

How Constructive Public Consultation can Lead to a Successful Project: The loco Road Corridor Safety Improvements Study

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ABSTRACT

loco Road is one of the major east-west roadways in the City of Port Moody, British Columbia. Many residential driveways and side streets are found along the four-kilometre two-lane, two-way road. The road also provides a key connection for the Villages of Belcarra and Anmore. These two villages, including the Buntzen Lake recreational area, attract numerous visitors throughout the year with a number of hiking, biking and horse trails scattered in the area, as well as being a favourite spot for picnics, swimming, canoeing and fishing. The highest traffic volumes along loco Road were recorded during the summer long weekends when uses of the Port Moody waterfront and nearby regional parks are at the highest levels.

loco Road is a windy road with several horizontal and vertical curves, however, recorded vehicle speeds are generally much higher than the posted speed limit of 50 kilometres per hour. Many residents questioned safety for vehicles, pedestrians and bicycles using the corridor. Road improvement measures were proposed and reviewed in the previous studies. However, considering the combination of local traffic and through traffic on the road corridor, the selection of safety improvements and traffic calming measures in different road sections was challenging and required significant consultation with local residents.

The City of Port Moody awarded ISL Engineering and Land Services Ltd. the transportation and highway engineering assignment for performing a traffic and safety analysis, evaluating the improvement options and preparing functional designs for recommended strategies/measures. This presentation describes the development of the safety review analysis and preferred functional design for traffic calming measures along the loco Road Corridor. Another focus of the presentation will be describing the different public consultation methods utilized for this project, which included: Open House; Public Workshop; Town Hall meeting; Transportation Safety Committee Meeting; and, Council Meetings.

BACKGROUND AND STUDY OBJECTIVES

loco Road is one of the major east-west roadways in the City of Port Moody, British Columbia. The road is also a component of TransLink's regional Major Road Network (MRN) and carries daily two-way traffic volumes of 5,000 vehicles (at the western end) to 10,000 vehicles (at the eastern end). loco Road connects the City of Port Moody and the Villages of Belcarra and Anmore, including the Buntzen Lake area, which attracts numerous visitors throughout the year with a number of hiking, biking and horse trails scattered in the area, as well as favourite spots for picnics, swimming, canoeing and fishing. The highest traffic volumes along loco Road were recorded during the summer long weekends when uses of the Port Moody waterfront and nearby regional parks are at the highest levels. The study corridor is shown in Figure 1 and the road cross-sections are shown in Figure 2.

The four-kilometre, two-way road between First Avenue and Maude Road is a windy road with several horizontal and vertical curves; however, recorded vehicle speeds are generally higher than the posted speed limit of 50 kilometres per hour. Over the past years, many residents have questioned the safety for vehicles, pedestrians and bicycles using the corridor. Road improvement measures were proposed and reviewed in the previous studies. However, when combining the local traffic and through traffic on the road corridor, the selection of traffic calming and safety improvement measures in different road sections becomes challenging. Consultation with local residents was a key part of this Road Safety Improvements project.

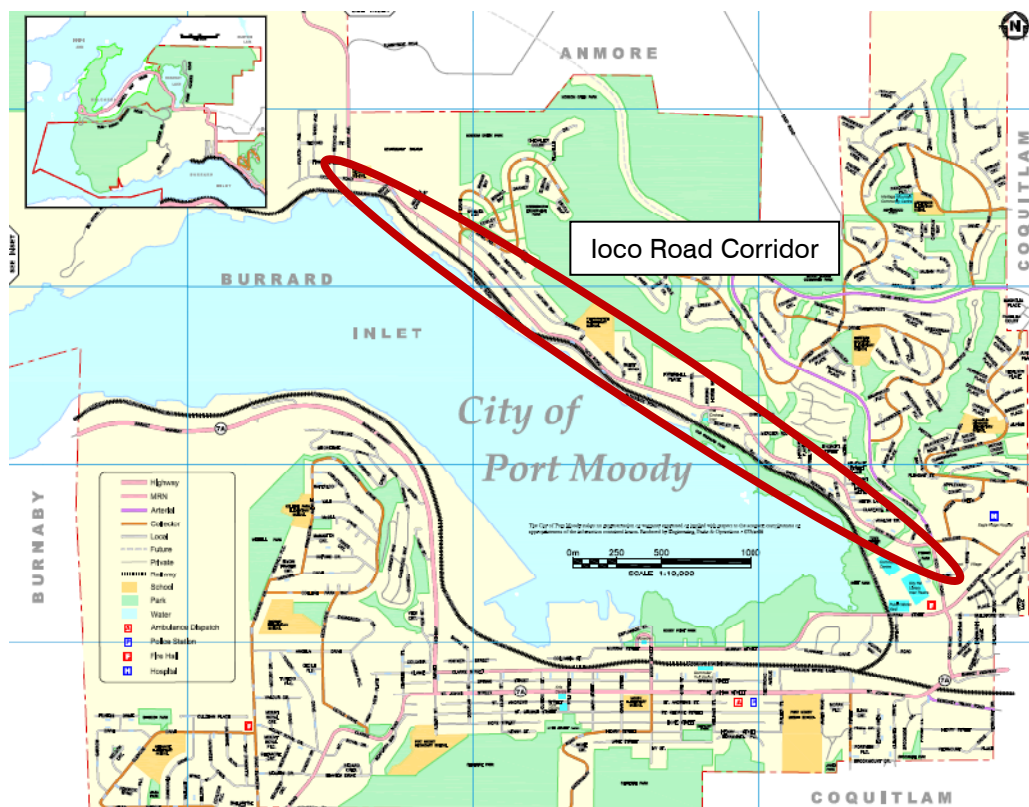


Figure 1 City of Port Moody loco Road Corridor



Figure 2 Photographs of loco Road Cross-sections

The City completed a Master Transportation Study (MTP) in 2004 which included an addendum to identify traffic and operational issues along the loco Road Corridor. As a result, the 2004 MTP addendum recommended a focused corridor-level traffic management study to be conducted to collect and analyze data, obtain public opinion, review the feasibility of measures proposed, and prepare functional cost estimates for future implementation.

Various other preceding documents including a 2006 pedestrian crossing analysis, numerous development traffic impact studies, and intersection improvement concepts also provided input into this study.

ISL Engineering and Land Services Ltd. was retained by the City of Port Moody to conduct the loco Road Safety Improvements Project, which consisted of two phases:

- Phase 1 - Road Safety Analysis; and,
- Phase 2 - Functional Design.

Phase 1 (Road Safety Analysis) was to perform traffic and safety analyses on the corridor, to identify the need for pedestrian facilities, to review methods to discourage speeding, to review access arrangements and to develop strategies in order to mitigate traffic impacts from adjacent developments. Phase 2 (Functional Design) was to prepare the functional geometric drawings with preliminary cost estimates to implement the recommended improvements. The recommended improvement measures and strategies have been developed to address traffic operation and road safety issues for all road users along the study corridor as well as at some key intersections.

To collect the views and opinions of the local residents and to understand the public's feedback, several public consultation methods were used in this project:

- Open House with questionnaires for identifying potential issues;
- Public Workshop with local residents for assessing the suggested improvement options in each road section;
- Town Hall meeting for presenting the preferred improvement options and collecting public feedback;
- Transportation Safety Committee Meeting for presenting the project findings and collecting the opinions from the focus group; and,
- Council Meetings for presenting the preferred improvement options, cost estimates and funding priorities to the City Council for review/approval.

A graphical summary of the initially planned project process is included in Figure 3.

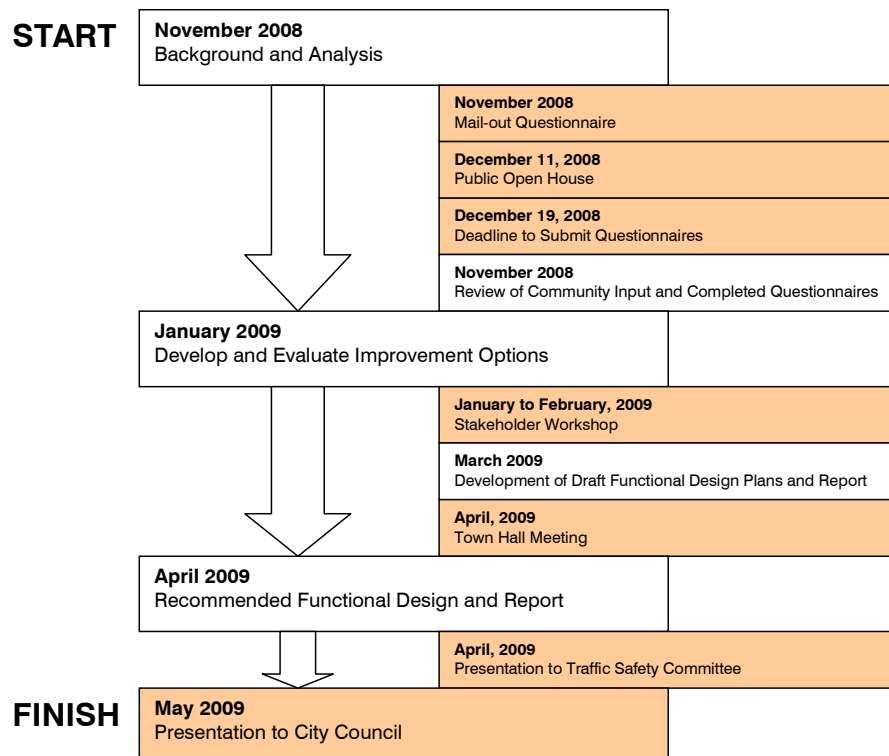


Figure 3 loco Road Safety Improvements Initial Project Process Flow Chart

Figure 3 provides initial tentative timelines, however, some tasks required more time than anticipated. In particular, the project was discussed at several Council meetings and final acceptance by Council was in April of 2010. Opportunities for public involvement are highlighted. This paper includes the study findings from all Phase 1 and Phase 2 tasks, and summaries from the above public consultation methods.

COLLISION CHARACTERISTICS

One of the major tasks of the project were to review the collision characteristics and identify the collision issues. Based on the 2007 Insurance Corporation of British Columbia (ICBC) Network Screening Report, a total of 42 collisions occurred along the study corridor between January 1, 2004 and December 31, 2006. Out of 42 reported collisions, 15 collisions or 36 percent of total collisions reported involved injuries. This percentage was similar to the average percentage in the Lower Mainland. No fatal collisions were reported in the 3-year study period. Various distributions of these collisions were reviewed and summarized in Figures 4 and 5.

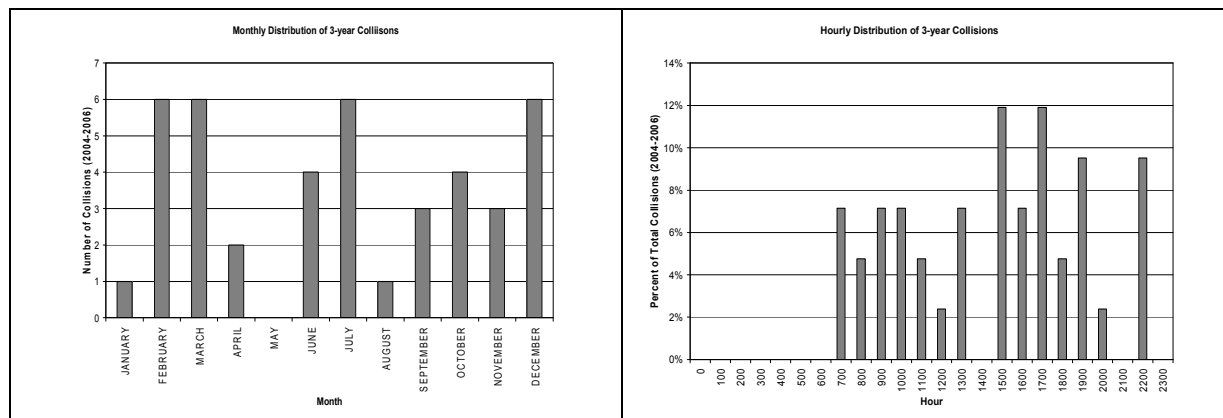


Figure 4 Monthly and Hourly Collision Distributions

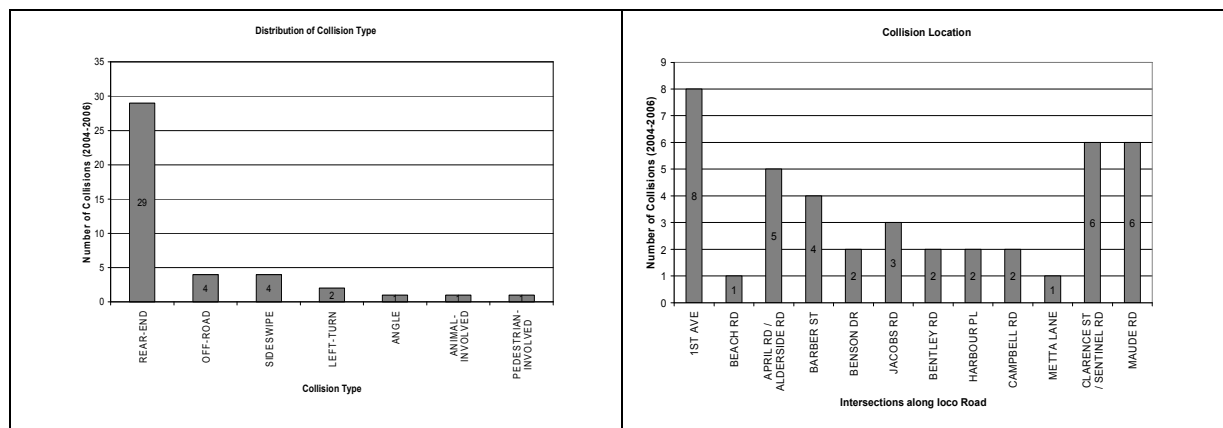


Figure 5 Collision Type and Collision Location

A more detailed analysis of all 42 reported collisions was conducted and the findings included:

- Majority of the collisions occurred in the winter months (December, February and March), may be due to the weather (snowy) and road pavement (wet and/or icy).
- A high number of collisions were also found in July due to high summer recreational traffic volume.
- Collision frequency was higher during the PM peak period than during other times of day.
- No collisions were reported from 2300 hours to 0700 hours.
- Rear-end collisions were the most common collision type (almost 70 percent of total collisions) - possibly related to speeding, following vehicles too close and unexpected slowed and stopped vehicles turning into the driveways.
- Off-road and sideswipe collisions were the second most common collision types, each about 10 percent. The possible causes were high vehicle speed, illegal passing and poor road surface.

These collision characteristics were reviewed and considered in identifying the traffic related issues and developing the improvement options.

POTENTIAL CORRIDOR-WIDE COLLISION ISSUES

Pedestrian Crosswalks

Along the Ioco Road Corridor, there are four existing signed and marked crosswalks utilizing zebra crossing pavement markings. No overhead signs (special crosswalk) or warning signals are installed. From the results of the open house questionnaire summary, crossing facilities such as new marked crosswalks were requested at some locations.

To determine the requirements of special crosswalks or pedestrian signals, warrants for installing the pedestrian crossing facilities, based on BC MoT's Pedestrian Crossing Control Manual for British Columbia were reviewed. The warrant analysis requires a series of traffic and land use data such as traffic volumes, pedestrian count, roadway cross-section (number of lanes), signal progression (traffic pattern), speed limits and population (community size)

Based on the February results, a special crosswalk or pedestrian signal was not warranted at all two-lane and four-lane cross-sections. The survey results indicated that the number of crossing pedestrians is less than half of the requirements for providing a special crosswalk. Pedestrian numbers may be higher in the summer and the study recommended that a pedestrian survey could be performed again during the summer months if further concerns at these crosswalks are raised after implementing the recommended improvements.

Several requests for a new crosswalk were received. The average spacing between the existing crosswalks is approximately 850m with the exception of a large gap between crossings of approximately 1,450m. Thus, the addition of one crosswalk would result in a more even spacing between crosswalks and increased crossing opportunities for pedestrians to access the parks, trails, and bus stops to the south. The recommended crosswalk location was found to have the best sightlines of the nearby intersections when supplemented with curb extensions.

Pedestrian Sidewalks

Pedestrian sidewalks are generally provided continuously on the north side of the roadway along the loco Road Corridor. Sidewalks are provided on both sides at the eastern segment of the corridor and no raised sidewalks are provided in the western segment. During consultation, raised sidewalks were requested by residents for the western end of loco Road.

Except for a short length of concrete sidewalk, an asphalt sidewalk surface exists along the majority of the loco Road Corridor. The asphalt portions of sidewalk are generally functional, however, have many undulations due to settlement and tree roots leading to a rougher surface for wheelchair and stroller users. In addition, several sidewalk letdowns are located on sloped portions of sidewalk which result in a steep sidewalk cross-grade which can pose a challenge for wheelchair and stroller users.

To further improve the safety and security of the pedestrian and vehicle movements along the loco Road corridor, it was recommended that a street lighting study be conducted to review the existing street lighting and recommend any improvements needed. Better street lighting along loco Road can also improve the drivers' sight distances exiting from the side streets and driveways.

Access Density

loco Road has many driveways and side street accesses along the study corridor. Since loco Road is a component of TransLink's regional Major Road Network (MRN), the number of accesses should be minimized to improve traffic operation and reduce potential for motor vehicle accidents. The road sections varied in density from 5 to more than 30 accesses per kilometre. In general, the access density was the lowest in the western segment with accesses between 5 and 10 accesses per kilometre. In the eastern segment, the density ranged from 5 to 10 accesses per kilometre on the north side of loco Road while the density ranged from 11 to 30 accesses per kilometre on the south side. Some road section had more than 30 accesses per kilometre. Access density can provide a guideline for choosing appropriate traffic calming measures such as curb extensions and raised medians.

It was understood that the reduction or combination of the existing accesses (residential driveways) is difficult to implement. It was suggested that the City may consider requesting the consolidation of accesses for new development or redevelopments. If possible, driveways to new developments should be accessed from side streets or back lanes to reduce conflicts and safety concerns with loco Road traffic.

Speeding Issues

The existing speed limit of the study corridor along loco Road is 50 kilometres per hour. There are currently no school zones and park zones warranted along this section of road, however, one school zone could be warranted near the loco School Site at the west terminus of the study area if the school was re-opened. A speed survey was performed in two locations. Figure 6, below, suggests 85th percentile speeds east of Alderside Road at 70 kilometres per hour and west of Barber Street at 69 kilometres per hour. These operational speeds were about 20 kilometres per hour (40 percent) higher than the posted speed limit.

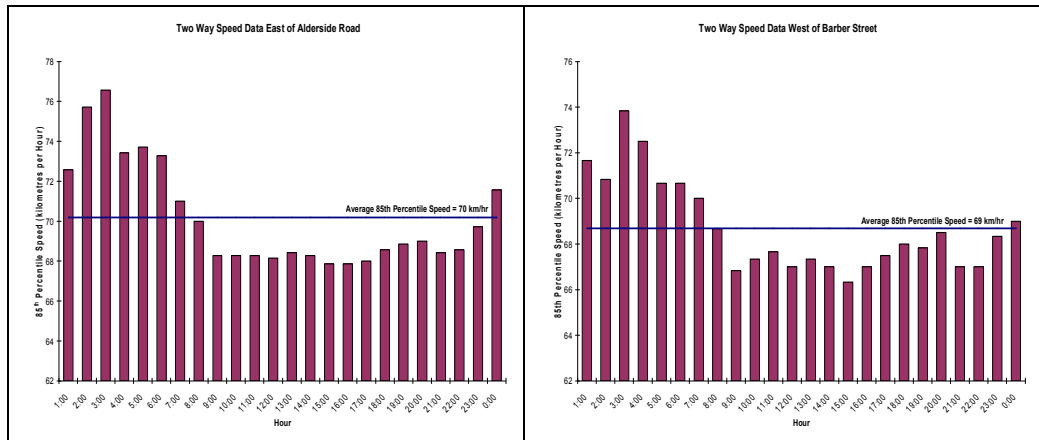


Figure 6 Summary of 85th Percentile Speed Survey Results

To reduce the collision risk (number and consequence), possible improvements to reduce vehicle speed and minimize/prevent vehicles crossing the centreline were developed along the corridor:

- Possible Improvements to Reduce Vehicle Speed:
 - Installation of curb extensions at some intersections and crosswalks;
 - Construction of raised medians where possible; and,
 - Neighbourhood awareness – consider addition of permanent speed reader boards or fixed display radar speed signs.
- Possible Improvements to Minimize/Prevent Vehicle Crossing Centreline:
 - Signage warning “no passing” and warning of sharp curves;
 - Consider raised medians where possible; and,
 - Bus pullouts to allow vehicles to pass stopped buses.

It was recommended that the speed limit should be maintained at 50 kilometres per hour. Lowering the speed limit will not be effective in reducing speeding, particularly during the off-peak periods. Regular police enforcement could improve adherence to speed limits.

The addition of “No Passing” signage will serve as a redundant reminder to drivers that it is unsafe to pass and will warn drivers when the double solid yellow centerlines cannot be seen (e.g. due to a snow cover surface). This signage is only recommended in locations where illegal passing has been a reoccurring problem such as locations before bus stops without pullouts, and before the Maude Road intersection.

ALTERNATIVE TRANSPORTATION MODES ACCOMMODATION

Transit Services

loco Road is a year round bus route with a 30 minute frequency and additional buses in the summer months. There are currently 20 bus stops along the study corridor. Of these bus stops only 3 have full width bus pullouts and all of these are located on the south side of loco Road. The lack of pullouts on the north side of loco Road causes long queues to build up behind the stopping buses. In addition, some bus stop locations may need to be relocated to avoid any conflict with traffic calming measures.

Cycling Facilities

loco Road is currently considered as part of the City’s bike route network, however no designated or shared bicycle lanes are found along the corridor. Cycling conditions could be improved by making changes to the cycling network and signage.

The City’s 2004 Master Transportation Plan included long term recommendations to add a shared curb lane on loco Road to better accommodate cyclists along this route. In 2004, this work was estimated at \$1,400,000 and would widen loco Road to allow a vehicle to pass a bicycle without crossing the road centreline, however, this recommendation would not provide enough width to support a dedicated bike lane. In addition to the high cost of such an improvement, discussion with cycling advocates and recent studies on cycling facilities have indicated that shared road facilities on rural and busy streets are one of the least favoured route treatments for cyclists.

In close proximity to loco Road, parallel local roads and nearby off-street paths are designated as bike routes in the MTP and can provide similar connectivity to loco Road utilizing more desirable cycling facilities. In order to reflect recent practices for cycling routes, remove some bike route redundancy, and reduce implementation costs, an alternative cycling route along the loco Road corridor was proposed.

Recreational Park Traffic

Based on August 2008 traffic volume data, the average PM peak hour traffic volumes were 930 vehicles per hour. The afternoon traffic volumes found during the February 2009 pedestrian survey were between 600 and 660 vehicles per hour. This significant change is likely due to the increased number of vehicles travelling to and from the recreational areas north-west of loco Road during the summer months.

Currently, the overhead sign on loco Road northbound (before the loco / Ungless intersection) directs Sasamat/Belcarra traffic down loco Road, as seen in Figure 7. It was suggested by residents at the public events that signage should direct traffic to use Heritage Mountain Boulevard instead of loco Road to go to Sasamat/Belcarra. loco Road is currently the most direct route and since no improved routes exist (David Avenue Extension) this would be detrimental to traffic conditions in the Heritage Woods neighbourhoods and through the Village of Anmore. East Road and Sunnyside Road in Anmore have conditions similar to loco Road and would face similar issues. It is recommended that the sign should be changed when the David Avenue extension has been completed.



Figure 7 Overhead Sign on loco Road to Direct Recreational Traffic

Traffic Control Signals

The provision of traffic control signals (vehicle-actuated and/or pedestrian-actuated) along the loco Road Corridor was discussed at the City Council Meeting. After the meeting, it was requested that the advisability and safety aspects of adding traffic signals loco Road be provided, as well as recommendations on how to assess the possibility of improving access safety to the loco Road Community, north and south of the road.

With lengthy discussions and votes in the Council meeting, traffic control signals were not recommended along the loco Road corridor. It was recommended special crosswalks with flashers and/or pedestrian signals with advance warning flashers be considered at a few major pedestrian crossing locations, as future considerations when the traffic volumes or pedestrian volumes are increased. The introduction of the special crosswalks could also be considered in the longer term.

FUNCTIONAL DESIGN AND COST ESTIMATES

Based on the comments from the open house, accompanying community survey, and the public workshop, recommended improvements to the loco Road Corridor between First Avenue and Maude Road were developed. The following recommended improvements were summarized and used as the basis for functional design drawings:

- Four-way stop at First Avenue;
- Raised sidewalk from First Avenue to April Road;
- Bike lanes from First Avenue to April Road;
- Curb extensions and medians at several locations;
- Relocated bus stops where they conflict with other recommendations or impact crosswalk sightlines;
- New/relocated crosswalks; and,
- Horizontal alignment changes at Jacobs Road.

The preliminary functional design drawings were presented at the town hall meeting for review and the functional design drawings were updated and finalized. Proposed improvements are noted in the functional design drawings as well as some short term corridor-wide improvements. Future considerations and long-term improvement options are also identified and are recommended for implementation once funding is available. To identify impacts to existing on-street parking, which caused concerns for some residents, the potential removal of on-street parking along loco Road Corridor was also indicated on the functional design drawings.

Approximate cost estimates were developed for the selected critical intersections and corridor-wide improvements along loco Road. The cost estimates were based on the dimensions measured from the aerial photos, as well as limited site survey information. Standard unit costs were applied. An additional 15 percent was considered for detailed design and contract administration and 10 percent was utilized as a contingency factor. The total improvement cost along the study corridor was determined to be approximately \$2.2 Million based on 2009 construction costs. It is likely that a phased approach will be required for implementation of these improvement measures. Priorities of improvement options were tabulated in the final report.

PUBLIC CONSULTATION

Public involvement and achieving public consensus was identified early in this project as a key component in ensuring its success. Recent transportation projects such as the City's Master Transportation Plan (2004), crosswalk improvement reviews (2006), and development traffic impact studies (2001-2006) had suggested improvements or further action for the loco Road corridor. These projects received mixed support from residents and City Councils. Recommendations from the projects were not implemented, only partially implemented, or forwarded to this study for further review. The loco Road Safety Improvements project served to close these previous efforts and provided a comprehensive review and plan for this corridor.

Two distinct approaches to improving public perception and consensus on this project were employed: Significant public consultation efforts including website and email updates; and, preparation of functional drawings for draft and final recommendations to improve public understanding of discussions.

Increasing public involvement with the project started with changing the project name from the contract name of “loco Road Corridor Road Safety Analysis and Functional Design” to the simple and concise name of “loco Road Safety Improvements.” Communications with the public were focused on being easy to understand and the amount of technical information or terms was as limited as possible. In addition to the open house, workshop, town hall meeting, and Transportation Committee and Council presentations described below, regular updates and information from the public consultation events was posted to City of Port Moody’s website. Resident email addresses were collected as part of the first mail-out survey and used to provide updates and invitations to upcoming project events.

Providing the public with a more tangible understanding of the project recommendations was largely accomplished through the functional design component of this project. While a road safety study can identify key areas of concerns and recommend improvement measures, providing simple but functionally detailed design drawings allowed residents along loco Road to better understand the impacts and benefits of these improvements. Concerns with previous studies in many Port Moody neighbourhoods included a perceived lack of actionable recommendations. In addition, issues had frequently arisen after recommendations from previous studies were implemented in the field as improvements such as curb extensions or medians had aesthetics or impacts (ex. access, navigability, etc.) that were not expected by residents.

Public Open House Summary

The purpose of the open house was to outline the proposed study process, present background information to the public, and to obtain public input and feedback pertaining to traffic issues on the loco Road Corridor. Display boards were prepared to present all information. An invitation to the open house with a questionnaire form was mailed to all addresses accessing loco Road from Maude Road to First Avenue (almost 1,300 addresses). The questionnaire form was also distributed at the open house to rate the existing and potential traffic issues along this corridor. Residents could rate their concerns using “Major Issue”, “Moderate Issue”, “Minor Issue” or “Not an Issue”. Additional space was also provided for collecting detailed feedback, including specific locations or road sections of concern.

The open house was arranged on the evening of December 11, 2008 at the Community Centre next to the City Hall. A total of 42 different residences signed-in at the 2-hour open house and 179 completed questionnaire forms were collected during and after the meeting (Figure 8) . Details of the public responses were summarized and the breakdown of the questionnaire responses is shown in Table 1.



Figure 8 Photographs taken in Open House

Table 1 Summary of Open House Questionnaire Responses

Type of Issue	Questionnaire Responses			
	Major Issue	Moderate Issue	Minor Issue	Not an Issue
Pedestrian Crosswalks	42%	22%	13%	24%
Pedestrian Sidewalks	35%	24%	16%	25%
Cycling	30%	29%	16%	24%
Transit Service	17%	24%	20%	39%
Traffic Speeds	61%	20%	9%	10%
Difficulty Getting Out of Your Driveway	35%	16%	10%	39%
Traffic Congestion	34%	23%	21%	23%
Signtlines	38%	22%	17%	23%
Illegal Passing	34%	18%	23%	25%

Notes: Bold percentages show the most common responses.

Based on the summary of questionnaire responses and feedback received from the open house, the local residents were most concerned about the following corridor-wide traffic issues:

- Pedestrian Facilities;
- Access Management;
- Speeding Issues; and,
- Alternative Transportation Mode Accommodation.

Public Workshop Summary

A public workshop was held on March 9, 2009 in the Wellness Room at the City of Port Moody Recreation Complex (Figure 9). Attendees to the workshop were solicited based on if they indicated interest in further involvement on the original project questionnaire. After several RSVP's for the workshop were received based on the questionnaire, an additional invitation was sent to residents who had provided email addresses for updates and on the City's website. At the workshop, 27 attendees signed in while 29 residents provided an RSVP for the event.



Figure 9 Photographs taken at Public Workshop

At the public workshop, a PowerPoint presentation was presented to introduce the project and provide the summary of completed questionnaires received after the first open house. The presentation included:

- typical cross sections of loco Road;
- open house questionnaire summary;
- existing and requested crosswalk locations (with figure);
- existing and requested sidewalk locations (with figure);
- cycling route options (with figure);
- existing bus stop locations with and without bus pullouts (with figure);
- access density (with figure);
- intersections with limited sightlines (with figure);
- possible improvements to reduce vehicle speed and minimize vehicles crossing the centerline;
- possible cross sections for loco Road;
- miscellaneous corridor wide issues and improvements; and,
- critical intersections and their identified issues (with figure).

During the workshop, group discussions on corridor-wide and selected intersection issues and improvements were facilitated. The attendees could participate in one of the four discussion groups according to the locations of critical intersections.

Participants provided their views and opinions in the identified traffic issues and suggested improvements. Some preferred improvement options were selected based on majority votes; however, some improvements were also discussed as engineering requirements with focusing on details of the recommendation. Corridor-wide traffic issues and improvement schemes were also discussed and reviewed. The corridor-wide issues that were discussed during the workshop include:

- cycling facilities;
- pedestrian sidewalks;
- pedestrian crosswalks;
- speeding;
- traffic noise; and,
- traffic congestion.

City and ISL staff summarized all comments and suggestions using the prepared summary forms and enlarged drawings with identified traffic issues and improvement options. The selected improvement strategies were used as a basis to prepare the preliminary functional design drawings for the town hall meeting.

Town Hall Meeting Summary

A town hall meeting was held June 10, 2009 at Old Orchard Hall on Bentley Road (Figure 10). At the town hall meeting, the draft functional design drawings were presented, as well as preliminary cost estimates. Invitations were mailed to all addresses accessing loco Road from Maude Road to First Avenue. In addition to the City's and ISL's representatives, the Port Moody Police Department were in attendance to discuss the potential improvements and answer questions.



Figure 10 Photographs taken at Town Hall Meeting

A total of 86 residences signed in at the event. The town hall meeting was broken into three parts: an open house style poster presentation, a formal PowerPoint presentation, and a panel style question and answer period. The PowerPoint presentation included:

- open house questionnaire summary;
- typical cross sections of loco Road;
- functional design drawings from First Avenue to Maude Road; and
- approximate costs for improvement items;

During the question and answer session, question cards were distributed to the audience to collect questions to be presented by the event moderator. After all questions from the cards were answered, audience members had an opportunity to come up to the microphone to comment or ask further questions.

In addition, a feedback form was distributed at the event for residents to comment on the recommendations after the meeting. The presentation materials and feedback form were also posted on the City's website and displayed at City Hall to solicit comments from residents who may not have been able to attend the town hall meeting. The collected comments along with feedback received during the town hall meeting were used to revise and update the functional drawings.

Transportation Committee Meeting

loco Road improvement recommendations were presented to the City of Port Moody Transportation Committee on September 16, 2009. Comments that were received were related to:

- the need for cycling facilities along loco Road;
- possible alternative off-street cycling routes (such as using the CPR right-of-way west of Alderside Road);
- traffic volumes along the corridor;
- the possibility of ICBC partnering on implementation costs; and,
- prioritization of the recommendations.

After the discussion, the Transportation Committee recommended "THAT the loco Road Safety Improvements Project Report be accepted and forwarded to Council for approval."

Council Meetings

The final draft improvement recommendations were presented to the City's Mayor and Council at several meetings. Clarifications were provided and concerns were discussed and incorporated where necessary. After several discussions and further information was provided on the feasibility of adding traffic signals to the corridor, City Council recommended "THAT the traffic safety improvement measures as outlined in the revised loco Road Safety Improvements Project report dated March 24, 2010, be implemented in phases based on the availability of funds and annual financial plans and priorities."

CONCLUSION AND NEXT STEPS

Taking into consideration the comments and concerns raised during the public consultation sessions (open house and public workshop), the recommended improvement options were established in Phase 2. Functional design drawings were developed to show these improvements, and cost estimates to implement the improvements were developed. It was recommended that these improvement options should be implemented as far as budgets allow, as these improvement options will increase the safety and comfort levels of drivers, cyclists, and pedestrians, and will help to improve the liveability loco Road neighbourhood.

The proposed safety improvement options were further discussed with local residents through the town hall meeting and reviewed and endorsed by the City's Transportation Committee. The findings of the project were then presented to the City Council and questions and concerns raised by the City's Council were answered. After a series of discussions in several Council meetings, the findings and recommendations were accepted and approved in April of 2010.

The loco Road Safety Improvements Project was successful in determining short, medium, and long term infrastructure improvements that combined the insight of transportation best practices, engineering judgement, and the residents who will be most affected by the changes. By including the public in each step of the project process, the decision process and best practices that influence transportation design were better understood by those affected and support for the final recommendations was improved.

In addition, this project served to close many open ends left by previous projects such as the 2004 Master Transportation Plan, various pedestrian crossing studies, development traffic impact studies, and improvement work undertaken in the years preceding. Many concerns and improvement concepts had been left unresolved due to mixed public support or the need for a comprehensive plan that would avoid piecemeal solutions.

The City of Port Moody has now begun adding the recommendations of this project to its short and long term financial plans and has successfully secured regional transportation authority funding partnership on the high priority projects. Detailed and final designs for several phases of the project will be started in early 2011. Tendering and construction of the initial improvement plans is scheduled to complete in later 2011.

While extensive public consultation aided in ensuring the final project recommendations met City staff, Council, and residents' goals and concerns, the full effects of the increased resident involvement will be seen as in-the-ground improvements are implemented and feedback is received.

ACKNOWLEDGEMENTS

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<http://www.cityofportmoody.com/City+Hall/Services/Transportation/loco+Road+Safety+Improvements.htm>

ISL Engineering and Land Services Ltd. Website

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