

Spring Street Traffic Calming Staff Feedback (September 16 - 23, 2020)		
Location	Comment	Response
2313 Clarke (Elgin/Queen)	Impact Driveway Access	Access is allowed from Kyle or Queens, only limited at Elgin
Caulfield School of Dance	Limiting access is hardship on buisness	Explained how access will function, and the reduced traffic will improve the safety while children are being dropped off.
Burrard House (Queens-Kyle)	Limiting access is hardship on buisness	Discussed rational, and gather feedback
Building b/w Mary Grant	Turn Left on Grant, what about speed humps, more enforcement on St Johns/Clarke, LTO signs	Discussed rational, access is not eliminated, just changes to location
2118 St Georege	Douglas exit has no light	No Change to exiting at Albert, Douglas is the easiest access, comuter traffic will be reduced on Douglas
3105 St George St	Access to Parking	No Change to exiting at Albert, Douglas is the easiest access, comuter traffic will be reduced on Douglas
2610 St George Street	St Andrews, ignoring signs, lack of consultation, root traffic concerns is rush, now all hours are impacted. Strongly objects.	Pilot project, opportunity to adjust where feasible
2306 St Johns street	Supports Change, What about access during construction	Adjust for construction through HUP process
Gibson MMA & Healthbar	No Right on Kyle will hurt buisness and drive in clients	Improved safety for pedestrians during drop off and ability to access during peak
2605 Clarke Street	why someone cannot turn west from Grant to Spring Street. No commuters use this it is only local traffic	Routing was aligned with access to traffic signals
95 Moody Street	Exit and head west, Control movements at Moody and Spring, enforcement	exit in all directions, curbing development, Enforcment passed along to the police
Community Venture Society 2322 St Johns 2502 St Johns	Barriers at Main Roads, Time Duration restriction, speed bumps and parking on South Side, Skinny up road will write a letter to council	Parking on oneside may result in challenges with through traffic "passing pocketes" speed humps are im place and have not reduced, safety concern with the 500 vph. Time restriction and LTO is hard to enforce, examples are guests and customers, as wella s no through at Moody

From: [Linda Santos](#)
To: [Stephen Judd](#); [Vinh Chung](#)
Subject: FW: Spring Street Traffic Pattern Changes
Date: December-15-20 3:55:00 PM

FYI

Linda Santos
Engineering Assistant, City of Port Moody
604.469.4619 (t)
lsantos@portmoody.ca | www.portmoody.ca

From: FIPPA s. 22
Sent: December-15-20 1:21 PM
To: engineering <engineering@portmoody.ca>
Subject: Spring Street Traffic Pattern Changes

Dear Mr. Judd,

Spring Street Traffic Pattern Changes

We refer to your letter dated November 30, 2002 regarding the above and understand the safety concerns raised by the residents of Spring Street and the importance of introducing calming measures.

However, we are unable to attend either of the virtual meetings scheduled for December 16, 2020.

On behalf of the Parishioners of St John the Apostle Anglican Church in Port Moody, we would like to put forward the following suggestion:

Instead of barricades which would impede our ability to access our property the usual way, install speed bumps where there is none along Spring Street, and increase the height of bumps and have them painted to make more them more visible.

But ultimately the safety of residents does take priority for us, so we are open to other approaches.

We look forward to any updates that arise from the meetings.

Sincerely,

FIPPA s. 22
St. John the Apostle Anglican Church
2208 St. John's Street
Port Moody, BC V3H 2A7
Phone: 778 994 9963
Email: peopleswarden@stja.ca
Web: www.stja.ca
Facebook: www.facebook.com/StJohnAnglican

St. John's is CALLED to be a Spirited Community at the heart of Port Moody, TRANSFORMED through the experience of the presence of Christ, and SENT out to share God's Love.

From: FIPPA
To: [Linda Santos](#)
Cc: [engineering](#)
Subject: Re: Spring Street Traffic Pattern Changes
Date: December-02-20 12:45:42 PM

Good afternoon Linda,

Unfortunately I will not be able to attend either time on Dec.16th due to prior commitments.

Please note on the record that I absolutely do not endorse any traffic calming measures on Spring Street. Small businesses in the area require unabated access to and from their business for clients, deliveries, and emergency vehicles.

Any such traffic calming measures or barricades will be considered a TRESPASS upon the [wo]men who operate businesses in the area.

Thank you,

FIPPA s.
22

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On Mon, Nov 30, 2020 at 2:26 PM Linda Santos <lsantos@portmoody.ca> wrote:

Dear Business Owner/Operator,

In September 2020, the City shared plans to implement pilot traffic pattern changes on Spring Street to improve pedestrian, cyclist, and driver safety in your neighbourhood. These pattern changes restricted traffic from entering Spring Street at five intersections while maintaining two-way travel on Spring Street when exiting a residence or business.

We understand that you may have questions or concerns about the project and how it may potentially impact your business. We would like to invite you to a virtual meeting with City staff to review the traffic pattern changes, as well as provide an opportunity for you to discuss the project, ask questions, and share your feedback.

Please join us at one of the following times:

- Wednesday, December 16 at 10-11am
- Wednesday, December 16 at 7-8pm

Please **RSVP by December 9, 2020** to engineering@portmoody.ca with your name, business name, email address, and indication of which meeting you will be attending. Meeting details will be emailed to you the day prior to the meeting.

Project background:

The pilot traffic calming measures (see [map](#)) were identified by the City in response to traffic safety concerns raised by residents. Subsequent traffic monitoring completed by the City identified that Spring Street is being used by commuters to bypass peak hour traffic on Clarke Street and St. Johns Street. Spring Street was not designed for commuter traffic and proposed changes to install barricades at five intersections are intended to stop commuters from using Spring Street as a shortcut. Vehicles would still be able to exit Spring Street at all intersections and, once on Spring Street, can drive in both east and west directions. Restrictions would not apply to pedestrians or cyclists.

If you are unable to attend one of the meetings and have questions or concerns, please contact me by phone at 604.469.4619 or reply to this email.

Sincerely,

Stephen Judd, P.Eng.

Manager of Infrastructure Engineering Services | City of Port Moody

t: 604.469.4679

www.portmoody.ca

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From: FIPPA s.
To: [engineering](#)
Subject: Spring Street Traffic Pattern Changes
Date: December-24-20 1:41:57 PM

Hi Stephen,

Unfortunately with the bad timing of Christmas season on us, I didn't find the time to read much less respond to the notice. Such is the life of a small business owner.

Here are my concerns:

The only set of lights on St. John's st near our block is at Kyle st.

The way the diagram has it, coming down St John's st, turning on Kyle st, trying to access Clarke st (either direction is a challenge) to drive to Mary st to access Spring street poses as a significant hindrance to access our section of Spring Street.

Denying access to Spring st at Kyle st will have a negative impact on my business.

If it must be done, the "Do not enter" should be on the Mary st end of Spring st, people trying to access the businesses would have the light on St John's st for their advantage.

Is it not possible to simply install "closed to local traffic and businesses only" signs at all intersections on spring street instead?

Thank you for your consideration.

FIPPA s. 22
Saint St Grill
2510 St John's st
Port Moody, BC
(604)937-7477

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From: [The Burrard Public House](#)
To: [engineering](#)
Subject: Spring Street
Date: December-16-20 1:57:22 PM

Hi,

Thank you for listening to our concerns today.

Could we possibly be wasting our time and taxpayer money by implementing these changes?

Even before construction on The Platform project was started, driving on the 2700 block of Spring St. between The Lighthouse and Station was/is challenging. Because it's so narrow there isn't enough room for East and West traffic. Once developments along Spring St is completed the problem will solve itself. It should really be labelled as a Lane not a St.

On the same dollar value, Commercial property owners pay considerably more than residential do. Based on the fact that in the blocks specified there are more businesses than residents, seems as though the Commercial voice should be considered louder.

We acknowledge and respect the fact that safety needs to be a concern but while making roads safer, these businesses need to remain easily accessible.

We also feel that when all the notes are brought forward to council, there should be an opportunity for public comment. The staff report and presentation should be followed by an opportunity for business owners to present their case in person (or by zoom). We request that Council hear directly from the community before deliberating on this important matter.

Thank you again for your time and consideration ,

Wishing you a healthy and happy Holiday Season.

The Burrard Public House