

Stephanie Ivall

From: The Burrard Public House <j>
Sent: September-20-20 10:24 PM
To: Council
Subject: Spring street

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor and Council,

On Thursday September 17th, it came to our attention that there would be a traffic pattern change on Spring Street commencing [September 28th](#). We are uncertain as to whether or not we are more disappointed or shocked in City Hall's decision to move forward with the proposed change. We find it unfortunate that stakeholders in your decision were not consulted or even notified with the proposed changes, given that Port Moody has implemented the "Good Neighbour Policy." It seems that City Council has forgotten this.

As a business that has been operating in one of Port Moody's oldest buildings and one of the largest tax payers for the past 22 years, we should have been informed of these decisions well in advance. Changes such as these do not happen overnight, in fact, they take months of preparation. It seems very undermining.

A number of years ago when Queen's Street was closed to implement "Queens Street Plaza," our liquor store saw a decline in sales of over 20% due to the redirection of traffic. When we were forced to shutdown the Burrard Public House from March 17th to July 8th, the liquor store was the only reason we were able to continue operating. One of the main reasons for this was the accessibility from all routes, including Spring Street.

We strongly encourage City Council to put a halt to this decision in order to consult with all Moody Centre businesses to find a proper resolution.

Regards,
Damir Dugandzic

Stephanie Ivall

From: Ross Edwards <d>
Sent: September-20-20 2:33 PM
To: Council
Subject: TSpring St traffic pattern changes

Follow Up Flag: Follow up
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Dear Mayor & Council,

The City announced traffic pattern changes along Spring St that will start September 28, 2020.

As a business owner of 22 plus years with parking off of Spring St, I am very concerned.

The businesses on our particular street found this topic to be coming out of left field this week.

I apologize for not getting involved earlier, but we are all busy running our various businesses and quite frankly don't always get a chance to pay attention to these types of things.

I do not feel we were properly informed or consulted on this very impactful issue.

Partially cutting off or in any way impeding customer access to businesses, especially during covid-19 is not acting in the best interests of anyone, businesses or otherwise.

I would ask that you please postpone this decision until we can have a frank and thorough discussion.

Ross Edwards
Owner
Saint St Grill
2510 St Johns St
Port Moody, BC V3H2B4

Stephanie Ivall

From: Gaetan Royer <> on behalf of Gaetan Royer
<>
Sent: September-17-20 9:41 PM
To: Council
Subject: Spring Street Traffic Pattern Changes

Follow Up Flag: Follow up
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Dear Mayor & Council,

The City announced that traffic pattern changes along Spring St will start September 28. As a business owner currently investing heavily in new premises with parking off Spring St, I am very concerned. This was a hot topic among Moody Centre business owners today.

The report states that these changes were proposed because residents expressed concerns with speeding and other issues on Spring St. My experience has been that traffic is slow and drivers hesitant on Spring St. The street is narrow and there are lots of poles/driveways/buildings/waste bins/parked cars very close to the lane. There are speed bumps and deep pavement slopes at intersections. Add to that delivery trucks and construction activity and you have the best possible combination of traffic calming. Speeding is a rare issue on Spring St and the hot heads involved will speed regardless of one-way signs.

The June 23 report states that in a 2019 traffic count, in excess of 500 vehicles per hour were observed on Spring St at peak evening hours (dinner time). There is no mention of a license plate survey or sampling of origin and destination, yet the report assumes this is non-local traffic. Granted, some might be, but some of this traffic consists of drivers headed to Aroma, the Burrard's liquor store, Saint Street Grill and many other Moody Centre businesses. Closer investigation would have shown that Moody Centre off-street parking fills up at happy hour time and most of those parking spaces are accessed from Spring St.

Under the heading *Communications and Civic Engagement*, the report states that *a plan will be developed to inform residents and business owners*. That plan appears to be limited to an entry on the City's website posted on Thursday, September 17, 2020. Earlier today.



[Traffic calming measures coming to Spring and St. George streets September 28](#)

Posted on Thursday, September 17, 2020 12:59 PM

On September 28, 2020, the City of Port Moody will introduce traffic calming measures on Spring Street and St. George Street to improve pedestrian, cyclist, and driver safety.

The heading *Communications and Civic Engagement* is supposed to also inform Council about public engagement activities that took place in advance of a decision. Based on what I heard from business owners

talking to me today, Moody Centre merchants were not consulted about a City project that will have a severe impact on their business.

It is also very surprising that Council voted for the implementation of both the “*pilot project*” and the “*permanent measures*” in the same consent resolution. One would expect the appropriate sequence to be:

- pilot project, then
- assessing the success of the pilot project,
- further public consultation, then
- Council decision about permanent measures.

Consultation with the business community in this particular case would have provided a completely different perspective. The report states: “*Under the current COVID-19, staff are observing significantly lower traffic volumes than seen in prior years.*” Business owners would answer: “*Of course. It’s not news that business is down under COVID-19. There are fewer patrons and we’re struggling. The last thing we want is to force people around several blocks just to get to our establishment.*”

In closing I’m really sorry that I didn’t see this report in June. I will pay more attention to Consent Agenda items in the future. I think Council is doing a great job of listening to the community and I wish I would have raised my concerns back then rather than 10 days before implementation.

Still, I must request that you push the pause button and consult with Moody Centre business owners about this project.

Gaetan Royer

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Suite 200 - 2414 St Johns St, Port Moody, BC, Canada, V3H 2B1

From: Aidan Shirley <>

Sent: Thursday, September 17, 2020

To: Gaetan Royer <>

Subject: Spring Street Traffic Pattern Changes

Hi Gaetan,

Here is the Recommendation to Council. See page 3 for maps of the affected areas: <https://pub-portmoody.escribemeetings.com/filestream.ashx?DocumentId=8497>

And here are the meeting minutes from June 23rd, when it was adopted by Council (see page 4):

<https://calendar.portmoody.ca/meetings/Detail/2020-06-23-1900-Special-Council-Meeting/3fcf93fc-cee3-4936-9785-ac090107c47f>

Aidan Shirley

CityState Consulting Group Ltd.

M:

Stephanie Ivall

From: David Ritcey <>
Sent: July-27-20 11:47 AM
To: Council
Subject: Slow Streets - Council Agenda item 5.13

Dear Mayor and Council,

I look forward to the discussion and outcome of this week's Agenda item 5.13 on "Slow Streets."

On St George Street during the Covid pandemic we are blessedly and temporarily not overrun by commuters blowing through the One Way - Do Not Enter barrier. The middle segment of St George roughly from Kyle to Moody has become a de facto 'Slow Street' as increased numbers of pedestrians, many of them family groups, share the roadway and sidewalks. Physical distancing is often achieved by walking on the gravel shoulders or even the paved roadway because it is generally safe to do so with limited vehicle traffic. This is of course jaywalking, and the situation would be much better if formally controlled or officially sanctioned in some way.

By far the more dangerous areas for pedestrians on St George are farther east: at the Hugh and Williams intersections. At these sites there have been accidents and numerous near misses; The appropriate solution is permanent installation of 4-way stop signs at both intersections.

As traffic returns to normal volumes that exceed the capacity of St Johns Street, the recent decision to make parts of Spring Street one-way will put increased pressure on St George as an alternative route for rat-running commuters. It's time for a holistic view of traffic flow through Moody Centre is required. Only when the inadequacies of St Johns Street east of Moody are rectified will the residents of St George Street and the rest of Moody Centre be able to live in peace and safety.

Thank You,

David Ritcey
St George Street Port Moody