

Spring Street Information Session – Evening Session Comments

December 16, 2020

Attendees

Jorge Gieseemann

Kaitlin (Katie) Rennie

Beverly Tyler – registration info was sent but did not attend

Rory Stowell – registration info was sent but did not attend

Jim Parker – registration info was sent but did not attend

Meeting Notes

Question - How are these changes going to be enforced?

Response – Enforced through Bylaws and PMPD.

Question - How many developments are proposed for the area?

Comment - Proposed changes are clear to him and he is looking forward to the implementation of the trial.

Spring Street Information Session – Morning Session Comments December 16, 2020

Attendees

Damir Dugandzic
Gaetan Royer
Kevin Lusignan
Susan Woodward

Meeting Notes

Question: Does the percentage increase in volume on Spring St. during the peak hour match the percentage increase in volume on St Johns and Clarke at the same time? From a business owner point of view using Spring St. daily at different times of the day, it seems like traffic volumes on all east-west roads are in sync.

Question: Wouldn't a chart of traffic volume on St. Johns have exactly the same peak as what you show for Spring on slide 7? Jeff's response: St. John's traffic shows higher peak times?

Question: travel is required between two location for business, the changes would affect the deliveries between the two. Instead of barriers could we install no in/out signs? Some intersections are not signalized – a potential hazard. How many complaints have we received?

Comment: Would the City consider alternative calming measures. Pick-up/drop-off needs to enter both sides of Spring Street.

Question: Sidewalk – Where will they be constructed, what is the timeline?

Response: Based on Development

Comment: Changes will improve pick-up/drop-off safety and looking forward to implementation.

Question: Why is this being done and how much time/money has been put into this project?

Answer: After conducting traffic counts along spring street it was determined there were safety concerns.

Question: What year was Queen Street Plaza put in, is the increase in traffic due to the Queen Street Plaza?

Question: What is the priority in keeping spring street businesses profitable? What is the number of incidents/accidents along Spring Street?

Answer: Goal of information session is to receive feedback from these owners and work with owners and look at options

[Highlight this text and type your subject. Please keep this bold and do not underline]
February 24, 2021

Comment: Use Speed humps instead of barriers

Comment: Key issue is the volume of traffic coming from Burnaby and driving through, they try to flow where it is the easiest. Would like to see speed humps (bright yellow). Add traffic lights on St. Johns @ Elgin & Douglas as well as increased length of pedestrian cycles. Residents from other municipalities are using Port Moody streets instead of Highway 1.

Answer: Traffic Signals are in the MTP, identified as development responsibility.

Pedestrian signals crossing times will be reviewed in a future project

St. John's & Clarke is MRN and we receive regional funding.

Question: The increase of development will take care of the problem, don't you think?

Comment: Would like to see raised intersections at Elgin and Mary

Comment: The easier we make it for people to just drive through Port Moody, the higher the traffic volume will be on our few East-West routes. Is anything being done to reduce the overall volume of drive-through traffic? Decrease traffic volume by adding traffic lights on St. Johns at Elgin's and Douglas un-synchronized lights on St. Johns, increase the number of pedestrian-activated crossings on the Clarke & St. Johns, increase the length of pedestrian-crossing cycles.