnet Highway and Clarke Road.

Moving Forward

TransPort Moody is being developed over a five phase process over the next 12 months, as summarized below:



- **Phase 1: Project Launch** involves 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** involves 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** involves developing a shared vision for Port Moody's transportation system in the future, along with supporting goals, objectives and targets.
- **Phase 4: Planning** involves exploring the possibilities for each mode of transportation individually before developing an integrated plan that reflects the aspirations and directions for each mode. By understanding the possibilities for each mode, we will develop a long-term plan that reflects the direction of 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

The Plan will be developed based on extensive input from the public and key stakeholders, using a range of communications tools and engagement approaches. Key communication tools that will be used to raise awareness about the Plan include a project website, social media, media and advertising, and newsletter mail outs. Stakeholders will be engaged throughout the process, including through the following ways:

- **Steering Committee** which is made up of senior City of Port Moody staff and council representation
- **Technical Advisory Committee (TAC)** is intended to ensure internal and external agencies are informed on the development of ***TransPort Moody.***
- **Public Advisory Committee Meeting (PAC)** is made up of members of the public that represent different groups within the City of Port Moody.
- **Civic Committees.** The planning of ***TransPort Moody*** should include communication with the Transportation Committee as well as the other civic committees.
- C**ommunity Members** will be engaged throughout the process through a series of public events, workshops, and surveys. Finally, **City Council** is ultimately responsible for adopting the Master Transportation Plan, and supporting the recommended implementation activities. As such, council presentations are to be made throughout the course of the study to update City Council on start of the project, the progress and timeline of the Master Transportation Plan, and provide direction for subsequent tasks.

This Discussion Paper is the first of four that will be developed during the development of the Plan. The purpose of this Discussion Paper is to help determine the overreaching vision, goals, and targets for the Master Transportation Plan. Over the coming months, the City will be working with the public and stakeholders to develop a renewed vision for moving forward for transportation in Port Moody.

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 one of the most compact and densely populated cities in Metro Vancouver, and is growing along with neighbouring communities. The City has been experiencing steady growth since the 1970s, and the population is expected to continue to increase in the future, with an additional 16,000 residents projected by 2045. Even more significant growth is projected in surrounding communities, with an estimated 140,000 additional residents projected in the Northeast Sector by 2045. Anticipated growth in the City and surrounding communities will place increasing pressure on the City's multi-modal transportation system for both local and regional travel in the coming years.

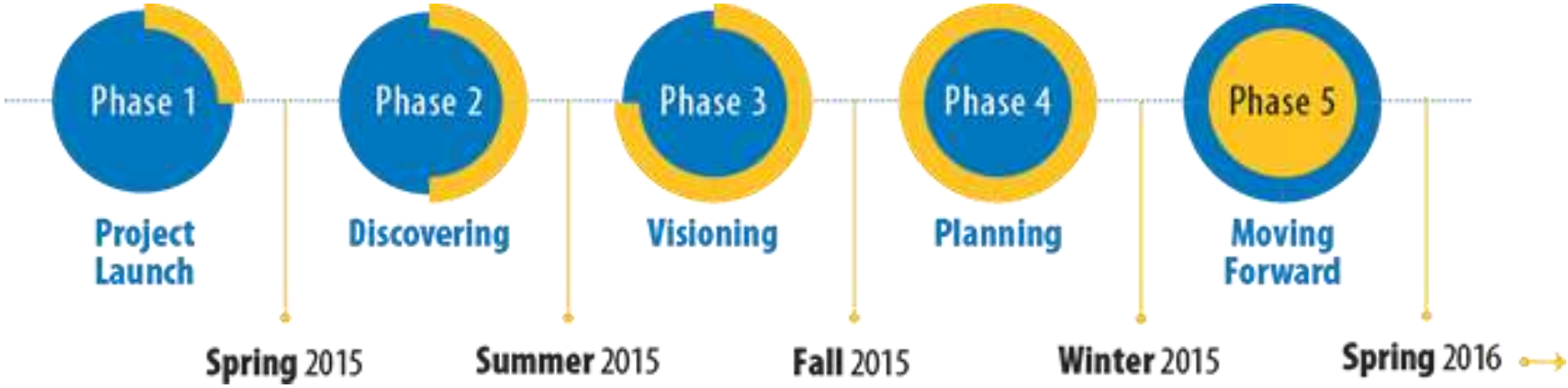
The City's existing Master Transportation Plan was adopted in 2005 and provided recommendations for the road network, non-motorized transportation, and transit over the short, medium, and long-term. Since the 2005 Plan was adopted, the City has made significant progress implementing many of the recommendations. There have also been several other changes in Port Moody and the surrounding area since 2005. The City has adopted several overarching documents in recent years, including a new Official Community Plan (OCP), Council Strategic Plan for 2015 – 2018, Parks and Recreation Master Plan, and Community Sustainability Plan. The City has also prepared a draft Master Cycling Plan. In addition to these recent City plans and policies, TransLink recently developed the first part of an update to the Regional Transportation Strategy and is currently developing an updated Northeast Sector Area Transit Plan, and the Evergreen Line is currently under construction with an opening currently planned for the fall of 2016. As a result of these and other factors, the City is looking to update its 2005 Master Transportation Plan to reflect updated transportation conditions and changing priorities for the City.

1.1 Plan Purpose

The overall goal of the updated Master Transportation Plan – ***TransPort Moody*** – will be to identify ways to ensure the quality of life, economic vibrancy, and environmental sustainability of the City while managing the impacts of non-local regional traffic through the community. The updated Plan will serve to guide the City's transportation investments and decision-making over the next 25 years and beyond. The Plan will be a comprehensive, multi-modal plan that will also identify ways to encourage walking, cycling, and transit use to schools, businesses, recreational facilities, and employment centres throughout the City, with a particular focus on areas of growth and development, particularly within the Inlet Centre area and along major corridors such as St. Johns Street, Clarke Street, Murray Street, and Ioco Road.

1.2 Study Process

TransPort Moody is being developed over a five phase process, as summarized below:



- **Phase 1: Project Launch** involves collecting and reviewing relevant background information and data; conducting traffic counts; developing the base travel demand model; and initiating communications and engagement activities.
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- **Phase 4: Planning** involves 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.

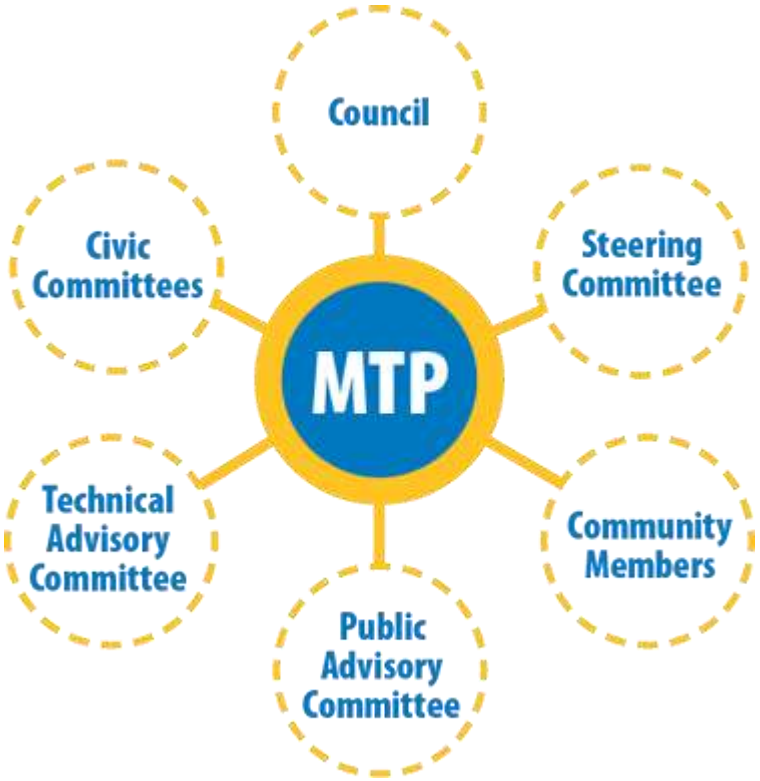
1.3 Communications and Engagement

TransPort Moody is being developed based on extensive input from the public and key stakeholders, using a range of communications tools and engagement approaches. Key communication tools that will be used to raise awareness about the Plan include:

- **Project Website.** The City has established a dedicated project webpage on the City's website. The webpage provides project information, raises awareness about the project and events, and is used to gather input and comments.
- **Social media** is a key part of the communications approach, and will be used for event announcements and plan updates via Facebook and Twitter.
- **Media and Adverting.** Awareness has been generated for the Master Transportation Plan through the media, including press releases and updates on the MTP process. Media and advertising will helped to keep the project top of mind for the duration of the process.
- **Newsletter Mail Out.** Project updates have been and will continue to be sent out in the City of Port Moody's Focus Newsletter, which is mailed to every household in the City. These will be easy to read and visually appealing updates that highlight key messages, project benefits and opportunities for stakeholders to participate.

In addition, the Plan will be developed based on extensive engagement with the public and stakeholders, including the following:

- **Steering Committee.** This committee is made up of senior City of Port Moody staff and council representation, the purpose of this committee is to ensure that senior staff, administration and Council are regularly informed about the plan.
- **Technical Advisory Committee (TAC).** The TAC committee is intended to ensure internal and external agencies are informed on the development of ***TransPort Moody***. Some of the members of TAC are representatives from TransLink/CMBC, ICBC, Evergreen Line, neighbouring municipalities, local business and Fraser Health among others.
- **Public Advisory Committee (PAC).** The PAC is made up of members of the public that represent different groups within the City of Port Moody. These groups include different community associations, local non-profit



organizations, business interests, HUB, and a number of other key public groups. PAC will also include representatives from municipal civic committees including the City's Land Use, Transportation, Community Care, Parks and Recreation, and Economic Development Committees.

- **Tri City Transportation Task Force** a group comprised of senior transportation staff and Councillors representation from Port Moody, Coquitlam and Port Coquitlam will be informed on the progress and key initiatives of the plan
- **Community Members** will be engaged throughout the process through a series of public events, workshops, and surveys. The first series of community engagement has included:
  - **An Open House** at Rocky Point Park on July 1, 2015 as part of the City's Canada Day festivities. Approximately 300 people attended the booth between 10:00am and 4:00pm. The purpose of the booth was to share information about **TransPort Moody**, what it is, how to get involved, and to provide some information about existing transportation conditions. The booth included, information boards, included a station for people to write down what they like or don't like about transporting by the different modes in Port Moody, and an opportunity to complete a hard copy of the survey, there were over 60 surveys completed at the event.
  - **World Café Discussion** at the City Hall Galleria on July 9, 2015 was attended by approximately 40 individuals representing stakeholders and residents of Port Moody. The purpose of the meeting was to provide an overview of the Plan process, present what has been learnt so far, confirm and deepen our understanding of issues, and hear from a number different people with different perspectives.
  - **Transportation Issues, Opportunities and Priorities Survey** that was available both on-line and through hard copies. The survey was available between June 22 and July 7, 2015, 369 completed surveys were received.
- **Council.** City Council is ultimately responsible for adopting the Master Transportation Plan, and supporting the recommended implementation activities. As such, council presentations are to be made throughout the course of the study to update City Council on start of the project, the progress and timeline of the Master Transportation Plan, and provide direction for subsequent tasks.

1.4 Report Structure

This is the first Discussion Paper developed as part of the Master Transportation Plan process. This Discussion Paper is structured to provide a comprehensive overview of Port Moody's local context and transportation context within the early chapters, with subsequent chapters providing a mode-specific discussion on the walking, cycling, transit, and streets within Port Moody (Chapters 3-6) Parking, major roads and streets, and goods movement which are also key components of Port Moody`s transportation system are included in the streets chapter. The discussion around each of the topic areas in Chapters 3-6 are framed to describe the policy context, recent projects, as well as the perceived key issues and opportunities that were gathered through various public consultation activities. The majority of the information presented in these chapters is the result of a technical and analytical existing conditions assessment.

2.0 Community Profile

This section describes the planning context for the Master Transportation Plan. This includes a summary of the key characteristics of the community as they relate to transportation, as well as the local and external policy context that will shape and guide the Plan.

2.1 Community Context

The City of Port Moody is a waterfront community of approximately 35,000 residents located in the Northeast Sector of Metro Vancouver at the end of Burrard Inlet. It is a vibrant community with a diverse history. As noted previously, it is one of the most compact and densely populated cities in Metro Vancouver, and is growing rapidly along with its neighbouring communities. The City has been experiencing steady growth since the 1970s, and the population is expected to continue to increase significantly in the future. In fact, between 2001 and 2011, Port Moody's population grew by 36%, making it one of the fastest growing cities in the region. This rapid growth is expected to continue in the future not only in Port Moody but also in nearby communities in the Northeast Sector as well as throughout Metro Vancouver.

Overall, the City of Port Moody has a unique transportation context, with historic, local, and regional activities influencing the shape of the community's land use patterns and transportation network. The following section describes some of the key issues and opportunities that will shape the approach to developing an updated Master Transportation Plan.

- **Enhance the City's streets for local travel while managing the impacts of regional traffic.** The City of Port Moody is strategically located in the Northeast Sector of Metro Vancouver and is home to several important regional transportation corridors and facilities, including the Barnet Highway, West Coast Express, and soon the Evergreen SkyTrain Line. Due to its central location in the Northeast Sector, the City's transportation network faces pressures from regional through traffic to and from surrounding communities during peak periods. Analysis conducted by TransLink found that over half (55%) of trips on the Barnet Highway during the morning peak hour consisted of regional through traffic that originated outside of Port Moody, most of these trips originated from the City of Coquitlam. The majority of regional travel through the community is accommodated on major east-west corridors such as St. Johns Street / Barnet Highway, and Clarke Street / Murray Street / Guildford Way.

  Many of the surrounding municipalities are high growth communities, as the Northeast Sector is anticipated to accommodate over 150,000 additional residents by 2045. As such, understanding the impacts of population growth is extremely important to identify future transportation challenges and opportunities. This means not only understanding population projections for the City of Port Moody, but recognizing that even more significant population growth is anticipated for other nearby communities. A key component of the plan will be understanding the local needs of Port Moody residents by improving local accessibility and mobility within the community, while managing the impacts of regional through traffic.

- **A shift to sustainable transportation.** According to the 2011 National Household Survey, the majority (80%) of Port Moody's residents commute to work by automobile, followed by public transit (16%), walking (2%), and bicycling (1%). The City of Port Moody recognizes the health and economic costs associated with increased use of automobiles. The City's OCP outlines the importance of encouraging and promoting sustainable transportation modes to ensuring City-wide goals are achieved. These goals have been outlined in the OCP that focus on providing more transportation choices to reduce the use of the private automobile and the congestion and pollution which accompanies it.

- **The Evergreen Line will significantly change transportation and land use patterns.** The Evergreen Line is currently under construction and is expected to be complete in 2016. Once complete, it will be an 11km SkyTrain Line, with two of the seven stations located within the City of Port Moody. The Moody Centre and Inlet Centre Stations are anticipated to have a significant impact on transportation patterns within the City of Port Moody. The City's OCP identifies a need to focus on integrating Transit Oriented Development (TOD) around these stations. Areas within 400 and 800 metres of the stations are expected to see new mixed-use developments with higher densities that will increase the residential population, employment base, and economic opportunities around the SkyTrain Stations. It is believed that the homes and businesses located within 400 and 800 metres of the stations will have fewer vehicle trips and more trips by transit, walking, and cycling than other neighbourhoods within the City. The Evergreen Rapid Transit Line will provide the people moving capacity of 4000 people per hour, this is equivalent to a four-lane highway. As the plan progresses determining how best to utilize this new infrastructure will be a key aspect of consideration.

- **Ensure parking supply is well managed.** With the completion of the Evergreen Line comes a need for park-and-ride facilities. Considerations need to be made for parking facilities at the new Evergreen Line stations for both the short-term and the long-term. This includes an understanding of the number of spaces that will be required for opening day and over the long-term as ridership levels increase and residential and employment units grow. Parking considerations will need to be made not only around the stations but in the town centre as a whole, as well as other key destinations within the City that generate high levels of parking, such as Eagle Ridge Hospital and Rocky Point Park.

- **Focus on key areas of the City.** While it is recognized that the Master Transportation Plan is a City-wide plan, it is clear that there are key areas within the City that will be the primary focus of detailed analysis and study. These are the areas that are expected to have the most significant growth and undergo transformation over the coming years in and around the Inlet Centre neighbourhood. As touched on above, this includes major corridors such as St. Johns Street, Clarke Street, Murray Street, and Ioco Road. These corridors have already been identified as potential Complete Streets that have the potential to become streets that are comfortable and inviting for all road users and become destinations in and of themselves, inviting visitors to come and stay and enjoy the services and amenities available.

- **Enhance local streets outside of the Inlet Centre.** While a large portion of the Master Transportation Plan will be focused on transportation planning in and around the Inlet Centre area, streets outside of this area will still be considered, particularly as they provide access to schools, parks, trail networks, and in many cases are also transit routes. This includes the transportation network in neighbourhoods such as Glenayre, Chineside, Heritage Woods, Pleasantside and Ioco.

- **Create an affordable and manageable implantation plan.** Ultimately, for the Master Transportation Plan to be successful, it must be affordable and implementable. The Plan will have to take into consideration the City of Port Moody's current and future levels of investment. The plan will include an implementation plan that will include a list of proposed projects, a timeline for completion, preliminary cost estimates, as well as some insight into potential partnership and additional funding sources.

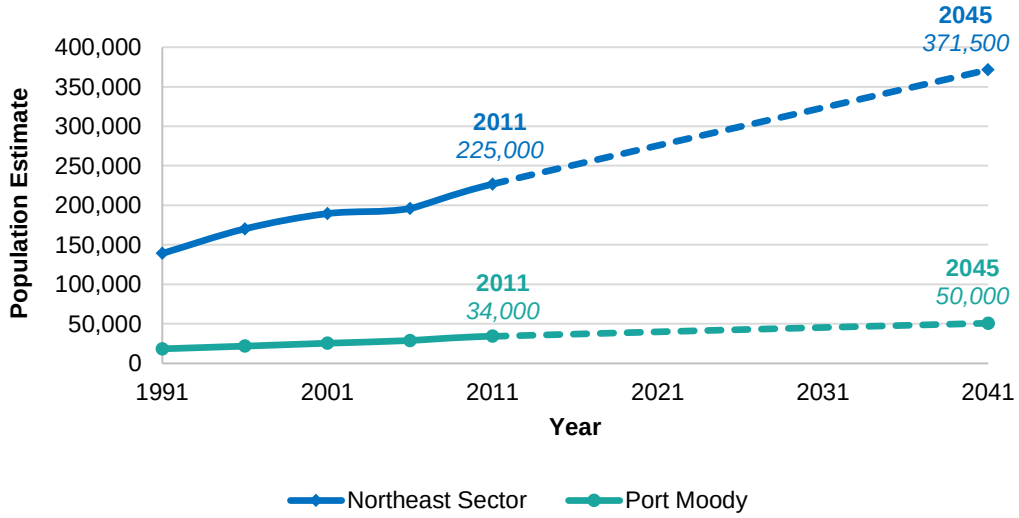
While these can be identified as some major overarching influences on the transportation system, there are also more specific factors which influence transportation choices and patterns in Port Moody. The following sections describe in more detail the City of Port Moody's demographics, land use, and transportation characteristics that influence the direction of the MTP.

2.2 Demographic Context

Demographics play a significant role in influencing transportation choices and travel patterns. This section summarizes key demographic characteristics of Port Moody residents.

- **A growing community and region.** The City has grown rapidly over the past two decades and beyond – nearly doubling in size between 1991 and 2011. Although Port Moody will continue to experience rapid growth with an additional 16,000 residents projected by 2045, much more significant growth is projected in surrounding communities, with 145,000 additional residents projected in the Northeast Sector by 2045 (see **Figure 1).** The anticipated growth in the City and surrounding communities will place significant pressure on the City's multi-modal transportation network for both local and regional travel in the coming years.

Figure 1: Population Growth in Port Moody and the Northeast Sector, 1991 – 2045

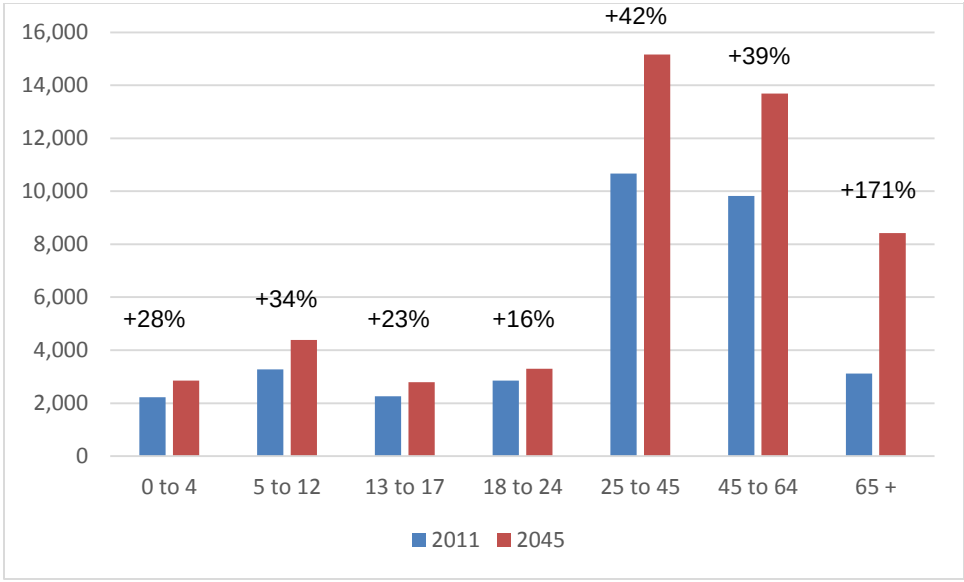


- **A young population.** Port Moody is home to a significant youth population, with nearly a third of the population (31%) being 24 years of age or younger in 2011, as shown in **Figure 2**. This segment of the population is particularly important to focus on for travel demand, as most youth do not have access to automobiles and are reliant upon transit, walking, cycling and carpooling. In fact, among children and youth aged 5 to 19, walking, cycling, transit and carpool make up over 95% of trips made by this age group in Port Moody. The proportion of trips made by walking, cycling, transit, and carpooling is still significant among the 20 to 29 age group, as these modes account for nearly 40% of all trips among this age group. However, as residents enter their thirties, the proportion of trips made by sustainable transportation decreases. The automobile is the predominant mode of transportation among Port Moody residents aged from 30 to 59 years, representing between 80% and 90% of all trips among these age groups.

- **A growing seniors population.** Currently, seniors aged 65 and over make up a relatively small portion of the City's population (9% of Port Moody residents) However, seniors are the most rapidly growing age group in Port Moody, and the number of seniors will more than double through 2045, representing an increase from approximately 3,110 seniors in 2011 to approximately 8,400 in 2045, as seen in **Figure 2.** Travel behaviour typically changes as older groups create new and varied transportation needs. For example, seniors tend to travel more during the mid-day and are also more reliant on transit services as compared to people in the labour force who travel mostly for commuting purpose. Seniors also require accessible, safe, and well-connected transit and active transportation infrastructure to move freely around their communities without a vehicle. This is particularly important since senior are the fastest growing age group in Port Moody. While driving continues to be the main form of transportation for most age groups, there is an increase in both walking and transit use among seniors in Port Moody, particularly those aged 65 and above.

Figure 2: Age of Port Moody Population (2011 and 2045)

Source: TransLink Regional Trip Model



- **High population densities and mixed use developments.** The City of Port Moody is one of the most compact cities in Metro Vancouver as the bulk of the higher density developments are located in a compact area in and around Inlet Centre. Higher density developments have been concentrated in the Inlet Centre and Moody Centre areas in recent years, and are planned to continue to increase around future SkyTrain stations and in key locations of the City. While densities and land use type is unlikely to significantly change in many of the other established residential neighbourhoods in Port Moody, Moody Centre, Inlet Centre, and the lands within at least 400 metres of the new SkyTrain stations will see an increase in the medium to high density residential and commercial developments ranging from an average of 3 to 12 storeys and higher. These developments will be characterized as being pedestrian-friendly and mixed-use, and their proximity to a variety of destinations and the Evergreen Line will encourage walking, cycling, and transit use.

- **Increased job growth.** While population growth has been increasing over the past two decades, this has not been the case for local employment opportunities and job growth. The City's OCP identifies the goal of working towards a ratio that has the number of jobs in the

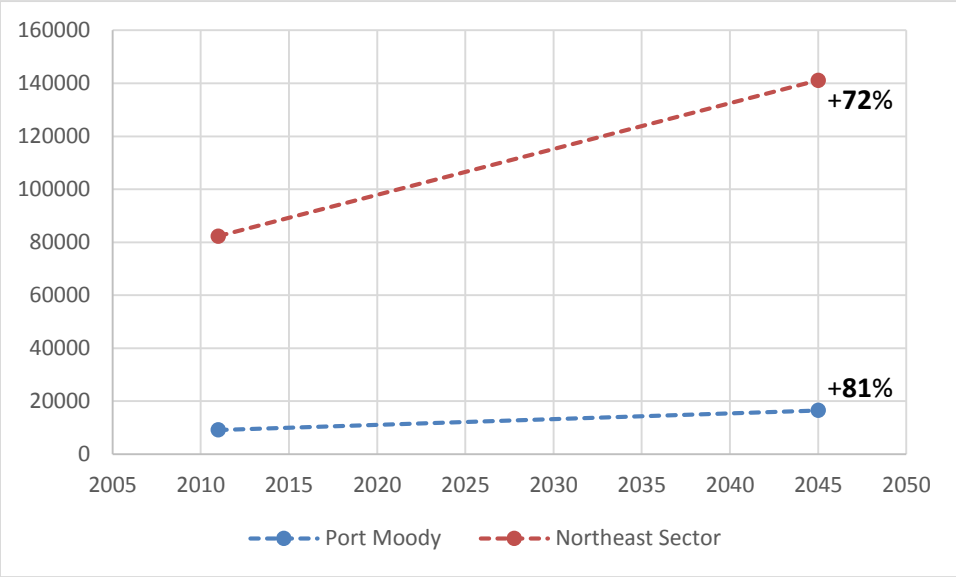
City equal to the number of employed residents. Currently this is not the case, however, as noted above, many of the planned new developments for Moody Centre, Inlet Centre, and around the new transit stations will be mixed use with space for commercial and retail uses. Projected job growth within the City of Port Moody and the Northeast sector can be seen below in **Figure 3.** Having more jobs located in the City of Port Moody provides residents with more employment opportunities close to home, shorter travel distances can promote alternative mode share options. This means that currently many Port Moody residents are having to travel outside of the city daily.

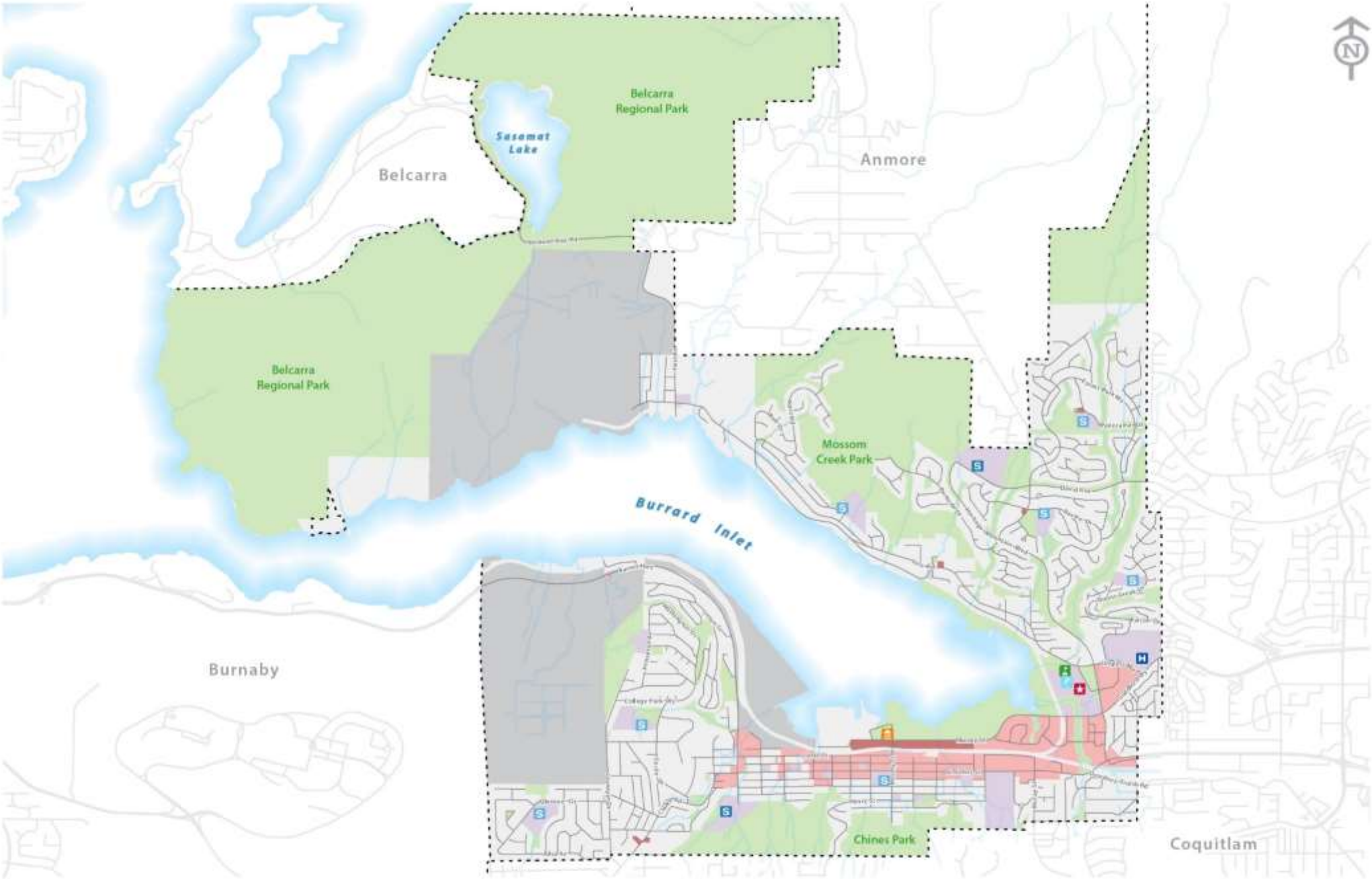
2.3 Land Use Context

- **Development Patterns.** The City's physical geography and topography has impacted its development patterns**.** Along the shores of Burrard Inlet and the areas with flatter topography is the location of higher density mixed use and residential developments as well as marina and industrial land uses. In contrast, many of the predominantly single family residential neighbourhoods are perched along the hills that encircle Burrard Inlet, as seen in **Map 1**.

Figure 3: Current and Projected Employment (2011 to 2045)

Source: TransLink Regional Trip Model





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Map 1: Existing Land Use

Port Moody Master Transportation Plan

Municipal Boundary

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

- **Schools.** There are seven elementary schools, one middle school, and two secondary schools located within the City of Port Moody:
  - Heritage Woods – Secondary School
  - Port Moody – Secondary School
  - Moody – Middle School
  - Aspenwood – Elementary School
  - Glenayre – Elementary School
  - Heritage Mountain – Elementary School
  - Moody – Elementary School
  - Mountain Meadows Elementary School
  - Pleasantside – Elementary School
  - Seaview Community School – Elementary School

2.4 Policy Context

Several relevant policy documents have been developed locally, regionally, and provincially that provide direction and guidance on issues of land use, growth management, development, transportation planning, and environmental sustainability. This section provides a description of relevant policies and initiatives at the municipal, regional, and provincial levels which can help influence and shape the direction of Port Moody's Master Transportation Plan.

2.5 Municipal Initiatives & Directions

The City has undertaken several planning initiatives and strategies that provide overarching direction for the Master Transportation Plan This section describes the municipal directions provided through key local policy documents.

- **Master Transportation Plan (2005).** The 2005 Master Transportation provided a list of projects and an implementation strategy for the road, pedestrian, and cycling networks. While the bulk of the projects were focused on improving the road network for motor vehicles, there were considerations for other modes. Since the development of the plan, nearly all proposed projects identified within a 10 year timeline have been either completed, are underway, or have been studied and considered for feasibility in some form.

- **Official Community Plan (2014)**. The City recently adopted an updated OCP that 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*
  - *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.

- **Port Moody Council Strategic Plan 2015 – 2018.** The Strategic Plan for 2015 to 2018 identifies Port Moody's priorities and demonstrates how the City will face ongoing local and regional changes. Seven strategic priorities have been identified and include the following list

Specific to transportation, the strategic priority for Moving People identifies the following outcomes and actions:

- **Outcome**: Enhance City transportation planning
- **Actions**:
  - Finalize input, develop and implement a Master Transportation Plan
  - Optimize transportation synergies through Evergreen preparation and other planning initiatives (parking plans, northeast area transit plan, regional transportation input, etc.)
  - Support public transportation
- **Outcome**: Effective connections between our neighbourhoods
- **Actions**:
  - Connect our waterfront to Moody Centre

- Create safe and connected cycling for commuters
- Ensure compliance of no new traffic on Ioco Road as/if development of the Ioco Town site occurs
- Support public transportation
- Create safe and efficient non-vehicle access to Inlet Centre Station

- **Parks and Recreation Master Plan (2015)**. The Parks and Recreation Master Plan was completed in early 2015. Through the development of the plan it was established based on a statically significant community survey that a large percentage of residents walk and bike for exercise and recreation. Trails and pathways were the top priority for improved outdoor recreation and the third choose was for better and/or more roadside bikeways. Indicating the importance of walking and cycling for recreational purposes. As part of the Parks and Recreation Master Plan vision notes that the preparation of a comprehensive trail and walkway network plan, coordinating trails and bikeways, and expanding the trial system are required.

- **Asset Management Plan (2013).** The Asset Management Plan was done to determine the remaining useful life of existing City infrastructure, including roads. The plan also determines the replacement values and the level of funding required to sustain the City's infrastructure over the long term. The Plan found that the overall road condition rated "fair", and identified the level of investment required annually to maintain existing transportation infrastructure.

- **Community Sustainability Plan (2011).** The City of Port Moody developed a Community Sustainability Plan that addresses the City's goals based on four pillars: environmental, economic, social, and cultural. The Plan identifies 20 areas, including transportation, land use planning, and neighbourhood planning a series of goals has been developed for each and a number of action items have been developed to be completed with the focus of achieving the identified goal. The goals for Transportation Planning include:

  - Enhance opportunities for pedestrian and cycling movements.
  - Address mass transit improvements and priorities vs. single occupant vehicles.
  - Encourage TransLink to provide more frequent service to Port Moody neighbourhoods including rapid transit and shuttle buses.

- **Draft Cycling Master Plan (2012).** The draft Cycling Master Plan was developed by the City of Port Moody identifies a number of proposed cycling projects including plans for the installation of additional on-street and off-street bicycle facilities within the City of Port Moody based on short, medium, and long term timelines. This plan, in draft form, has to prioritize cycling improvement projects leading to the completion of several high priority projects over the past 3 years.

2.6 External Initiatives & Directions

There are also several external plans and strategies developed by TransLink, surrounding municipalities, and other agencies that guide the directions Master Transportation Plan. These documents include Metro Vancouver's Regional Growth Strategy (2011); TransLink's Regional Transportation Strategy Strategic Framework (2013), Regional Cycling Strategy (2011), and Northeast Sector Area Transit Plan; and other adjacent municipalities' Official Community Plans and Master Transportation Plans.

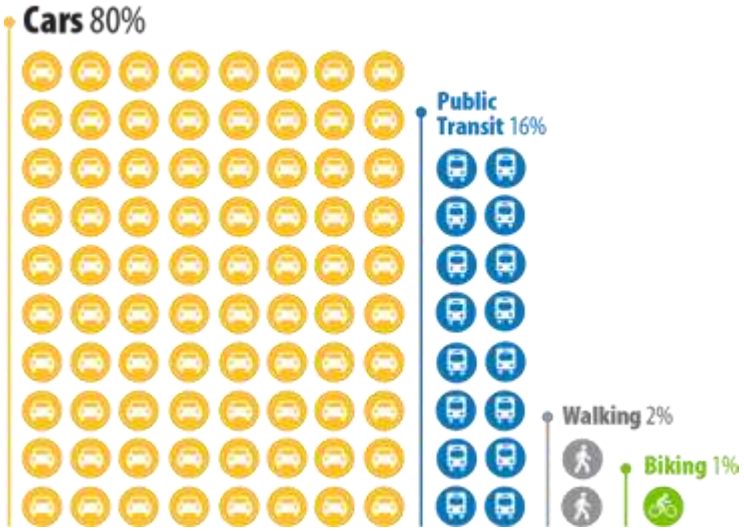
2.7 Travel Patterns

There are two main sources of information on travel patterns in the City of Port Moody, including the 2011 Statistics Canada Census and 2011 TransLink`s Regional Trip Diary. While these two data sources report on different information together they help to provide a more complete picture of travel patterns and demand throughout the City.

2.7.1 Mode Share

According to the 2011 National Household Survey, the majority (80%) of residents commute to work by automobile, followed by 16% by public transit, 2% by walking, and 1% who ride their bicycle to work (**Figure 4**), although these travel patterns vary throughout the City, with the highest use of sustainable modes of transportation (walking, cycling and transit) being found in the Inlet Centre neighbourhood. In contrast, the lowest mode shares for sustainable transportation are found in the hillside neighbourhoods such as Heritage Woods, which consist primarily of lower density residential land uses and automobile-oriented suburban-style networks. With a significant portion of trips made by automobile throughout the City, the largest greenhouse gas (GHG) emissions source within the City is on-road transportation (55%) followed by buildings and solid waste.

Figure 4: Mode Share of Commute Trips in Port Moody, 2011



TransLink's 2011 Trip Diary Survey provides additional data regarding all trips made by Port Moody residents – not just commuting trips. According to the Trip Diary Survey, approximately 19% of all trips are made by walking, cycling and transit. A comparison of the National Household Survey (2011) and TransLink Regional Trip Diary (2011) can be found in the table below. The results show that when taking into consideration all trips, a larger percentage of Port Moody residents walk for daily trips. It also shows that more people are taking transit to travel to and from work then part of their daily travel patterns.

Mode	2011 TransLink Trip Diary	2011 Census (daily commute trips)
Automobile	82%	80%
Public Transit	8%	16%
Walking	10%	2%
Cycling	0.5%	1%

2.7.2 City-Wide Travel Patterns

Port Moody's transportation network faces significant pressures from regional through traffic to and from surrounding communities to the east, particularly for traffic to and from the City of Coquitlam during peak periods. Major east-west corridors such as St. Johns Street / Barnet Highway, and Clarke Street / Murray Street / Guildford Way accommodate the majority of this east-west traffic travelling through the community.

The city's previous Master Transportation Plan found that nearly two-thirds (63%) of eastbound traffic during the PM peak from the Barnet Highway was through traffic destined to communities east of Port Moody, with only 37% of eastbound traffic from the Barnet Highway being local traffic destined to Port Moody.

More recently, TransLink has updated the Regional Transportation Model to 2011 base year conditions and 2041 future conditions which allows for a comparison from the 2005 Plan and 2011 conditions (although a direct comparison is not available). TransLink has provided the City with an analysis showing traffic volumes at four points on the City's street network during the AM peak hour (7:30 to 8:30 am) in the 2011 base case scenario. This analysis found that while Port Moody generates 45% of westbound trips during the AM peak hour, over half (55%) of trips on the Barnet Highway is regional through traffic that originates outside of Port Moody. The majority of this through traffic from outside Port Moody was found to originate from Coquitlam, particularly from Westwood Plateau and Coquitlam City Centre. Traffic from communities further east than Coquitlam (such as Port Coquitlam, Pitt Meadows and Maple Ride) was negligible on the Barnet Highway, as residents travelling westbound from these communities are instead using the Mary Hill Bypass or Lougheed Highway to access Highway 1.

Based on these findings, it is not anticipated that the volumes of traffic using these east-west corridors will see significant increases. This is because as noted, most of this traffic is being generated from either Westwood Plateau, which is largely built out and is not expected to see significant further population growth, or from Coquitlam City Centre. Traffic generated from areas of planned population growth in Coquitlam (such as Coquitlam City Centre and Northeast Coquitlam) as well as communities east of Coquitlam are expected to make use of the Mary Hill Bypass and/or Lougheed Highway to access Highway 1 based on the results of the Regional Transportation Model.

2.7.3 Trip Characteristics

As noted previously, the TransLink 2011 Regional Trip Diary collects data on all transportation trips made within the region. This includes all daily trips and provides additional information that is beneficial to understanding travel patterns including trip distance, purpose, and demographic information about residents by mode choice. Detailed summaries of trip characteristics are provided in **Appendix C** and are summarized below.

- **Trip Purpose.** The 2011 Trip Diary Survey asked respondents to identify the primary purpose of their trips. Auto driver or passenger trips are taken to satisfy a wide array of trip purposes. Excluding home-bound trips, 25% of auto trips are taken to go to work / university, and 8% to go to grade school. The remaining two-thirds of auto trips are taken for non-commute purposes.

  Trip purpose is different for other modes. For transit, while the majority trips on West Coast Express trips are made for commuting to work, trips on the bus and SkyTrain are taken for a wider variety of purposes, although a heavy focus remains for commute oriented trips. Approximately half of all walking and cycling trips (54%) are for school trips.

- **Trip Distance.** In general, for longer trips leaving Port Moody, car and public transit are the modes most often used, with 26% of automobile trips and 38% of transit trips being 10 kilometres or more. For cycling, 62% of daily trips are 6km or less, while 38% are 10km or longer. Comparatively, walking trips tend to be shorter, with 88% of daily walking trips for distances less than 2 kilometres.

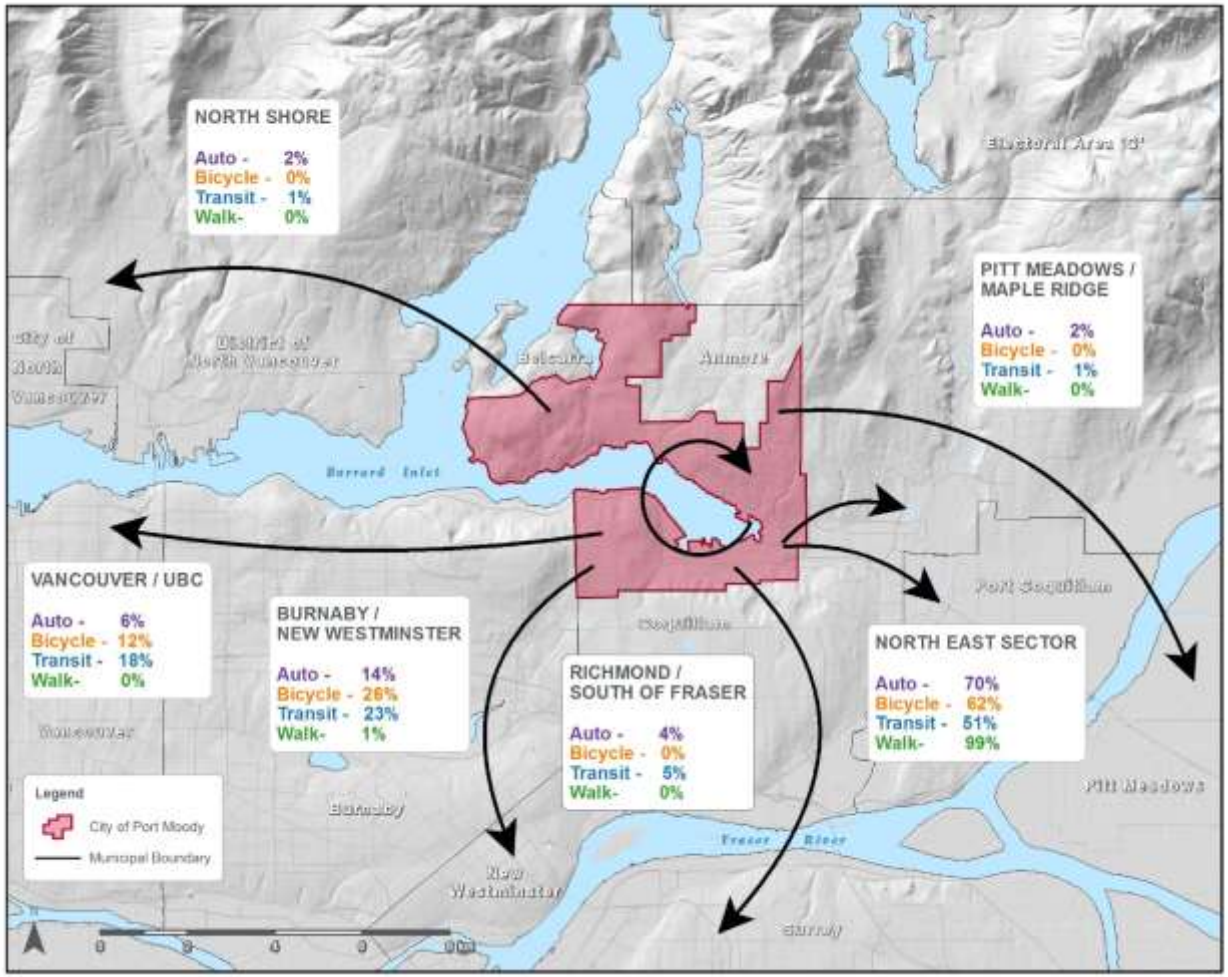
  The majority of auto trips remain local within Port Moody and the Northeast Sector, as over half (56%) of automobile trips are less than 6 km. It was also found that many bus and SkyTrain trips are also local, with 45% of bus and SkyTrain trips being less than 6 km in distance.

- **Trip Destinations.** As alluded to above in terms of trip distances, a significant amount of daily trips from Port Moody remain within the Northeast Sector of Metro Vancouver (including Port Moody). This is especially true for walking (99%) and automobile travel (70%). Approximately half (51%) of daily transit trips are to Northeast Sector destinations, with 23% of transit trips destined to Burnaby or New Westminster (**Figure 5**).

For cycling trips, 62% are to Northeast Sector destinations, and over one quarter (26%) of cycling trips are made to the adjacent cities of Burnaby and New Westminster. A larger proportion of bicycle (38%) and transit (49%) trips from Port Moody are to destinations outside of the Northeast Sector compared to automobile destinations (30%).

Figure 5: Trip Destination by Mode

Source: 2011 TransLink Regional Trip Diary

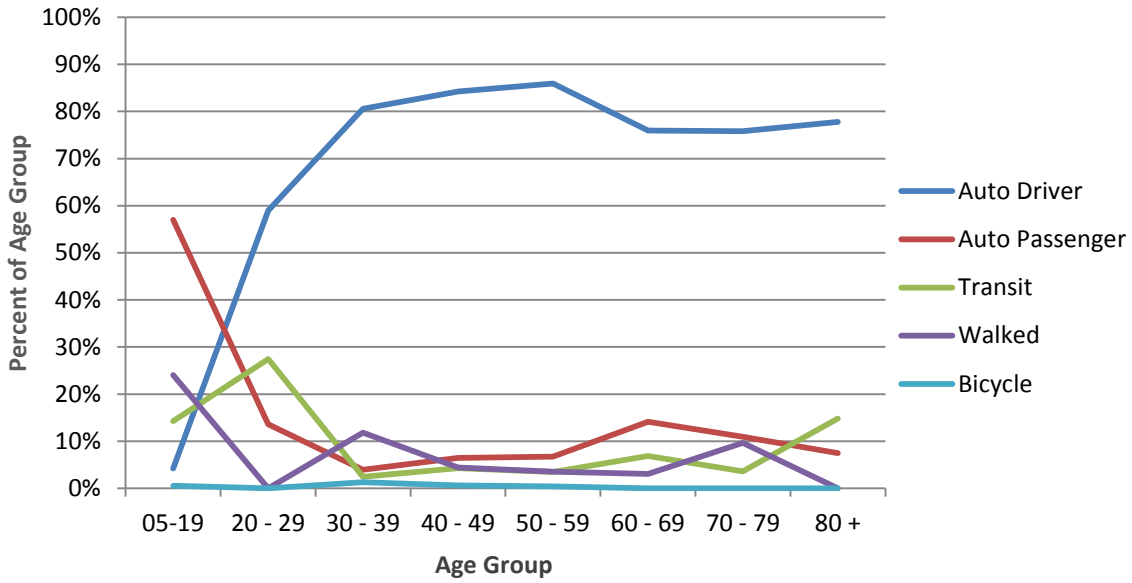


- **Trip by Age Group.** The 2011 Trip Diary Survey also identified trips by mode of transportation and age cohort. It found that age does have a significant impact on daily trip activity. Port Moody is home to a significant youth population, this segment of the population is particularly important to focus on for travel demand, as youth often do not have access to automobiles and are reliant upon transit, walking, cycling and carpooling. In fact and as shown in **Figure 6**, among children and youth aged 5 to 19, walking, cycling, car pooling and transit make up nearly 95% of trips made by this age group in Port Moody. The proportion of trips made by walking, cycling, carpooling, and transit is still significant among the 20 to 29 age group, as these modes account for nearly 40% of all trips among this age group. However, as residents enter their thirties, the proportion of trips made by sustainable transportation decreases. The automobile is the predominant mode of transportation among Port Moody residents aged from 30 to 59 years, representing between 80% and 90% of all trips among these age groups.

While driving continues to be the main form of transportation for most age groups, aside from those 19 years of age and younger, there is an increase in both walking and transit use among seniors in Port Moody, particularly those aged 70 and above. The results of the Trip Diary Survey show that of the people who reported driving as their primary means of transportation, over one-third (34%) were in the 40-49 age group. The percentage of auto drivers gradually decrease going up into the next age groups, with people over the age of 80 accounting for only 1% of all auto drivers.

Figure 6: Mode Share by Age Group

Source: 2011 TransLink Regional Trip Diary



3.0 Walking

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 GHG emissions, improve public health outcomes and help to create more liveable and vibrant communities.

As noted previously, although walking only accounts for approximately 2% of all commute trips, it accounts for over 9% of all trips made by Port Moody residents. Most walking trips tend to be short-distance trips that remain within the City. Walking trips are made for a variety of purposes, including travel to school, recreation, personal business and shopping. Almost three quarter (72%) of walking trips are 1 km or less in distance, or approximately a 10-minute walk, while almost all (99%) of all walking trips are less than 5 km in distance.

The City has an extensive walking network, which includes sidewalks on many streets as well as off-street trails and pathways, traffic signals, and crosswalks. Recreational opportunities through Rocky Point Park and other parks and green spaces attract many recreational pedestrians, while the mixtures of land uses and high densities in Moody Centre and Inlet Centre in particular strongly encourage walking for social and business purposes. In general, areas with mixed use development and higher levels of residential densities are typically associated with higher levels of walking. The higher density mixed use developments in Moody Centre and Inlet Centre provide residents with a number of key destinations within a short walking distance which also helps to make walking an attractive mode of transportation. The arrival of the Evergreen Line will provide even more opportunities to encourage walking to SkyTrain stations and to create even more walkable and transit oriented communities. In addition, many of the neighbourhoods located on Port Moody's hills have special considerations for pedestrians with numerous pedestrian rights-of-ways that cut through cul-de-sacs, as well as trails that create a more direct walking network.

3.1 Policy Context

Port Moody's **Official Community Plan** (2014) clearly outlines the importance of walking as a form of transportation and as a recreational activity. Enhancing the pedestrian experience, ensuring that neighbourhoods are designed with pedestrians in mind, and the desire for pedestrian friendly amenities and considerations throughout Port Moody is well established in the Official Community Plan and is identified in virtually all of the community's goals. The focus on pedestrians is particularly strong when discussing new developments within 400 metres of the new Evergreen Line stations.

The **Parks and Recreation Master Plan** found that 96% of survey respondents walk or hike for exercise, and that the first priority for improved recreation is more and/or better paths and trails.

The **Subdivision and Development Servicing Bylaw** identities sidewalk requirements for all new developments in the City of Port Moody. **Table 1** outlines the City's existing sidewalk requirements based on the street network classification. Sidewalks are currently required on all streets that are classified as being part of the Major Road Network (MRN), as well as arterials, collectors, and local residential streets with high density or commercial land uses are. All other streets within Port Moody are required to have sidewalks on at least one side of the street.

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

The Bylaw also provides guidance for sidewalk width. As shown in **Table 2**, the sidewalk width requirements are based on location and land use. In addition to the widths outlined below, the Bylaw states that sidewalks on arterial and collector streets should be separated from the curb with a utility strip wherever possible to maximize the width of the 'clear zone'. Walkways (off-street pathways) separated from the road shall have a minimum right of way of 2.4 metres and clear walking width not less than 1.5 metres. The Bylaw also provides guidance on accessibility and states that wheelchair ramps shall be provided at all intersections wherever a walkway or sidewalk is separated from a roadway by barrier curbs.

Table 2: Sidewalk Width by Location

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

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

3.2 Key Issues & Opportunities

There are a number of key issues and challenges for walking in Port Moody, including:

- 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 use outside of the Inlet Centre and Moody Centre neighbourhoods, which results in long travel distances that are unlikely to be made by walking;
- An increasing seniors population with a stronger reliance on walking;
- The need to transport children, family, and heavy loads; and

- Feeling unsafe due to high traffic speeds and volumes.

Opportunities 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
- Integrate walking with the Evergreen Line, particularly in areas within walking distance of the planned Evergreen Line stations.

3.3 Pedestrian Inventory & Assessment

- **Existing Sidewalks.** There are currently approximately 89 km of sidewalks in Port Moody. Approximately 56% of all City streets have sidewalks on at least one side of the street. As noted previously, sidewalks are currently required on both sides of all Major Road Network (MRN), arterial, and collector streets, as well as local residential streets with high density or commercial land uses. Concrete sidewalks are standard in the City new construction and make up most of Port Moody's existing sidewalk network.

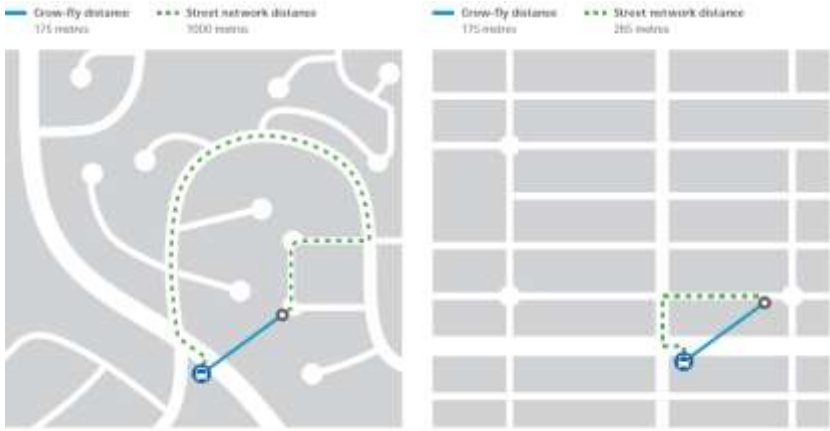
  Port Moody's existing sidewalk coverage is shown in **Map 2.** Sidewalks are provided on both sides of most major streets (including the Major Road Network and arterial streets), including portions of St Johns Street, Murray Street, Clarke Street, Ioco Road, Heritage Mountain Boulevard, and David Avenue. However, as seen **Table 3**, 54% of MRN and arterial streets do not have sidewalks on both sides of the street. There are also many gaps in the sidewalk network, as well as several large areas of the City with limited sidewalk coverage.

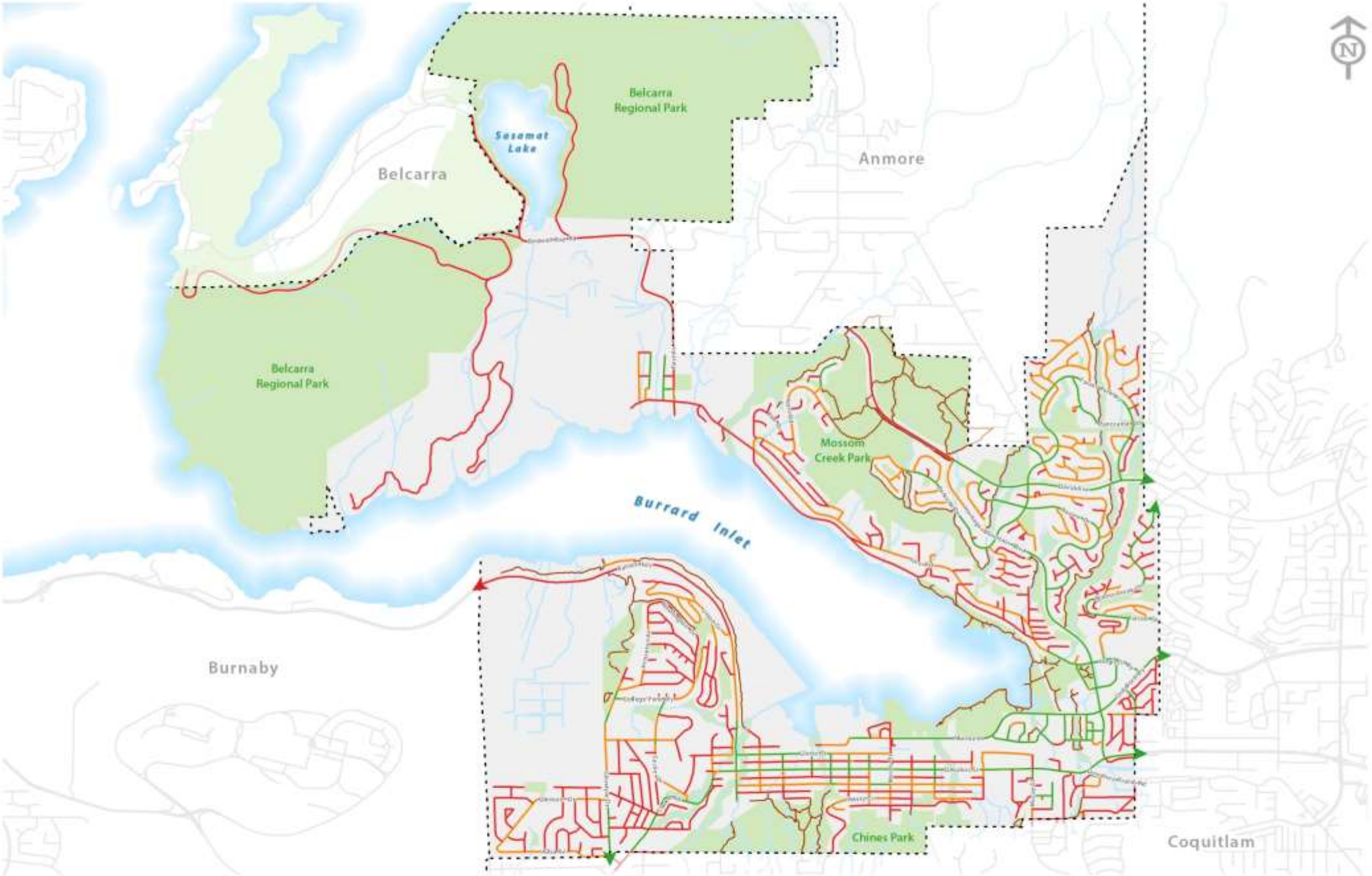
Table 3: City of Port Moody Sidewalk Coverage

Road Classification	No Sidewalk	One Sidewalk	Two Sidewalks	Total
MRN	33%	21%	46%	100%
Arterial	0%	17%	83%	100%
Collector	11%	41%	49%	100%
Local	61%	31%	8%	100%

- **Trail Network.** 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 and can be seen in **Map 3**.

- **Network Connectivity.** Pedestrian connectivity is often high in areas such as Moody Centre and Inlet Centre, with a road network that has a strong, continuous grid pattern. The logical and interconnected layout of these street networks is generally easy to navigate, and provides numerous route options to destinations. However, in suburban settings and hilly topography walking can be challenging with a disconnected street network, due to a lack of alternate through roads and the concentration of motor vehicle traffic on arterials. As demonstrated in the image to the right, the 'loop and lollipop' street patterns commonly found in many suburban housing developments decrease pedestrian connectivity (Image source: TransLink).





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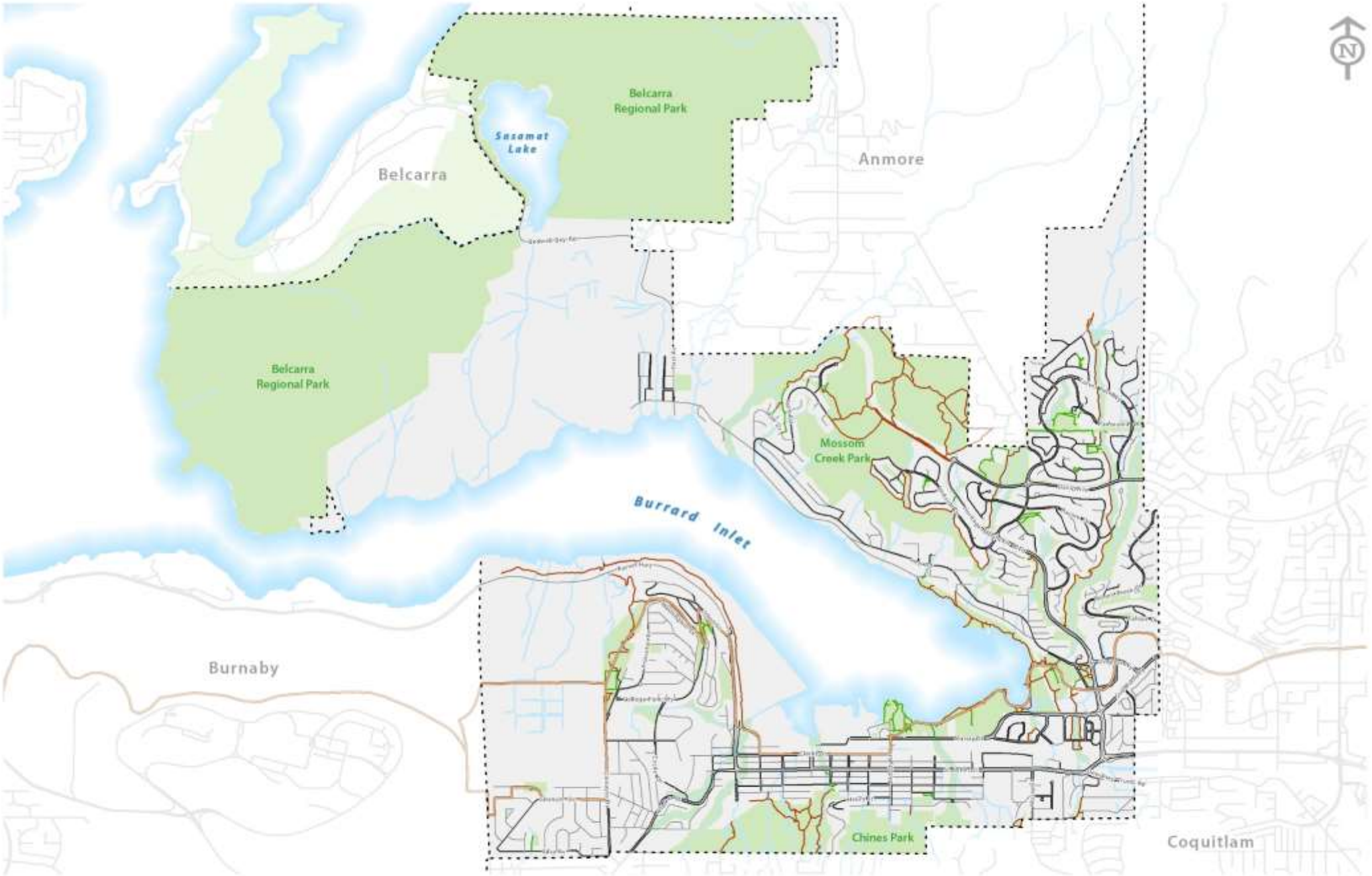
Map 2: Sidewalk Inventory

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

- Municipal Boundary
- Park / Green Space
- Trail
- No Sidewalks
- Sidewalk On 1 Side Of The Road
- Sidewalks On Both Sides Of The Road



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Map 3: Pedestrian Infrastructure

Port Moody Master Transportation Plan

Municipal Boundary
Park / Green Space
TransCanada Trail
Trail
Multi-Use Path
Sidewalk

- **Accessibility.** Accessibility challenges can include a number of factors such as lack of sidewalks or paved shoulders, a lack of curb ramps at intersections, or curb ramps that are not designed to be accessible. Many accessible features such as tactile pavers, curb ramps, and pavement surface quality may not be noticeable to many people, but if not in place may act as a significant deterrent for those with mobility challenges.

  Most of the streets in Port Moody with existing sidewalks have curb ramps and considerations for people with mobility issues. The location of these curb ramps, however, are not always located to provide ideal accessibility. At a number of locations, the curb ramps do not lead into the crosswalk but instead direct pedestrians into the centre of the intersection which can lengthen crossing times for individuals with mobility aids or strollers. There are also intersections that have curb letdowns, but which have no sidewalk, which limits the accessible network for individuals with mobility challenges.

  All of the signalized intersections within the City of Port Moody have pedestrian activated signals, and pedestrian countdown timers. Many intersections also have audible signals, but there are a number of major intersections that do not have audible signals. An inventory of the pedestrian treatments at intersections can be seen below in **Table 4.**

Table 4: Existing Pedestrian Treatments at Port Moody Intersections

Location	Type of Intersection Control	Pedestrian Activated Signal	Pedestrian Countdown Timers	Audible Signals
Murray Street & Ioco Road	Traffic Signal	All	All	All
Barnet Highway & Ioco Road	Traffic Signal	All	All	None
Dewdney Trunk Road & Barnet Highway	Traffic Signal	All	All	None
Ioco Road & Newport Drive	Traffic Signal	All	All	All
Ioco Road & Heritage Mountain Blvd	Traffic Signal	All	All	All
Ravine Drive & Heritage Mountain Blvd	Traffic Signal	All	All	None
Turner Creek Drive & Heritage Mountain Blvd	Traffic Signal	All	All	None
Turner Creek Drive & David Avenue	Traffic Signal	All	All	None
Noons Creek Drive & Ungless Way	Traffic Signal	All	All	None
Ungless Way & Guildford Way	Traffic Signal	All	All	None
Balmoral Drive & Guildford Way	Traffic Signal	All	All	All
Ioco Road & Suter Brook Way	Traffic Signal	All	All	All
Murray Street & Capilano Road	Traffic Signal	All	All	All
Murray Street & Klahanie Drive (east)	Traffic Signal	All	All	All
Murray Street & Klahanie Drive (west)	Traffic Signal	All	All	None
Moody Street & Clarke Street	Traffic Signal	SW/SE	SW/SE	None

St. Johns Street & Moody Street	Traffic Signal	All	All	All
St. Johns Street & Williams Street	Traffic Signal	All	All	None
St. Johns Street & Buller Street	Traffic Signal	All	All	All
St. Johns Street & Moray Street	Traffic Signal	All	All	None
St. Johns Street & Grant Street	Traffic Signal	All	All	None
St. Johns Street & Kyle Street	Traffic Signal	All	All	All
St Johns Street & Hugh Street	Traffic Signal	All	All	None
Barnet Highway & Clarke Road	Traffic Signal	All	None	All
Barnet Highway & Union Street	Traffic Signal	All	None	None
Barnet Highway W of Reed Point Way	Pedestrian Signal	All	All	None
Barnet Highway & View Street	Traffic Signal	All	None	None
Clarke Street & Douglas Street	Traffic Signal	All	All	None
Clarke Street Between Elgin Street & Kyle Street	Pedestrian Signal	All	All	None
David Avenue & Heritage Woods Secondary	Pedestrian Signal	All	All	None
David Avenue & Forest Park Way	Traffic Signal	All	All	None

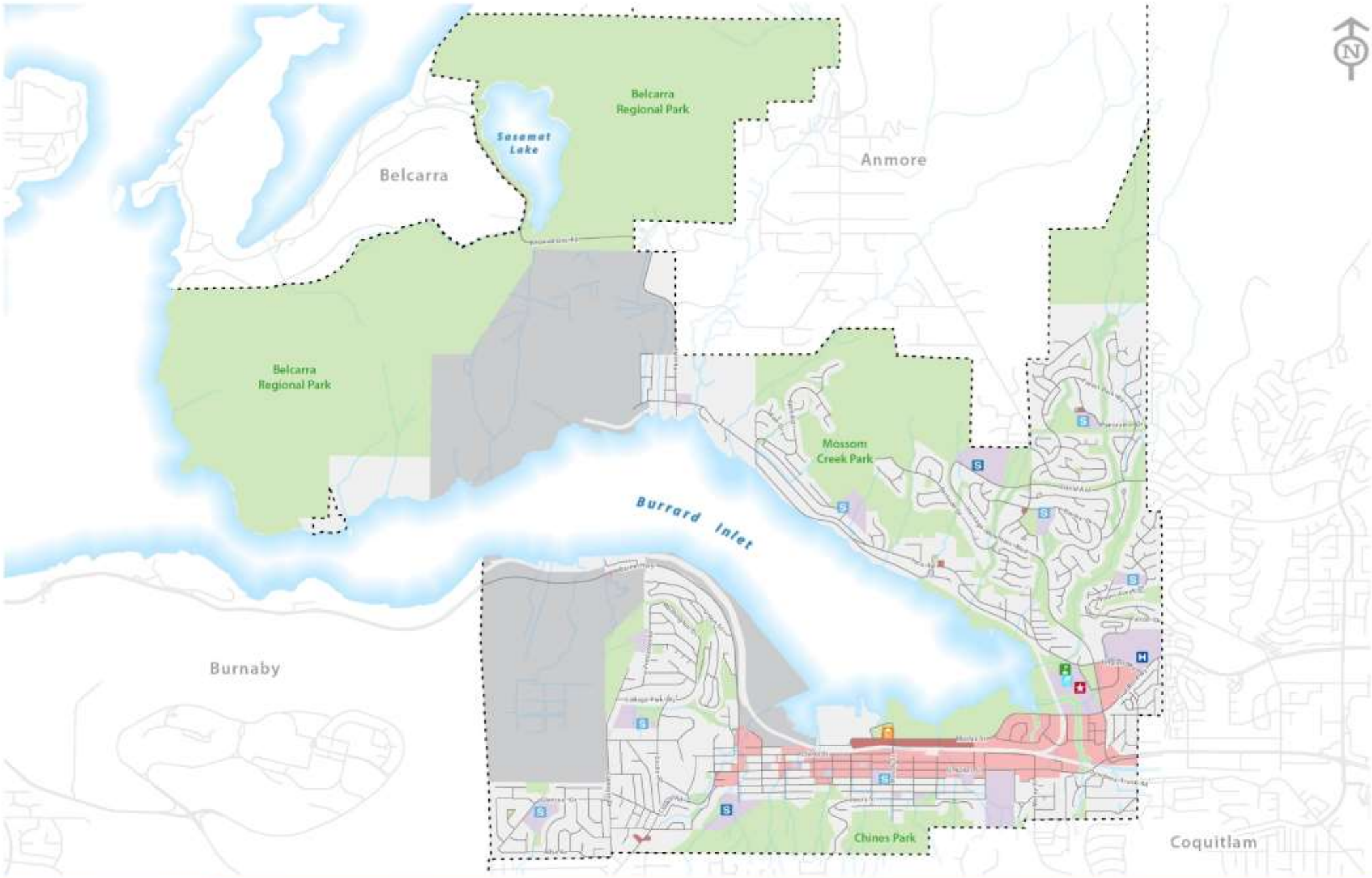
- **Pedestrian Generators.** Key pedestrian generators, such as commercial areas, institutions, schools, parks, and transit facilities are located throughout Port Moody, as can be seen below in **Map 4**. Existing pedestrian generators such as Port Moody Recreation Centre, Port Moody Arena, and civic destinations including City Hall and the Library are all located in Inlet Centre. Inlet Centre is also home to a number of restaurants, grocery and specialty food stores as well as clothing and other retail stores. Parks and schools are also major pedestrian generators including Rocky Point Park. Bus stops and future Evergreen Line Stations are also key pedestrian generators as most people

begin and end their trip on transit as a pedestrian it is important that the streets with bus stops and located near the current West Coast Express (WCE) and future Evergreen Line Stations are accessible by pedestrians.

- **Topography.** Physical challenges are presented by areas of steeper topography and can act as a significant deterrent to many pedestrians. Research has found that individuals with physical disabilities and older residents are more likely to find walking steep hills challenging and are less likely to walk hills to destinations within their community. While many of Port Moody's pedestrian generators are located in the portion of the City which has relatively flat topography, a significant proportion of the City's single and multi-family residential dwellings are located along steep hills.

- **East/West Rail Corridors.** The CN rail corridor that stretches parallel to St Johns Street limits pedestrian access points to bridge crossing locations. Over an approximate 3 km stretch between Barnet Hwy and the Coquitlam border crossing locations are limited to 3 locations. These challenges limit connectivity of the waterfront to the Moody Centre Area.

- **Support Programs and Initiatives.** The City of Port Moody provides a number of on-line resources for pedestrians and hikers, including maps of popular trails as well as different amenities available along trails and in parks. In September 2014, the City hosted the **Pedestrian Safety Fair** which was a family friendly event developed in partnership with ICBC. The event had a number of walking and cycling exhibits promoting safe behaviours including Pedalheads bike safety and distracted simulations. Port Moody does not currently have safe routes to school programs offered through their schools.



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Map 4: Pedestrian Generators

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

Municipal Boundary

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

4.0 Cycling

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. 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.

Supportive cycling infrastructure contributes to promoting physical activity, public health, reduced greenhouse gas emissions, and increased mobility options within a community. Developing a safe and comprehensive bicycle network along with supporting education, communication and promotional programs is an important way to support healthy lifestyles and to recognize the positive environmental aspects of cycling as a viable and attractive mode of transportation. With appropriate facilities, cycling can be time-competitive with both automobiles and transit, particularly over short-to-moderate distances during peak travel periods.

4.1 Policy Context

The City has prepared a **Draft Master Cycling Plan** (MCP) that is intended to provide safe and accessible cycling facilities and establish strategies that will promote and encourage cycling in Port Moody. The MCP is a guide for the City in creating a network of on-road and off-road bicycle routes along with supportive policies, practices and programs to encourage more people to cycle. The goal of the plan is to better integrate cyclists into the existing transportation system and to promote and encourage cycling as a safe and convenient mode of transportation. These values have been summarized into the following vision statement for the MCP:

The Master Cycling Plan Project will develop a comprehensive plan to provide safe and accessible cycling facilities and establish strategies that will promote and encourage cycling in Port Moody.

In order to achieve this vision, the MCP includes four goals:

1. Increase cycling mode share in Port Moody and the Region
2. Provide safe and accessible facilities for current and potential cyclists
3. Attract new cyclists
4. Increase public awareness around cycling as a transportation mode

The cycling routes described in the Master Cycling Plan fall into one of three classifications, as described below**.**

- **Commuter**
  - May have higher exposure to traffic compared to other cycling routes
  - Provides regional connectivity
  - Allows for a more direct connection between major destinations
- **Neighbourhood**
  - Located on roads with lower traffic volume or provides physical separation from traffic on busy roads
  - Provides local connectivity and connections to recreational and commuter routes
- **Recreational**
  - Separated from traffic and located within park space when possible
  - Typically limited connectivity to residential, commercial, employment, or other major destinations
  - Generally provides an indirect route of travel

The City's **Subdivision and Development Servicing Bylaw** states that where an off-road bicycle routes is defined in the Official Community Plan and the City's Master Transportation Plan, the minimum widths shall be:

- One way – 1.5 metres
- Two way, light use – 2.5 metres
- Two way, heavy use – 3.0 metres

The Bylaw also states that a two-way major bikeway will typically consist of two 1.5 metre wide lanes separated by a landscaped median.

In addition to cycling for transportation and commuting purposes, the Mountain Bike Task Force was established to develop a policy framework for the management of mountain biking on City of Port Moody owned parkland. In 2008, the Task Force prepared a report that included a site visit to Bert Flinn Park and upper West Noons Creek. Public input was collected based on a presentation of the draft report. The report presents the key issues associated with current conditions of mountain biking in Port Moody and makes recommendations based on the key issues and feedback

that was heard. Some of the key findings and recommendations are presented below:

- Recommended trail widths were established, with nature trails between 1.5 metres to 2.0 metres in width;
- An updated map of existing trails was recommended;
- Existing trails should be upgraded before additional trails are added; and
- The report identified the importance of providing connections between on and off-road bicycle networks

4.2 Key Issues & Opportunities

There are a number of key issues and challenges for cycling in Port Moody, including:

- 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 identified in the MCP;
- 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; and
- More exclusive cycling facilities on busy streets such as painted bicycle lanes.

4.3 Bicycle Inventory & Assessment

- **Existing Bicycle Infrastructure** Port Moody's bicycle network is structured primarily through a series of commuter, neighbourhood, and recreational routes. Trails, such as those through many of the City's parks, are some of the key recreational bicycle facilities in the City. In addition the City has several existing on-street bicycle lanes, shared use lanes, and neighbourhood bikeways, as described below and shown in **Map 5** and the table below.

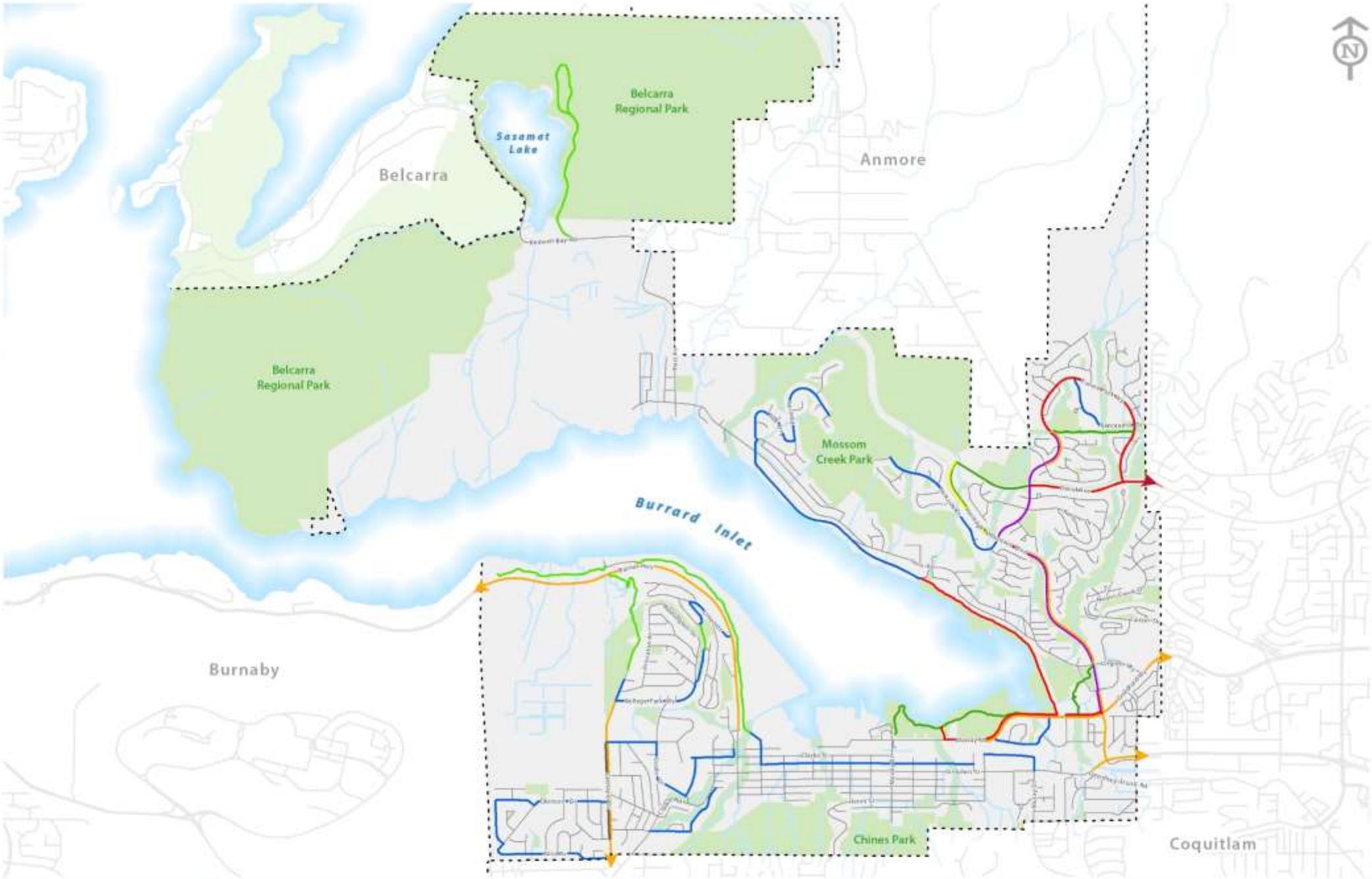
    - **Dedicated Bicycle Lanes** are located on both directions of Ioco Road between Barnet Highway and Ungless Way and in the northbound direction on Heritage Mountain Boulevard continuing from Ioco Road to Turner Creek Drive. Bicycle lanes are also located on both sides of Guildford Way and Barnet Highway (7A) between Ioco Road and continue into the City of Coquitlam, as well as on Barnet Highway on both sides of the street, providing an important regional connection into Burnaby.

    - **Neighbourhood Bikeways and Shared Use Lanes** have been designated on a number of streets in Port Moody. Some of these streets such as Short Street and a portion of Douglas Street are part of the Trans Canada Trail. Spring Street is a neighbourhood bikeway that runs parallel to Clarke Street and St Johns Street, and has significantly lower vehicle volumes than Clarke Street and St Johns and has been traffic calmed with speed humps. Other designated neighbourhood bikeways in Port Moody include Klahanie Drive, Forest Park Way, and Parkside Drive.

    - **Paved Off-Street Pathways.** Within Port Moody there are a number of streets that have off-street pathways that provide physical separation for pedestrians and cyclists that run parallel to major streets. For example, a paved off-street pathway that is part of the trail network at Rocky Point Park runs along Murray Street between Rocky Point Park and Ioco Road. Similar facilities are located on the east side of Heritage Mountain Boulevard, David Avenue and Forest Parkway.

Table 5: Distance of Bicycle Facilities by Type

Bicycle Facility	Km	Percentage
Off Street Pathway (Paved)	4.0	9%
Off Street Pathway (Unpaved)	6.1	14%
Bicycle Only Pathway	5.7	13%
Bicycle Lane	8.7	20%
Shared Use Lane	2.8	6%
Neighbourhood Bikeway	14.7	34%
Paved Shoulder	0.8	2%
Sidewalk	0.8	2%
Total	43.5	100%



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Map 5: Existing Bicycle Routes

Port Moody Master Transportation Plan

Municipal Boundary
Park / Green Space
Off-Street Facility (Paved)
Off-Street Facility (Unpaved)
Bicycle Only Pathway
Bicycle Lane
Shared Use Lane
Neighbourhood Bikeway
Paved Shoulder
Bicycle Sidewalk

Coquitlam City Centre. Bicycle facilities on David Avenue continue into the City of Coquitlam and provide connections to Town Centre Park and the Coquitlam River trail network.

- **Transit Integration.** 100% of TransLink's fleet of buses is equipped with bicycle racks that can carry two bicycles at a time. Bicycles are also permitted on all West Coast Express (WCE) Trains at any time (two bicycles are permitted per car). Permitting bicycles on buses and WCE is designed to assist travelers that are not within walking distance of bus or train stops. Space is provided on a first come first serve basis. There is no extra charge to bring bikes on either the bus or WCE.

- **Topography.** Steep topography can have an ever greater impact on cycling than on walking. As noted previously, while most of the key destinations located within Port Moody are in the relatively flat areas of the City, many residential homes and a number of bicycle routes are located along steep hills such as Heritage Mountain Boulevard, Forest Parkway and Glenayre Drive.

- **End-of-trip Facility Requirements.** The City of Port Moody's OCP clearly encourages providing bicycle parking spaces and storage spaces in new developments. The City is currently in the process of updating its Zoning Bylaw, which is expected to complete in 2015. The Bylaw update is anticipated to have a new section created that provides specific requirements for bicycle parking and storage. Regulations for the type and location of bicycle parking will be based on best practices in Metro Vancouver and will outline minimum requirements for establishing long-term bike storage and short term publically accessible bike racks located on the street and in front of businesses.

- **Support Programs.** The City of Port Moody has supported cycling behaviour through the following initiatives including:

  - In September 2014 the City hosted the **Pedestrian Safety Fair** which was a family friendly event developed in partnership with ICBC. In addition to teaching pedestrian safety, Pedalheads were onsite to promote bike safety.

  - Participating and supporting Bike to Work Week.

5.0 Transit

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. Public transit buses are operated by Coast Mountain Bus Company (CMBC), and SkyTrain is maintained and operated by British Columbia Rapid Transit Company (BCRTC). 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 will provide 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. The preferred directions and priorities for the long-term plan can be then used as input and guidance to the Northeast Sector Area Transit Planning process, which is currently underway.

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.

As noted previously, 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 most 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). 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.

Overall, half (50%) of bus trips starting in Port Moody end in the Northeast sector, while almost a quarter (23%) end in Burnaby / New Westminster, and 18% end in Vancouver or UBC. Only 8% of bus trips that begin in Port Moody end in other areas. It should be recognized that bus service serve different markets than the West Coast Express, and when looking at the trip distribution of these different types of transit, there is a shift in focus. For West Coast Express trips, the City of Vancouver is the primary destination for Port Moody residents; as 93% of Port Moody's West Coast Express train or TrainBus trips terminate in Vancouver. Almost all commuter rail trips are made for the purpose of work – reflective of the Monday to Friday, peak hour schedule of the service. Transit is generally not being used to travel eastwards to Pitt Meadows / Maple Ridge or to area south of the Fraser River.

In addition, as noted previously, Evergreen Line is scheduled to open in 2016 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). The

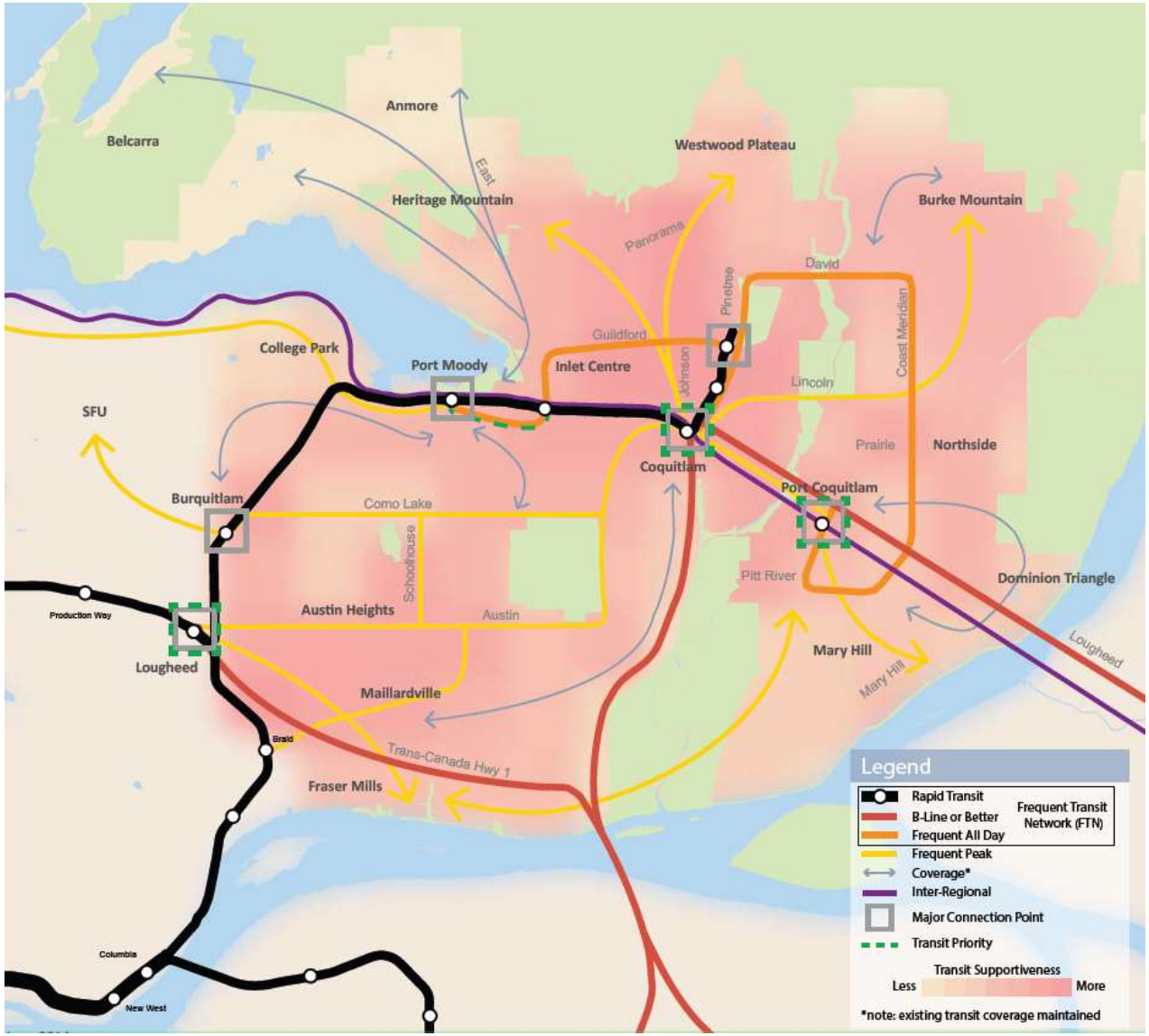
completion of the Evergreen Line is expected to have a significant impact on travel patterns within the City and Northeast Sector. With the arrival of the Evergreen Line, there is an emerging focus on integrating Transit Oriented Development (TOD) around the new Evergreen Line Stations. This TOD has been identified in the City's OCP as a designation within 400 metres of Evergreen 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.

5.1 Policy Context

TransLink's **Northeast Sector Area Transit Plan** is currently being revised to correspond with the opening of the Evergreen Line. Area Transit Plans (ATPs) support key planning processes such as the **Regional Transportation Strategy** – which establishes the region's long term (30-year) transportation vision in terms of overall regional goals, targets, policy direction and investment priorities – and local land use and transportation plans.

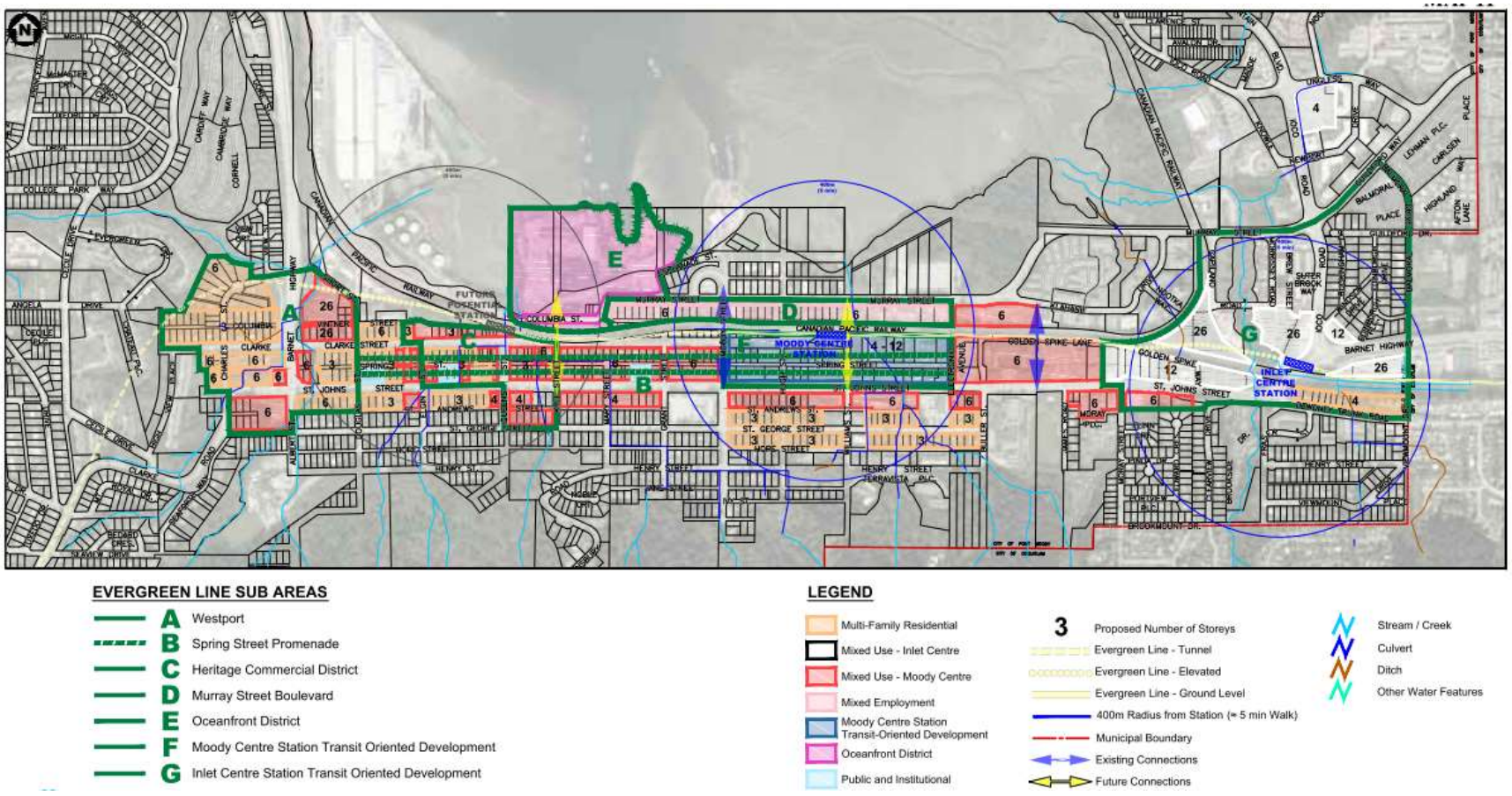
In June 2014, TransLink, in consultation with other Northeast Sector municipalities and stakeholder groups, presented its 30-year vision for transit in the Northeast Sector as part of Phase 2 of the Area Transit Plan process. The vision seeks to link transit-oriented communities, improve access to destinations, meet changing travel demands, expand network coverage, and simplify network design. This vision, as shown in **Figure 9**, illustrates the implementation of the Evergreen Line; frequent transit services east of Moody Centre station along St Johns Street, Ioco Road, and Guildford Way; frequent peak services along Barnet Highway; and improved connections between Port Moody Centre and Belcarra, Anmore, and Heritage Mountain to the north, as well as Coquitlam and Como Lake Road to the south.

Figure 9: Northeast Sector Area Transit Plan 30 Year Vision



Port Moody's **Official Community Plan** has laid a strong foundation for Transit Oriented Development (TOD) near station areas. The TOD designation in the OCP calls for the development of higher density, mixed use, pedestrian friendly development within a 400 metre radius of the proposed stations. OCP land use designations near future Evergreen Line stations are shown in **Figure 10**.

Figure 10: OCP Land Use Plan – Evergreen Line Sub-Areas



5.2 Key Issues & Opportunities

There are a number of key issues and challenges for transit in Port Moody, including:

- Understanding the impact of the Evergreen Line on the City's transportation network and travel patterns;
- Lack of transit service coverage to some area of the City, particularly lack of *frequent* service coverage;
- The need to integrate land use planning with the Evergreen Line;
- Limited number of accessible bus stops;
- Opportunities for improved passenger amenities and customer information at bus stops; and
- The number of transfers required to reach desired destinations.

Opportunities to improve transit in Port Moody include:

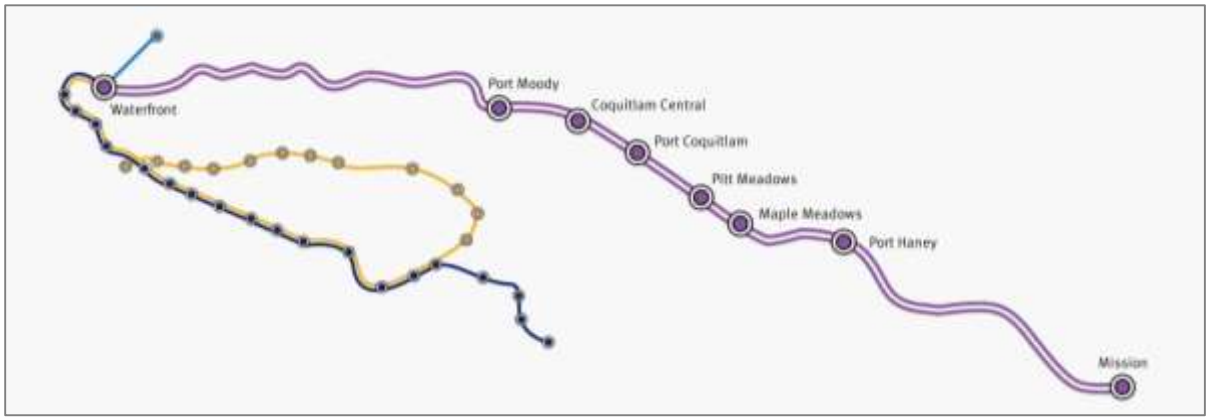
- Evergreen Rapid Transit Line;
- Service frequency improvements, particularly outside of rush hours, during evenings and weekends; and
- Increase park and ride locations at SkyTrain and West Coast Express stations

5.3 Transit Inventory & Assessment

- **Types of transit services.** There are a variety of different service types that are aligned with transit markets in Port Moody. Transit services currently available in Port Moody include local bus service, regional bus service, B-Line service, West Coast Express, and HandyDART, as described below:
  - **Local bus service** provides fixed-route local area service within the City and to neighbouring communities in the Northeast Sector with Community Shuttles – a cost-effective service using smaller vehicles suitable for local, neighbourhood streets.

- **Regional bus service** provides fixed route service using conventional buses connecting Port Moody to neighbouring communities. Regional routes include all-day express routes to Vancouver (Route 160) and peak period routes.
- **The 97 B-Line** provides limited stop services connecting Port Moody to Coquitlam Centre in the east and the Millennium SkyTrain line at Lougheed Town Centre in the west. The B-Line is part of Metro Vancouver's Frequent Transit Network, with services provided at least every 15 minutes, for 15 hours a day, 7 days a week.
- **HandyDART** provides door-to-door custom transit service for people with physical or cognitive disabilities who are unable to use the conventional system without assistance.
- **Commuter Rail** (West Coast Express) service provides Port Moody residents with Monday to Friday service to Vancouver, Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge, and Mission, as shown in **Figure 11**. The service operates Monday to Friday, during peak hours in the peak direction only. TrainBus, a supplemental coach bus service to the West Coast Express, runs at select times outside of peak hours, emulating the train route and providing direct service to all West Coast Express stations.

Figure 11: West Coast Express System Map



- **Transit facilities and exchanges**
  - *Current Conditions.* The City's transit services are centred around the Port Moody West Coast Express station, located north of St Johns Street on the south side of the CPR tracks in Downtown Port Moody. A park-and-ride lot is available at Port Moody Station for

transit users, with a capacity of 296 parking spaces at a cost of $3 per day. The station provides connectivity between commuter rail, some bus routes, and local Community Shuttle services. While the 97 B-line does not directly serve the station, a B-line bus stop is located two blocks south of the station at St Johns Street / Williams Street. A bus loop and passenger drop-off is available directly in front of the station for ease of access. Additionally, bicycle lockers are available for monthly rentals at the station.

- *Post Evergreen Line Implementation:* The arrival of the Evergreen Line will increase the centrality of the Port Moody West Coast Express Station, to be renamed Moody Centre Station, to Port Moody's transit network. Moody Centre will become Port Moody's primary multi-modal transit hub, serving West Coast Express, SkyTrain, as well as all regional and local bus routes.

- **Network Structure.**

  - ***Current Conditions:*** Conventional bus service provides regional connections to the Millennium SkyTrain line at Lougheed Town Centre, Downtown Vancouver via Barnet Highway / Hastings Street, Coquitlam Centre, and Port Coquitlam. All conventional routes converge on St Johns Street and travel through the municipality along this east-west axis. Four conventional bus routes and five community shuttle routes serve Port Moody, as described below.

    - **Route 97 B-Line** provides frequent, limited stop service between the Lougheed Town Centre Millennium Line SkyTrain Station and Coquitlam Central West Coast Express Station. Within Port Moody, the 97 B-Line travels along Clarke Road, St Johns Street, Ioco Road, Ungless Way, and Guildford Way.

    - **Route 160** provides semi-frequent, express, all day service between Port Coquitlam and Downtown Vancouver via Barnet Highway and Hastings Street. Limited stop service is provided through most of Burnaby and Vancouver to Downtown Vancouver. Through Port Moody, Route 160 travels along Barnet Highway and St Johns Street. Occasional AM and PM peak period trips will detour to Port Moody Centre station to connect with West Coast Express trains. In addition, occasional AM and PM peak period trips will detour via Guildford Way.

    - **Route 178** provides peak period only service between the Port Moody and Coquitlam West Coat Express stations via Noons Creek Drive, Panaroma Drive and Pinetree Way.

    - **Route 190** provides peak period express service in the peak direction only between Coquitlam Centre Station and Downtown Vancouver via St Johns Street and Barnet Highway.

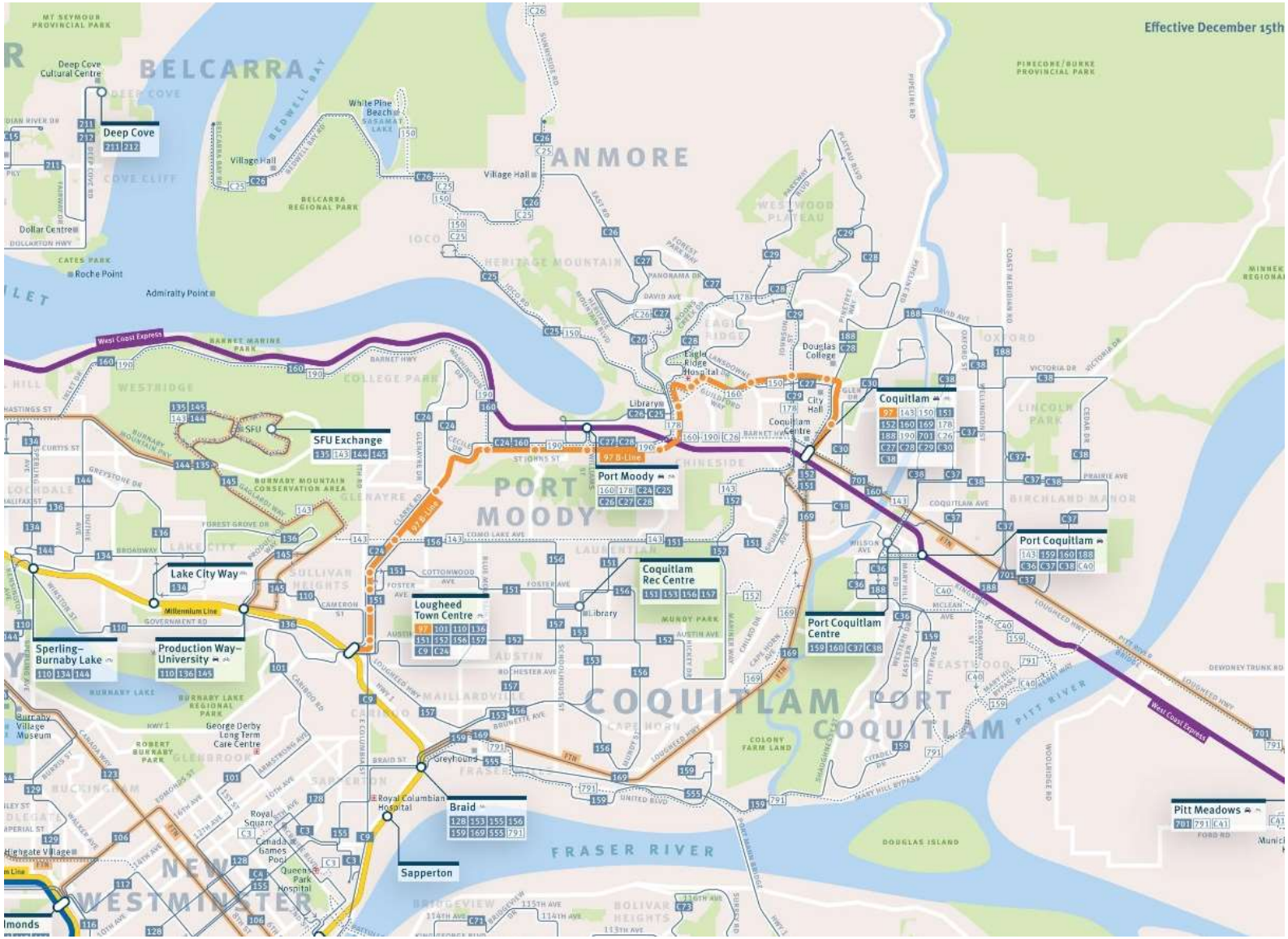
    - **Route C24** provides local neighbourhood service to the Glenayre and College Park neighbourhoods with connections to Port Moody Station and Lougheed Town Centre Millennium Line SkyTrain Station.

    - **Route C25** provides local service to Ioco via Ioco Road with connections to Port Moody Station.

- **Route C26** provides local service to Belcarra, Anmore, and Buntzen Lake (summer months only) via Heritage Mountain Boulevard, East Road and Sunnyside Road.
- **Route C27** provides local service to Ravine Drive, Heritage Mountain, David Avenue, and Panorama Drive neighbourhoods with connections to Port Moody Station and Coquitlam Centre Station.
- **Route C28** provides all day service between the Port Moody and Coquitlam Central West Coast Express stations via Route 178 peak period routing (Noons Creek Drive / Panorama Road).

- In addition to the above, Route 150 provides hourly summer season shuttle service between Coquitlam Centre and White Pine Beach via Guildford Way, Ioco Road, and 1st Avenue. As Route 150 is not a regular all-year service route, it is not displayed on the following maps. The transit network in Port Moody is illustrated in **Figure 12.**

Figure 12: Transit Route Map (Northeast Sector)

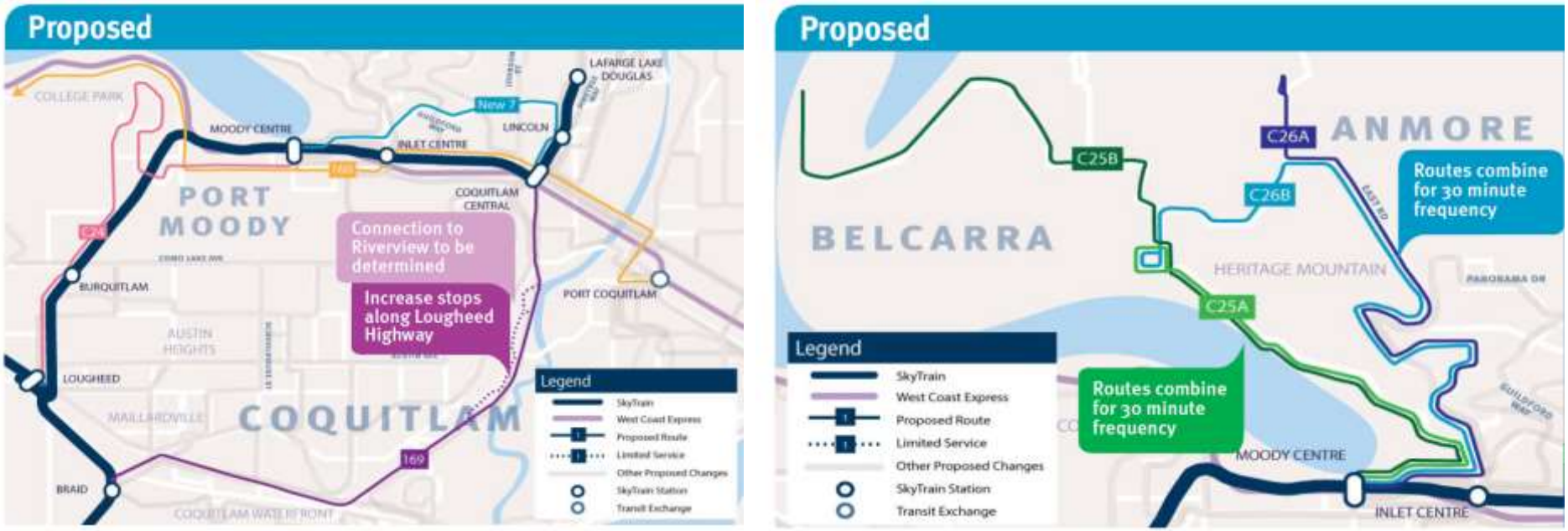


- *Post Evergreen Line Implementation:* The Northeast Sector Area Transit Plan has outlined a number of proposed changes to the transit network post-implementation of the Evergreen Line. The outline has not yet been approved and is in draft form. Once the Evergreen Line is operational, both the 97 B-Line 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.

  Routes C25 and C26 will be will be restructured to provide more consistent and reliable service for people travelling to and from Ravine Drive. While the plan calls for the discontinuation of direct service between Anmore and Belcarra, direct service will be provided between Belcarra and Moody Centre Station.

  Port Moody's proposed transit network post-Evergreen Line is displayed in **Figure 13**. Although not shown on the map, it is understood that Routes C27 and C28 will be retained as is.

Figure 13: Proposed Transit Network Changes



- **Service Frequencies.**

  - *Current Conditions:* Bus service in Port Moody is provided seven days a week. The 97 B-Line operates on a Frequent Transit Network (FTN) corridor with service frequencies of at least 15 minutes in both directions throughout the day and into the evening, every day of the week. Service along the 97 B-Line begins early in the morning and continues to the late evening. Route 160 operates on a semi-frequent basis from early in the morning to late evenings. Routes 178 and 190 are commuter-oriented services, operating on weekdays in the AM and PM peak periods only. Port Moody's Community Shuttle routes generally provide 15 or 30 minute peak service and 30 or 60 minute off peak service, seven days a week.

    Table 6 details bus and rail service frequencies during peak periods, midday, evenings, and weekends.

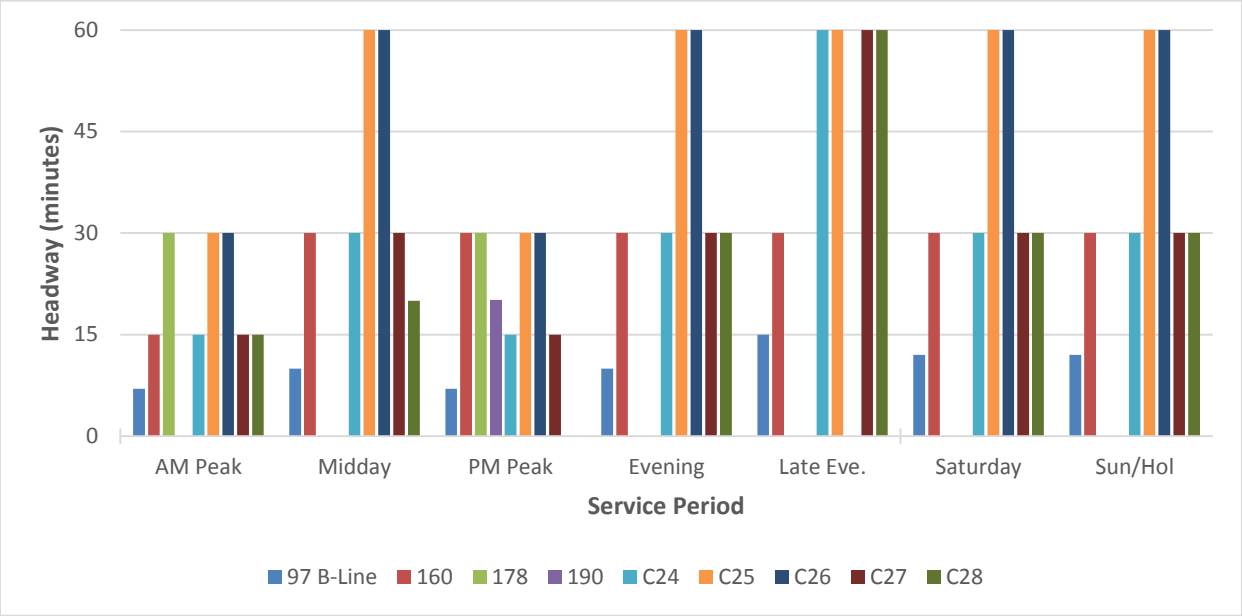
Table 6: Summary of Typical Transit Headways (minutes)

Route	AM Peak	Midday	PM Peak	Evening	Late Eve.	Saturday	Sun/Hol
Conventional Bus							
97 B-Line	7	10	7	10	15	12	12
160	15	30	30	30	30	30	30
178	30	N/A	30	N/A	N/A	N/A	N/A
190	1 Trip	N/A	20	N/A	N/A	N/A	N/A
Community Shuttle							
C24	15	30	15	30	60	30	30
C25	30	60	30	60	60	60	60
C26	30	60	30	60	N/A	60	60
C27	15	30	15	30	60	30	30
C28	15	20	10 – 15	30	60	30	30
Summer Shuttle							
150	N/A	60	60	N/A	N/A	60	60
West Coast Express							
Rail	30	N/A	30	N/A	N/A	N/A	N/A
TrainBus (M – F)	Departs Port Moody: 10:42/11:42 Arrives Port Moody: 13:29/14:05/19:34/20:04/20:34						

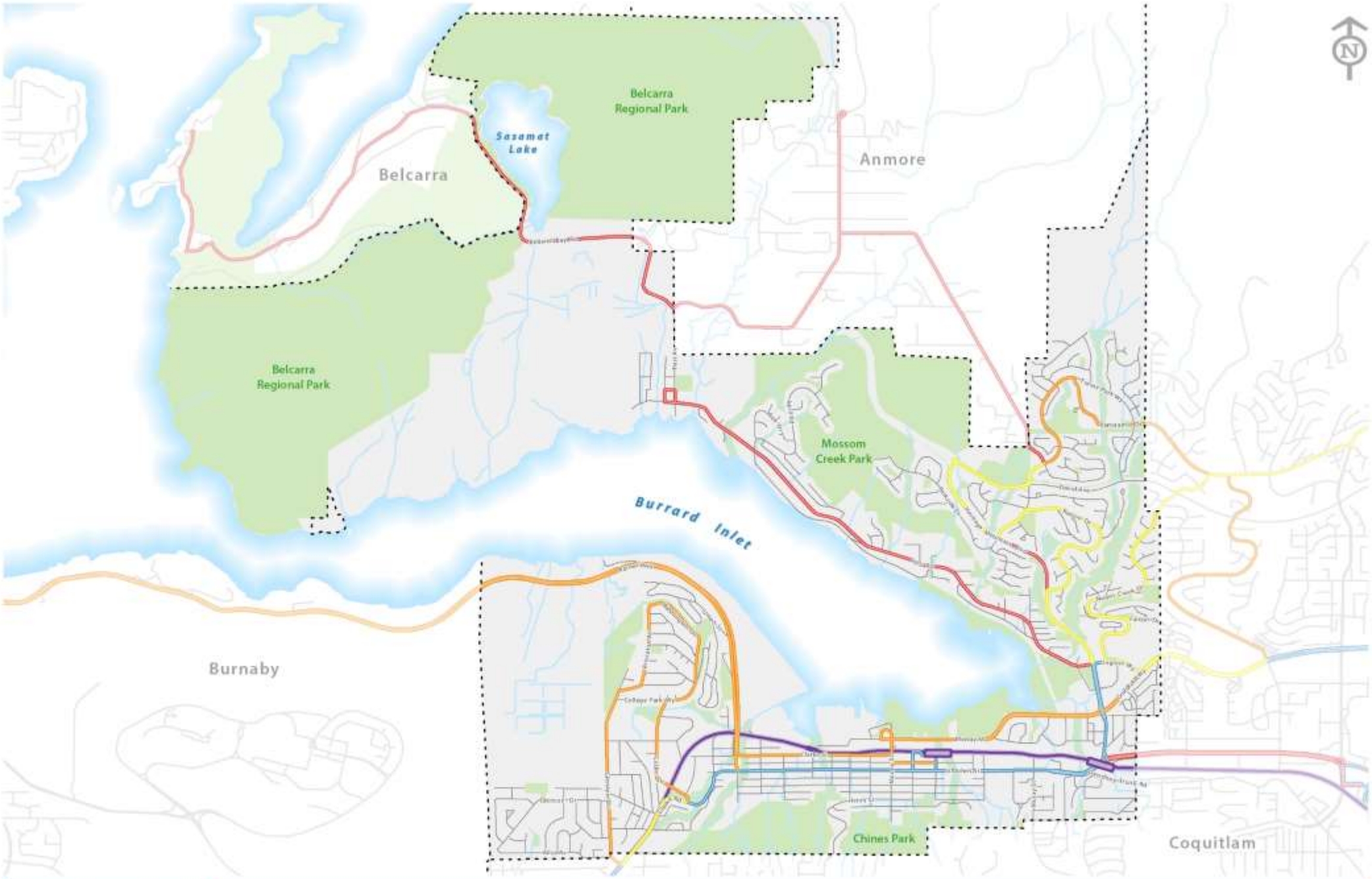
Figure 14 illustrates the transit headways for all regular Port Moody bus routes (excluding the Route 150 White Pines Beach summer shuttle). In addition to bus service, West Coast Express service is provided in the peak direction on weekdays every 30 minutes during the AM and PM peak periods. 5 inbound and 5 outbound trains operate in the AM and PM peaks, respectively. TrainBus, a

supplemental coach bus service to the West Coast Express, runs at select times outside of peak hours, emulating the train route and providing direct service to all West Coast Express stations.

Figure 14: Summary of Transit (Bus) Headways by Service Period



Map 6 illustrates PM peak period bus service headways on a corridor basis. Several corridors have very frequent bus service, with a bus every 5 minutes or less along St John's Street and 10 minutes or less along most of Port Moody's other primary corridors including Clarke Road, Heritage Mountain Boulevard, Ravine Drive, Ungless Way / Guildford Way, and Noons Creek Drive.



TransPort Moody

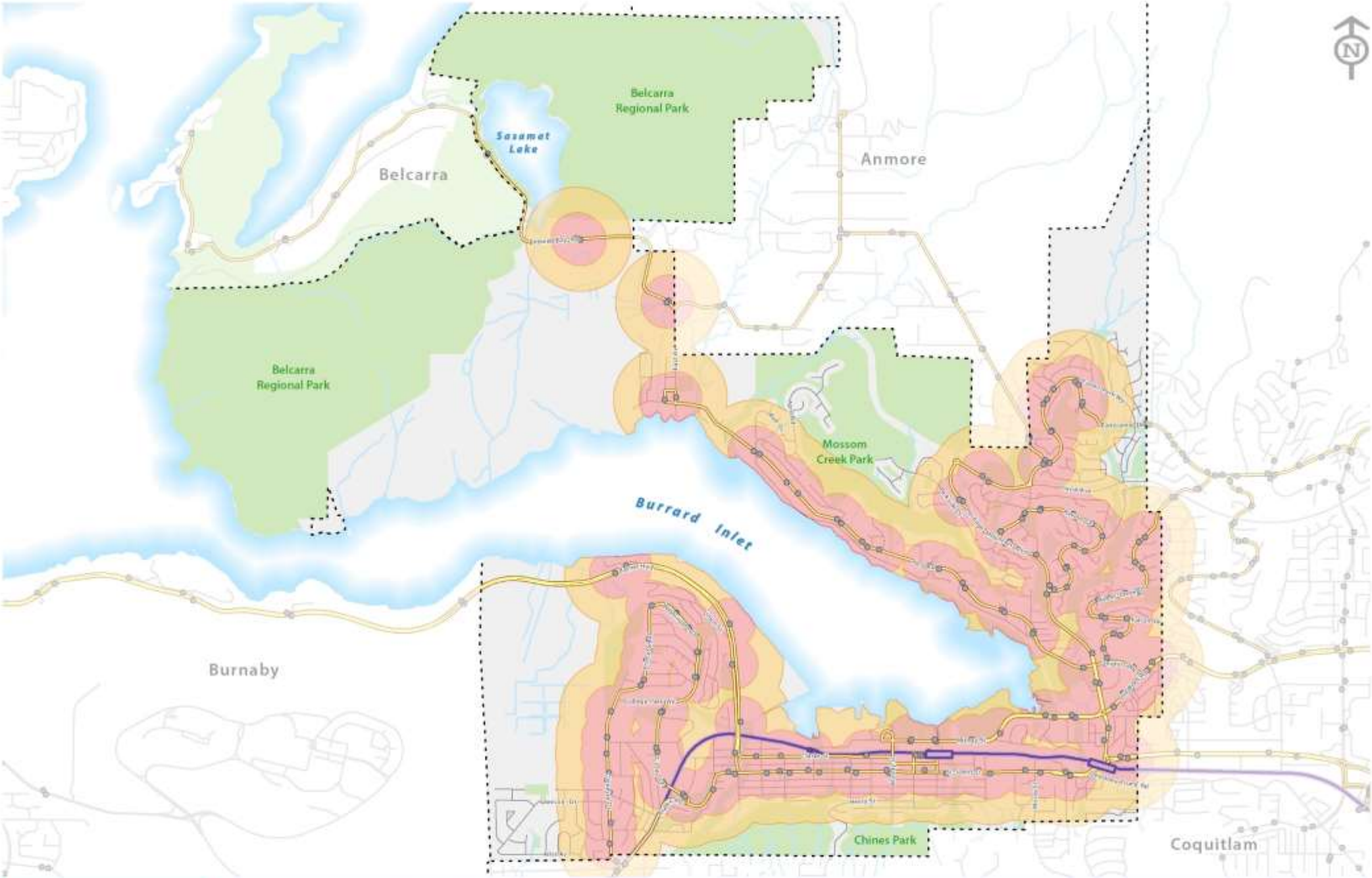
Port Moody Master Transportation Plan

Map 6: Transit Frequency (PM Peak)

- Municipal Boundary
- Park / Green Space
- Future Evergreen Line
- Future Evergreen Station
- <= 5 Min.
- > 5 Min. - 10 Min.
- > 10 Min. - 20 Min.
- > 20 Min.

- *Post Evergreen Line Implementation:* The Northeast Sector Area Transit Plan notes the following changes to service frequency following the implementation of the Evergreen Line:
  - Route 160: truncate at Brentwood Town Centre and reduce to 30 minute service frequencies in all periods;
  - Route C24: 30 minute frequencies in all periods;
  - New “Route 7”: 10 minute peak / 15 minute off-peak

- **Route coverage.** Bus routes provide service within a reasonable walking distance to most Port Moody residents, as most developed areas of the City are within 400 metres – approximately a five minute walk – from a bus stop (see **Map 7**). Additionally, a significant amount of people living in central Port Moody are located within 400 metres of a frequent transit network bus stop. Gaps in coverage include:
  - April Road neighbourhood;
  - Western Parkside Drive neighbourhood;
  - Forest Park Drive between Panorama Drive and David Avenue;
  - Gatensbury Road; and,
  - Glencoe Drive / Alisa Avenue neighbourhood



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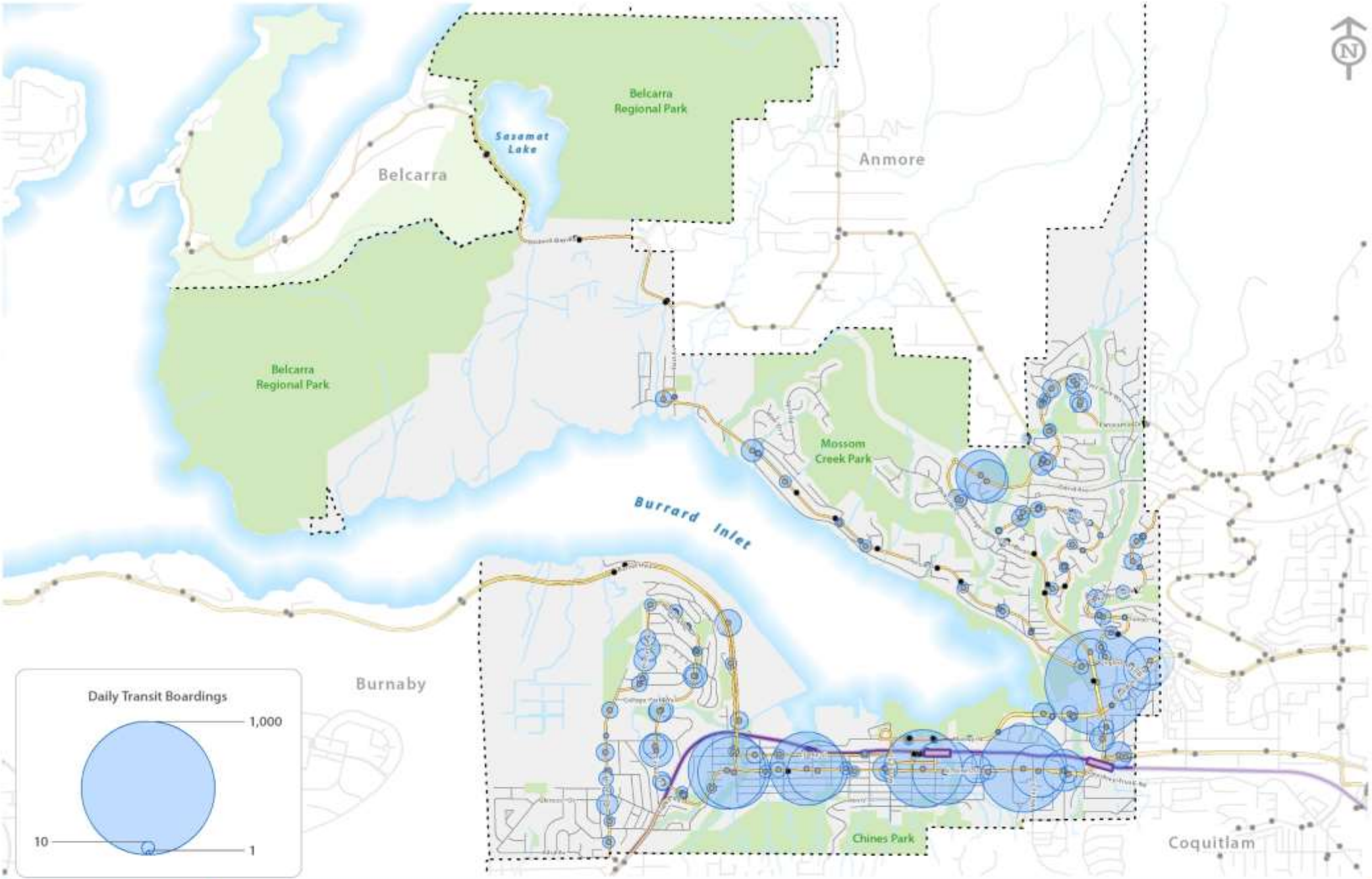
Map 7: Transit Network Coverage

Port Moody Master Transportation Plan

- Municipal Boundary
- Park / Green Space
- Future Evergreen Line
- Future Evergreen Station
- Bus Stop
- Bus Route
- 200m Bus Stop Buffer
- 400m Bus Stop Buffer

- **Ridership.** Bus usage (as reported by estimates of daily transit boardings) is highest along St Johns Street, Ioco Road (between St Johns and Ungless) and Ungless Way (**Map 8**). In general, 97 B-line bus stops are busiest, which further emphasize the importance of frequent transit to the transit customer base in Port Moody. Community Shuttle routes additionally report significant stop activity, with C24 stops along Cecile Drive, College Park Way, Princeton Avenue and Glenayre Drive exhibiting relatively high use. Also, heavy activity at the stops nearest Heritage Woods Secondary on David Avenue emphasize the importance of high school age ridership and reinforce the very high “to school” trip purpose findings revealed in an earlier section.



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Map 8: Daily Transit Boardings

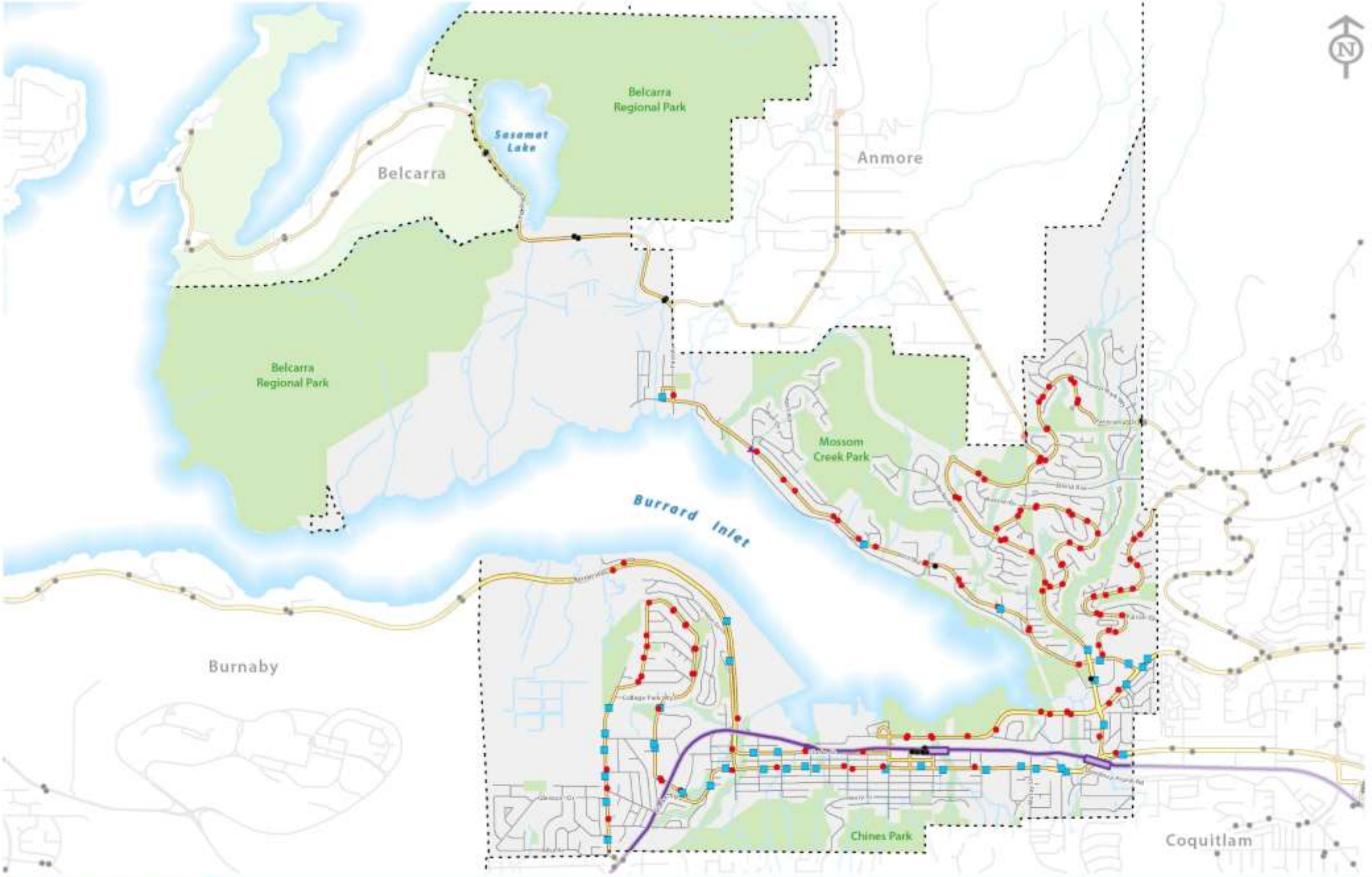
Port Moody Master Transportation Plan

Municipal Boundary
Park / Green Space
Bus Stop
No Data Available
Bus Route
Future Evergreen Line
Future Evergreen Station

- **Passenger Amenities. Map 9** shows the distribution of transit stops and amenities throughout Port Moody. In total, Pitt Moody has one West Coast Express station and 162 bus stops. Forty bus stops throughout the City have both bus shelters and benches (25%). Many of these bus stops are along Frequent Transit Network corridors on St Johns Street, Ioco Road, and Guildford Way. 121 bus stops (75%) have neither benches nor shelters.

- **Transit Accessibility.** All bus stops in Port Moody have been classified based on whether they are considered to be accessible. An accessible bus stop is defined as a bus stop that is designated as wheelchair accessible by display of a white and blue decal featuring the International Symbol of Access. In order for a stop to be designated as wheelchair accessible, it must include a raised passenger landing area (such as a sidewalk or an asphalt lift). This would involve specific minimum dimensions to allow buses to safely deploy a mechanical ramp for wheelchair patrons to board or alight buses. As of May 2015, 60% of Port Moody bus stops were classified as accessible, lower than the system-wide average of 72%. **Map 10** shows the distribution of accessible transit stops throughout Port Moody.

  As of 2008, all TransLink buses and community shuttles (except West Coast Express TrainBus) are wheelchair accessible. Conventional bus service is provided on low floor kneeling buses, which makes it easier for persons with disabilities to get on and off transit vehicles. Courtesy seating at the front of the bus is available for customers with scooters, wheelchairs, mobility aids or baby strollers or for customers with a disability or mobility issue. Accessible stops and low floor kneeling buses can be important features for seniors with restricted mobility and can reduce injuries associated with boarding. Another accessible feature of the transit system is HandyDART, a demand responsive service specifically for persons with disabilities, providing door-to-door transit service for individuals unable to use the conventional transit system. Passengers must first register to use HandyDART services. Registration is free.



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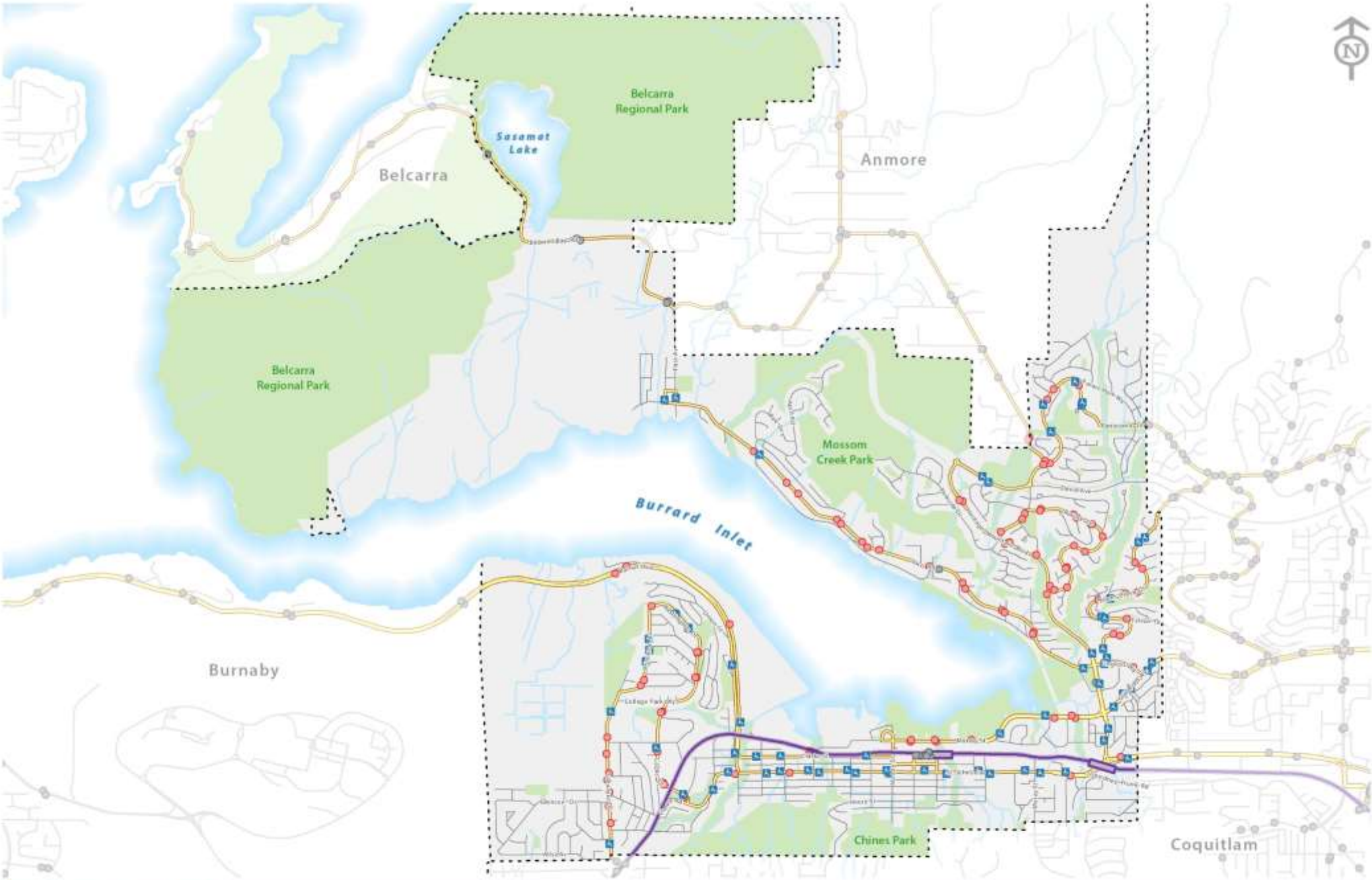
Map 9: Transit Stop Amenities

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

- Municipal Boundary
- Park / Green Space
- Future Evergreen Line
- Future Evergreen Station
- No Amenities
- Bench Only
- Shelter And Bench
- Amenities Unknown
- Bus Route



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Map 10: Transit Stop Accessibility

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

- Municipal Boundary
- Park / Green Space
- Future Evergreen Line
- Future Evergreen Station
- Accessible Stop
- Non-Accessible Stop
- Stop Accessibility Unknown
- Bus Route

- **Performance Measures. Table 7** summarizes transit performance measures for all routes serving Port Moody. Data is taken from TransLink's Bus Service Performance Review, except where indicated, and represent 2013 conditions. Performance measures are provided for each route and include the total population and jobs within 400 metres, the costs and revenues per passenger, the revenue: cost ratio, and boardings per revenue hour and capacity utilization.

From a financial perspective, the 97 B-Line is Port Moody's best performing route and is a revenue generator for TransLink with a revenue:cost (R:C) ratio of 1.71. The 97 B-Line has high ridership turnover with over 80 boardings per revenue hour in the PM peak hour, resulting in costs per passenger of $1.18, significantly below the system average of $3.69. PM peak capacity utilization for the 97 B-Line is 110%. Average peak loads of 0.6 indicate that service levels are adequate to accommodate passenger demand.

While Routes 160 and 190 serve a greater population and job base than the 97 B-Line (i.e. Downtown Vancouver and Hastings corridor), route length and stopping procedures result in less efficient service from a financial perspective. Routes 160 and 190 are largely commuter oriented with limited opportunities for boarding west of Port Moody, resulting in low overall boards per revenue hour and R:C ratios below 1.0.

Port Moody community shuttle routes vary in terms of financial performance. Routes C24, C27 and C28, which serve areas nearer to central Port Moody with higher concentrations of jobs and population, perform very strongly. Each of these routes exhibit over 20 boardings per revenue hour in the PM peak, have PM peak capacity utilizations over 55%, and R:C ratios of 0.75 or higher. Not surprisingly, Routes C25 and C26, with service to Ioco, Belcarra and Anmore, exhibit significantly lower overall performance scores and are primarily coverage-based services.

Table 7: Transit Route Performance (2013)

Route	Population within 400m	Jobs within 400m	Cost / Pass.	Rev. / Pass.*	Rev:Cost Ratio	PM Peak Board. / Rev Hr.	PM Peak Capacity Utilization
97 B-Line	33,500	18,500	$ 1.18	$2.02	1.71	83	110%
160	81,500	139,000	$ 2.47	$2.02	0.82	40	103%
190	65,000	129,500	$ 2.78	$2.02	0.73	29	62%
C24	21,500	9,500	$ 2.17	$2.02	0.93	24	57%
C25	7,000	4,000	$ 4.42	$2.02	0.46	17	25%
C26	12,000	4,500	$ 5.50	$2.02	0.37	7	20%
C27	27,500	10,500	$ 2.71	$2.02	0.75	20	69%
C28	26,500	11,000	$ 2.23	$2.02	0.91	46	62%

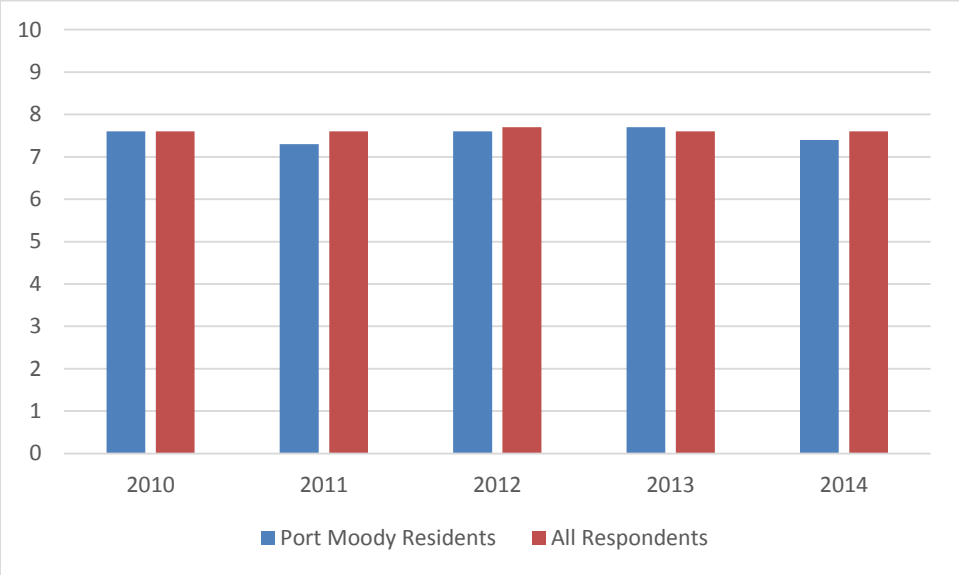
* Source: CUTA Factbook (2013)

- **Customer Satisfaction.** TransLink conducts customer satisfaction surveys yearly in order to gauge customer's perception of service quality. Public transit services are rated by customers based on a number of service attributes such as frequency of service, courteous operators, safety, reliability, directness of the route, and value for money. Evaluations of Port Moody's bus routes in 2014 resulted in an average overall rating of 7.9 and 7.6 out of 10 for route 97 B-line and 160, respectively, with 10 considered "excellent". No ratings for route 178, 190 or the community shuttle routes were provided.

  West Coast Express customer satisfaction ratings for the overall service have remained fairly consistent over the past five years, with customers giving the service an average rating of 8.6 / 10 in 2014. The West Coast Express service rated highly with customers in aspects of cleanliness, availability of helpful staff and information, safety, service reliability, and trip duration. However, lower ratings were given to the service based on customer experiences with delay announcements and explanations, overcrowding, value for money, inconvenient hours of operation, sufficient parking, and good connections.

  Overall, Port Moody residents gave Metro Vancouver's transit system a rating of 7.4 out of 10 in 2014, which is very similar to the regional average. Overall system ratings for the 2010 to 2014 period are displayed in **Figure 15**.

Figure 15: Overall Transit System Ratings by Year



6.0 Streets

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 Policy Context

Port Moody's **Official Community Plan (OCP)** provides policy context for the development and improvement of roads in the city. The City plans to develop a Livable Streets Plan that will provide guidelines for new development within Moody Centre, including concepts and strategies required to successfully achieve great streets. In addition, Port Moody's OCP notes the following policies that relate to major roads and streets:

- The City will explore options for additional north-south vehicular connections over the CPR right of way to accommodate future growth;
- The City will encourage provincial and regional agencies to fund construction of the westerly extension of David Avenue through to Belcarra Regional Park, to reduce traffic on Ioco Road;
- The City will work with regional agencies and neighbouring municipalities to upgrade the intersection of Barnet Highway / Ioco Road;
- The City shall reduce the number of driveways on arterial and collector corridors such as Ioco Road and St Johns Street to improve road safety and mobility.

Port Moody's current **Master Transportation Plan** identified a number of short and medium-term improvements to the road network. Recommended improvements along with implementation status are outlined in **Table 8**.

Table 8: Road Network Recommended Improvements (2005 MTP)

Improvement	Phase	Status
Ioco Road / Barnet Highway: **Dual Eastbound Left Turn Lanes**	Short-Term	Complete
Ioco Road (Barnet Highway to Murray Street): **Widen to four lanes**	Short-Term	Complete
Barnet Highway / Clarke Street: **Signalize**	Short-Term	Not complete
Ioco Road / Murray Street-Guildford Way: **New Northbound Left Turn Lane**	Short-Term	Complete
Ioco Road / Heritage Mountain Boulevard: **New Southbound Left Turn Phase**	Short-Term	Complete
David Avenue West Extension	To be determined	Not complete
Clarke Road: **Additional northbound through lane**	Long-Term	Not complete
Murray-Clarke Connector	Long-Term	Not complete

6.2 Key Issues & 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

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;
- Increase park and ride locations at SkyTrain and West Coast Express stations

6.3 Major Road Inventory & Assessment

The following discussion highlights key facts and observations about the road network in Port Moody:

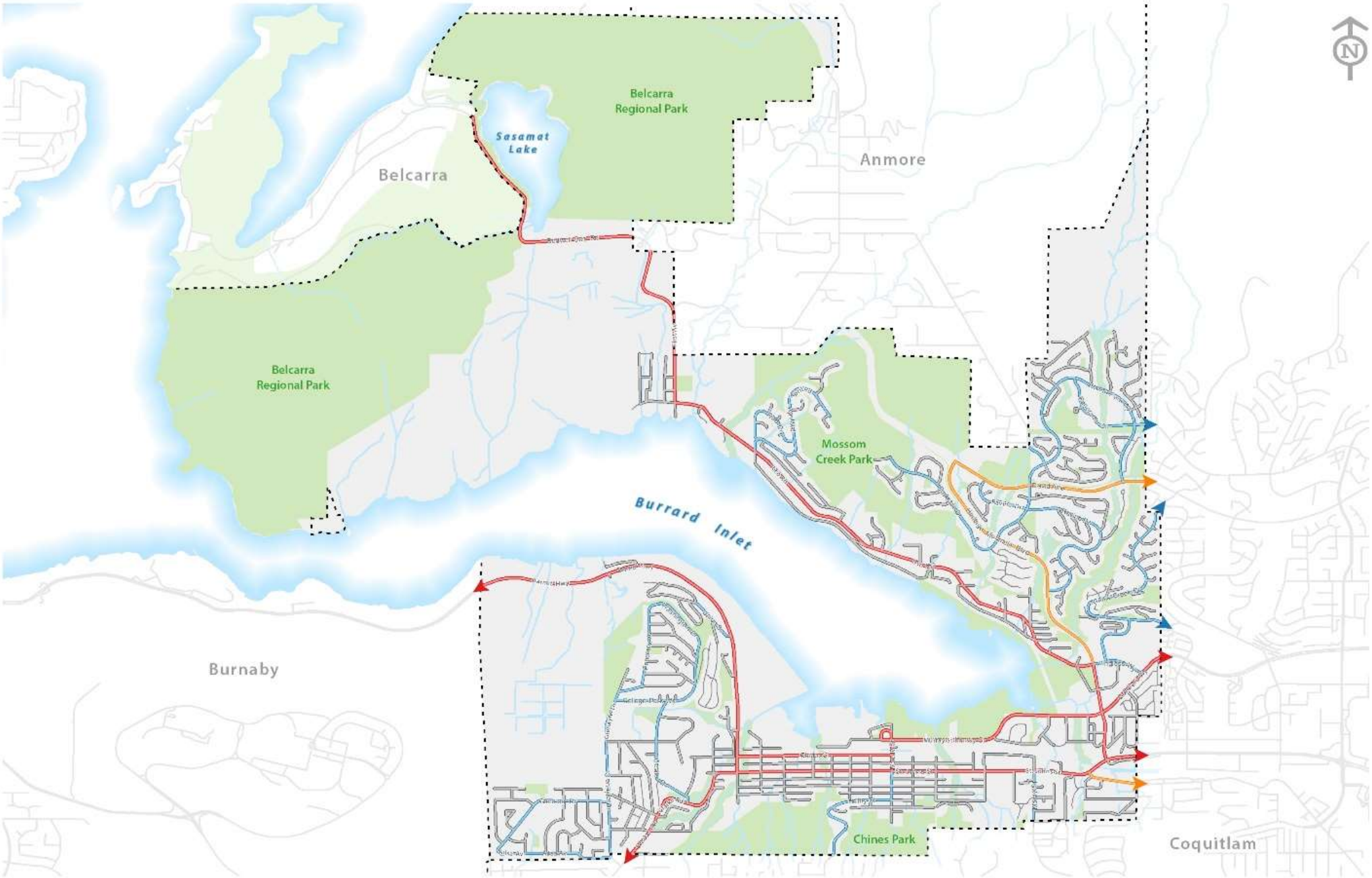
- **Road network classification.** The City's street network hierarchy of roads is based on the typical form and function of each street. The City's classification establishes a hierarchy of roads that provides for the gradation in function from access to mobility based on Transportation Association of Canada (TAC) criteria. The City's street network classification is described below and shown in **Map 11**:
  - The **Major Road Network (MRN)** links major areas of the community and region. This classification of roadway plays a significant role in providing mobility and connectivity at the regional level. While these major roads are owned and operated by their respective municipalities, they are governed by TransLink, who also provides funding for the operations, maintenance and rehabilitation of the MRN and shares in the cost of eligible capital improvements. MRN roads in Port Moody include:
    - Barnet Highway;
    - Clarke Road;
    - Clarke Street / Murray Street / Guildford Way
    - St. Johns Street;
    - Ioco Road; and
    - First Avenue / Bedwell Bay Road.
  - **Arterial Roads** provide for through movement of City traffic. Arterial roads generally carry between 5,000 to 30,000 vehicles per day and have limited private access. Arterial roads in Port Moody include:

- Heritage Mountain Boulevard;
- David Avenue; and
- Dewdney Trunk Road

- **Collector Roads** provide links between local roads and transfer traffic to municipal arteries. Collector roads are not intended for the use of non-local and commuter through traffic. Collector roads usually accommodate between 1,000 and 8,000 vehicles per day in residential areas and 3,000 to 12,000 vehicles per day in industrial/commercial areas. Collector roads in Port Moody include: Noons Creek Drive; Forest Park Way; Panorama Drive; Henry Street / Gatensbury Street; Moray Street; Moody Street (south of St. Johns Street); Ungless Way; Ravine Drive; and College Park Way, among others.

- **Local Road**s provide everyday access to individual properties, generally carrying less than 1,000 and 3,000 vehicles per day for residential and industrial/commercial uses, respectively. Most of the remaining roads in Port Moody are local roads.

- **Road network structure.** Port Moody's road network is made up of 20 km of MRN corridors, 4 km of arterial roads, 20 km of collector roads, and 63 km of local roads. Port Moody's primary east-west corridor is St Johns Street / Barnet Highway, which was previously designated as a provincial highway (Highway 7A). St Johns Street serves a largely regional purpose and accommodates approximately 35 – 40,000 vehicles per day. West of the Moody Centre area, St Johns Street splits into Barnet Highway, which follows Burrard Inlet to Hastings Street in North Burnaby serving approximately 25,000 vehicles per day, and Clarke Road which travels southwest to Lougheed Town Centre, serving approximately 23,000 vehicles per day. East of the Moody Centre, St Johns Street connects to Lougheed Highway (Highway 7) at Coquitlam Town Centre. Other major roads in the municipality are Clarke Street, Moody Street, Murray Street and Guildford Way, which combine to provide a parallel east-west corridor providing a direction connection between Barnet Highway and Coquitlam. Additionally, Ioco Road connects Port Moody to the Imperial Oil refinery and the nearby villages of Anmore and Belcarra.



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Map 11: Road Classification

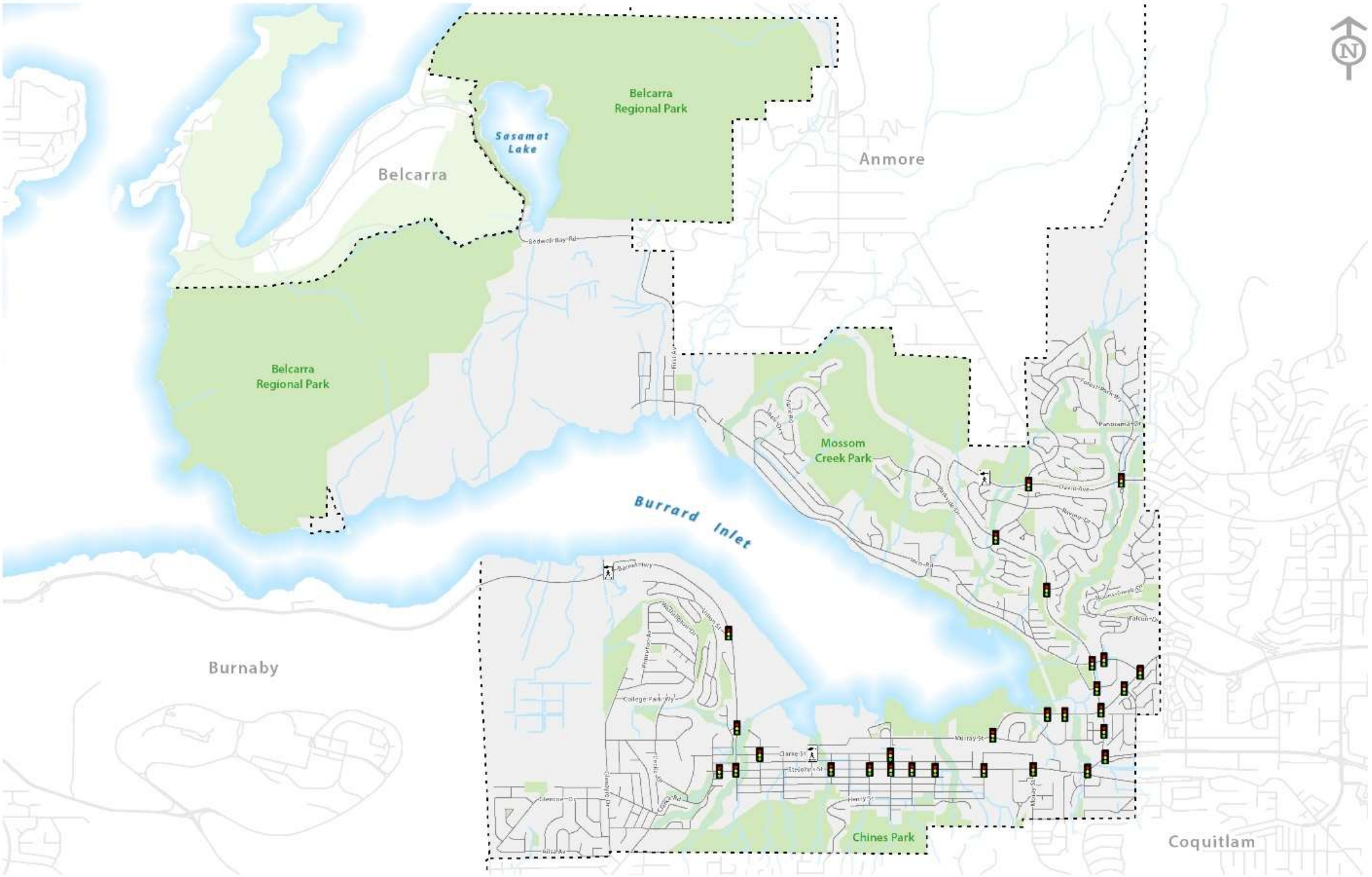
Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

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

- **Road Standards.** Port Moody's engineering standards and specifications guide the design of infrastructure in the City. In addition to the required design and dimensions of different road classifications, the standards provide for pedestrian accommodation on many road types through sidewalk requirements. The standards specify 2.0 metre sidewalks are required for collector roads, 2.15 metre sidewalks on urban collector roads, 1.5 metre sidewalks on local roads, and 1.9 metre sidewalks on urban local roads.

- **Traffic Controls.** Nine new traffic signals were implemented in Port Moody since the 2005 MTP, bringing the total number of signalized intersections in Port Moody to 31, as shown in **Map 12**. A new roundabout was recently installed at the intersection of St. George Street and Mary Street to calm traffic at this intersection. There are also three pedestrian activated traffic signals in the City.



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Map 12: Intersection Controls

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

Municipal Boundary

Park / Green Space

Pedestrian Signal

Traffic Signal

- **Congestion and Delay.** The overall performance of an urban road network is typically measured by the delays experienced at major intersections, also referred to as Level of Service (LOS). A six point scale from A to F, LOS A suggests that there is no delay and LOS F indicates that there is significant delay and queuing; LOS C or better is generally used as the target for planning purposes. While most signalized intersections in Port Moody operate at acceptable levels of service (LOS A to C) in both the AM and PM peak hours, the following intersections exhibit performance issues with LOS D or worse during both the AM and PM peak hours today:

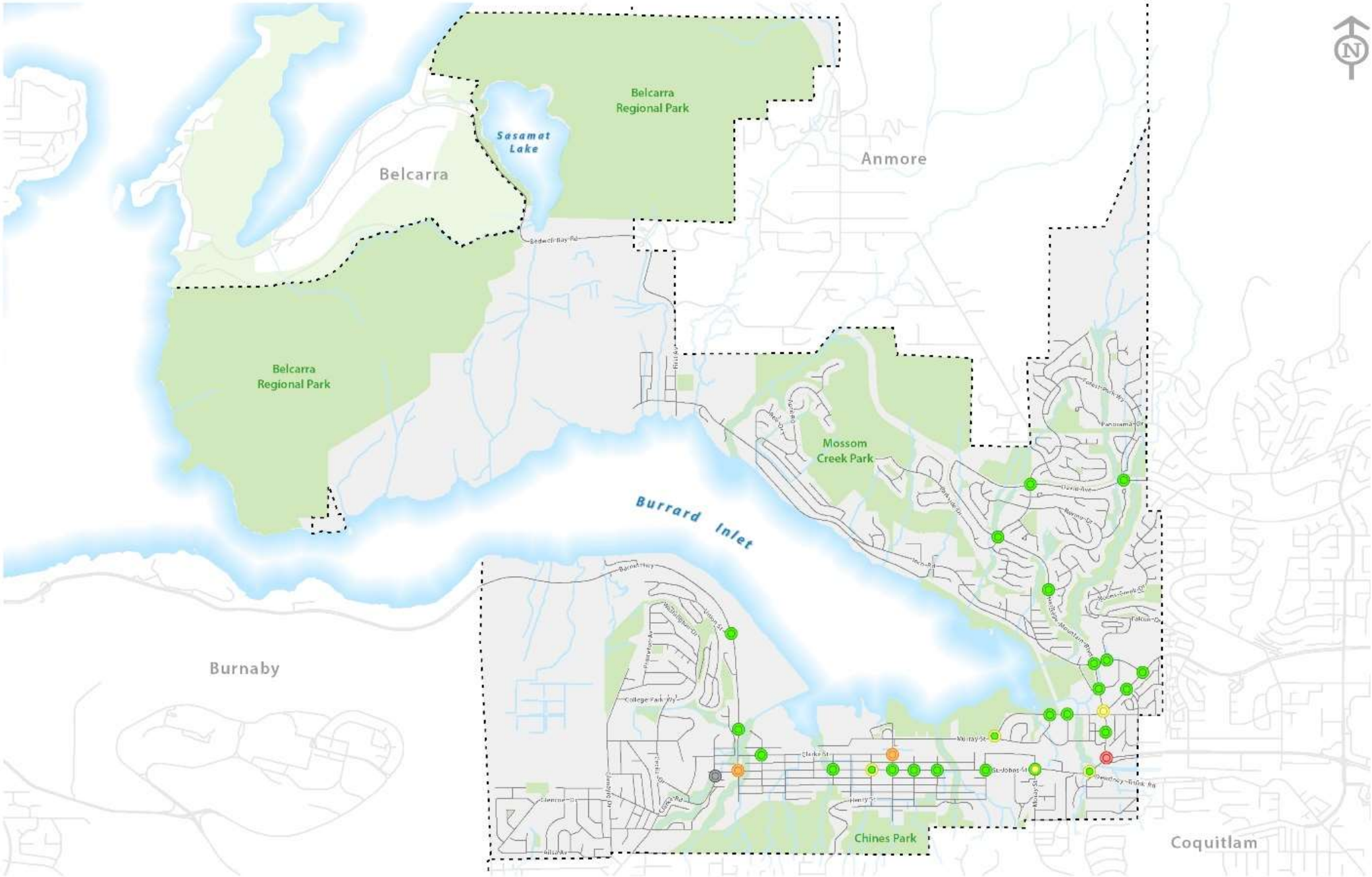
    - Barnet Highway / Ioco Road (AM 'F', PM 'F')
    - St Johns Street / Barnet Highway-Albert Street (AM 'E', PM 'E')
    - Moody Street / Clarke Street (AM 'E', PM 'E')
    - Murray Street – Guildford Way / Ioco Road (AM 'D', PM 'D')

    In addition, the following locations exhibit performance issues with LOS D or worse during only one of the AM or PM peak hours today:

    - St Johns Street / Moray Street (PM 'D')
    - St Johns Street / Grant Street (AM 'D')
    - St Johns Street / Dewdney Trunk Road (AM 'D')
    - Murray Street / Klahanie Drive (AM 'D')

    Existing LOS for all signalized intersections is shown in **Map 13**. With increased traffic volumes projected in the future, congestion and delay is expected to worsen at some key intersections throughout the City, as shown in **Map 14.** It should be noted that these figures only show overall LOS for the entire intersection. Detailed performance measures for all movements within each intersection are provided in **Appendix D** for today and for future conditions.

    Port Moody's network choke point is the Barnet Highway / Ioco Road signal at the city's eastern reaches, which fails in both the AM and PM peak hours, resulting in significant delays along Port Moody's primary east-west corridor. With future growth, it is likely that performance at this intersection as well as others will worsen.



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Map 13: Existing Level of Service

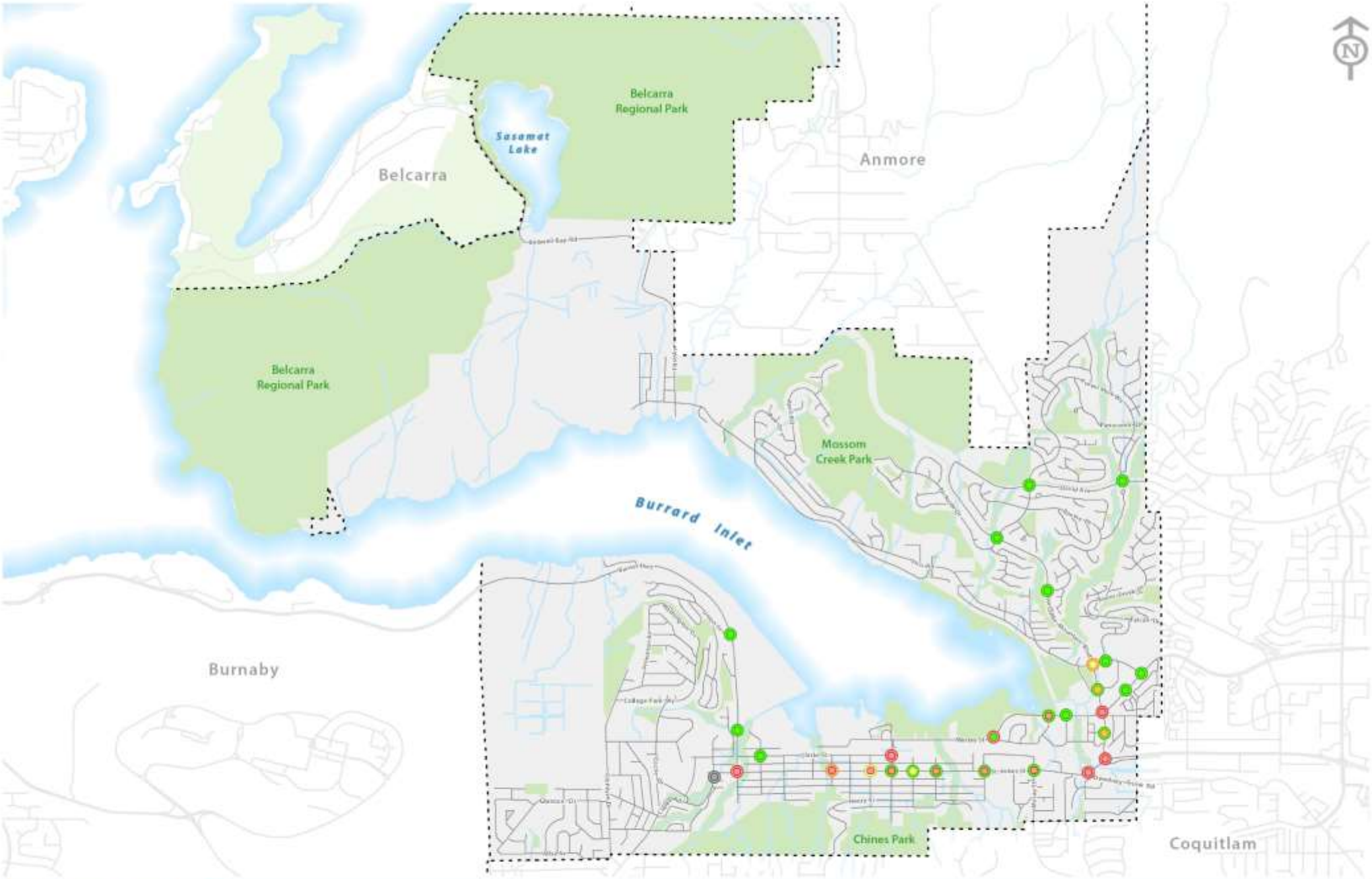
Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

Municipal Boundary
Park / Green Space

A, B or C
D
E
F
No Data Available

PM LOS
AM LOS



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Map 14: Forecast (2045) Level of Service

Port Moody Master Transportation Plan

Municipal Boundary
Park / Green Space

A, B or C
D
E
F
No Data Available

PM LOS
AM LOS

Overall intersection performance has deteriorated since the 2005 Master Transportation Plan. Most importantly, the heaviest volume intersections experienced the greatest performance degradation with Barnet Highway / Ioco Road dropping from LOS E to LOS F in both the AM and PM peak hours and St Johns Street / Barnet Highway-Albert Street degrading from LOS C to LOS E in the AM peak. **Table 9** summarizes intersection performance in 2005 and 2015 as well as forecast conditions for 2045 for any intersections that showed LOS 'D' or worse during either the AM or PM peak at any time.

Table 9: Intersection LOS D or Lower

Intersection	2005		2015		2045 (Forecast)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Barnet Highway / Ioco Road						
St Johns Street / Moray Street						
St Johns Street / Barnet Highway-Albert Street						
St Johns Street / Grant Street	Unsignalized	Unsignalized				
St Johns Street / Dewdney Trunk Road						
Moody Street / Clarke Street						
Murray Street – Guildford Way / Ioco Road						
Murray Street / Klahanie Drive S	Unsignalized	Unsignalized				
St Johns Street / Kyle Street						
St Johns Street / Moody Street	Unsignalized	Unsignalized				
St Johns Street / Hugh Street	Unsignalized	Unsignalized				

Intersection	2005		2015		2045 (Forecast)	
St Johns Street / Williams Street						
St Johns Street / Buller Street						
Murray Street / Klahanie Drive N	Unsignalized	Unsignalized				
Ioco Road / Suter Brook Way	Unsignalized	Unsignalized				
Ioco Road / Newport Drive						
Ioco Road / Ungless Way						

- **Safety.** ICBC collects and maintains statistics for all reported collisions in British Columbia. The collision data classifies collisions based on the type of collision as follows: fatality, injury, or property damage only and also includes reported collisions involving pedestrians or cyclists. As shown in **Figure 16,** total collisions have been generally decreasing since 2009. **Table 10** outlines the total number of collisions by year and by severity.

Figure 16: Total Collisions per Year in Port Moody

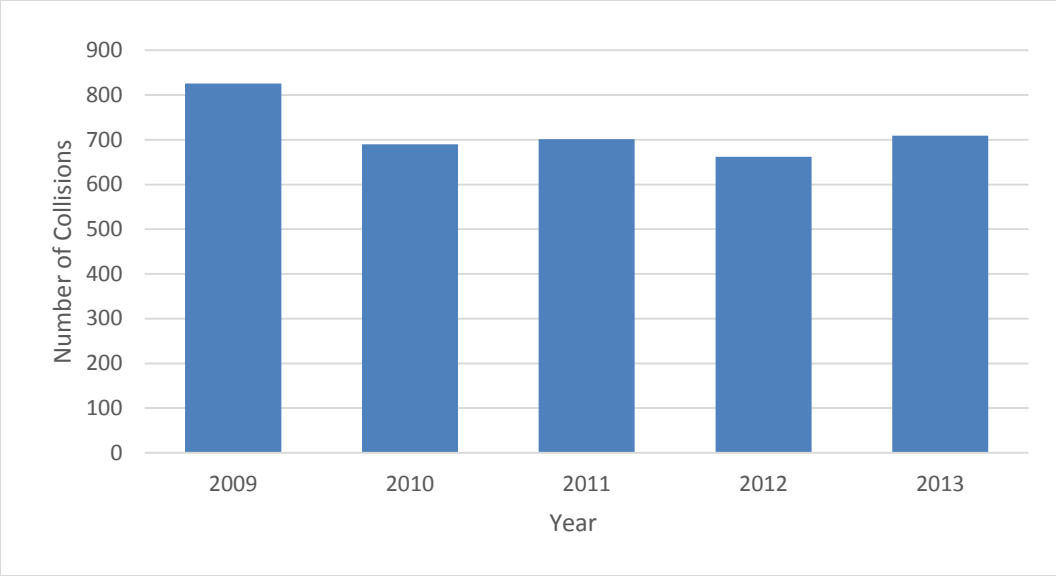


Table 10: Total Collisions by Severity and Year

Year	Fatality	Injury	Property Damage	Total
2009	0	263	563	826
2010	1	244	445	690
2011	0	249	452	701
2012	0	220	442	662
2013	0	238	471	709
Total	1	1214	2373	3588

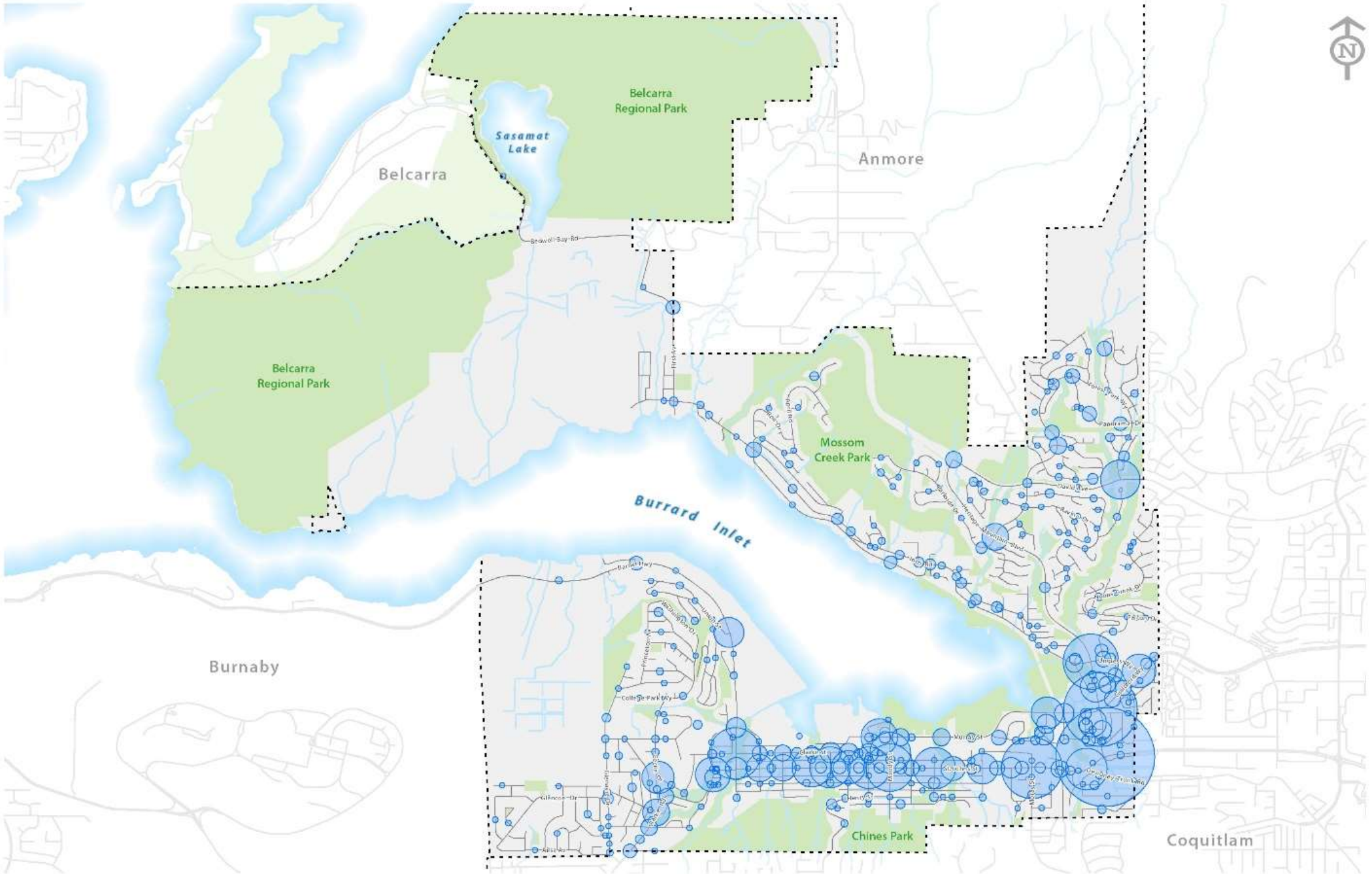
The highest collision locations in the City are found at intersections along major traffic corridors. Between 2009 and 2013, intersections with the highest incidence of collisions can be seen in **Table 11**. This table also outlines the collision rate at each of these intersections which is based on intersection traffic counts and the number of collisions at that location.

Table 11: Top Collision Locations

Rank	Total Collisions	**Collision Rate**	Location
1	356	3.5	Barnet Hwy / Ioco Rd
2	198	2.1	Murray St / Guildford Way / Ioco Rd
3	134	1.6	St Johns St / Moray St
4	110	1.7	Ioco Rd / Ungless Way / Heritage Mnt Blvd
5	97	1.6	Barnet Hwy / Clarke St
6	83	1.2	St Johns St / Moody St
7	64	1.0	Dewdney Trunk Rd / St Johns St / Barnet Hwy
8	64	0.7	St Johns St / Grant St
9	63	0.9	St Johns St / Williams St
10	62	1.0	St. Johns St / Kyle St

Map 15 displays the frequency of collisions over the 2009-2013 period by location in Port Moody.

- **Goods Movement.** Port Moody does not have a designated truck route network, although goods movement occurs through the municipality primarily along its Port Moody's east-west corridors, namely St Johns Street, as well as important regional connectors such as Barnet Highway and Clarke Road. The City is home to heavy industry, including oil and lumber processing plants near the water, that necessitate heavy vehicle movements along Barnet Highway, Ioco Road, Murray Street and Moody Street.



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Map 15: Vehicle Collisions (2009-2013)

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

Municipal Boundary
Park / Green Space

Vehicle Collisions
100
10
1

- **Neighbourhood Transportation.** Port Moody's neighbourhood streets are an important component of each community and contribute to the overall vitality of the city. It is important that transportation planning and design at the local level reflect the unique neighbourhood environments and the desire for local livability and sustainability. Issues of heavy volumes and high speed traffic travelling through neighbourhood streets can have a significant impact on the day to day lives and safety of Port Moody residents. Recognizing that these issues do exist, there are policies and guidelines in place by the City to manage transportation on neighbourhood streets such as the existing City's existing traffic calming policy.

  Traffic calming includes a combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users. Port Moody is committed to community involvement before implementing traffic calming measures and notes that the purpose of the plan is to restore neighbourhood streets to the intended function while providing a balance between mobility and accessibility. The objectives of the traffic calming policy is to:

  - Reduce vehicle speeds and/or discouraging through vehicular traffic on local neighbourhood streets;
  - Promoting safe and pleasant environment for street users (motorists, cyclists, pedestrians etc.);
  - Reducing the requirement for police enforcement; and
  - Making efficient use of City of Port Moody resources through screening and prioritizing traffic calming requests

  Table 12 below identifies the thresholds in terms of traffic volumes, speeds, and traffic mix.

Table 12: Neighbourhood Street Speed, Volume and Traffic Mix Thresholds

Criteria	Local Residential Road	Neighbourhood Collector Residential or Local Commercial Road
Daily Traffic Volume	Max. 1000 vehicles/day	Max 3000 vehicles per day
Operating (85th Percentile Speed)	Max 20% over the design speed limit *	Max 20% over the design speed limit *
Traffic Infiltration	Max 20% of all traffic is through traffic	Max 20% of all traffic is through traffic

*85th percentile speed up to 20% in excess of the design speed limit is considered acceptable

*Speed in 30km/h posted zone can rarely be reduced below an operating (85th percentile) speed of 42 km/h

- **Parking.** Parking is a key component of the overall transportation system and is important for the economy of the city and local businesses. There are a number of locations were parking has been identified as a concern including in and around the existing West Coast Express station and future Evergreen Line stations. Parking can also be an issue in and around commercial and recreational centres such as Newport Village, Suter Brook Village, and Rocky Point Park. At some locations the City has placed parking restrictions or have put pay parking in effect. The City's Street, Traffic and Public Places Bylaw No. 1528 outlines definitions and guidelines for on street parking including fines for parking violations. The City of Port Moody has a Bylaw that among other things outlines guidelines for parking within the City.

Appendix A - Survey

Transportation Issues, Opportunities and Priorities **Survey**

TransPort Moody

OUR VISION FORWARD

The City of Port Moody is preparing a new Master Transportation Plan, **TransPort Moody**, to improve how community members and visitors travel in and though our city. TransPort Moody, will guide investments in transportation over the next 25 years. The plan will focus on improving our road network, and providing better options for walking, cycling, and using transit.

Thank you for taking a few minutes to provide your input on the transportation issues and opportunities facing Port Moody. The survey should take less than 10 minutes to complete.

Please complete this survey by July 7, 2015

You can submit your completed survey in one of the following ways:

	Online at www.portmoody.ca/TransPort
	Drop off or mail your form to City Hall at 100 Newport Drive Port Moody, BC V3H 5C3

This isn't just a chance to help shape the future of transportation in Port Moody. Residents who fill out a survey during the year-long consultation process also have a

chance to win a mountain bike!

Part 1: Your Priorities

1. How important is transportation in your daily life?

❑ Very important ❑ Somewhat important ❑ Not very important ❑ Not at all important

2. Out of the following list, rank your top three transportation priorities.

	This is my #1 priority	This is my #2 priority	This is my #3 priority
Walking	❑	❑	❑
Cycling	❑	❑	❑
Transit	❑	❑	❑
Major Streets	❑	❑	❑
Local Streets	❑	❑	❑
Trucking	❑	❑	❑
Parking	❑	❑	❑

Part 1: Your Priorities (Continued)

3. Overall, how satisfied are you with each aspect of the transportation network in Port Moody today?

	Very satisfied	Somewhat satisfied	Somewhat unsatisfied	Very unsatisfied	Neutral / No opinion
Walking	❑	❑	❑	❑	❑
Cycling	❑	❑	❑	❑	❑
Transit	❑	❑	❑	❑	❑
Major Streets	❑	❑	❑	❑	❑
Local Streets	❑	❑	❑	❑	❑
Trucking	❑	❑	❑	❑	❑
Parking	❑	❑	❑	❑	❑

Part 2: Your Issues and Opportunities

Walking

4. Which of the following factors discourage you from walking for your day-to-day needs? Our definition for "walking" includes using a mobility aid such as a wheelchair or scooter. Please choose your top three.

❑ It's too far to walk / I don't have time	❑ I often need to transport kids / family / heavy loads
❑ There aren't enough sidewalks	❑ The sidewalks are too narrow or aren't in good condition
❑ There aren't enough crosswalks	❑ I feel unsafe due to high traffic speeds and volumes
❑ I feel unsafe due to the surrounding environment (e.g. low lighting, hidden corners, etc.)	❑ The places I want to walk to aren't within walking distance
❑ Crossing major streets is too difficult	❑ There is a lack of curb ramps which makes it hard to get on or off sidewalks
❑ The weather isn't good	❑ The hills are too steep
❑ There aren't enough benches or places to rest	❑ The streetscape or route is not appealing
❑ I have a physical impairment that makes it difficult or impossible to walk	❑ Other *(please specify)*:

5. What improvements would encourage you to walk more often as part of your daily routine? Please choose your top three.

❑ Building more sidewalks	❑ Providing more benches and places to sit
❑ Widening and improving existing sidewalks	❑ Ensuring sidewalks and trails are well-lit
❑ Building more trails and pathways	❑ Slowing speeds on residential streets
❑ Improving trails and pathways	❑ Making it easier to walk to bus stops
❑ Providing more crosswalks	❑ Promoting safe routes to school
❑ Adding more pedestrian-activated traffic signals	❑ Other *(please specify)*:

Cycling

6. Which of the following factors discourage you from cycling for your day-to-day needs? Please choose your top three.

❑ It's too far to bike / I don't have time	❑ The weather isn't good
❑ I often need to transport kids / family / heavy loads	❑ I don't have a bike
❑ I don't feel safe riding my bike in traffic	❑ I don't have the right cycling gear (e.g. raingear, bags, helmet, etc.)
❑ There aren't enough bike lanes	❑ There is no safe place to park my bike
❑ There aren't enough off-street trails or paths	❑ There is no place to shower or change at destination
❑ There are too many hills	❑ I have a physical impairment that makes it difficult or impossible to ride a bike
❑ I don't want to get sweaty / "helmet hair"	❑ Other *(please specify)*:

7. What improvements would encourage you to cycle more often as part of your daily routine? Please choose your top three.

❑ Building more painted bicycle lanes on busy streets	❑ Slowing speeds on residential streets to make it more comfortable to cycle
❑ Building bike lanes that are physically protected from vehicle traffic on busy streets	❑ Ensuring bicycle routes are well-lit
❑ Building more bike routes on quiet residential streets	❑ Provide more cycling education
❑ Building more off-street trails and pathways that connect to City Centres and Transit Stations	❑ Better bicycle-transit integration (ie. Bike racks at transit exchanges/future rapid transit stations/ stops)
❑ Improving existing trails and pathways	❑ Other *(please specify)*:
❑ Providing more bicycle parking	

Transit

8. Which of the following factors discourage you from taking transit for your day-to-day needs? Please choose your top three.

❑ Lack of time / transit is too slow	❑ Transit is uncomfortable (i.e. don't like the seats, standing or riding with unfamiliar people)
❑ I often need to transport kids / family / heavy loads	❑ Transit doesn't go where I need to go
❑ Transit is overcrowded / too full	❑ My destinations are too spread out / too many transfers
❑ Transit is not frequent enough	❑ Other *(please specify)*:
❑ Transit is unreliable	

Transit (Continued)

9. What improvements would encourage you to take transit more often as part of your daily routine? Please choose your top three.

❑ The Evergreen Rapid Transit Line	❑ More amenities at bus stops, like benches and shelters
❑ Making transit more frequent during rush hour	❑ Making bus stops more accessible
❑ Making transit more frequent during the rest of the day (outside rush hour)	❑ Making it easier to walk to bus stops, like sidewalks and crosswalks
❑ Providing more transit service on evenings and weekends	❑ Making it easier to park-and-ride at transit stations
❑ Making transit routes more direct and fast, even if it means less service in my neighbourhood	❑ Making it easier to integrate transit and cycling, like more bike parking at bus stops and allowing my bike on buses, SkyTrain, and West Cost Express
❑ Providing transit service in my neighbourhood, even if it means less direct transit routes	❑ Other *(please specify)*:

10. How often do you think you will use the Evergreen Line when it opens in 2016?

❑ Daily	❑ A few times a week	❑ A few times a month	❑ Rarely, less than once a month	❑ Never

11. When the Evergreen Line opens in 2016, how do you think you will travel to and from the stations in Port Moody? Please choose all that apply.

❑ I will walk to the station	❑ I will take a bus to the station
❑ I will ride my bike to the station	❑ I will get dropped off or picked up by someone else
❑ I do not plan on using the Evergreen Line	❑ I will drive and park my car at the station
❑ I am not sure yet	

Streets

12. Which are the key issues for driving or carpooling on major streets on a day-to-day basis? Please choose your top three.

❑ There is too much traffic during rush hour	❑ I don't feel safe
❑ There is too much traffic during the rest of the day (outside rush hour)	❑ I can't find parking
❑ There are not enough High Occupancy Vehicle (HOV) Lanes	❑ Other *(please specify)*:

13. What areas of congestion do you find most challenging/difficult to deal with? Please choose all that apply.

❑ Murray Street and Clarke Street	❑ Through the Inlet Centre/Newport area
❑ St Johns Street	❑ None of the above – I don't experience traffic congestion in Port Moody
❑ Ioco Road	❑ Other *(please specify)*:
❑ Barnet Highway	

Streets (Continued)

14. What road related improvements should the City focus on to address increasing growth and traffic congestion?
Please choose your top three.

❑ Improve walking, cycling and transit to provide more transportation choices and reduce the need to drive	❑ Better connections to major routes outside Port Moody (Port Mann Bridge and Highway 1, Lougheed Highway etc.)
❑ Make intersection improvements to address congestion and safety issues	❑ Encourage people to drive less
❑ Widen key corridors like Murray Street and Clarke Street, even if means it is less comfortable for walking and cycling	❑ Discourage people from other communities to commute through Port Moody
❑ Reduce speed limits and provide traffic calming on residential streets	❑ Encourage higher density developments with destinations closer together to reduce my need to drive
❑ Reduce speed limits on arterial streets	❑ Other *(please specify)*:
❑ More park and ride locations at SkyTrain and West Coast Express stations	

Part 3: General Feedback

15. Please describe yourself. Choose all that apply.

❑ I am a Port Moody resident	❑ I am a Port Moody business owner
❑ I am a student	❑ Other *(please explain):*

16. Please select your age group.

❑ 18 or under	❑ 18 – 24	❑ 25 – 34	❑ 35 – 44
❑ 45 – 54	❑ 55 – 64	❑ 65 or over	

17. What is your gender?

❑ Male	❑ Female

18. What type of household do you live in?

❑ Single family house	❑ Townhouse	❑ Secondary Suite	❑ Duplex
❑ Apartment	❑ Other *(please explain):*		

19. How many people live in your household?

❑ 1	❑ 2	❑ 3	❑ 4	❑ 5+

21. What is your address?

Part 3: General Feedback (Continued)

21. How would you prefer to participate as we develop the Master Transportation Plan? Check all that apply.

❑ Open houses	❑ Community pop-up booths	❑ Workshops	❑ Social Media
❑ Project website	❑ Other *(please specify):*		

22. Would you like updates regarding Port Moody's Master Transportation Plan?

❑ Yes	❑ No
If yes, how would you like to receive updates?	
❑ Email. My email address is:	
❑ Direct mail. My mailing address is:	

23. Do you have any other comments about transportation in Port Moody?

❑ **Yes! I want to enter to win a mountain bike. My name is:**	
My email is:	**My phone number is:**
You must be a resident of Port Moody in order to win	

How did you hear about TransPort Moody?

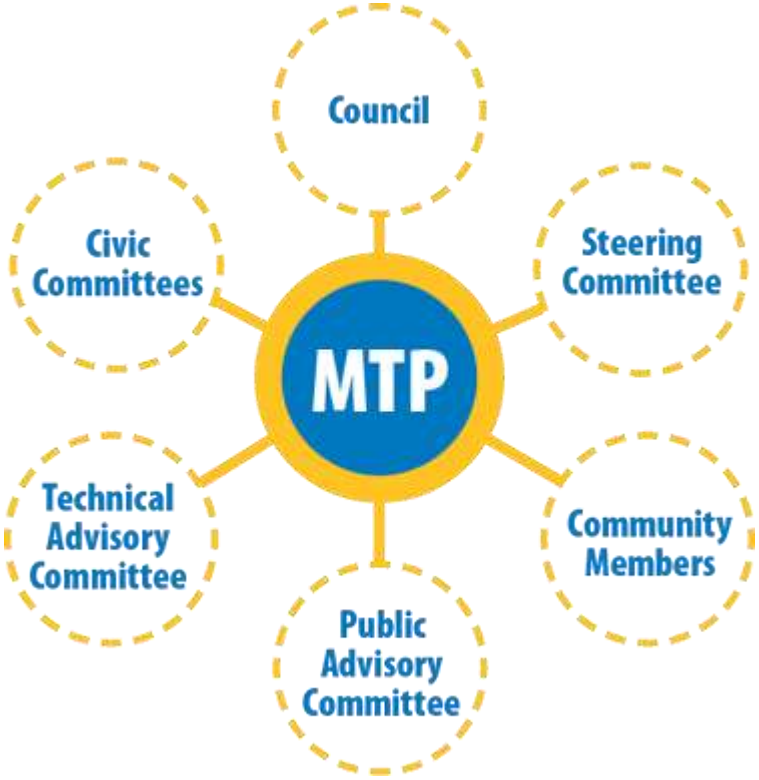
❑ Local newspaper	❑ Word of mouth	❑ Email	❑ City's website
❑ Flyer	❑ Social media	❑ Walking by	❑ Other: _____

Appendix B – Consultation Summary

This section summarizes the activities of the Consultation Process to date for the Port Moody Master Transportation Plan, including participation in an open house, stakeholder workshop, the different committee meetings, and a summary of the online survey results. ***TransPort Moody*** is being developed based on extensive input from the public and key stakeholders, using a range of communications tools and engagement approaches. Key communication tools that have been used to raise awareness about the Plan include:

Communications and Awareness-Building

- **Project Website.** The City has established a dedicated project webpage on the City's website. The webpage provides project information, raises awareness about the project and events, and is used to gather input and comments.
- **Social media** is a key part of the communications approach, and will be used for event announcements and plan updates via Facebook and Twitter.
- **Media, Adverting, and News Stories.** Awareness has been generated for the Master Transportation Plan through the media, including press releases, news stories, and updates on the MTP process. A story was written about the MTP and appeared on the front page of the Port Moody Focus Newsletter that was sent out to every household located within Port Moody in late June. Media and advertising will helped to keep the project top of mind for the duration of the process.
- **Newsletter Mail Out.** Project updates will be sent out in the City of Port Moody's Focus Newsletter, which is mailed to every household in the City. These will be easy to read and visually appealing updates that highlight key messages, project benefits and opportunities for stakeholders to participate.



Committees

In addition, the Plan will be developed based on extensive engagement with the public and stakeholders, including the following:

- **Steering Committee.** This committee is made up of senior City of Port Moody staff and council representation, the purpose of this committee is to ensure that senior staff, administration and Council are regularly informed about the plan. Two meetings have been held to date with this committee, the first in April, focused on providing an overview of the MTP process and work plan, to seek input on the proposed

approach to community engagement and the plan itself. The second, in early July focused on reviewing the content of the first discussion paper and a review of the engagement process to date.

- **Technical Advisory Committee (TAC).** The TAC committee is intended to ensure internal and external agencies are informed on the development of ***TransPort Moody***. Some of the members of TAC are representatives from TransLink/CMBC, ICBC, Evergreen Line, neighbouring municipalities, local business and Fraser Health among others. The first TAC meeting was held on June 15, 2015 and there were approximately 15 attendees. The purpose of the meeting was to provide a study overview, discuss the role of the committee, present and discuss existing conditions, issues and opportunities, and get a better understanding of the relevant plans, policies and initiatives in place at the organizations and agencies the members represent.
- **Public Advisory Committee (PAC).** The PAC is made up of members of the public that represent different groups within the City of Port Moody. These groups include different community associations, local non-profit organizations, business interests, HUB, and a number of other key public groups. PAC will also include representatives from municipal civic committees including the City's Land Use, Transportation, Community Care, Parks and Recreation, and Economic Development Committees. The first PAC meeting was held on June 24, 2015. Invites were sent out to approximately 30 people, in total 16 people attended. The purpose of the PAC meeting was to provide an overview of the study, discuss the role of the committee, and get a better understanding of the issues and opportunities associated with each mode of transportation.
- **Tri City Transportation Task Force** a group comprised of senior transportation staff and Councillors representation from Port Moody, Coquitlam and Port Coquitlam will be informed on the progress and key initiatives of the plan
- **Community Members** were be engaged throughout the process through a series of public events, workshops, and surveys. The first series of community engagement involved a number of events that are outlined in more detail below.
- **Council.** City Council is ultimately responsible for adopting the Master Transportation Plan, and supporting the recommended implementation activities. As such, council presentations are to be made throughout the course of the study to update City Council on start of the project, the progress and timeline of the Master Transportation Plan, and provide direction for subsequent tasks. Meetings with council occurred in April and July 2015.

Events

- **An Open House** at Rocky Point Park on July 1, 2015 as part of the City's Canada Day festivities. Approximately 300 people attended the booth between 10:00am and 4:00pm. The purpose of the booth was to share information about **TransPort Moody**, what it is, how to get involved, and to provide some information about existing transportation conditions. The booth included, information boards, included a station for people to write down what they like or don't like about transporting by the different modes in Port Moody, and an opportunity to complete a hard copy of the survey, there were over 60 surveys completed at the event.

- **World Café Discussion** at the City Hall Galleria on July 9, 2015 was attended by approximately 40 individuals representing stakeholders and residents of Port Moody. The purpose of the meeting was to provide an overview of the Plan process, present what has been learnt so far, confirm and deepen our understanding of issues, and hear from a number different people with different perspectives.
- **Transportation Issues, Opportunities and Priorities Survey** that was available both on-line and through hard copies. The survey was available between June 22 and July 7, 2015 and 369 completed surveys were received.

Summary of Key Issues by Mode

The follow section provides a summary of the key issues by mode based on all of the consultation and public engagement that has occurred during the first phase of the MTP planning process. A more detailed summary from the online survey, the Canada Day Open House, the stakeholder workshop, the first PAC meeting, and first TAC meeting.

Streets

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

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;
- Increase park and ride locations at SkyTrain and West Coast Express stations

Transit

There are a number of key issues and challenges for transit in Port Moody, including:

- Understanding the impact of the Evergreen Line on the City's transportation network and travel patterns;
- Lack of transit service coverage to some area of the City, particularly lack of *frequent* service coverage;
- The need to integrate land use planning with the Evergreen Line;
- Limited number of accessible bus stops;
- Opportunities for improved passenger amenities and customer information at bus stops; and
- The number of transfers required to reach desired destinations.

Opportunities to improve transit in Port Moody include:

- Evergreen 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

Walking

There are a number of key issues and challenges for walking in Port Moody, including:

- 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 use outside of the Inlet Centre and Moody Centre neighbourhoods, which results in long travel distances that are unlikely to be made by walking;
- An increasing seniors population with a stronger reliance on walking;
- The need to transport children, family, and heavy loads; and
- Feeling unsafe due to high traffic speeds and volumes.

Opportunities 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
- Integrate walking with the Evergreen Line, particularly in areas within walking distance of the planned Evergreen Line stations.

Cycling

There are a number of key issues and challenges for cycling in Port Moody, including:

- 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 identified in the MCP;
- 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; and
- More exclusive cycling facilities on busy streets such as painted bicycle lanes.

Detailed Survey Results - There were 369 completed online surveys, below is a summary of the results.

Demographics

The majority of respondents were residents of the City of Port Moody at 82%, as seen in **Figure 1**. There were slightly more males (51%) than females that completed the survey. Of the respondents 42% reside in single family housing, 27% live in townhouses, and 24% live in an apartment, as seen in **Figure 2**. Based on survey results, most households within the City of Port Moody are between 2 to 4 people. In regards to age, the largest percentage of respondents (30%) were between the age of 35 to 44 and 84% of respondents were between the ages of 25 and 64 (**Figure 3**).

Figure 1: Survey Respondent Demographics

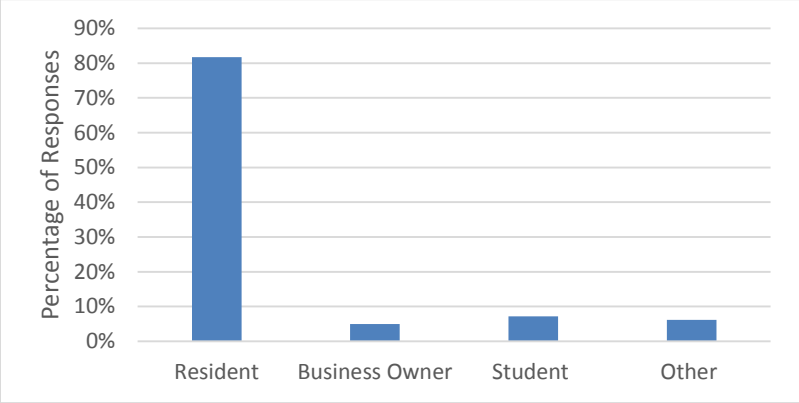


Figure 2: Household Type

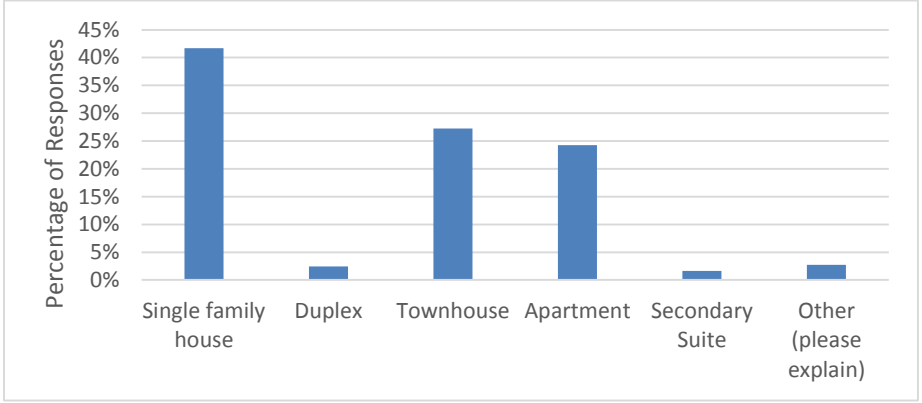
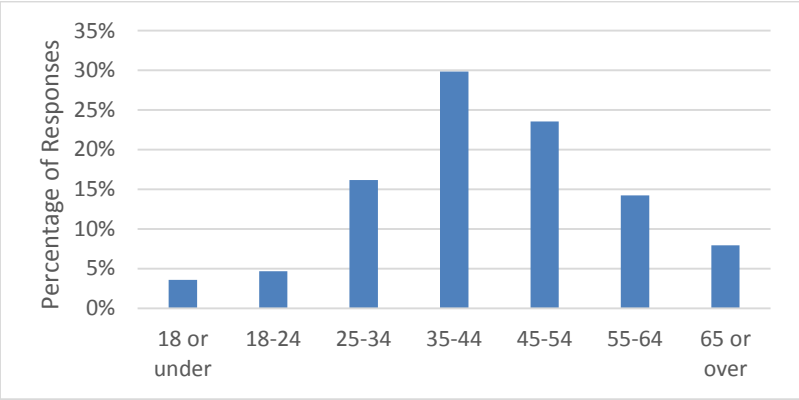
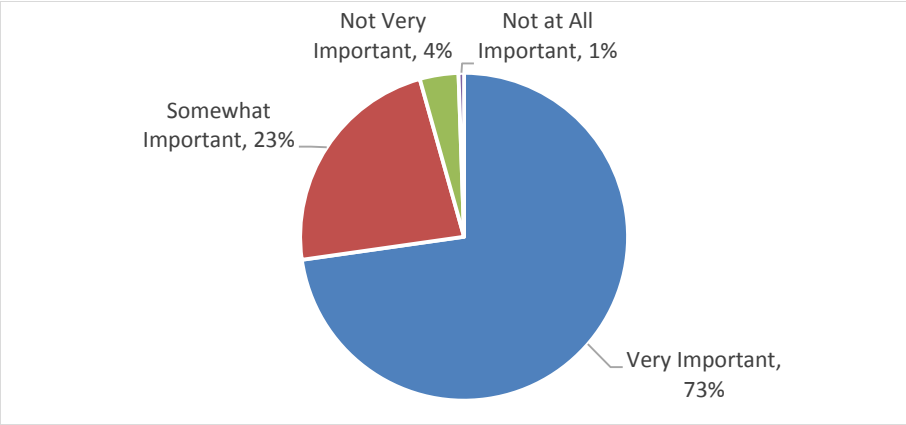


Figure 3: Survey Respondents Age



Respondents were asked how important transportation is to them, the results found that 73% of respondents felt that transportation was very important and 96% of respondents said that it was at least somewhat important (**Figure 4**).

Figure 4: Importance of Transportation



Priorities and Satisfaction

When asked to prioritize their top three modes of transportation it was found that transit, major streets, and walking were identified as the highest priorities, as seen in **Figure 5**. This was calculated by giving 1st priority modes 3 points, 2nd priority modes 2 points, and 3rd priority 1 point, and then tallying up the points for each mode. The survey asked how satisfied respondents were in each mode of transportation, most respondents are satisfied with walking and least satisfied with major streets and parking as seen in **Figure 6**.

Figure 5: Transportation Priorities

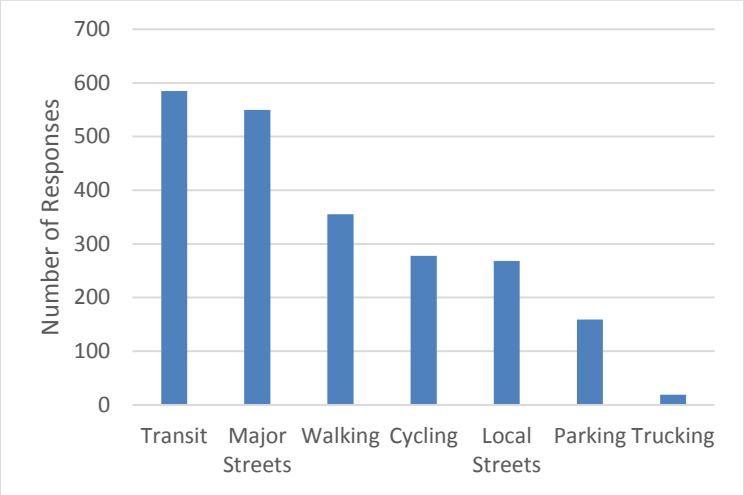
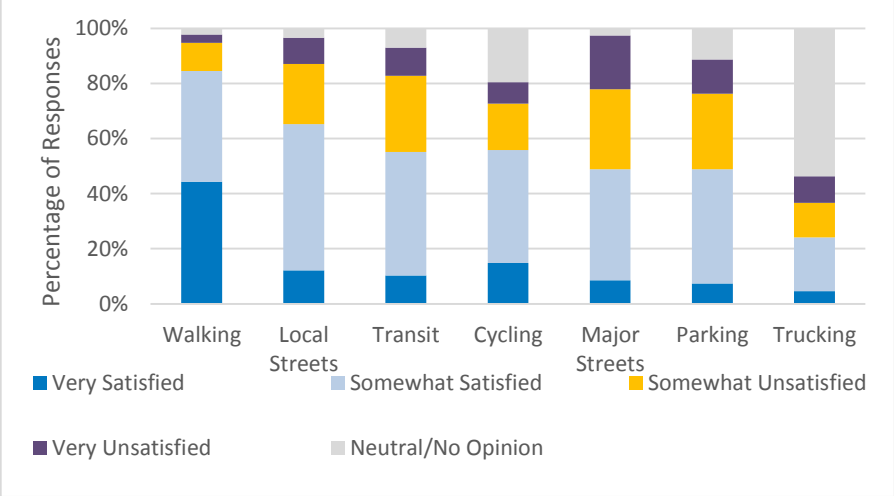


Figure 6: Transportation Satisfaction



Streets

There are a number of components to the transportation network that are included under streets including major roads, local streets, carpooling, parking, and goods movement. It was found that major streets are a very high priority within Port Moody (**Figure 5**), and that while overall there were mixed levels of satisfaction there are a number of people that are currently unsatisfied by streets and vehicle travel in Port Moody. The key issues for driving or carpooling on major streets on a day-to-day basis are that there is too much traffic during rush hour particularly on St Johns and Murray Street and Clarke Street, it was also noted that parking is difficult to find as seen in **Figure 7** and **Figure 8**. When asked what would be the top improvements for streets in Port Moody, improving walking, cycling and transit to provide more transportation options was the top

choice. This was followed by intersection improvements to address safety issues and congestion and to provide better connections to major routes outside of Port Moody to destinations such as the Port Mann Bridge, Highway 1, and Lougheed Highway (**Figure 9**).

Figure 7: Major Streets Issues and Challenges

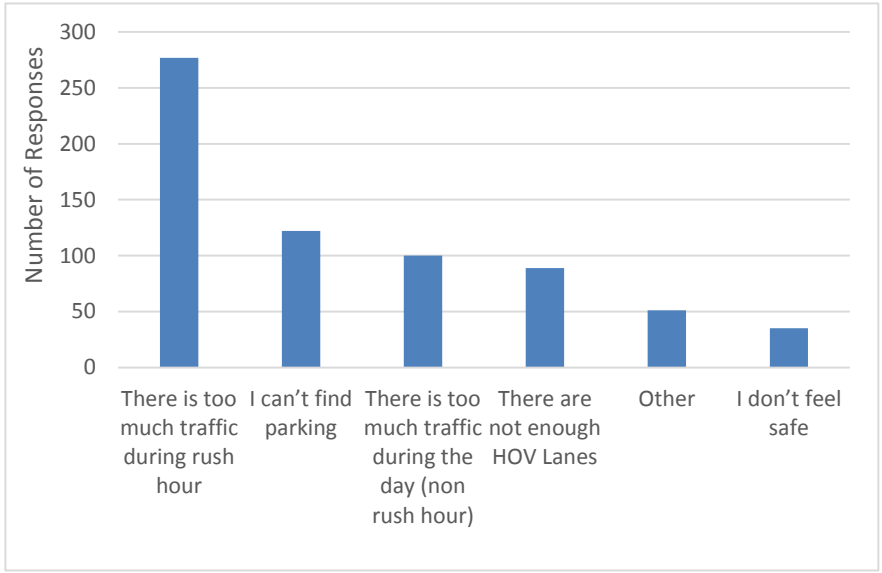


Figure 8: Areas of Congestion

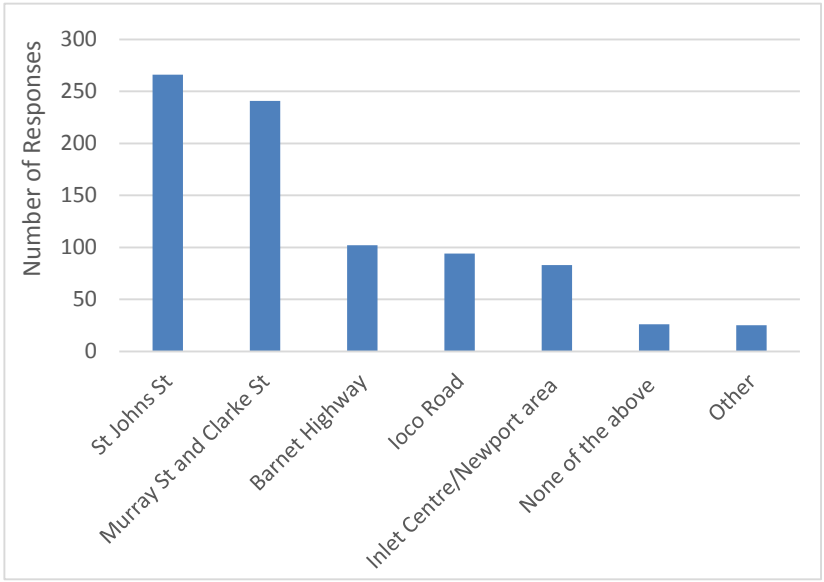
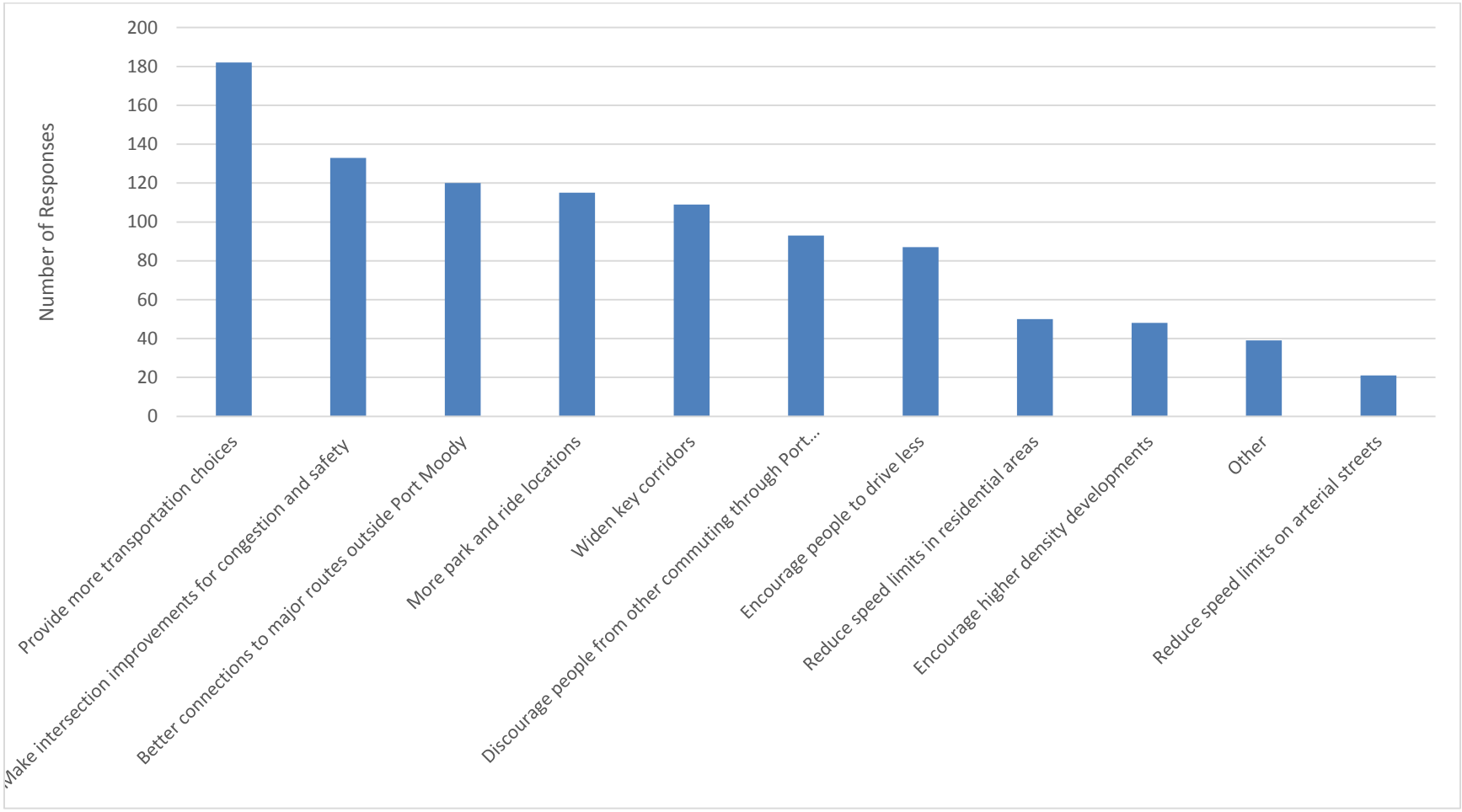


Figure 9: Streets Improvements



Transit

Transit was identified as being the highest priority but there are mixed level of satisfaction. The key issues associated with transit are infrequent service, that destinations are too far and require too many transfer, and that the longer travel times associated with transit as opposed to automobile travel prevent people from riding transit more often (**Figure 10**). When asked what was the top improvements that could be made to make respondents ride transit more, the most common responses were the Evergreen Rapid Transit Line, making transit more frequent during the rest of the day (outside of rush hour), and providing more transit services on evening and weekends (**Figure 11**).

Figure 10: Transit Issues and Challenges

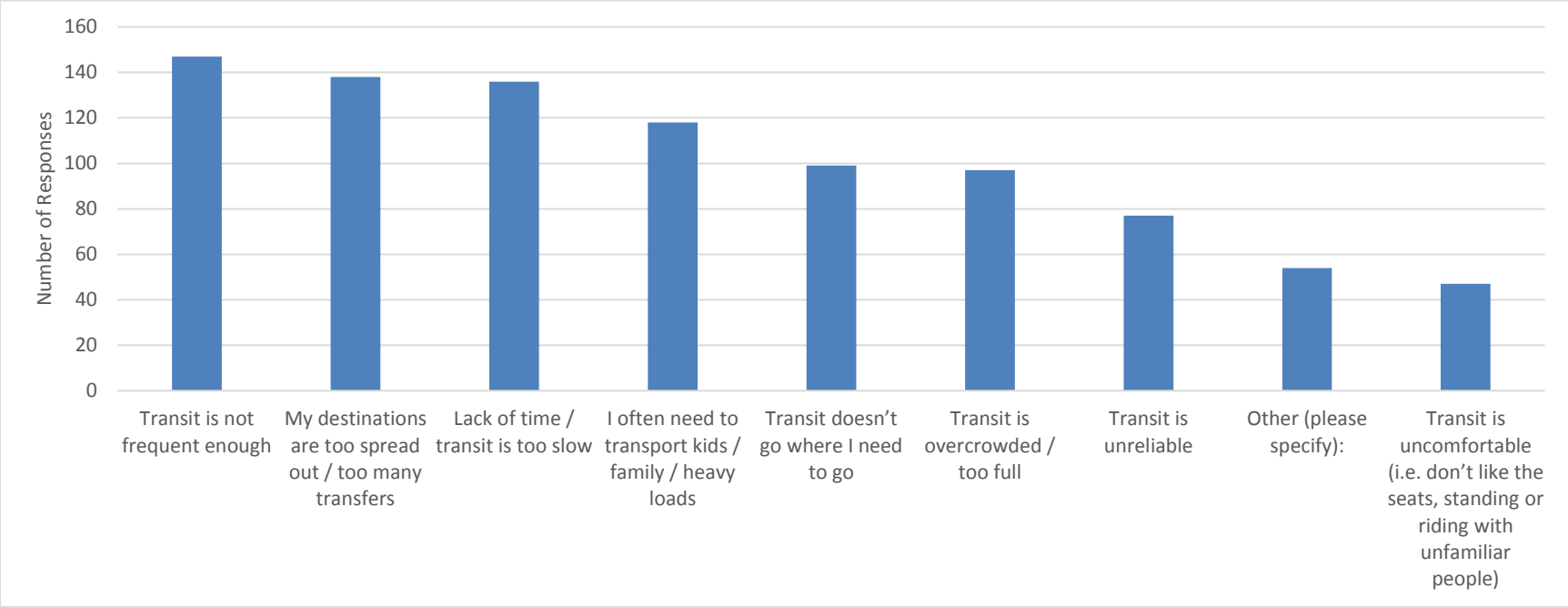
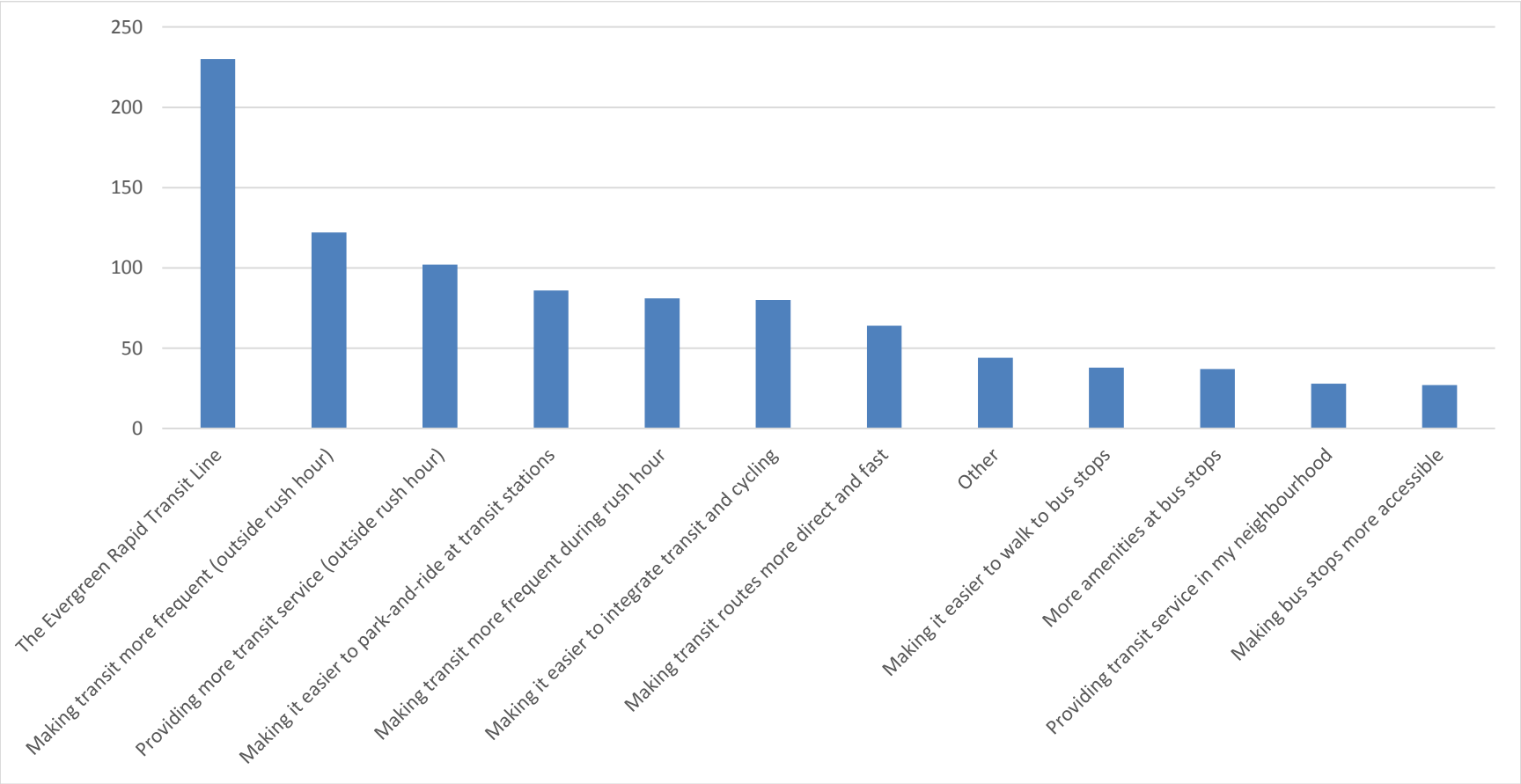


Figure 11: Transit Improvements



The survey also asked specific questions about the Evergreen Line and how often people anticipate they will be using the Evergreen Line. The largest group, at 35% thought that they would likely ride the line a few times a month. In total, 70% of people stated that they would ride the line at least once a month (**Figure 12**). The largest group of people who would be travelling to the Evergreen Line noted that they would likely do this by walking or by taking the bus (**Figure 13**).

Figure 12: Travel to Evergreen Line Station

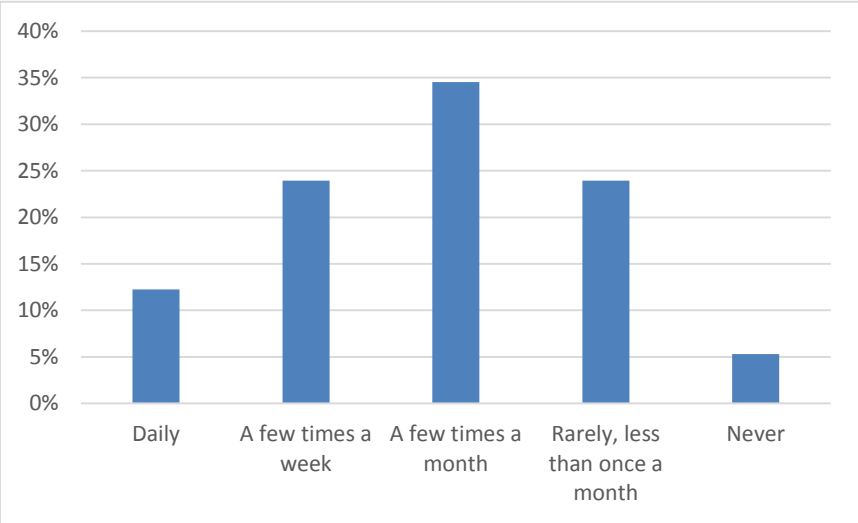
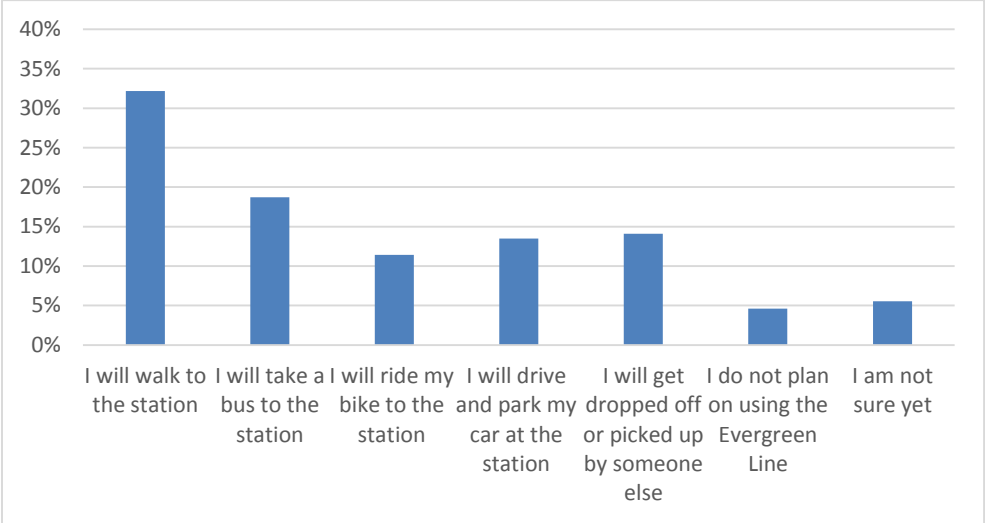


Figure 13: Expected Evergreen Line Use



Walking

Walking was identified as a moderate priority that respondents are currently very satisfied with, the key issues and challenges associated with walking are the fact that it is not always a practical mode choice as many destinations are not within walking distance, safety is a concern, as are hills and weather, these and other factors can be seen in **Figure 14**. When asked what was the top improvements that could be made to make respondents walk more, the most common answers were building more sidewalks and trails as well as widening and improving existing sidewalks and trails, as seen in **Figure 15**.

Figure 14: Walking Issues and Challenges

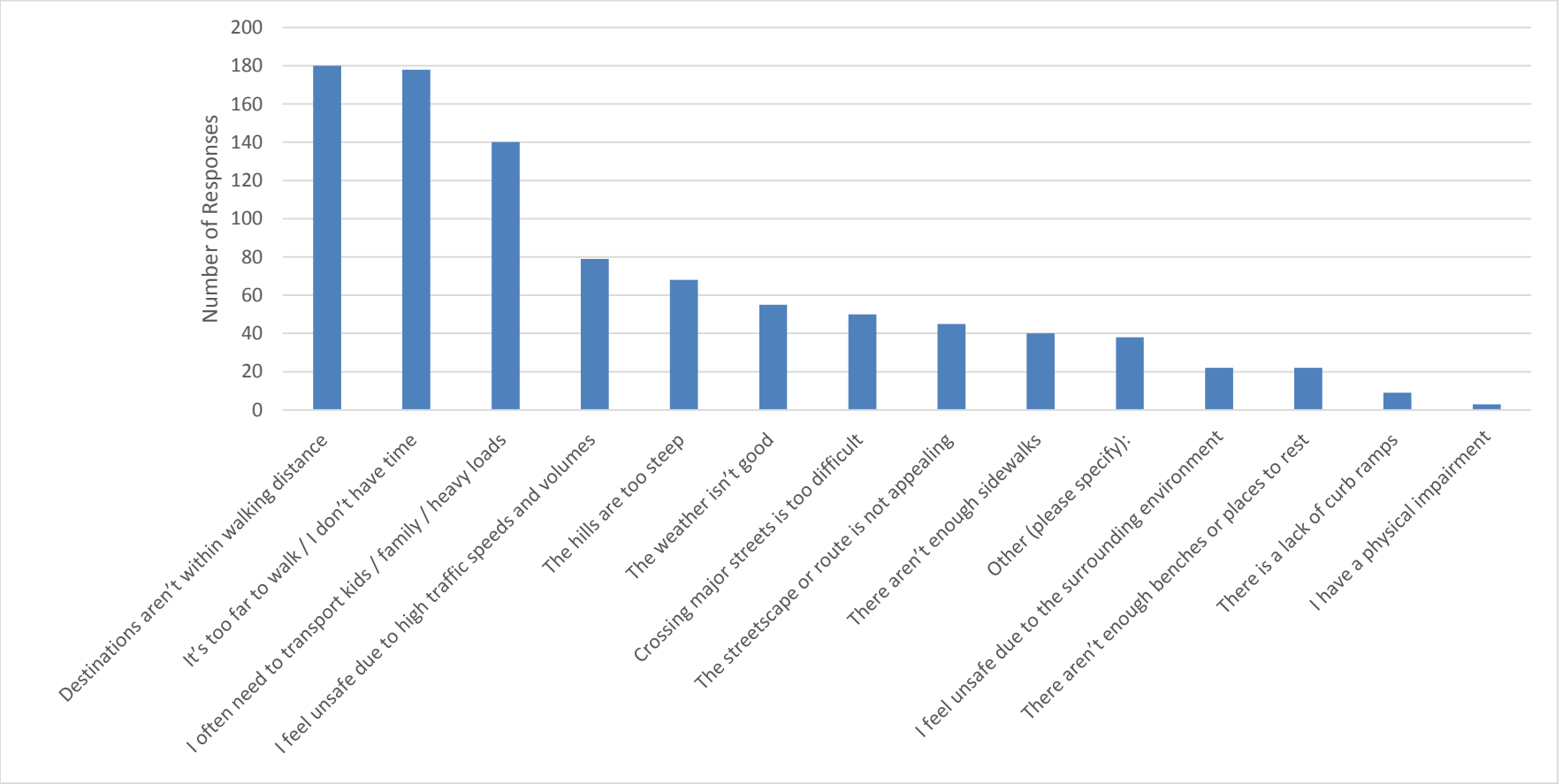
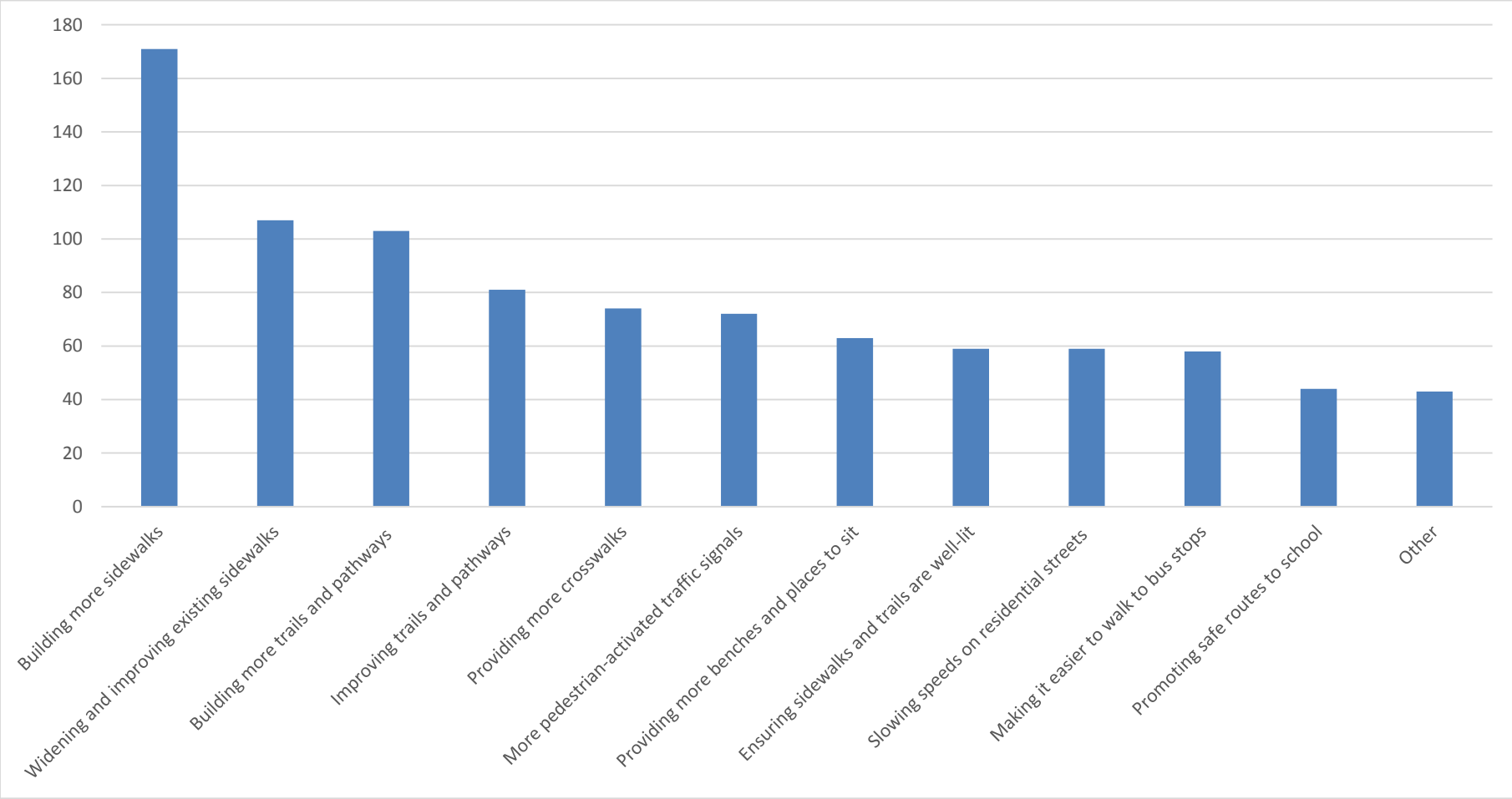


Figure 15: Walking Improvements



Cycling

Cycling was identified as a moderate priority, and most people are somewhat satisfied or of neutral opinion about the current state of cycling within the City. The key challenges associated with cycling are concerns about safety, that there are currently not enough bicycle lanes, and that cycling

is not a practical option given the distance to destinations (**Figure 16**). When asked what was the top improvement that could be made to make respondents bicycle more, the most common answers were building more physically separated bicycle lanes, building more off street trails and pathways, and installing more bicycle lanes on busy streets (**Figure 17**).

Figure 16: Cycling Issues and Challenges

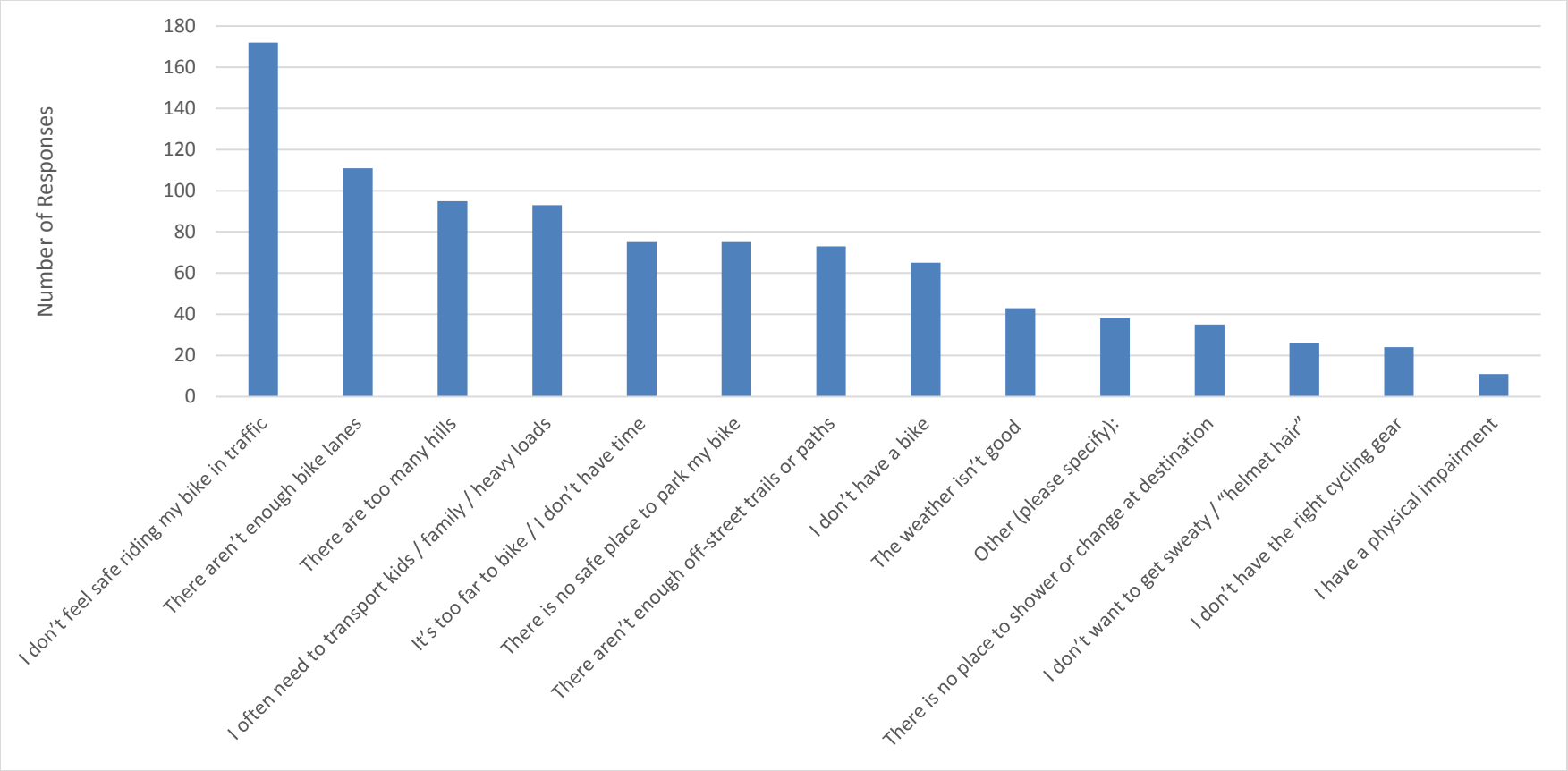
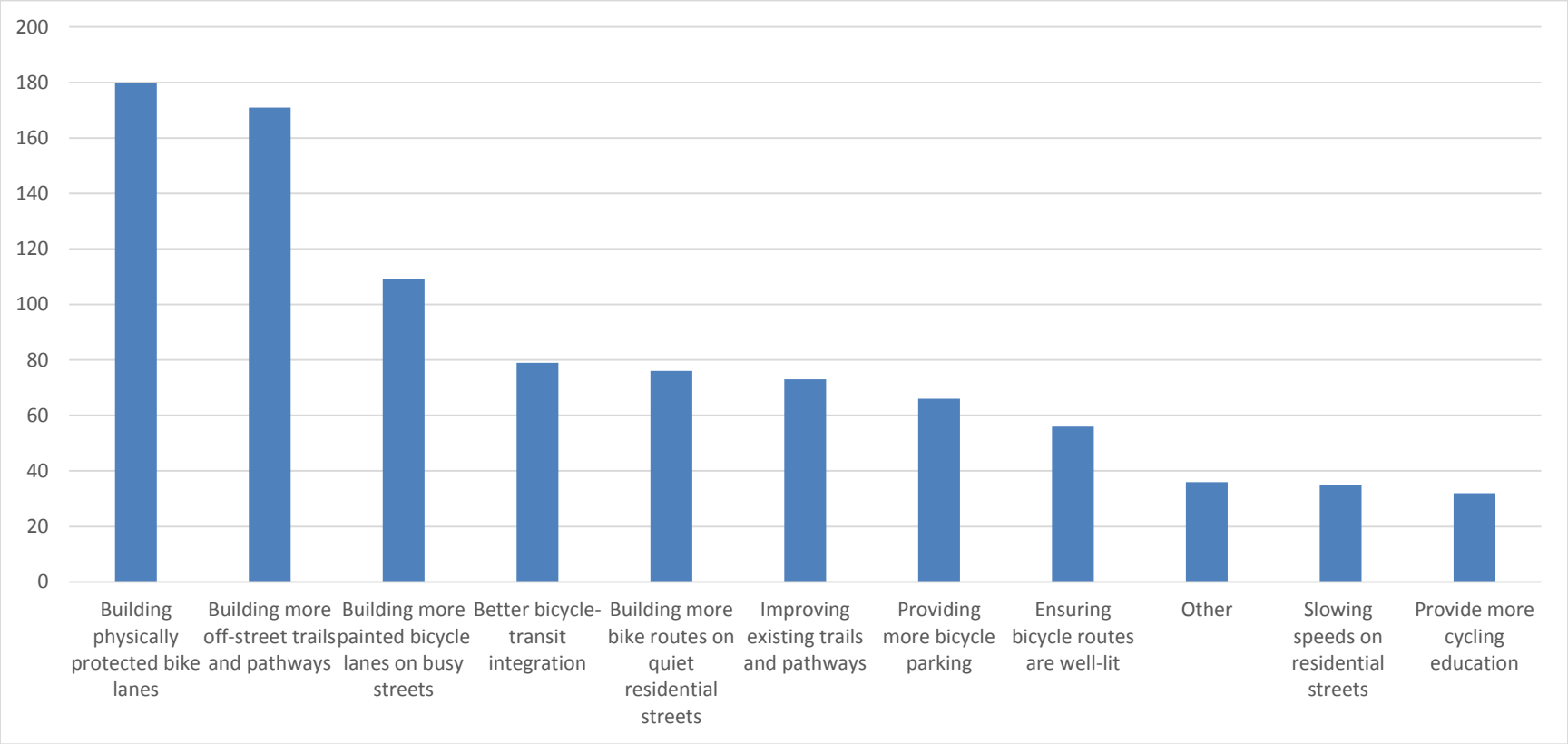


Figure 17: Cycling Improvements



Canada Day Open House Feedback

On July 1, 2015 as part of the City's Canada Day festivities, approximately 300 people attended the booth between 10:00am and 4:00pm. The purpose of the booth was to share information about **TransPort Moody**, what it is, how to get involved, and to provide some information about existing transportation conditions. At this event we had posters laid out asking people what they like most and least about the different modes within Port Moody. A summary of these results broken down by mode can be found below.

Streets

- **What do you like**
  - No comments provided
- **What do you dislike**
  - Vehicle congestion around inlet and Ioco Road
  - St John's traffic backing up and people rat racing in the neighbourhoods
  - Waiting to turn right onto Moody Street Bridge
  - Congestion is horrible
  - Traffic is unbelievable
  - Ambiguous traffic junction
  - Clarke overpass allowing drivers to go straight/stop for full light cycle
  - Only two ways out of the city, improve the light signals to circulate on rush hour
  - Traffic speed on St. John Street it is too fast and not enforced
  - Congestion – SkyTrain will improve this, needs jobs here to reduce the flow of through traffic

Transit

- **What do you like**
  - Kids can bus home from school
  - Looking forward to SkyTrain
  - Close to everywhere
  - West Coast Express

- **What do you dislike**
  - The 160 to get out of town has drastically inconsistent times during rush hour
  - With community shuttles tied to WCE during rush hour I have buses back to back or nothing
  - Huge problems with buses on St. John's and Albert Street

- Takes too many transfers from Noons Creek Drive to SFU, it takes too long to get there
- Port Moody Secondary – bus stop out

Walking

- **What do you like**
  - Walking on trails, it is awesome
  - Trails are lovely
  - Pedestrian signals
  - Rocky Point Park
  - Inlet walk
  - I like walking to the park
  - I like to stroll with my family and get exercise
  - Excellent trails
  - No pollution
  - Exploring nature
  - Shoreline trails
  - I like walking the shoreline trails in the morning with my mom

- **What do you dislike**
  - Narrow sidewalks
  - Cars not stopping at red lights
  - Dangerous pedestrian crossings
  - Not enough time to cross with children

Cycling

- **What do you like**
  - I like biking
  - Because of the scenery
  - Reserved cycling lanes
  - Nature
  - More cycling paths on the roadway
  - Shady trails for family rides
  - Biking with friends

- More cycling paths on the roadway

- **What do you dislike**
  - There are few family friendly bike paths to cross the city
  - Could use more pathways
  - Lack of bike paths, more paths please
  - Sometimes it makes me tired
  - More cycling paths on roadways
  - Join cycle paths – don't just add a few metres and end
  - Bridge from Murray to Clarke over CP rail at the west end
  - Mellow grade bike route through to Coquitlam instead of thermal or Gatensbury
  - St. John's could so easily make bike paths but instead it is a very dangerous bike route

Detailed Stakeholder Workshop #1 Notes

The following section outlines the focus of conversations at the Stakeholder Workshop that occurred on July 9, 2015. The notes have been broken down based on the different topic areas of the discussions that occurred during the event.

Part 1 Discussion – What's at Stake?

Discussion questions were why is the plan important? And what you would like the plan to achieve? These questions were discussed based on the directions of the City of Port Moody Strategic Plan looking specifically at 'community planning', 'moving people', 'parks and recreation', preserving the environment', and 'economic development'.

Community Planning

- Transportation system is changing quickly
- The line service is changing with Evergreen line
- Have to funnel people to new Skytrain to allow people to use it
- Safety – prime concern
- Cycling is unsafe – unconnected bike lanes
- Separated by coins are needed to be safer
- Wire bike lanes being built without thought on safety issues – people you sidewalks on bikes – issue for pedestrians
- Need more choices – not all choices are equally safe
- Need better levels of service during peak times – not fast enough
- Route and coordination problems with Transit
- Not a good connection between neighborhoods – better synchronization
- Better safety for pedestrians – overpass
- Pedestrian activated signals don't work well – not priority
- Unsafe access to bus stops – speed of traffic
- Commuter parking in residential neighborhoods
- Pedestrian roots and cycling routes need to be a network not fragmented
- Consistent sidewalk standards – wider = safer
- Every major street should have a bike lane – separate
- Spring Street should be closed to traffic – it's a short cut and dangerous
- Eliminate free parking
- Moody Center – dangerous crossing at St. John's – CPR tracks
- Pedestrian crossings on St. John's and CPR
- Pedestrians not given priority at crossings
- Community is 'sliced up'
- Stop cars turning right on red lights
- Developments turn their backs on each other
- Loss of industrial land is driving commuters

- More mixed-use – allow people to walk to work – encourage commercial districts not one offs
- Linking neighborhoods is very important

Economic Diversity and Prosperity

- Complete developments to work and live in same place (smaller no it's like Newport Village) could work at unity center and Flavel, Cedar Mill, Glenayre, College Park, Seaview all have to drive to shop (no local services)
- Last Evergreen stop would've been good (question station) could do over Barnett highway because could create economic there because underserved area
- How do you get traffic to stop? Provide goods and services in these areas – develop business is so people don't have to drive everywhere. (Coffee, drugstore, groceries)
- Heritage mountain, Belclava and Anmore need local services/shops so don't have to drive through Port Moody
- 3 Lane Highway from Klahanie, over tracks, Sureep to Barnet to get traffic off of Clark and St. John slow traffic down for parking and shopping
- Need a hotel for two reasons – conferences – businesses. To keep people in the area and don't have to drive
- City of arts – no specific reference to economic development in arts
- Create live, work, creative spaces
- More spaces where people can live, work and shop (E.g. town center) Community and economic development
- More amenities in all neighborhoods so people don't have to drive (heritage man., Glenayre)
- Local farmers market all year-round
- Economic centers must be connected
- More local small businesses so people can work where they live and drive less – shop locally
- Quality of shops is importance of people shop local
- Make more walkable so people shop locally e.g. cleaning sidewalks (bushes), see inside windows
- No turning on pedestrian lights (make more safe)
- Improve on street parking on St. John's, Clarke
- Businesses fail because people can't stop to shop
- Private versus public road rules with signage
- Parking shouldn't be restricted spots for specific shops
- Encourage walking

Environment

- Creating more pedestrian friendly places
- Street trees – attractive/tree-lined streets– St. John's
- Bike lanes separated by trees

- Natural, artistic vegetation as barriers
- Landscaped boulevards
- Healthier to have trees
- Parking away from sidewalk (between) nicer for pedestrians as well
- Creeks and waterways? Water taxis?
- Ioco development – ferry
- Bike friendly/walkable access
- Extend trail network past industry to make connection to Barrett
- Cycling Hubs (like Zipcar)/bike share
- "Third zone" for transit
- Creating more pedestrian friendly places
- Carpooling/HOV for trips to Vancouver
- Encourage WCE/park-and-ride
- Need to fit within budget, but trying to catch up
- Need bottom line for all modes two main town priorities
- Low-density or high-density at top of hill
- People moving through city – incentivize business a long Corridor
- Lots of walking chips
- Inlet trails – important to keep
- Parks – Rocky Point, Old Orchard, Others – Preserved
- Waste disposal and pick up
- Trees, replenishing
- Two very important fish hatcheries
- Green roofs/solar panels
- Make sure trees don't impede pedestrians
- Get people out of cars
- Make walking more attractive
- Signal timing – St. John's takes too long to change
- Jaywalking/safety- Easy fix
- Slow people down – see businesses and shop
- Cycling is great, but danger for pedestrians
- Should cyclist be on the sidewalk? – On the sidewalk they’re a danger to pedestrians, on the road cyclists are in danger from vehicles
- Need cycling infrastructure to the lakes
- Accommodation for scooters with an aging population
- Need more sidewalks and aging communities, pedestrian crosswalks
- Transit, walking, cycling need to be good alternatives
- Need to improve connections to neighboring communities – it is not all about travel to Vancouver
- No bikes on SkyTrain during peak hours – how do you cyclist commute?
- Greenhouse gas emissions

Moving People

- One what's at stake
- Livability – feeling of community
- Limited access in and out– Snowball effect from one problem/Backup – no alternatives or are there? – Gridlock
- Rely more on cars? Or will people switch modes?
- Pressure on transit – hard to take transit to evergreen line
- Sidewalk connectivity in connection with Transit – Ioco needs bus clothes – coronation park
- Efficiency of the transportation network
- More kids are being driven to school by parents
- West Van "streets"
- Streets affect quality of area/land-use
- Quality of life (time)
- Safety – road rage – other modes
- Ecology – environmental health
- Cost – differ cost increase
- Good luck – daily routines
- Moody's street – RT
- Peak end of day rage
- Through traffic
- Air quality – "turn off car"
- Human health
- Productivity – personal – area
- Economic activity
- Achieve

Part 2 Discussion

The second part of the discussion focused on understanding what are the key transportation issues? And what are the transportation opportunities you would like to explore? These discussions were broken down based on the different modes of transportation.

Streets

- Local amenities "pods" so people don't have to drive out of major communities – College/Glenayre, Heritage Mountain, etc. (may backfire by bringing traffic in)
- “Bowl”/topography makes non-vehicle travel hard
- Trail systems well used
- Parks and recreation amenities promote healthy living
- Better maintenance of inlet gravel trail. Asphalt trail highly utilized and the gravel trail

- Push for more benches along the trail to provide transport option
- Better transit options to park areas (Rocky Point Park)
- Better north/south pedestrian connections to waterfront (in the trail/RPP)
- Limited transit to the lakes
- Recreation centers are centralized in Port Moody that adds pressure-decentralizing
- Congestion in key areas one) St. John's two) Murray /Clarke Street – difficult to cross the street– If we improve flow we increased demand – various concerns – St. John's (regional) and Murray Clarke (local)
- St. John's it is what it is
- Murray/Clark right turns backs up traffic
- Bridge over the rail line – that would help
- Promoting other modes will help with congestion
- Livable area around moody center (e.g. Newport)
- Is St. John's a viable route for the future?
- Parking issues – back or front of building is better?
- With Ioco redevelopment - there is backups in only one turn lane at Murray on to Ioco- need to balance between moving cars and moving people
- With the amount of growth streets will continue to be congested – even worse
- Agree that we don't need to add with/lanes to roadway (but… Could St. John's have an additional Lane that is counterflow?) – Can't build out of congestion – need to promote other modes

Transit

- Ioco station access
- Expensive –$3 zone – $11/2 directions
- Incentive programs e.g. unlimited travel
- Hillside community roots – direct to moody center
- Large buses with low rider ship
- Stop information
- Bike carrying capacity – Hillside
- Stop improvements (seating, shelter, lighting,) Heritage Mountain – C 25 routes
- City center shuttle
- Practicality – 20 times – directions
- Passout – port moody secondary – specials – when
- WCE – bus/train capacity – standing room only by the time train gets to Port Moody
- Pass ups – significant
- 97B line – morning – daily
- Schedule/connections
- No/limited service – Lakes
- No "school bus" - adds pressure on capacity
- Growth

- Having transit – bike – walk Capacity support growth
- What will this look like in 15-25 years
- Park and ride? Or transit capacity or will use car

Walking

- Higher density = affordable
- Higher density = affordable
- Higher density around transit = easier to get around
- Walking build community = connectivity
- Mixed use is good for walkers
- Waterfront is important for people – heritage should be protected – it's important to the community and draws tourists
- Scramble intersections
- More time to cross
- Need intersections to be more pleasant for pedestrians
- Roundabouts not good – challenging
- Triggers for pedestrian signals don't work – take too long
- Car sensors at intersections don't work either
- Coordinate lights with bus stops – Queen Street and St. John Street
- Grant Street should have effective trigger for crossing
- More pedestrian overpasses
- Dundarave in west Van- model for St. John's

Cycling

- Don't feel safe
- Interested, but concerned
- Michael is that connect all destinations – Sasamat, Buntzen Lake
- Connect to Burnaby – extend inlet trail to North Vancouver
- Distinction between bike lanes and protected bike lanes
- Connector parallel to St. John's
- Spring Street glide Street isn't much safer
- More cyclists = safety in numbers
- People one less traffic – So taking lanes away for a bike lane can help achieve this. But losing parking is bad for business. Can't lose parking
- Parking protected bike lanes
- Free parking (anywhere in the city)
- Connections to transit – Evergreen won't allow peak period cyclists
- Connections to other municipalities

- "Please set me back on my bike"
- Spring Street is uncomfortable for bikes and drivers
- "It's pretty freaking scary"
- Never a place to park your bike. If there are bike racks, don't always work
- Risk of dooring
- Danger to pedestrians – sidewalk cycling because streets are too dangerous
- Consider deliveries with separated bike lanes
- Bus stops/cycle tracks (see Hamilton Ontario)
- Trees and greenery can restrict visibility
- Bicycle priority signals
- Scooters
- Attitudes – cars are dominant. Mindset needs to change
- In port moody, most biking is recreational, not commute. Need to consider needs of both
- Make it flatter

Detailed PAC Meeting Notes

The first PAC meeting was held on June 24, 2015. Invites were sent out to approximately 30 invites and 16 people attended. The purpose of the PAC meeting was to provide an overview of the study, discuss the role of the committee, and get a better understanding of the issues and opportunities associated with each mode of transportation.

Streets:

- **Congestion**
  - Ioco Street at Murray Street is a large intersection with congestion during peak periods
  - The intersection at Moody St and Clarke St is heavily connected by local traffic due to SB movements blocking the intersection
  - St Johns and Barnet Highway are heavily congested
  - Clarke Road
  - Murray Street left turns are difficult with parking along the side of the street results in high levels of congestion
  - Murray Street and the roundabout
  - East /west major roads and connections are congested at AM and PM peak periods
  - Heavy congestion along St Johns was noted by a number of participants
  - Dewdney and St. Johns during the PM rush hour –can't turn onto Dewdney with intent to turn left on Ioco
  - AM /PM congestion through Port Moody will increase as outlying municipalities densify
  - Congestion on arterial routes i.e. Clarke Street effects local businesses by limiting access
  - Traffic lights along St Johns don't seem to be synchronized
  - Commuter vehicles travelling through Port Moody create congestion
  - Right turn off overpass heading west on Clarke. One car going straight can block all cars turning right. Cars heading east have signal, but no advance green to go right heading west.
  - Moody Street overpass congestion
  - Access to Belcara is congested
  - Traffic congestion around the WCE station due to the closure of the west entrance (also part of transit)
  - Ineffective bus and HOV lane on Barnet Highway
- **Speed**
  - Barnet Highway at Union Street, at this location many people are going into Port Moody speeding in at 50 to 60 km/h
  - Murray Street
  - Barnet Highway
  - Ioco and Ungless speed downhill
- **Parking**
  - Parking in Newport and Suterbrook is a nightmare. Road parking in Suterbrook causes a mess and congestion
  - Parking/congestion near Rocky Point Park is bad

- **Other Streets Issues**
  - Isolation of east hill communities with only one exit onto Barnet
- **Safety**
  - Traffic islands are not safe
  - Along Clarke Hill there are speeding vehicles and the turns are not safe
  - Gatensbury Road
  - Ioco and Murray is a large intersection and it takes a while for people to cross, people waiting at the traffic islands are unnerving to drivers
  - Ioco and Barnet is not safe
  - Murrary and Guildford
  - Ioco Road
  - Moody and Clark
    - Improve left turn lanes SB to EB signal timing (install a protected left)
  - New Skytrain stations add to the ruining of the city's beauty, may become a hot spot for drug dealing, shootings and stabbings

Transit:

- Lack of bus access to the Evergreen line
- 97 has missing buses in the morning, so does the 160, they do not come when they are supposed to
- Can we talk with TransLink about a short trip pass, to help with topography being a barrier for cycling and walking? Able to walk/cycle down the hill but to take the bus back up.
- Traffic congestion around the WCE station is due to the closure of the west entrance (also part of streets)
- Bus 'pass ups' during peak times
- Transit frequency on arterial and collector roads
- More peak period buses and less after hours
- Inconvenient bus times (with the exception of the 97) particularly on hillside communities
- Bus stop locations on William and St Johns street are mid - block and create further walking distances
- Buses stopping along streets creates traffic congestion, should consider adding bus bays

Walking:

- **Connectivity and Sidewalks**
  - Better walking connections are needed across train tracks north of St. Johns
  - Walking connections between Moody Centre and Inlet Centre aside from Klahanie
  - Maximizing alternative local east-west routes
  - No sidewalk on Spring Street, sidewalk is needed
  - Electrical poles and light poles along sidewalks along Clarke Street – take up pedestrian walkway. Need electrical to run underground.

- Sidewalks are designed too straight and too long, there needs to be more pedestrian short cuts through neighbourhoods and cul de sacs
- Sidewalks are too narrow
- Pathways are too narrow through Rocky Point park need to double their width

- **Pedestrian Environment Improvements**
  - Walkability along Barnet going east into Coquitlam should be improved
  - Walkability north of St. Johns should also be improved
  - Spring Street east of Williams to Electronic needs pedestrian considerations
  - Pedestrian only streets become excellent transportation methods and ultimately become great community gathering spaces. Look at other cities with pedestrian only streets. (Spring Street recommended)
  - Some walking areas need more shading, there are areas that are all concrete with no trees
  - Provide a better pedestrian streetscape with benches
- **Crossings**
  - Crossing busy streets takes a very long time
  - Areas that were identified as being difficult to cross include:
    - Ioco and Barnet Highway
    - Murray and Ioco
    - Murray and Rocky Point
    - Suterbrook
    - New Port
  - Some pedestrian crossing times are very short for slower speed walkers
  - Put traffic light in at the north end of the Moody overpass to improve crossing (Esplanade and Murray)
  - Long waits for pedestrians on St. Johns
- **Safety**
  - Non pedestrian controlled crosswalks near parks are dangerous
  - There are pedestrian safety issues along Murray Street near Rocky Point Park
  - Ioco near the recreation centre is not safe
  - Gatensbury Street is dangerous for walking and cycling and getting more traffic
  - There are dangerous pedestrian intersections in the inlet centre area:
    - Ioco and Barnet
    - Ioco and Guilford
    - Ioco and Ungless

Cycling

- **Cycling Network and Bicycle Facilities**
  - There are no bike lanes on St. Johns, there should be
  - Current arterial roads are wide enough to accommodate bike lanes, they should be added to appropriate streets
  - Connectivity for cyclists needs to be improved entering/leaving Port Moody from west/south west – Barrnet Highway
  - 'The city needs more designated cycling lanes' was a comment that was expressed by a number of participants
  - There are a lack of bicycle facilities throughout the city as bike infrastructure makes people feel safe.
  - A new connection and bicycle route from Murray Street and Esplanade to View Street is needed
  - Are there going to be cycling routes along the Evergreen Line? These work really well in Vancouver and are heavily used commuter routes.
    - Discussed that bicycle routes are not planned to be along the Evergreen Line
  - Cycling routes from Rocky Point Park to anywhere west and south are mostly unheard of and are needed.
  - Walking and cycling along shoreline trail is too busy on sunny days.
- **Wayfinding**
  - Better signage on designated bicycle routes, including more visible and bigger.
  - Moody Street overpass deposits cyclists on the north side of the street with no clear wayfinding
- **Bicycle Parking and Storage**
  - Bike storage and parking is needed throughout the city
  - There is a need for more bicycle racks
  - There is currently a lack of end of trip facilities
  - There needs to be a plan and considerations for bike storage at SkyTrain stations
- **Safety**
  - Gatensbury Street is dangerous for walking and cycling and is getting more traffic
  - There are cycling safety concerns from Easthill Barnet towards Rocky Point/Klahanie and along St. Johns.
  - It is recommended that there should be a safe bike lane along Barnet Highway separated from fast traffic.
  - Cycling along Barnet Highway is very dangerous, cyclists are on the shoulder next to cars that are doing 100 km/h.
  - Make bike routes family friendly and safe so that people are encouraged to go to schools, parks, shops etc. by bike
  - Travelling along Ioco Road to lakes, Ioco Townsite. Ioco is dangerous for walking and cycling
  - Cycling over the train tracks overpass at St Johns near Ioco is narrow and dangerous.
  - Cycling along St Johns is dangerous, as is cyclists sharing lanes with buses.
- **Maintenance**
  - Inspect bike plans where the curb gutter meets the asphalt to ensure they are even and well maintained
  - Better maintenance and weekly sweeping of the bicycle lane
- **Other Cycling Suggestions**
  - Bicycle escalators on Clarke Hill
  - Considerations for mountain biking, skateboarding, and longboarding

- The city is not facilitating a culture for cyclists
- Increase the capacity of the number of bicycles permitted on the WCE, as it is busy year round.

Detailed TAC Meeting Notes

Some of the members of TAC include representatives from TransLink/CMBC, ICBC, Evergreen Line, neighbouring municipalities, local business and Fraser Health among others. The first TAC meeting was held on June 15, 2015 and there were approximately 15 attendees. The purpose of the meeting was to provide a study overview, discuss the role of the committee, present and discuss existing conditions, issues and opportunities, and get a better understanding of the relevant plans, policies and initiatives in place at the organizations and agencies the members represent.

TAC members were asked to identify what other plans, policies and initiatives should we be aware of, and why are they important for the MTP. Below are the notes from this discussion:

- TransLink – Regional Cycling Strategy, Evergreen Line Cycling Integration Plan, Northeast Sector Area Transit Plan (nearing completion, focus only on transit), Regional Transportation Strategy, and Transit Oriented Communities Design Guidelines
- Evergreen Line – Evergreen Line Business Case. Key goals are to reduce automobile-dependency and how to connect Evergreen Line with multi-modal trips.
- BC MOTI – Ten Year Transportation Plan
- City of Coquitlam – Strategic Transportation Plan, Northeast Sector Area Transit Plan. Coquitlam also has a Transit Oriented Development (TOD) Strategy for station areas in Coquitlam to improve connectivity and would be able to share this.
- Flavelle Mill – No hard plans. As a sawmill operator, the logistics of heavy industry are challenging in Port Moody as the site is surrounded by urban development. This is a challenge today for goods movement, but an opportunity in the future for future development plans.
- School District #43 – City of Coquitlam recently worked with HASTE on safe routes to school plans for several middle schools. Moody Middle School will be under construction late summer / early fall and may have some short-term construction impacts.
- Onni – No hard plans or policies; typically follow the City's policies such as the Official Community Plan. Suterbrook will be wrapping up over the next five years, then will look at new properties. Coquitlam's TOD Strategy would be very useful. Desire to extend pedestrian network to SkyTrain Stations.
- PCT – currently undergoing an expansion. Operation of new canola plant. Potash will be up and running next year. All rail operations – no trucks.
- Fraser Health – No specific plans or policies, but Fraser Health does have five principles for plans such as this, including one that focuses on transportation. Others include housing, etc. List of considerations to apply to Plan development. Fraser Health can provide this. Eagle Ridge Hospital may have other initiatives. Fraser Health to confirm.
- Metro Vancouver – Regional Growth Strategy included land use plan, and identifies Frequent Transit Development Areas (FTDAs) in Moody Centre and Inlet Centre. Supports focusing growth in these areas. Also a Parks and Greenways Plan that might relate to walkways and cycling, a Parking Study, and a Housing and Transportation Costs Study.
- ICBC – no specific plans, but a focus on improving safety.

- Port Moody Fire – Port Moody Fire Master Plan
- Belcarra – concerns are increasing regarding Metro Vancouver Regional Parks, as lots of people travelling along Ioco and 1st Avenue corridors, which has an impact on residents. OCP was recently amended, but assumed previous Port Moody plans, and may need to be amended following completion of MTP.
- Anmore – OCP recently completed with low/medium/high growth projections. Development of Ioco Lands is important to both Anmore and Port Moody. Consideration of David Avenue and whether it will be extended. BC Hydro / Bunzen Lake traffic through Anmore several months of the year.
- Imperial Oil – Future expansion plans for Ioco Imperial Oil Refinery are ongoing and may have impacts for rail and Ioco Rd traffic.

TAC members were asked how Port Moody should plan for and accommodate this growth and balance the needs of local vs regional travel, and how the directions of the MTP in Port Moody might impact or support your agency interests and planned directions for transit and major roads?

- Discussion about what levels of density are required to support TOD. There are general rules of thumb available, but they don't necessarily justify a station. A large portion of Evergreen Line will come from further east, and key considerations for station locations is impacts on travel time as well as cost of stations. Evergreen Line did a study reviewing the potential additional station. The location shown was identified for a variety of reasons.
- TransLink is updating its transit service guidelines.
- East-west congestion is an issue for children, as three schools in Port Moody are located on MRN streets (Moody Elementary, Middle, and Senior Schools). With increased regional travel next to major corridors, easing that would be desired for safety.
- There are five schools on local and collector streets. Consideration to what traffic calming measures can be put in place in addition to what is already done.
- Seaview is a concern due to short-cutting traffic.
- If traffic congestion occurs, this often spills onto local and collector streets, which has impacts on schools.
- Schools on Heritage Mountain Boulevard are not well-served by transit. At the high school, people are deterred from taking transit due to the transit frequency.
- There are major MRN elements that interface with Coquitlam. Arterials are intended to be mobility corridors and should perform that way in the future.
- Keeping the main arterials flowing helps to keep the City livable, by keeping traffic on arterials. With traffic congestion, more traffic and short-cutting on local and collector roads, which decreases quality of life for residents.

TAC members were asked how the directions of the MTP in Port Moody might impact or support your agency interests and planned directions for walking and cycling.

- School District noted that some schools are considered schools of choice, with specific programming (i.e. French Immersion, Montessori, and IB) that may bring in students from other cities.
- With Evergreen Line, it will be easier for Coquitlam residents to take Evergreen Line to school, particularly middle and secondary school students who are encouraged to use transit.
- From an industry perspective for the Flavelle Mill site, the current industrial operations are in conflict with cycling, as trucks and cyclists do not share the road safety; however in the future, with mixed-use development, this will be the exact opposite.
- Belcarra is a cycling destination, but must require Ioco Road. It is a challenge for cyclists and motorists to co-mingle.
- In Coquitlam in College Park, the City has embarked on a Burquitlam Neighbourhood Plan over the next 12 months and will consider the interface. This includes safety improvements at Glenayre and Clarke Road. City is also developing a bicycle route on Aberdeen Street, which runs parallel to Barnet Highway.

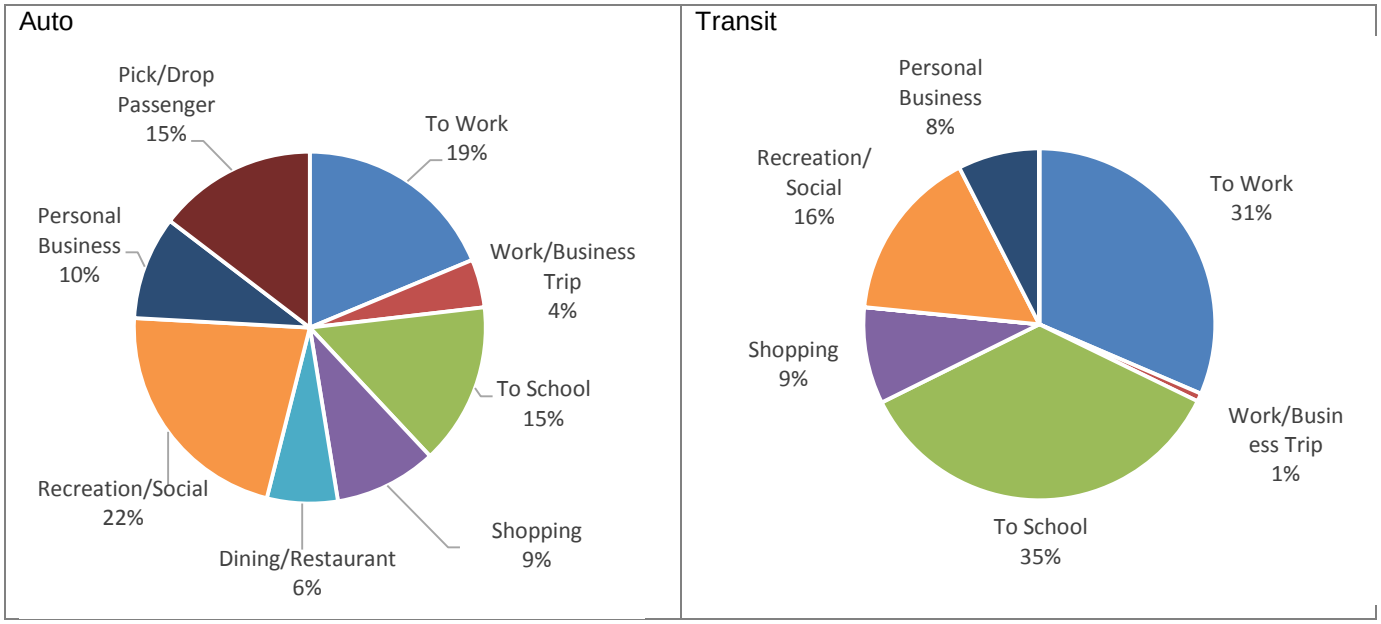
Appendix C - Trip Characteristics

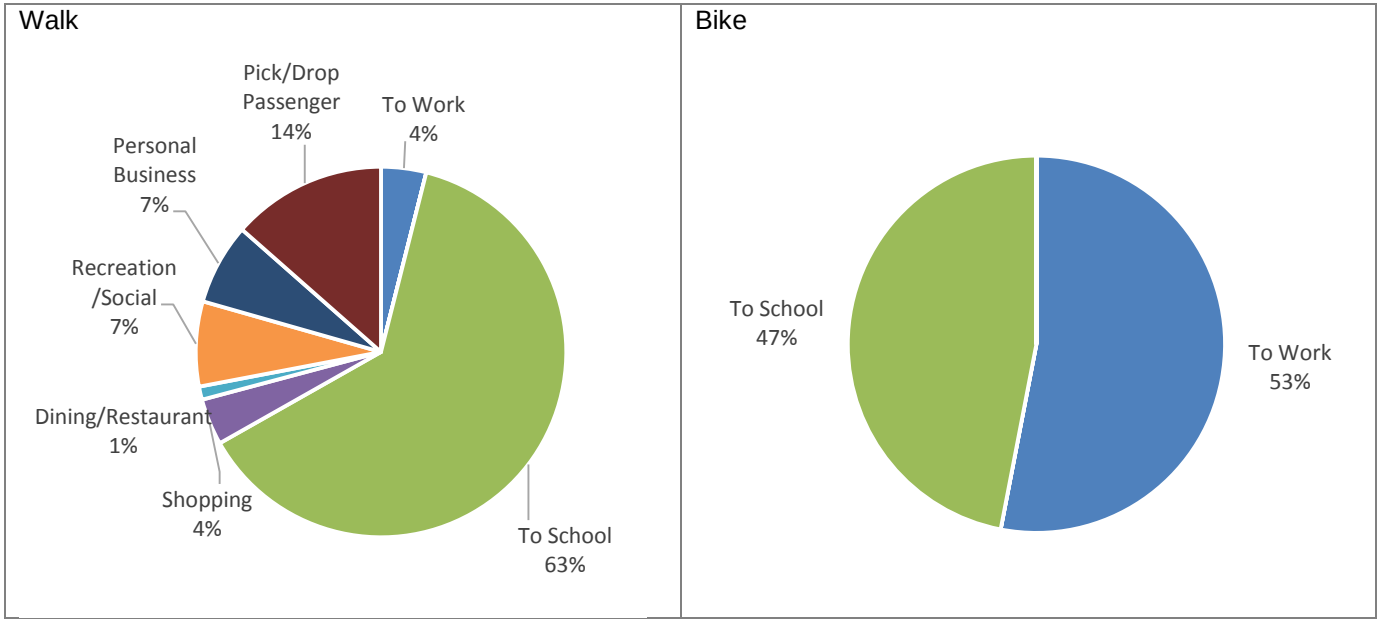
The 2011 Trip Diary Survey asked respondents to identify the primary purpose of their trips. Auto driver or passenger trips are taken to satisfy a wide array of trip purposes. Excluding home-bound trips, 25% of auto trips are taken to go to work / University, and 8% to go grade school. Two-thirds of auto trips are taken for non-commute purposes. 18% of auto trips are taken to shuttle someone else / pick someone up.

When looking specifically at transit trips it was found that while the vast majority of West Coast Express trips are for the purpose of commuting to work, bus and SkyTrain trips are taken for a variety of purposes, although a heavy focus remains for commute oriented trips. Excluding home-bound trips, 35% of bus and SkyTrain trips are made to go to grade school, while 31% are made to go to work / University. 16% are made for social/recreation reasons, and 17% are made for shopping or personal business.

Sustainable modes of transportation, including walking, cycling, and transit make up over half (54%) of school related commutes, with 24% of all reported daily trips to or from school made by walking, 0.9% by cycling, and 29% by public transit. The results for cycling are surprising, as it is known, based on results we have seen from previous studies including the Parks and Recreation Master Plan, cycling rates quite highly as a recreational activity.

Figure 18



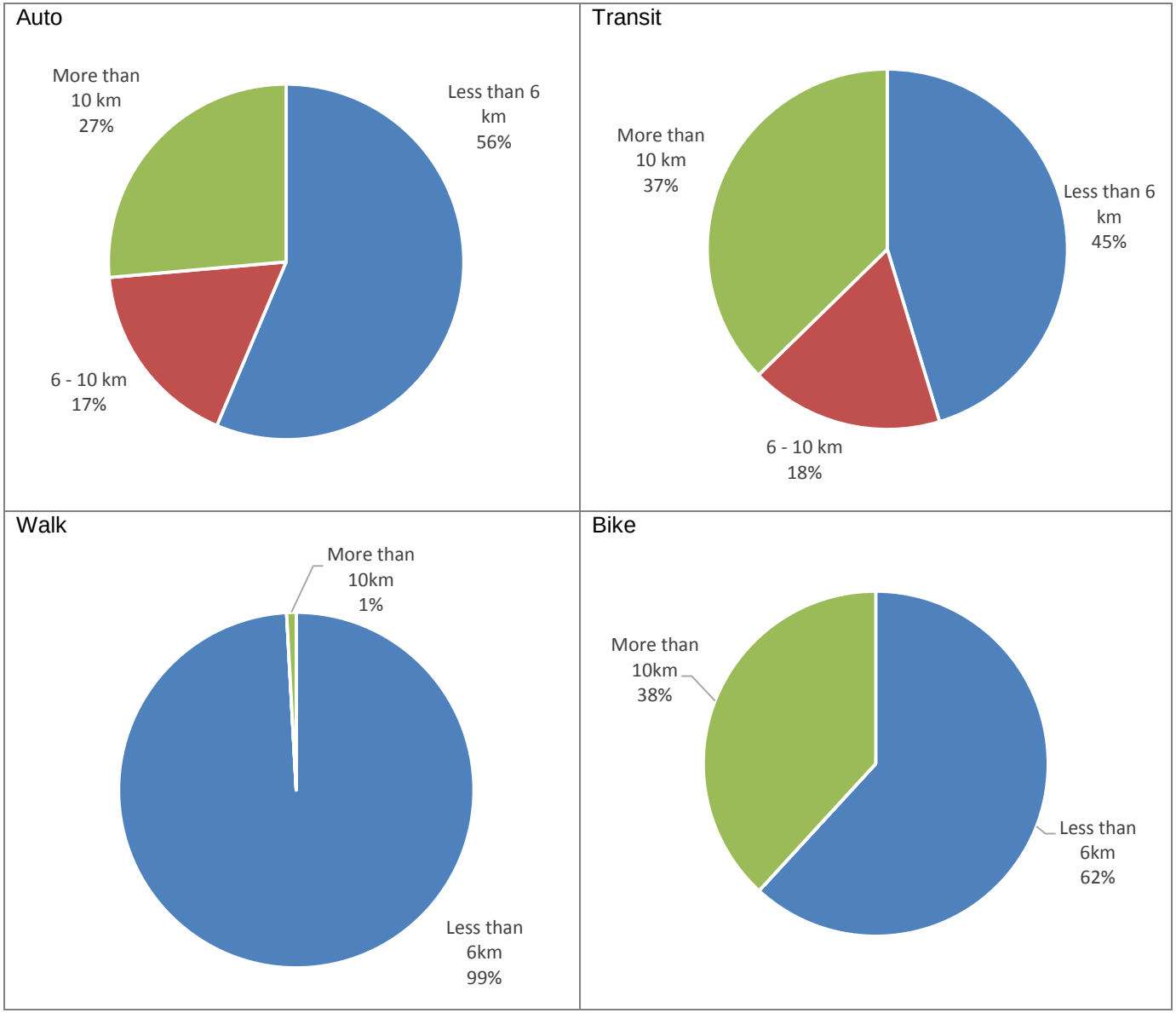


In general for longer trips leaving Port Moody, car and public transit are the modes most often used, with 26% of trips made by car and 38% of trips by public transit being 10 kilometres or more. For cycling, 62% of daily trips are 6km or less, while 38% are 10km or longer. Comparatively, walking trips tend to be shorter, with 88% of daily walking trips for distances less than 2 kilometres and 10% for distances between 2 and 4 kilometres.

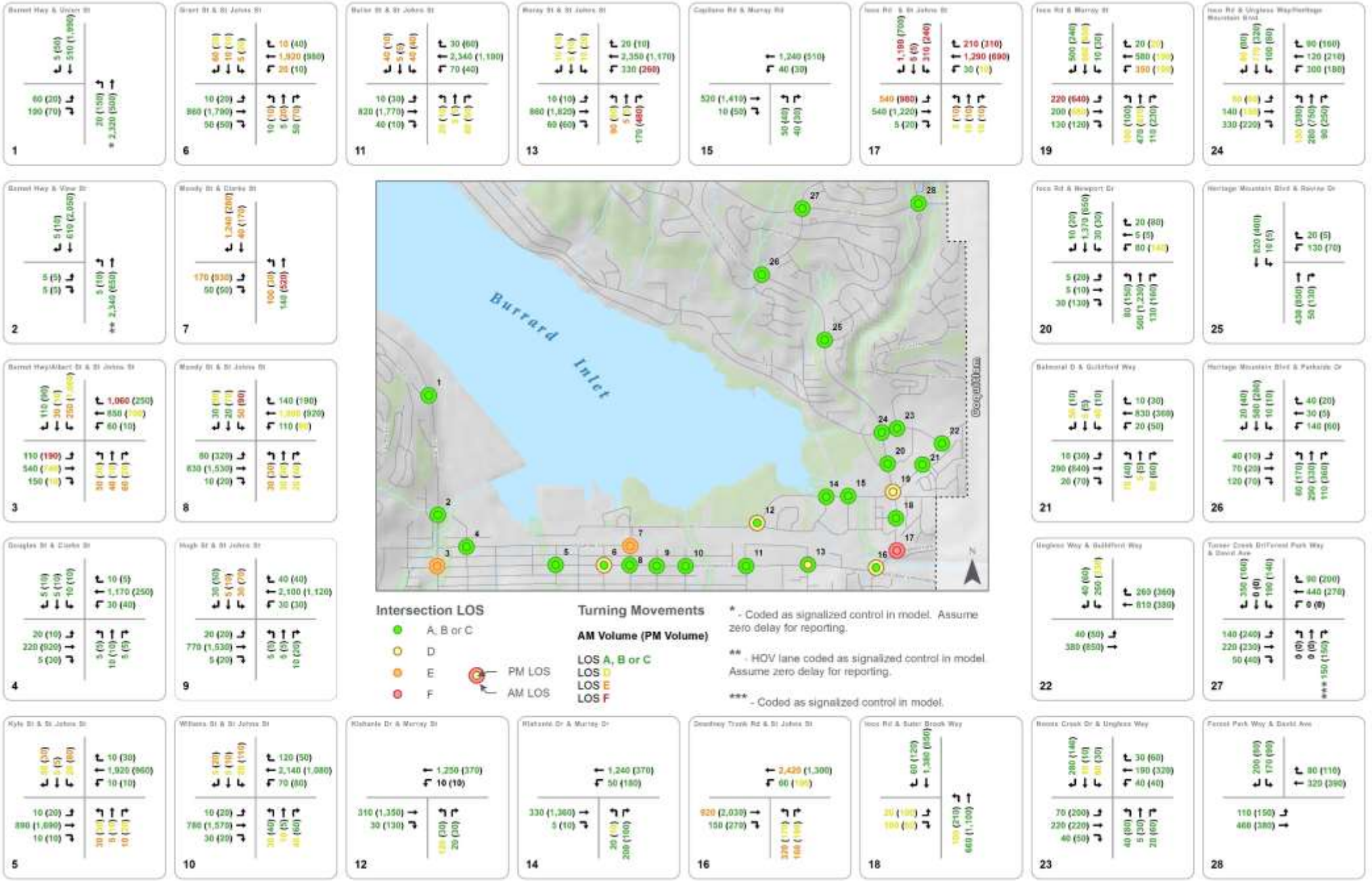
The majority of auto trips are local with 56% of trips less than 6 km. Slightly more than a quarter of all auto trips represent longer distance travel, with 27% of trips more than 10 km (see Figure xx). Port Moody auto driver and auto passenger trips have average trip lengths of 10.6km and 7.3 km, respectively.

The 2011 Regional Trip Diary Survey reports that a significant share of bus / SkyTrain trips are local with 45% of trips less than 6 km. Bus / SkyTrain service is also well used for longer distance travel, with 37% of trips more than 10 km (see **Figure 19**). 100% of West Coast Express trips are more than 10 km in length. Altogether, the average Port Moody transit trip length is 15.8 km, significantly higher than the 12.6 km regional average, largely due to the influence of Downtown Vancouver oriented West Coast Express travel.

Figure 19


Auto
More than 10 km 27%
Less than 6 km 56%
6 - 10 km 17%
Transit
More than 10 km 37%
Less than 6 km 45%
6 - 10 km 18%
Walk
More than 10km 1%
Less than 6km 99%
Bike
More than 10km 38%
Less than 6km 62%

Appendix D - Detailed Intersection Performance



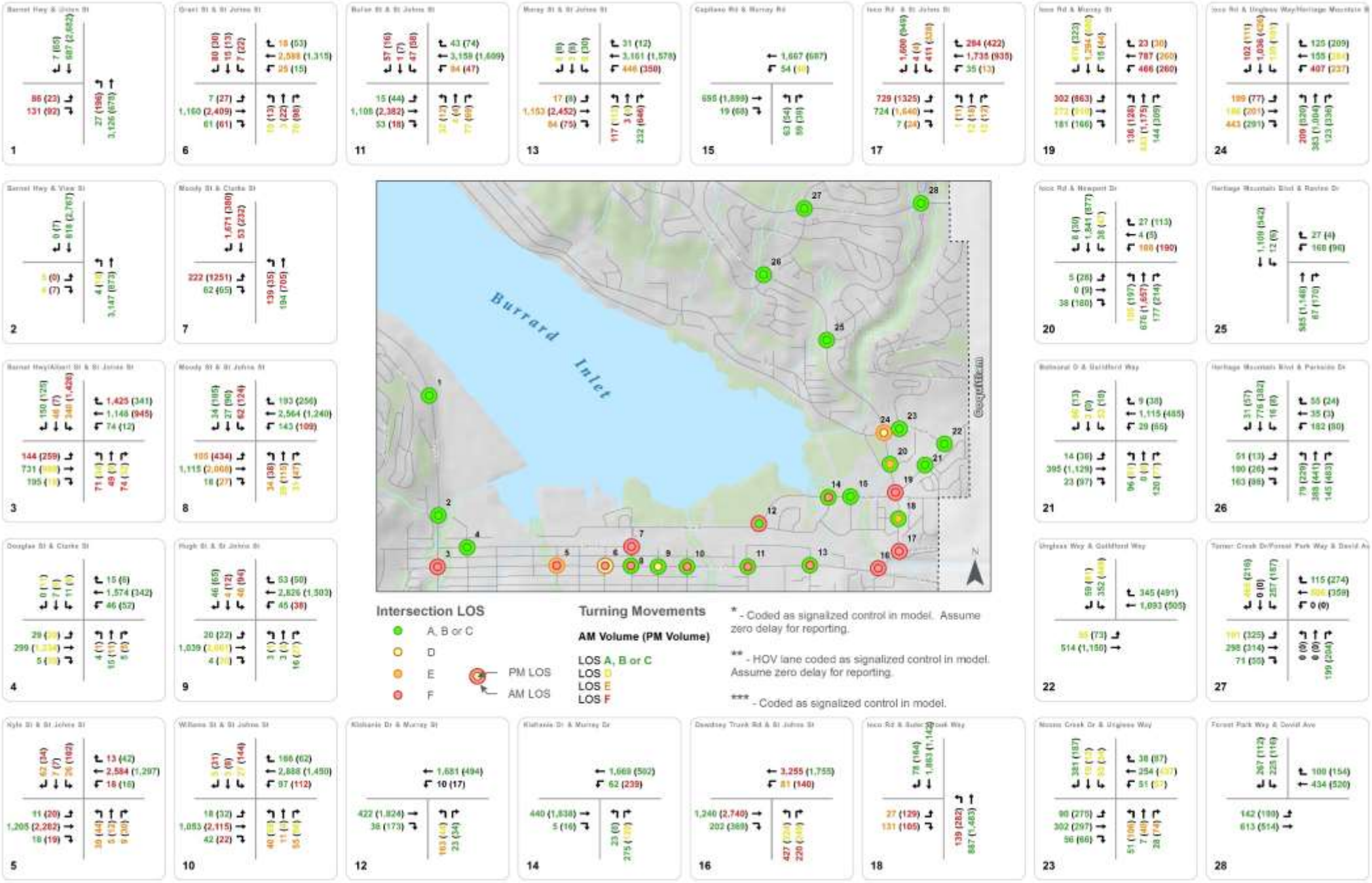
Existing - Detailed Intersection Performance

TransPort Moody
OUR VISION FORWARD

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

Municipal Boundary
Park / Green Space
A, B or C
D
E
F
No Data Available
PM LOS
AM LOS



TransPort Moody

OUR VISION FORWARD

Forecasted - Detailed Intersection Performance

Port Moody Master Transportation Plan

0 500 1000 1500 2000 m

Municipal Boundary

Park / Green Space

A, B or C

D

E

F

No Data Available

PM LOS

AM LOS