



City of Port Moody

Report/Recommendation to Council

Date: March 27, 2023
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services Division
Subject: Brew Street One-Way Pilot Project – Results and Recommendations

Purpose

To update Council on the pilot project to convert Brew Street to one-way operation in Suter Brook Village.

Recommended Resolution(s)

THAT the City support a permanent conversion of Brew Street to one-way operation as part of the Suter Brook Village Traffic Calming Plan as recommended in the report dated March 27, 2023, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Brew Street One-Way Pilot Project – Results and Recommendations.

Background

Traffic concerns in Suter Brook Village have long been a concern of Council, most recently on May 10, 2022 when staff reported on the findings of public engagement for a proposed traffic calming plan. Council passed the following resolution:

RC22/162:

THAT the updated traffic calming plan for Suter Brook Village be implemented in collaboration with Onni in lieu of a traffic signal at loco Road and Capilano Road as recommended in the report dated April 18, 2022 from the Engineering and Operations Department – 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 Office be authorized to execute the necessary legal documents required to issue Development Authorization DP000034.

The first step in implementing the Suter Brook Village Traffic Calming Plan (**Attachment 1**) was to conduct the Brew Street One-Way Pilot Project, implementation of which was delayed by the COVID-19 pandemic but was originally directed by Council on December 3, 2019:

RC19/528:

THAT the Suter Brook Village Traffic and Public Space Implementation Plan be approved for implementation by staff as recommended in the report dated November 8, 2019 from the Engineering and Operations Department – Infrastructure Engineering Services Division;

AND THAT the \$35,000 required to complete the trial traffic pattern change to one-way on Brew Street be forwarded to the Finance Committee to identify a funding source;

AND THAT the Suter Brook Village Traffic and Public Space Implementation Plan be included in future capital plan submissions for budget consideration.

Discussion

Brew Street is a private road within Suter Brook Village. As originally designed, Brew Street is a two-way road that intersects at Morrissey Road and runs in an east/west direction, then turns 90 degrees and runs in a north/south direction, intersecting at Suter Brook Way before terminating at Capilano Road. Brew Street serves mixed land uses, including commercial office and retail and high-density residential uses, and includes privately managed on-street parking.

Public Concerns

People's concerns identified during the development approval processes in Suter Brook Village, and subsequent public engagements about traffic in the neighbourhood, generally cited the following concerns with traffic on Brew Street:

- Traffic speed
- Unclear traffic controls
- Traffic circling or driving erratically looking for on-street parking
- Uncomfortable interactions between motor vehicles and people walking

The intention of the pilot project was to clarify the circulation pattern on Brew Street, eliminate circling and better direct customers to free underground parking, and improve comfort for people crossing the street, without affecting the current supply of on-street parking. During the public engagement in 2022, most respondents were eager for the pilot project to be implemented, with some questioning whether one-way northbound/westbound would be more appropriate, and other concerns regarding access to loading areas.

Pilot Project

The City originally received a traffic calming pilot implementation and signage plan from ISL Engineering Limited (ISL) that converted Brew Street to one-way eastbound/southbound operation through a combination of turning restriction signage and temporary curb extensions at the intersections that would make it more difficult to drive the wrong way. Because of difficulties encountered with getting typical temporary plastic delineator products to attach to the brick pavement on Brew Street, staff eventually decided to implement the temporary curb extensions through the placement of large planters in the roadway. It was hoped that the planters would deter traffic through their size and bulk and potentially provide an amenity for Suter Brook Village as additional vegetation. The ISL design was also modified to accommodate Port Moody Fire Rescue trucks being able to navigate the westbound right turn from Suter Brook Way to northbound (counterflow) Brew Street during emergency response. This required a

reduction in the proposed curb extension on the northeast corner of the Suter Brook Way & Brew Street intersection.

Implementation of the pilot traffic pattern was completed in February 2023. Unfortunately, the cold weather resulted in the planters being unable to have plants during the pilot project.

Effectiveness of Conversion – Monitoring Program

The City retained R.F. Binnie & Associates Limited (Binnie) to conduct before and after traffic monitoring of Brew Street to determine the effect of the temporary curb extensions and one-way conversion. Binnie staff conducted field visits in July 2022 (before the pilot) and March 2023 (during the pilot) on a Thursday and Saturday during the morning and afternoon peak periods. Binnie's memo with its findings (**Attachment 2**) is summarized below.

Before the pilot project was implemented, Binnie staff observed the following behaviour:

- While all three intersections along Brew Street were monitored, most issues were noted at the Suter Brook Way & Brew Street intersection.
- Northbound and southbound vehicles consistently failed to stop at the Stop signs, blocking the crosswalks on the north and south sides of the intersection. Northbound and southbound vehicles also rarely came to a complete stop unless there was conflicting traffic from the side street.
- Vehicles, particularly eastbound and westbound, sometimes failed to yield to people crossing the street. Vehicles would often stop in the middle of the intersection when yielding to pedestrians.
- Vehicles would sometimes perform U-turns and three-point turns in the intersections.
- On-street parking on Brew Street was typically well-utilized with quick turnover.
- The 90 degree bend at the north end of Brew Street was used as a pick-up/drop-off area despite being signed for No Stopping.
- Delivery trucks would stop and unload within the traffic lane between Suter Brook Way and Capilano Road, forcing vehicles to drive into oncoming traffic around the truck.
- While vehicle speed data was unable to be collected, vehicles were generally observed to travel at appropriate speeds.

During the pilot project, Binnie staff generally reported a reduction in frequency of the behaviours listed above, with less observed risky and unsafe driving actions. Specifically:

- It was easier for people walking to cross Suter Brook Way without northbound traffic at the intersection, with fewer near-miss incidents observed.
- There were significantly fewer pick-ups/drop-offs observed at the 90 degree bend.
- While delivery trucks continued to stop and unload between Suter Brook Way and Capilano Road, it was easier to drive around the truck due to the lack of oncoming traffic.
- Vehicles continued to be driven at appropriate speeds.

However, some new issues were observed during the pilot project:

- Some vehicles continued to drive as if Brew Street permitted northbound travel. Most drivers would realize their error and corrected their mistake, while a few drivers ignored

the one-way restriction completely. These behaviours can be expected to improve over time as drivers become accustomed to the changes.

- There was increased queueing on southbound Brew Street at Suter Brook Way, but queues generally cleared quickly.
- An increase in pick-up/drop-off behaviour was observed to occur at the Suter Brook Way & Brew Street intersection.

Other Monitoring – Port Moody Police Department

During the pilot, staff regularly engaged with Port Moody Police Department through the Traffic Review and Coordination (TRAC) Working Group to obtain feedback. Officers generally issued warnings to remind drivers of the change in traffic pattern and noted that compliance improved over time. Officers did not report any significant issues with the project.

Public Feedback

Members of the public generally expressed an appreciation for the project and noted that driving behaviour improved through the conversion. Staff received suggestions from the public for additional signage to improve compliance with the measures. A small number of drivers reported bumping into the planters without significant damage to their vehicles, which resulted in staff attempting to improve the visibility of the planters. A small number of people also noted they did not agree with the new driving restrictions.

Recommendations

The Brew Street One-Way Pilot Project was completed before the rest of the Suter Brook Village Traffic Calming Plan presented to Council in 2022, to be implemented by Onni Group. Based on the observations during the pilot project, staff believe the one-way conversion was a success overall and did not result in changes that would not work with the rest of the traffic calming plan. Therefore, staff recommend that Onni Group be directed to incorporate permanent implementation of the one-way conversion and curb extensions into its designs for the overall Suter Brook Village Traffic Calming Plan, to be reviewed by staff.

Other Option(s)

If Council does not wish to permanently convert Brew Street to one-way operation, an alternative resolution might be:

THAT the report dated March 27, 2023 from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Brew Street One-Way Pilot Project – Results and Recommendations be received for information.

Brew Street would return to two-way operation at the conclusion of the pilot project but would receive some traffic calming improvements as a result of the overall Suter Brook Village Traffic Calming Plan.

Financial Implications

There are currently no financial implications from the recommendations because it is anticipated that Onni Group Inc. will implement the permanent measures.

Communications and Civic Engagement Initiatives

The public was previously informed about the pilot project through the engagement that was conducted in 2022. The public was informed about the implementation of the Brew Street One-Way Pilot Project, and invited to submit comments about it, through:

- Letters hand-delivered to all Suter Brook Village businesses;
- Letters sent to all stratas and forwarded to all homes in Suter Brook Village; and
- Signage installed along Brew Street.

Council Strategic Plan Objectives

Permanently implementing the Brew Street pilot measures described herein would be consistent with the Healthy Community Development Priority Area of Council's 2023-2026 Strategic Plan because it aims to provide safe, efficient, and accessible transportation options.

Attachment(s)

1. Suter Brook Village Traffic Calming Plan
2. Brew Street Traffic Monitoring Memorandum – R.F. Binnie & Associates Ltd.

Report Author

Geoffrey Keyworth, P.Eng.

Transportation Engineer (Auxiliary)

Report Approval Details

Document Title:	Brew Street One-Way Pilot Project Results and Recommendations.docx
Attachments:	- Attachment 1 - Suter Brook Village Traffic Calming Plan.pdf - Attachment 2 - Brew Street Traffic Monitoring Memorandum - RF Binnie Engineering Ltd.PDF
Final Approval Date:	Apr 19, 2023

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

Stephen Judd, Manager of Infrastructure Engineering - Apr 16, 2023 - 3:03 PM

Jeff Moi, General Manager of Engineering and Operations - Apr 17, 2023 - 10:35 AM

Stephanie Lam, City Clerk and Manager of Legislative Services - Apr 17, 2023 - 11:27 AM

Lindsay Todd, Manager of Communications and Engagement - Apr 17, 2023 - 12:42 PM

Paul Rockwood, General Manager of Finance and Technology - Apr 17, 2023 - 2:43 PM

Tim Savoie, City Manager - Apr 19, 2023 - 9:10 AM