



# TransPort **Moody**

OUR VISION FORWARD



## MASTER TRANSPORTATION PLAN SUMMARY

*Photo by Sandra Sigfusson*

**PORT MOODY**  
CITY OF THE ARTS





# TransPort Moody

OUR VISION FORWARD

*TransPort Moody* is a long-term, strategic, master transportation plan for Port Moody that will help guide transportation and land use decisions, as well as public investments, over the next 20 years and beyond. Approved in 2017, the plan will help the City meet its strategic objective of moving people by supporting public transportation, encouraging walking and cycling, and creating effective connections between neighbourhoods.

## VISION

Port Moody's multi-modal transportation system supports the development of a unique, safe, and vibrant waterfront city. It provides convenient and attractive transportation choices, connecting residents and the region to the City's thriving commercial areas, parks, trails, and neighbourhoods. The transportation network supports a healthy, active, liveable, and sustainable community for people of all ages and abilities.

## TARGETS

**By 2045, the City will:**

1

**Double the proportion of trips**  
(from 20 percent to 40) made by Port Moody residents via walking, cycling, and transit to accommodate new trips related to growth.

2

**Reduce by 30 percent the average vehicle distance driven** (from 10 kilometres per day per person to 7) by Port Moody residents.

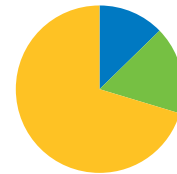
3

**Reduce traffic-related injuries and fatalities**, with the ultimate goal of eliminating all fatalities from the transportation system.

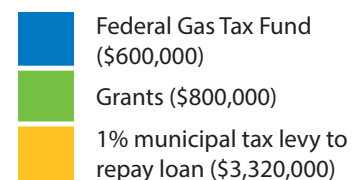
## FUNDING

*TransPort Moody* identifies approximately \$31.7M of projects to support the plan's six directions and progress towards targets by 2045. Funding for these projects will be provided through City contributions and development-related contributions, as well as regional, provincial, and federal grants.

Over the first 10 years of the plan's implementation, the City has identified \$4.72M in funding for short- and medium-term projects.



**Proposed funding breakdown for short and medium term project implementation:**



## DIRECTIONS

The City will achieve its vision and targets by focusing on the six directions below:

### 1. A COMPACT, COMPLETE CITY

**Develop neighbourhoods that support sustainable transportation choices.**



Land use and transportation are fundamentally intertwined with local and regional travel patterns. Over the next 30 years, Port Moody is expected to grow by about 16,000 residents and, by 2045, TransLink's Northeast

Sector (which includes Port Moody, Coquitlam, Port Coquitlam, Anmore and Belcarra) is expected to grow by about 145,000 residents. However, the amount of road space will effectively remain the same. The key to the success of our region is dependent on where new residents will live and work. While *TransPort Moody* is not a land-use plan, it does support and advocate for land-use directions outlined in the Official Community Plan.

- ▶ Create network of complete, livable streets
- ▶ Support transit-oriented communities
- ▶ Encourage a vibrant waterfront

### 2. A WALKABLE CITY

**Make walking a great transportation choice by creating safe, comfortable, and complete streets.**



Walking is a fundamental form of transportation and can be part of every trip we take. If suitable conditions exist, walking trips can be increased and lengthened which improves our health, reduces greenhouse gas emissions, and improves the vibrancy of our community.

- ▶ Create great places and destinations
- ▶ Enhance sidewalks and pathways
- ▶ Improve safety and accessibility
- ▶ Develop programs that support walking

### 3. A BICYCLE-FRIENDLY CITY

**Make cycling a convenient, enjoyable, and fun way for people of all ages and abilities to travel in Port Moody.**



Cycling is a healthy, cost-effective method of travel that is good for the community and the environment. With the emergence of new technologies and bike share options, cycling in Port Moody is changing and *TransPort Moody* aims to build a complete bicycle network in all areas of the city.

- ▶ Develop a comfortable and connected bicycle network
- ▶ Make cycling convenient
- ▶ Support community cycling initiatives

## 4. A TRANSIT-ORIENTED CITY

**Support local and regional transit improvements and leverage the new Evergreen Extension to ensure transit is a fast, frequent, accessible, and competitive transportation choice.**



Convenient and attractive public transit is critical to creating a vibrant and sustainable community. Public transit moves very large numbers of people in small amounts of space, supporting the economy without contributing to increased traffic congestion. While transit services in the metro Vancouver area are funded and operated by TransLink and its subsidiary companies, Port Moody can improve the transit experience and help increase transit ridership.

- ▶ Improve access to Evergreen Extension stations and encourage transit oriented development
- ▶ Create a universally accessible transit system
- ▶ Create more attractive transit services
- ▶ Improve the customer experience

## 5. MOVING PEOPLE AND GOODS

**Develop an integrated and multi-modal street network that addresses local traffic congestion and facilitates the safe and efficient movement of all road users and goods.**



The street network is designed to support mobility by all travel modes including automobiles, trucks (goods movement), transit, walking and cycling. Traditionally, Port Moody's street network has been built primarily to accommodate vehicles, and several of our major streets are unattractive and uncomfortable places for pedestrians, cyclists, and transit users. The long-term plan for moving people and goods will tackle these concerns with several inter-related strategies designed to address local congestion issues while improving comfort and safety for all travel modes.

- ▶ Make intersection safety and efficiency improvements
- ▶ Update street network classification and guidelines
- ▶ Make arterial streets comfortable for cyclists and pedestrians
- ▶ Improve connections across the railway
- ▶ Improve goods movement network

## 6. A SAFE AND LIVEABLE CITY

**Balance the needs of an efficient transportation system with the health and safety of Port Moody residents.**



An overarching goal of the Master Transportation Plan is to eliminate all serious injuries and fatalities from the transportation system with a special emphasis on vulnerable road users such as pedestrians, cyclists, and residents with mobility challenges. Safety and liveability will be a part of every decision for our transportation network.

- ▶ Update and implement traffic calming policy
- ▶ Improve personal safety

## PROJECT LIST

**Note:** some projects may change in timing, based on the needs of the community.

PRIORITY: SHORT TERM PROJECTS (0 – 5 YEARS)	DIRECTION SUPPORTED					
	Compact, Complete City	Walkable City	Bicycle- Friendly City	Transit- Oriented City	Moving People & Goods	Safe, Liveable City
<b>Audible Signals</b>						
Barnet Highway and Ioco Road	✓	✓		✓	✓	✓
Dewdney Trunk Road and Barnet Highway	✓	✓		✓	✓	✓
Moody Street and Clarke Street	✓	✓		✓	✓	✓
Murray Street and Klahanie Drive (west)	✓	✓		✓	✓	✓
Noons Creek Drive and Ungless Way	✓	✓		✓	✓	✓
St. Johns Street and Grant Street	✓	✓		✓	✓	✓
St. Johns Street and Hugh Street	✓	✓		✓	✓	✓
St. Johns Street and Moray Street	✓	✓		✓	✓	✓
St. Johns Street and Williams Street	✓	✓		✓	✓	✓
Ungless Way and Guildford Way	✓	✓		✓	✓	✓
<b>Bicycle Lanes</b>						
Clarke Street (Moody Street to Barnet Highway)			✓		✓	✓
Multiple intersection pavement safety treatments	✓		✓		✓	✓
<b>Bikeways</b>						
Cecile Drive (College Park Way to Angela Drive)			✓		✓	✓
Moody Street (St. Johns Street to St. George Street)			✓		✓	✓
St. George Street (Albert Street to Buller Street)			✓		✓	✓
<b>Crosswalk Upgrades</b>						
Ioco Road and Maude Road		✓		✓		✓
Dewdney Trunk Road and Fraser Street		✓		✓		✓
Ioco Road and April Road		✓		✓		✓
Ioco Road and Barber Street		✓		✓		✓
Ioco Road and Campbell Road		✓		✓		✓
Ioco Road and Kicking Horse Way		✓		✓		✓
Newport Drive	✓	✓		✓	✓	✓

PRIORITY: SHORT TERM PROJECTS (0-5 YEARS)	DIRECTION SUPPORTED					
	Compact, Complete City	Walkable City	Bicycle- Friendly City	Transit- Oriented City	Moving People & Goods	Safe, Liveable City
<b>Intersection Upgrades</b>						
Barnet Highway at Ioco Road		✓	✓	✓	✓	✓
St. Johns Street at Hugh Street – Moody Centre bus priority	✓			✓	✓	
St. Johns Street at Moray Street					✓	✓
<b>Mixed-Use Pathway Upgrade</b>						
Barnet Highway CP Overpass	✓	✓	✓	✓	✓	✓
<b>New Full Signal</b>						
Clarke Street and Grant Street	✓	✓	✓	✓	✓	✓
<b>Remove HOV Lanes</b>						
Moody Centre		✓	✓		✓	✓
<b>Sidewalks</b>						
Elgin Street (St. George Street to St. Johns Street)	✓	✓		✓	✓	✓
Gatensbury Road (Coquitlam to Henry Street)		✓	✓			✓
Moody Street (Henry Street to St. George Street)	✓	✓		✓	✓	✓
<b>Street Upgrade</b>						
St. Johns Street redesign	✓	✓	✓	✓	✓	✓
<b>Transit</b>						
Bus benches	✓	✓		✓	✓	✓
Bus shelters	✓	✓		✓	✓	✓

PRIORITY: MEDIUM TERM PROJECTS (5–10 YEARS)	DIRECTION SUPPORTED					
	Compact, Complete City	Walkable City	Bicycle- Friendly City	Transit- Oriented City	Moving People & Goods	Safe, Liveable City
<b>Audible Signals</b>						
Turner Creek Drive and Heritage Mountain Boulevard	✓	✓		✓	✓	✓
Barnet Highway and Union Street	✓	✓		✓	✓	✓
Barnet Highway and View Street	✓	✓		✓	✓	✓
Ravine Drive and Heritage Mountain Boulevard	✓	✓		✓	✓	✓
Turner Creek Drive and David Avenue	✓	✓		✓	✓	✓
<b>Bicycle Lane</b>						
St. Johns Street (Moody Street to Dewdney Trunk Road)	✓		✓		✓	✓
<b>Bikeway</b>						
Buller Street (Golden Spike Lane to St. George Street)	✓		✓		✓	✓
<b>Crosswalk Upgrade</b>						
Glenayre Drive and Glencoe Drive		✓	✓	✓		✓
<b>Intersection Upgrade</b>						
Detection system (Moody Street at Clarke Street)					✓	✓
<b>New Full Signal</b>						
Moody Street and Murray Street					✓	✓
<b>New Half Signal</b>						
Clarke Road and Seaview Drive		✓	✓	✓	✓	✓
<b>Off-Street Bicycle Pathway</b>						
Murray Street at Capilano Road railway crossing			✓		✓	✓
<b>Sidewalks</b>						
Harvard Drive (Glenayre Drive to Princeton Avenue)		✓		✓	✓	✓
Henry Street (Gatensbury Road to Moody Street)	✓	✓		✓	✓	✓
<b>Transit</b>						
Bus benches	✓	✓		✓	✓	✓
Bus shelters	✓	✓		✓	✓	✓

PRIORITY: LONG TERM PROJECTS (10+ YEARS)	DIRECTION SUPPORTED					
	Compact, Complete City	Walkable City	Bicycle- Friendly City	Transit- Oriented City	Moving People & Goods	Safe, Liveable City
<b>Mixed-Use Pathway</b>						
loco Road (Alderside Road to 1st Avenue)	✓	✓	✓	✓	✓	✓
<b>Off-Street Bicycle Pathway</b>						
St. Johns Street/Barnet Highway (west) to Moody Street	✓	✓	✓	✓	✓	✓
<b>Sidewalks</b>						
Princeton Avenue (Harvard Drive to Washington Drive)	✓	✓		✓	✓	✓
Cecile Drive (Evergreen Drive to Clarke Road)	✓	✓		✓	✓	✓
Douglas Street (Hope Street to Clarke Street)	✓	✓		✓	✓	✓
Mary Street (St. Andrews Street to Henry Street)	✓	✓		✓	✓	✓
St. George Street (Albert Street to Kyle Street)	✓	✓		✓	✓	✓
St. George Street (Kyle Street to Grant Street)	✓	✓		✓	✓	✓
St. George Street (Moody Street to Buller Street)	✓	✓		✓	✓	✓
Washington Drive (Princeton Avenue to College Park Way)	✓	✓		✓	✓	✓
<b>Transit</b>						
Bus benches	✓	✓		✓	✓	✓
Bus shelters	✓	✓		✓	✓	✓



PROJECTS BASED ON FUTURE DEVELOPMENT	DIRECTION SUPPORTED					
	Compact, Complete City	Walkable City	Bicycle- Friendly City	Transit- Oriented City	Moving People & Goods	Safe, Liveable City
<b>Bicycle Lane</b>						
Dewdney Trunk Road (St. Johns Street to Coquitlam)	✓		✓	✓	✓	✓
<b>Bikeway</b>						
Douglas Street (Spring Street to St. George Street)	✓		✓	✓	✓	✓
<b>Crosswalk</b>						
Clarke Street and Elgin Street	✓	✓		✓	✓	✓
<b>Multi-Use Pathway</b>						
Capilano Road to Inlet Centre Station	✓	✓	✓		✓	✓
<b>New Full Signal</b>						
Murray Street and Electronic Avenue	✓	✓	✓	✓	✓	✓
St. Johns Street and Douglas Street	✓	✓	✓	✓	✓	✓
St. Johns Street and Golden Spike Way	✓	✓	✓	✓	✓	✓
St. Johns Street and James Road	✓	✓	✓	✓	✓	✓
St. Johns Street and Queens Street	✓	✓	✓	✓	✓	✓
<b>Off-Street Bicycle Pathway</b>						
loco Road (Newport Drive to Murray Street)	✓	✓	✓	✓	✓	✓
Moody Street (St. Johns Street to Clarke Street)	✓	✓	✓	✓	✓	✓
Clarke Road (Seaview Drive to Coquitlam)	✓	✓	✓	✓	✓	✓
Clarke Road (St. George Street to St. Johns Street)	✓	✓	✓	✓	✓	✓
<b>Pedestrian and Bike Overpass</b>						
Barnet Highway/loco/Coronation Park	✓	✓	✓	✓	✓	✓
St. Johns Street (east of Moody Street)	✓	✓	✓	✓	✓	✓
Williams Street/Murray Street	✓	✓	✓	✓	✓	✓
<b>Sidewalks</b>						
1st Avenue (loco Road to Anmore)	✓	✓		✓	✓	✓
Henry Street (east of Terra Vista Place to Buller Street)	✓	✓		✓	✓	✓
Hugh Street (St. George Street to Spring Street)	✓	✓		✓	✓	✓
Albert Street (St. George Street to St. Johns Street)	✓	✓		✓	✓	✓
Buller Street (Henry Street to St. Johns Street)	✓	✓		✓	✓	✓
Grant Street (St. Johns Street to Henry Street)	✓	✓		✓	✓	✓



**Read *TransPort Moody*, the full master transportation plan, at [portmoody.ca/transport](https://portmoody.ca/transport)**