



City of Port Moody

Report/Recommendation to Council

Date: April 18, 2022
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services Division
Subject: Suter Brook Village Traffic Calming Plan – Public Engagement Summary and Recommendations

Purpose

To provide a summary of the public engagement conducted for the traffic calming plan in Suter Brook Village and recommend approval of the development authorization to proceed with implementation of the traffic calming plan for Suter Brook Village in collaboration with Onni.

Recommended Resolution(s)

THAT the updated traffic calming plan for Suter Brook Village be implemented in collaboration with Onni in lieu of a traffic signal at Ioco Road and Capilano Road as recommended in the report dated April 18, 2022 from the Infrastructure Engineering Services Division regarding Suter Brook Village Traffic Calming Plan – Public Engagement Summary and Recommendations.

AND THAT Council approve Development Authorization DP000034.

AND THAT the Mayor and Corporate Officer be authorized to execute the necessary legal documents required to issue Development Authorization DP000034.

Background

On February 15, 2022, staff provided a report (**Attachment 1**) to Council regarding a traffic calming plan for Suter Brook Village and recommended implementing it in collaboration with the developer, Onni, as an alternative to a traffic signal at the Ioco Road and Capilano Road intersection, which is currently part of the Land Use Contract. Council passed the following resolution:

CW22/010

THAT this item be postponed until staff conduct a mail-out public engagement with Suter Brook Village and Capilano Road residents regarding the proposed traffic changes, including the one-way traffic changes already approved;

AND THAT the foregoing public engagement also poll Suter Brook Village residents regarding the possibility of closing the northern loop of Brew Street.

Discussion

The purpose of the public engagement was to determine the level of support for the proposed traffic calming plan, including the one-way traffic changes to Brew Street previously approved by Council, and an alternative that would explore full closure of the northern loop of Brew Street to cars. Staff developed a survey that was delivered through the Engage Port Moody online platform consisting of nine questions asking respondents to indicate a level of support for each the different measures and providing opportunities for respondents to elaborate. A paper version of the survey was developed for those unable to respond online.

The survey was promoted as follows:

- A project webpage was developed explaining the traffic calming plan and providing a timeline, links to other reports, and background information.
- A letter was mailed to all households and businesses in Suter Brook Village explaining the traffic calming plan and directing recipients to the webpage and the survey.
- The survey was also promoted through the Engage Port Moody newsletter, social media channels, website e-notifications, a media release, and two advertisements in the Tri-Cities News.

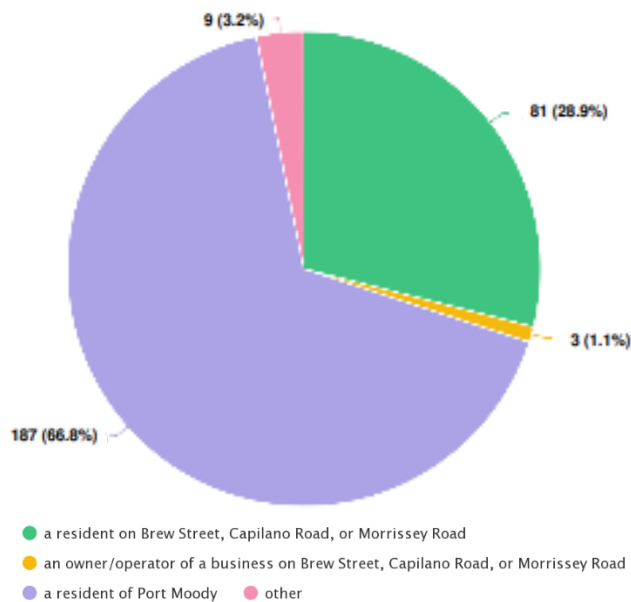
Staff wish to acknowledge the assistance of Onni in promoting the survey by covering non-staff promotional costs and reaching out to businesses and other tenants to encourage them to complete the survey.

Results of the Survey

In summary, the survey was completed by 280 people, 77% of whom supported the traffic calming plan and 75% supported the one-way traffic conversion of Brew Street. While there was 47% support for the idea full closure to traffic of the northern loop of Brew Street, it was significantly less than the one-way option. The detailed responses of the survey are included in **Attachment 2**.

As shown in **Figure 1** below, 97% of survey respondents were from Port Moody; 81 respondents indicated they are residents of Suter Brook Village, and 187 respondents are residents of Port Moody generally. Three businesses within the village also responded to the survey.

Figure 1: Who responded



Respondents were shown the proposed traffic calming plan, and the elements and their expected benefits were explained in the survey, the letter, and the project webpage. Support for the traffic calming plan was very high, with a total of 215 respondents indicating support or strong support, as shown in **Figure 2** below. Considering the type of respondent type did not significantly affect levels of support for the plan, which was high across residents of the village itself (85%), residents of Port Moody (74%), and all three businesses that responded.

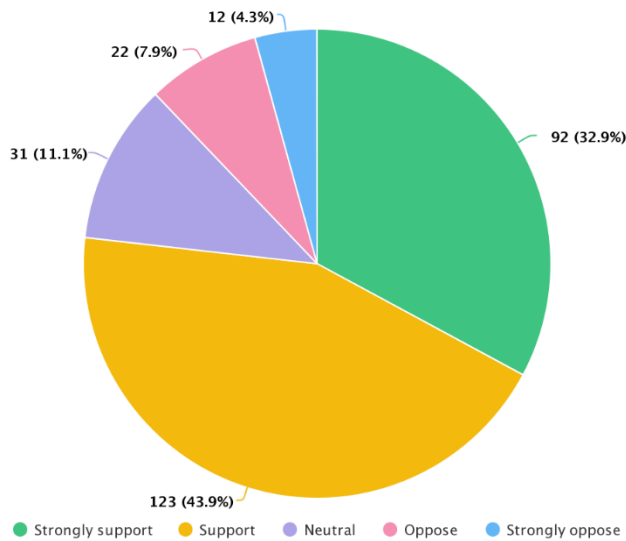
Of the 77% of respondents who supported the traffic calming plan, the most common reasons provided included:

- Perceived need for more traffic controls and calming
- The area is dangerous
- The changes would lead to improved traffic flow and / or pedestrian safety
- U-turning cars searching for parking would be reduced.

Of the 12% of respondents who did not support the traffic calming plan, the most common reasons provided included:

- Concern of loss of disabled on-street parking or close access to businesses
- General perceived difficulty to navigate the area or access specific buildings and businesses.

Figure 2: Survey question - In general, are you in support of the updated plan as outlined in the map?



Similarly, 75% of respondents generally expressed support for the one-way traffic conversion of Brew Street previously approved by City Council, as shown in **Figure 3** below. A total of 209 respondents indicated either support or strong support for the conversion. As for the previous question, support was high across residents of the village itself (82%), residents of Port Moody (72%), with all three responding businesses again expressing support.

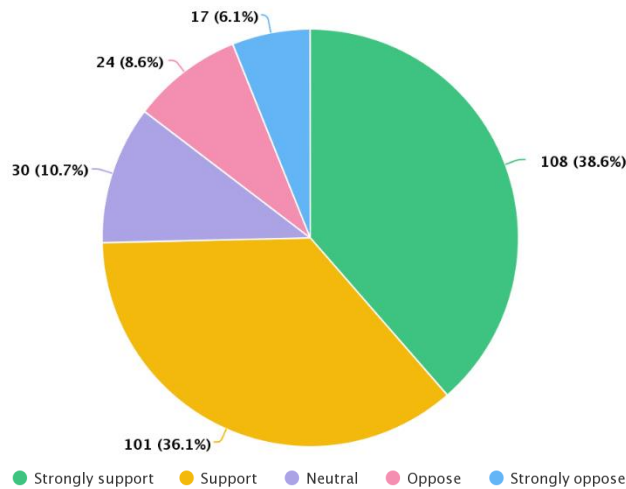
Of the 75% of respondents who support the traffic calming plan, commonly cited reasons were generally similar to those cited for the overall traffic plan including:

- Will stop U-turns / cruising for on-street parking
- Safer for pedestrians
- Smoother traffic flow

Of the 15% of respondents who did not support the one-way traffic conversion, concerns were also similar to those mentioned for the overall traffic plan including:

- Loss of disabled on-street parking or more difficulty using it (specifically the two spaces on the east side of Brew Street at the northern end)
- Will make access confusing or inconvenient
- One-way streets may not be safer because they tend to be faster.

Figure 3: Survey question - Do you support the City Council approved plan to change Brew Street to one-way traffic between Morrissey Road and Capilano Road as a pilot project?



While 47% support was also expressed for the potential alternative to restrict vehicles from accessing Brew Street, this support was significantly lower than the 77% received for the one-way traffic concept. Only 131 respondents indicated support or strong support for this concept, as shown in **Figure 4** below. Support was highest amongst residents of the village (50%) and Port Moody (44%), but only one responding business expressed support for this concept.

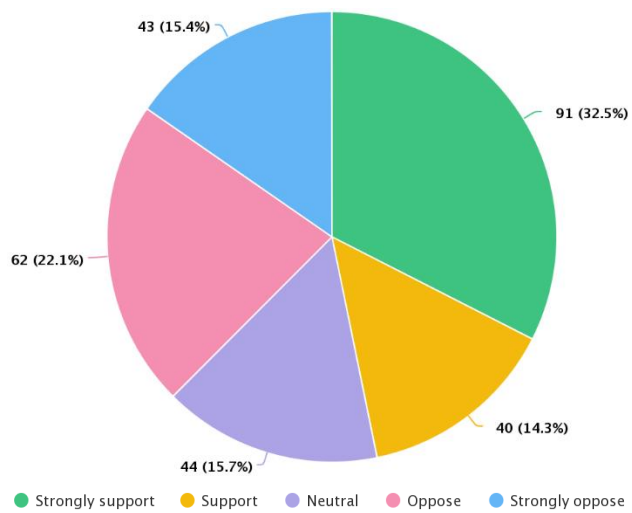
Of the 47% of respondents in support of a car-free area on Brew Street, common reasons included:

- Feeling that it would be the safest option
- Would create a safe space for children and families.

Of the 38% of respondents who were concerned about a car-free area on Brew Street, commonly cited concerns included:

- Loss of significant on-street parking, including for disabled access and over-height vehicles
- Problems with loading and building access
- Increased amount of traffic restrictions would cause more traffic congestion in the area.

Figure 4: Survey question - As a potential alternative plan to the one-way pilot project, do you support the idea of restricting vehicles from accessing Brew Street, between Morrissey Road and Suter Brook Way, to make that section of the street car-free?



Recommendations

The level of support for the proposed traffic calming plan and one-way traffic conversion pilot for Brew Street suggest the public overall would support the plan recommended on February 15, 2022 and are eager for it to be implemented quickly. Therefore, staff recommend proceeding with the traffic calming plan as described in the previous report to the Committee of the Whole (**Attachment 1**). However, given the concerns raised about access to on-street disabled parking, staff also recommend special consideration to monitor these spaces to ensure they continue to operate comfortably during the one-way pilot.

The current Land Use Contract specifies that the developer is to provide a traffic signal at the loco Road and Capilano Road intersection, the replacement with the traffic calming plan was the subject of the February 15, 2022 report. A Development Authorization is needed to enable this change in requirements. The recommended Development Authorization agreement is included as **Attachment 3**.

Other Option(s)

Should Council wish to explore an alternative traffic calming package, the following alternative may be considered:

THAT staff work with Onni to develop an alternative traffic calming package including the following feedback:

- [List feedback]

Staff note that if the recommended Development Authorization is not approved, the requirement for a new traffic signal at Capilano Road and loco Road would stay in place in the Land Use Contract. However, given that this traffic signal cannot be safely constructed, this requirement would likely remain outstanding, and staff would still need to consider other options to address this matter in the context of the Servicing Agreement and securities provided for the works.

Financial Implications

If approved, Onni would be required to pay for and provide the traffic calming measures in a timely manner, secured through a Servicing Agreement with the City.

Communications and Civic Engagement Initiatives

The communications and civic engagement conducted by the City is summarized in the Discussion section of this report.

Council Strategic Plan Objectives

The traffic calming plan for Suter Brook Village is consistent with the 2019-2022 Council Strategic Plan priority of Community Evolution as it relates to the objective of providing people with a variety of options to move through and around Port Moody safely and efficiently.

Attachment(s)

1. Staff report dated January 12, 2022, regarding Development Authorization – Alternative Traffic Improvements Suter Brook Village discussed at Committee of the Whole meeting on February 15, 2022
2. Detailed Responses of Public Engagement Survey
3. Draft Development Authorization DP000034

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Report Approval Details

Document Title:	Suter Brook Village Traffic Calming Plan – Public Engagement Summary and Recommendations.docx
Attachments:	- Attachment 1 - Staff report dated January 12, 2022 regarding Development Authorization.pdf - Attachment 2 - Detailed Responses of Public Engagement Survey.pdf - Attachment 3 - Draft Development Authorization DP000034.pdf
Final Approval Date:	May 2, 2022

This report and all of its attachments were approved and signed as outlined below:

Stephen Judd, Manager of Infrastructure Engineering Services - Apr 26, 2022 - 8:51 AM

Stephen Judd for Jeff Moi, General Manager of Engineering and Operations - Apr 27, 2022 - 9:27 AM

Mary De Paoli for Kate Zanon, General Manager of Community Development - Apr 27, 2022 - 5:11 PM

Mary De Paoli, Manager of Policy Planning - Apr 27, 2022 - 5:42 PM

Rosemary Lodge, Manager of Communications and Engagement - Apr 29, 2022 - 10:02 AM

Paul Rockwood, General Manager of Finance and Technology - Apr 29, 2022 - 11:57 AM

Tim Savoie, City Manager - May 2, 2022 - 1:07 PM