

## St. George Street Temporary Slow Zones

### Public Engagement Summary

Public engagement period: **October 26, 2021 to November 19, 2021**

Public engagement participation from **engage.portmoody.ca/slowzone**

- **110 engaged participants** responded to the survey
- **123 informed participants** visited multiple project pages, contributed to a tool, or downloaded documents
- **172 aware visitors** viewed this project page

#### Who did we hear from?

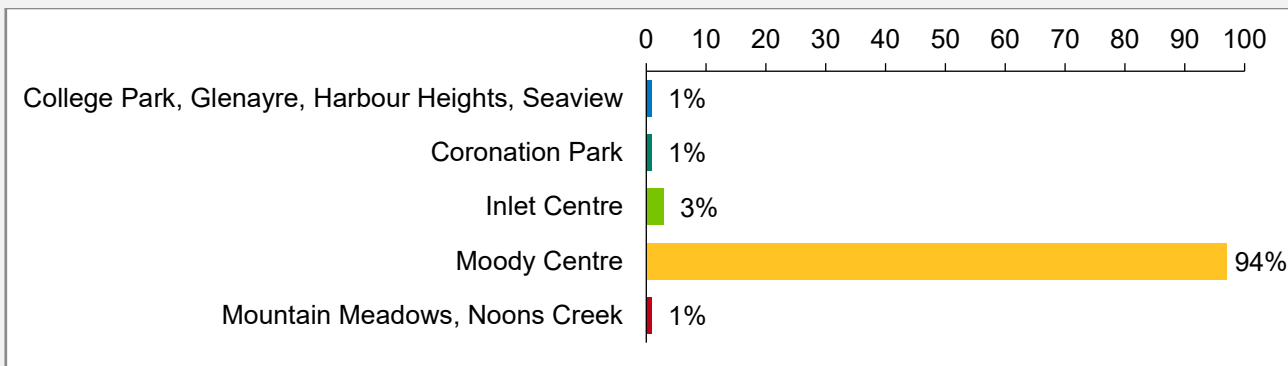
##### Age

|       |     |
|-------|-----|
| 19-34 | 13% |
| 35-44 | 33% |
| 45-54 | 27% |
| 55-64 | 17% |
| 65+   | 20% |

**[95]%** of respondents are Port Moody residents

**[9]%** of respondents own a business in Port Moody

#### Which Port Moody neighbourhood do you live in?



*Comments are presented verbatim, including typos and grammatical errors. Profane or abusive language, or personally identifying information has been removed where indicated by "[REDACTED]".*

*While public engagement results may provide the City with valuable information, please note the views expressed do not necessarily reflect the views of all Port Moody residents.*

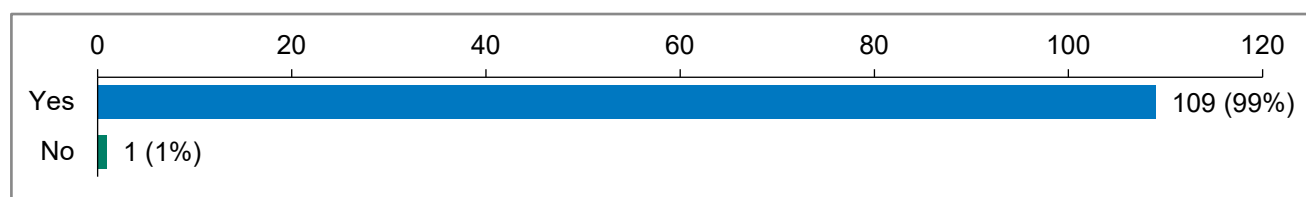
## Key Findings: what we heard

- Most respondents (83%) indicated they understood the purpose of the barricades.
- Almost half (48%) agreed the barricades reduced traffic during peak times.
- More than half did not agree that the barricades encouraged drivers to slow down (56%) or that they supported outdoor activity (54%).
- More than half (55%) reported that the barricades made their travel in the area more challenging.
- Most respondents (62%) predicted they would return to their previous routes after the barricades were removed.

## Survey Results: October 26 to November 19, 2021

### Q1. Are you aware of the temporary barricades restricting access to St. George Street?\*

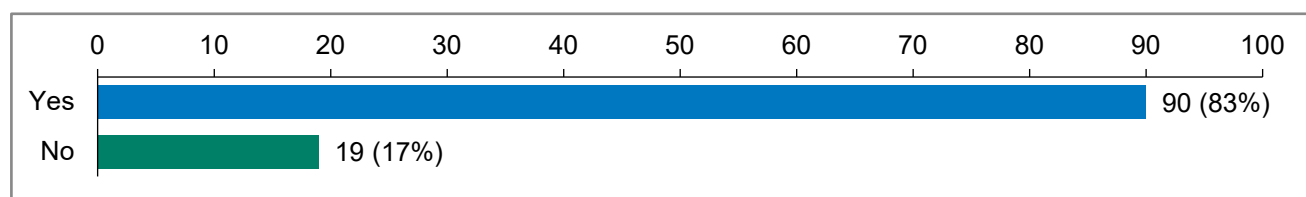
(n=110)



*\*Respondents who chose 'No' to Q1 were immediately directed to the final question in the survey, Q12.*

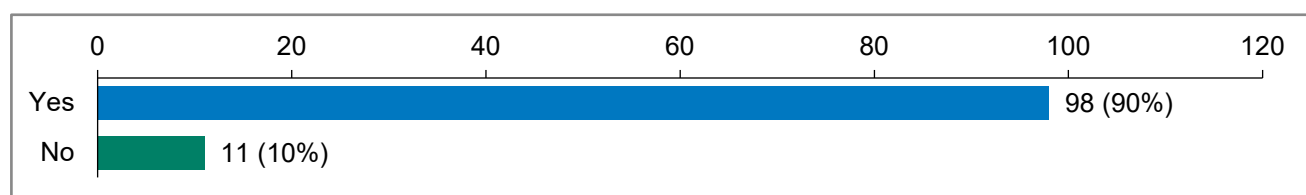
### Q2. Do you know why the City has installed the temporary barricades?

(n=109)



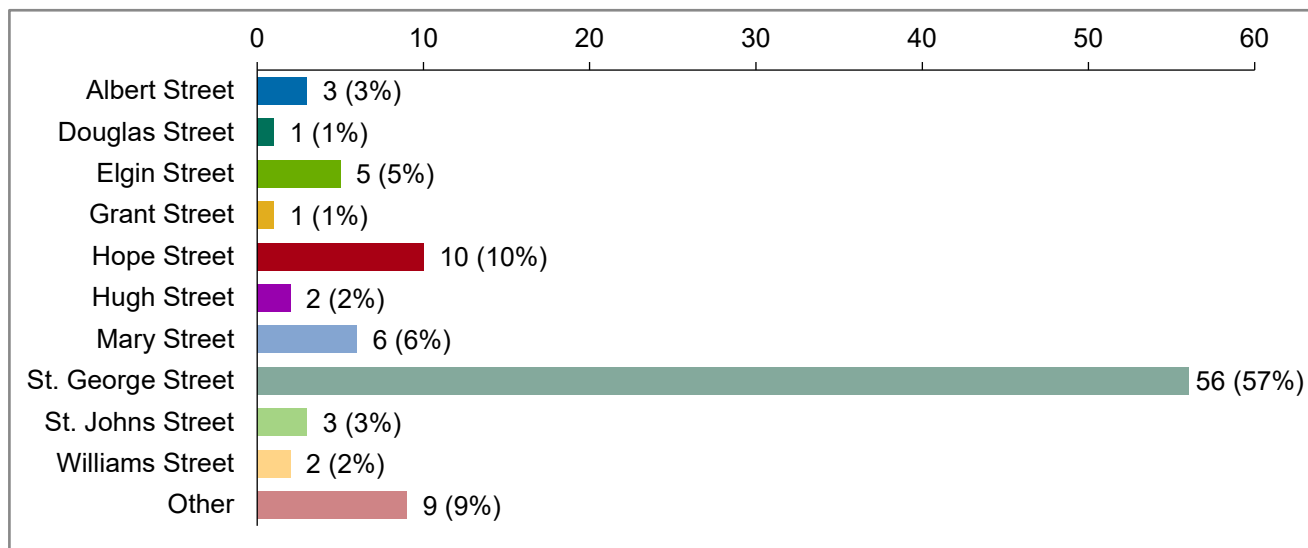
### Q3. Do you live in the area where the temporary barricades were installed?

(n=109)



### Q3.1 Which street do you live on?

(Conditional question posed to respondents who selected 'Yes' in Q3) (n=98)



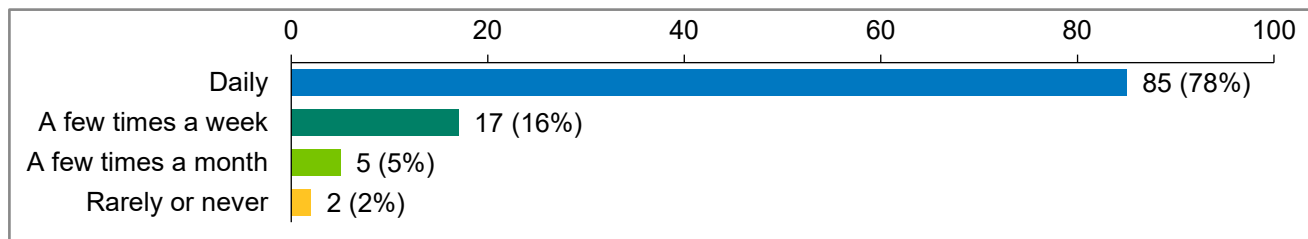
#### Q3.1.1 Name of street:

(Conditional question posed to respondents who selected 'Other' in Q3.1) (n=9)

- 8 respondents replied 'Henry Street'
- 1 respondent replied 'Terravista Place'

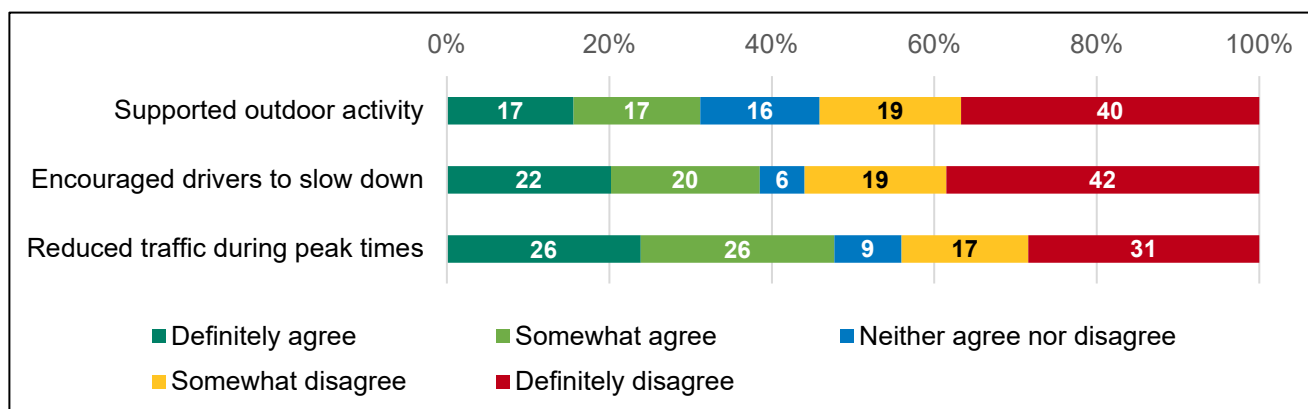
### Q4. How often do you need to access St. George Street?

(n=109)



### Q5. In your opinion, have the barricades:

(n=109)



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## Q6. Please share any comments related to your responses for Q5:

(See [Appendix A](#) for all verbatim responses to this question)

The most common themes that emerged include the following:

### Theme 1 – The barricades were ineffective because they were not enforced, and because people dismantled them.

- Comments we heard around this theme sounded like:
1. People are just going around them but it's definitely a good idea. Make them permanent and with signage so people takes them more serious.
  2. These barriers are a good idea but they needed to have been monitored and fines issued for drivers not respecting them. There were a lot! Also Marcon workers just took them sometimes for their own use. In general st George is becoming a higher density street with lots of young families so we would definitely appreciate a no entry sign for non residents and kids at play signs etc.
  3. People regularly ignore the barriers and drive around them. I support the measure in principal but rather than simply blocking one lane, the road marking need to reflect that it is single lane in one direction. I have seen this down successfully in parts of Vancouver. At the moment, driver behaviour is confusing and dangerous when walking with small children

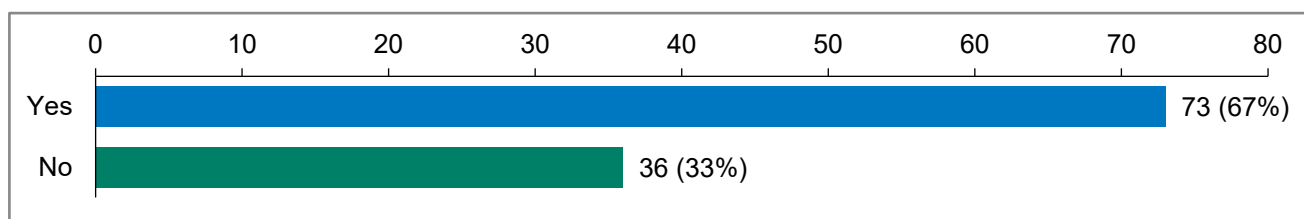
### Theme 2 – The barricades made safety worse.

- Comments we heard around this theme sounded like:
1. this served zero purpose except to encourage people to speed to take their kids to school almost hitting and killing my child. No one obeys the barricades and go right through causing near accidents to the people coming the other way.
  2. People drive around the barrier and have almost hit me and my wife on several occasions as we pull in and out of our driveway. Delivery people drive around it and say they're allowed to as they block my driveway. People pick up their kids from the school and drive around the barrier from the school parking lot onto St. George, including after-school programs run by [REDACTED]. They've almost hit me head-on with a van load of kids and then acted like I'm to blame when I'm trying to pull up to the stop sign. The barricade is useless if there's no policing it. It creates more dangerous issues where I've almost been t-boned or hit head on just trying to access my driveway.
  3. Questions #6. All the barricades have done is re-route traffic during school pick up and drop times to lanes and smaller roads with no sidewalks. Thus making it far more dangerous for pedestrians on those effected roads.

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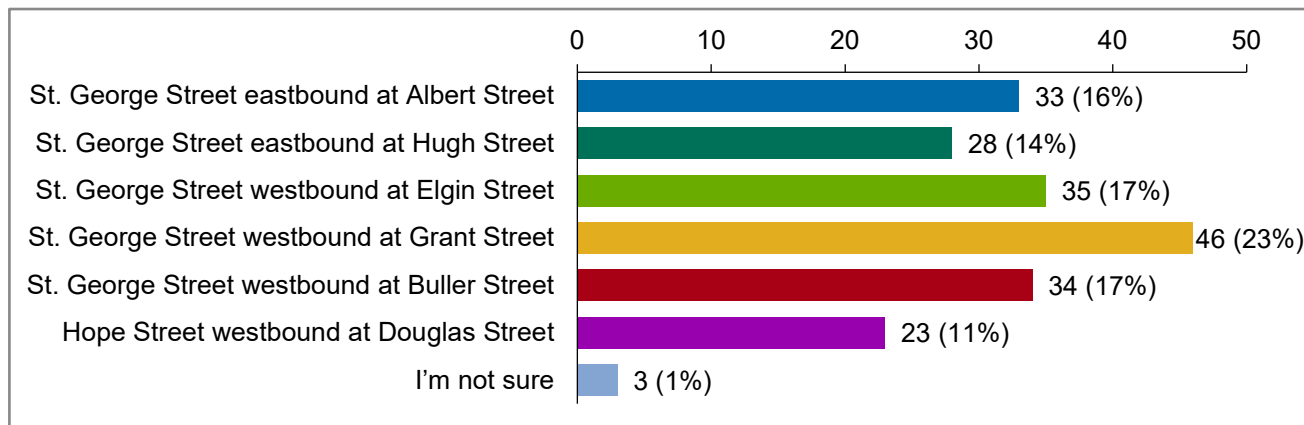
## Q7. Did the barricades affect your travel?

(n=109)



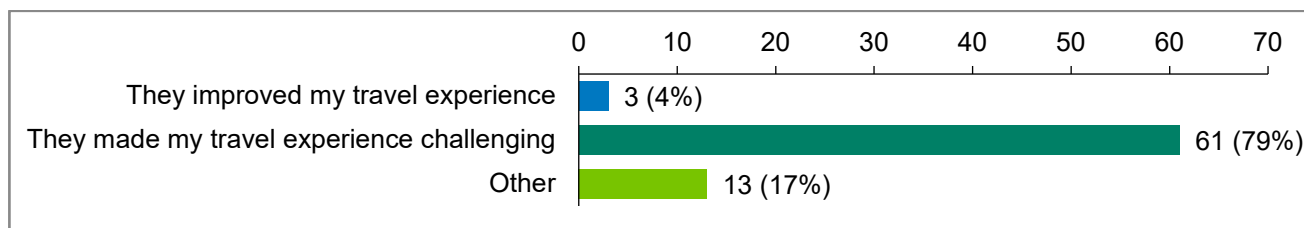
### Q7.1 Where did barricades affect your travel? Select all that apply.

(Conditional question posed to respondents who selected 'Yes' in Q7) (n=73; total responses provided=202)



### Q7.2. How did the barricades affect your travel? You can select one or both options as applicable.

(Conditional question posed to respondents who selected 'Yes' in Q7) (n=73; total responses provided=77)

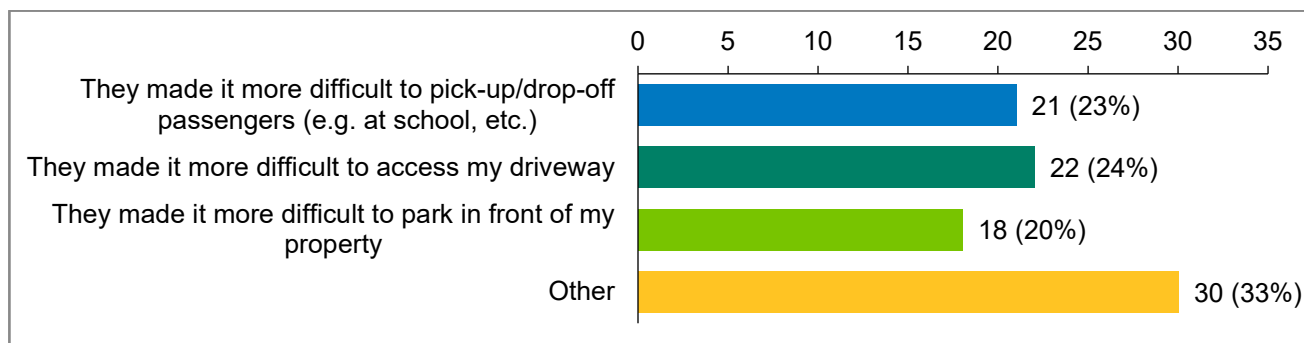


#### Q7.2.1. How did the barricades improve your travel experience?

(Conditional question posed to respondents who selected 'improved' in Q7.2)

1. They calmed rat rider traffic on St. George significantly which made the street much safer for me and my children.
2. I biked and there were not many cars. And few that were there were going slow.
3. I cycle back and forth on St. George with my daughter on the back of my bike, heading to preschool and the library. The barricades and lighter traffic made me feel a lot safer.

#### Q7.2.2. How did the barricades make your travel experience challenging? (Conditional question posed to respondents who selected 'challenging' in Q7.2) (n=61; total responses provided=91)



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**Q7.2.2.1. Please expand:**

*(Conditional question posed to respondents who selected one of the three answer choices provided in Q7.2.2 (See [Appendix A](#) for all verbatim responses to this question))*

**Theme 1 – Access to my home has been difficult.** Comments we heard around this theme sounded like:

1. Access to my home has been an ongoing challenge because coupled with all the construction there are very limited access points.
2. It makes my daily route to and from work include several alleys instead of streets.
3. Deliveries from businesses are also impacted as drivers get the run around

**Theme 2 – Safety was affected.** Comments we heard around this theme sounded like:

1. In addition to having to do a minimum of 5 or 6 U turns in the middle of St George at various times of day, the barricades made it more dangerous because cars are constantly driving the wrong way down the road to avoid them.
2. Making me turn left off of St. John St. at intersections where there is no left turning bay or left turning light. (Turning left at Williams or Moody would be safer, but travel is blocked along side streets to get home due to barricades.
3. They have created far more unsafe traffic on my street which is a glorified lane that has no sidewalks

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**Q7.2.2.2. Please expand:**

*(Conditional question posed to respondents who selected 'Other' in Q7.2.2) (See [Appendix A](#) for all verbatim responses to this question))*

**Theme 1 – A different route was needed for my travel.** Comments we heard around this theme sounded like:

1. just had to go block outa may way
2. Living between the barricades required a different path to accessing the front of our house.
3. I take a different route via Buller Street instead

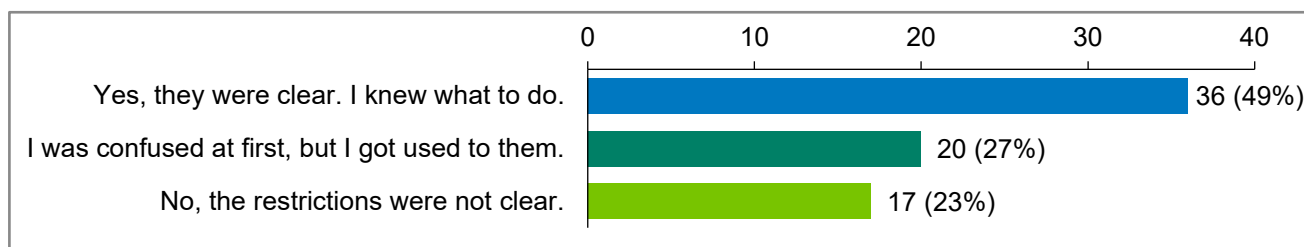
**Theme 2 – The barricades were annoying/frustrating/etc.** Comments we heard around this theme sounded like:

1. I feel annoyed and frustrated. There must be exemption for locals.
  2. Made it difficult for me, my visitors to park in front of my property. Made it difficult for delivery/courier trucks to park and deliver my parcels. Have to pull an illegal u-turn to park in front of my home.
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### Q7.3 Were the restrictions clear?

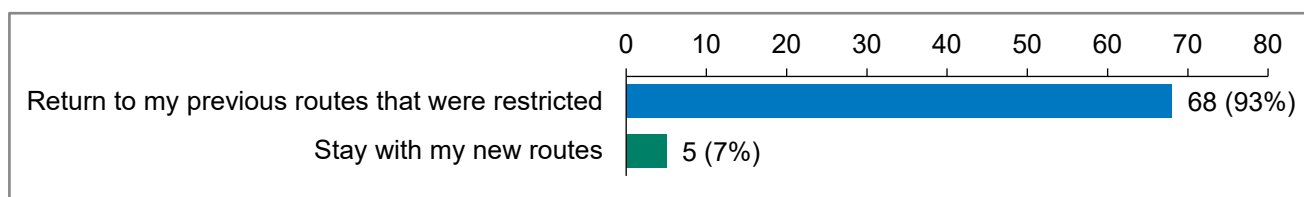
(Conditional question posed to respondents who selected 'Yes' in Q7) (n=73)



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### Q7.4. After the barricades are removed, I will:

(Conditional question posed to respondents who selected 'Yes' in Q7) (n=73)



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### Q12. Do you have any overall comments to share about this pilot project?

(See [Appendix A](#) for all verbatim responses to this question)

**Theme 1 – I appreciated the project. Traffic calming is needed on St. George Street.** Comments we heard around this theme sounded like:

1. Make it official and have permanent traffic calming all along St. George. Way better for walking kids to school and avoid having people duck around St. John's traffic
2. We would like to see more traffic calming initiatives on St. George on a permanent basis.
3. Thank you and great job! We definitely support continuing to have these traffic calming measures continue with the increasing number of families and small children in the area!

**Theme 2 – The project did not work well.** Comments we heard around this theme sounded like:

1. Interesting idea as a pilot project but it produces worse problems than it solves. The real solution to traffic in residential streets of Moody Centre, specifically "rat-running" by commuters, needs to be addressed by a carefully engineered approach that for not negatively impact local residents. The linear nature of St George needs to be broken at one or two strategic locations and a few one-way segments on St George or St Andrews could be considered.
2. I hated it and felt it was very unnecessary. The parking restrictions are unnecessary as well
3. I think the barricades were short-sighted. It only diverted traffic to other side streets and laneways that make pedestrians more vulnerable from cars coming and going from business accesses and from cars diverted by the barricades. What would make more sense would be to put traffic calming speed bumps on all the roadways to deter commuters from using them that should be using St Johns. It is evident that local homeowners are dodging the barricades in order to park in front of their homes as the direction of parked cars indicate that home owners are not following the barricades. My main concern is for pedestrians walking on the sidewalks and cars darting out of the laneway accesses to rush down to the next block. These barricades

have not deterred people from using alternate routes to avoid the traffic crawl on St. Johns. It has only funneled them into more dangerous roadways for pedestrians. The amount of times I have driven down the road towards a barricade, only to have an oncoming car dart through, head-on to me, is frightening. I have never once seen police enforcing these barricades. I have also driven down on many occasions and have seen the barricades dismantled on the side of the road. Please do not make these closures permanent. The city has only created traffic congestions in others areas that were not congested or problematic in the past.

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## Appendix A

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**Q6. Please share any comments related to your responses for question #5** (*In your opinion, have the barricades: supported outdoor activity / encouraged drivers to slow down / reduced traffic during peak times*):

1. People drive around the barrier and have almost hit me and my wife on several occasions as we pull in and out of our driveway. Delivery people drive around it and say they're allowed to as they block my driveway. People pick up their kids from the school and drive around the barrier from the school parking lot onto St. George, including after-school programs run by a local martial arts class. They've almost hit me head-on with a van load of kids and then acted like I'm to blame when I'm trying to pull up to the stop sign. The barricade is useless if there's no policing it. It creates more dangerous issues where I've almost been t-boned or hit head on just trying to access my driveway.

2. Question 5: I live on St George and use it daily as a pedestrian and as a motorist.

Question 6: I observe that the barriers have invited people to walk in the roadway instead of the sidewalk. I don't see this as a safety improvement at all. I have not seen increased bicycle or skateboarding or other uses in the street. The barriers increase danger far more than they decrease it, bu forcing cars and trucks onto St Andrews and Hope streets.

3. !.For a number of reasons we are very thankful that St. George has been slowed down. We are near the corner of St. George & Albert St. The high school is close by. The traffic from the school has been difficult over the years with parents parking & blocking driveways & congesting the streets when school begins and when school ends. The street calming has helped this considerably making our block a one way street.

2. Rush hour over the last 5 years has increased considerably , volumes of cars entering St. John's from the Barnett Hwy & Clarke hill. Many SPEEDING drivers used St. George from 3:30pm to 6:30pm weekdays. The calming barriers since March have been very helpful & deterred these commuters from using ST. George as a throughway.

3. Now the neighbourhood is safer for children playing & walking near the road and for youth & adult cyclists using our street.

From our point of view my husband & I are grateful for this calming and feel it is very important for our neighbourhood. If you have to take down the barriers I certainly hope that when the weather improves again in the early Spring (February) you would put the barriers up again. Please let us know what is decided. It makes a big difference to our lives .

Thank you,  
[REDACTED]

4. na

5. It just funnels rat race traffic onto other other small roads and makes it impossible for locals to use local roads efficiently.

6. West bound traffic still going through diverter. Push more traffic to lane ways and no one slowed down around the traffic circles and section they could drive uninterrupted. Local traffic and cars coming down gatensbury going to high school highly affected.

7. The barricades do not influence commuters that are trying to escape the inevitable backlogs on St. John Street during rush hours. The barricades impede the accessibility of residents to their

own neighbourhoods. The barricades create a significant hazard by forcing traffic onto St. Andrews or Hope street which have no sidewalks.

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8. Questions #6. All the barricades have done is re-route traffic during school pick up and drop times to lanes and smaller roads with no sidewalks. Thus making it far more dangerous for pedestrians on those effected roads.
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9. There was no traffic problem. The baracades are the only problem, making difficult for residents to drive kids to and from school. There also was parking problem warranting the 4 hour maximum.
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10. The barricades caused traffic to use laneways/alleys rather than the street. The barricades just moved the traffic slightly. It caused traffic jams during school hours, as all of the barricades were around schools (all three near St George Street). They caused a lot of confusion for people who were new to the area. It was definitely frustrating.
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11. This is not working to make people slow down or reduce traffic in peak periods.
- Especially in the morning as people disobey the for residence only sign and blast their kids to school as they turn up St George at Williams.
- Then when its time to pick them up and its also rush hour the speed limit is exceeded.
- As for the Barricade at Buller and st George. It is often moved out of the way. Plus people drop off their kids in the morning at school and turn rightand drive around the barricade to come down st George.
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12. The barricades have changed the flow (possibly lessened) but many drivers have simply diverted to Hope st (between Elgin and Douglas) clogging Hope (during the morning drop off time at the high school). Hope st is more like a back lane (no sidewalks) and it becomes hazardous to try and walk there between 8 am and 9 am.
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13. I have not seen anyone using st George for anything other than driving. And under no circumstances would I allow my children to play on the streets due to the barricades giving some sort of false security... Also, They have pushed a significant amount of traffic to St. Andrews st where there are no sidewalks, speed bumps, and often cars parked on both sides so it becomes single lane and very dangerous.
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14. The barricades are routinely ignored by drivers.
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15. I use the street to take my autustic child to the high school. This blockade has added an extra 5-10 minute driving time mostly just sitting idling to turn onto Albert Street from St Johns Street. This blockade has added more cars to an already congested St Johns.
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16. There is a school and a lot of child cares in the area, make be people annoyed by forcing them to circle around is not promoting safe driving or speed levels.

Some drivers creates dangerous situations entering from the wrong way against the rules.

Majority of Traffic has just moved to lane way which are narrow roads. There is now often congestion and/or close calls for collision incidents. A two lanes street is safer.

Traffic is not reduced coming out from the lane way people myself included simply cycle back onto the one way street.

Note don't recommend blocking lane ways as that would add congestion on st John's as many more would have to turn left in rush hours

17. Traffic is barely reduced because nobody has ever enforced the one way. At 3pm there are still parents blocking driveways, driving past the barricade, and parking in the no parking zone because nobody is out to enforce.

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18. this served zero purpose except to encourage people to speed to take their kids to school almost hitting and killing my child. No one obeys the barricades and go right through causing near accidents to the people coming the other way.

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19. Zero enforcement lead to people ignoring the do not enter signs. I saw many people ignore the signs and make the turn. On one day I saw many cars dropping people off, family and children, for a police charity event ignoring the signs and turning west on St George. Officers clearly saw vehicles turning to come drop off for their event, saw no enforcement. I don't think this was the intention for exempting police from the restriction. If the police family's don't obey the signs it is useless.

Signs approaching the Buller and St George intersecting, going south, are behind trees and not visible until many people were already starting the restricted turn, so they would just go through with it.

The future of this restriction seems limited as council has approved a large development on St George of six stories and the garage entrance will be located on st George. If council truly wanted this street to be traffic calmed then they should not have granted exception for a 6 story development when it was zoned for less. The traffic calming measures seem like a waste of resources given councils vision for the street going forward.

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20. Question #5 was about how often I access the street - daily - because I live here.

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21. Daily use of street for walking

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22. These have been nothing but a nuisance. No one monitors traffic violators who are blatantly ignoring the barricades. Thus, only residents of the area are inconvenienced. Foolish exercise. Please remove.

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23. I have found that the traffic has become more dangerous on the laneways that run parallel to the roads that are closed. It has forced people to speed down these laneways, through the parking lot at Kyle Center and the Art Gallery. Traffic has increased on Elgin Street causing line-ups to get onto St Johns Street, at an already busy and accident prone area of St Johns. What is perplexing is the amount of cars that are parked on the sides of the Street where the direction of the traffic is blocked off. I have witnessed cars doing U-turns on the street in order to park in front of their homes. I have also almost had head-on collisions from cars coming off of the round-about to enter the street via the on-coming traffic where their roadway is blocked off.

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24. People just ignore them and drive around. It also just forces traffic around to Henry St and negates the point.

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25. People are just going around them, but it's definitely a good idea. Make them permanent and with signage so people takes them more serious.

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26. Drivers ignore barricades and drive past them frequently on a daily basis. Due to the Marcon Will project, there has been no access to a sidewalk for quite some time. This has been especially dangerous for people walking on st George st as they are having to walk on the road, while heavy machinery is operating on the road as well had dealing with vehicles driving. Oftentimes during school drop off and pick up, the road is very congested with various activities happening.

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27. These barriers are a good idea but they needed to have been monitored and fines issued for drivers not respecting them. There were a lot! Also Marcon workers just took them sometimes

for their own use. In general st George is becoming a higher density street with lots of young families so we would definitely appreciate a no entry sign for non residents and kids at play signs etc.

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28. At certain times of the day, traffic is clogged on Hope Street, Douglas St, and Albert Street. Commuters sometimes speed along Hope St. to avoid traffic on St. John's.

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29. As a long term resident of moody centre we have seen a massive rise in rat running traffic on St. George Street and would support any and all traffic calming initiatives even if it meant some inconveniences for us to access our home.

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30. They did nothing. Traffic flowed through at peak times and worse when an accident was on St Johns. Also Marcon frequently moved the barrier for their own use. Drivers simply drove around the barrier. Instead of slowing down traffic on side streets why can't we upgrade St Johns. Given the developments that the city has approved, wouldn't it make logical sense to upgrade infrastructure to support local residents instead of wasting money on movable barriers and do not enter signs.

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31. Our townhouse is at the corner of st George and buller and everyone speeds through our townhouse through road because they can't take a right onto St.George from Buller. It's very dangerous, they speed through and there children and cars pulling out of their driveway. The road blocks have only caused people to speed other places that are unnecessary.

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32. Drivers didn't care for the barricades. People kept removing them. People didn't pay attention to the barricades, should have been enforced by the police. We need to slow down the traffic on George St. Drivers want to avoid St John's traffic so they drive like nutcase on George St, don't stop at the Stop sign

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33. I look out onto st George street 500 feet from the barricade

Many cars ignore it, the barricade is removed from time to time

Traffic has not slowed

Of those that don't go around the barricade at buller, many cut through the private roadway of George east townhomes at a fast speed negatively effecting the safety of residents and children of our complex

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34. I support the intentions of the traffic calming measures. However I am concerned about the execution. Two examples are noted below.

1) I see drivers intentionally going around the temporary barricades, driving on the left hand side of the road to do so, and increasing their speed to avoid collisions with oncoming vehicles. This is dangerous to road users and pedestrians.

2) I see cars driving through the lane in our townhouse strata (George East on the corner of St George St and Buller St) to avoid the temporary barricade. These vehicles travel at high speeds through our private lane which is an area where young children play and I believe will cause a serious accident sooner than later.

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35. We also need to limit the traffic on Hope street (between Douglas and Albert) to local vehicles only. St. George Street has already this limitation and when barricades are removed in November, all high school traffic will go through Hope street again.

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36. People regularly ignore the barriers and drive around them. I support the measure in principal but rather than simply blocking one lane, the road marking need to reflect that it is single lane in one direction. I have seen this down successfully in parts of Vancouver. At the moment, driver behaviour is confusing and dangerous when walking with small children

37. I support all traffic reduction methods and increases in public transit to make Port Moody a more walkable and pedestrian friendly city!!
- 
38. We live on [REDACTED]. When the traffic is bad on St Johns people use St George to get around it. These people are usually frustrated and upset by the time they go down our street. They often drive to quick. It makes me very nervous because we don't have a side walk. I worry about the safety of my kids.
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39. The peak times the streets are jammed . no one can move up or down the streets around the school .if there was a problem IE: fire or Police or Ambulance there would be NO access to the school or any of the a joining streets. there seems to be no checking of parking ,or parking any were on the streets in front of no parking signs or in front of peoples houses. on the corners of streets , the whole street is jammed at times of pick up. when they build the large apts on the corner the traffic will 24/7 . one big knot . so please help the people in the area maybe make a round about . one long chain route up and through the upper parking lot and back around . giving the students time to get a single ride .no parking on the Albert street both sides . one way streets on Hope and St George heading away from the school .
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40. As a resident and home owner of [REDACTED], St George St was an option for us to use when heading east to make it to appointments on time when St John's St is bumper to bumper
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41. The intention behind the barricades was appreciated, however, the diverters turned very quiet streets (often narrow lanes) into throughways and created dangerous and aggressive driving situations on these narrow streets.
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42. I seldom see any pedestrian activity on my way to work around 11:45am and leaving work at 6:45pm in the barricaded areas. If anything it creates more challenges to Perry Roe Building businesses and residents to make left turns onto St Johns which is extremely dangerous when driving at high volume times. I also see people breaking the rules and driving through anyways into oncoming traffic. I find the laneway of St Andrews is becoming extremely busy now because of it too, clogging up at the Kyle Centre
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43. I use this road to get to my house
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44. As a resident in the neighborhood I should be allowed to drive on St George street like it was before the barricades were installed. IAM frustrated to have to use lanes instead!
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45. Living in the area trying to drive around is frustrating. By not having access to st George all the traffic funnels into the back lanes where my kids play. It's made it so much more scary to let them play on their own (I don't believe I need to supervise my 12 year old and yet feel anxious when he goes out to play or walk through the lane.)
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46. Really, #5? How often I use the street?
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47. The same people need to access the area but are forced to take different routes. It is inconvenient and causes the alleys to be used as roads. The alleys are narrow and have insufficient sight lines at intersecting roads which poses an increased risk for accidents involving pedestrians and automobiles. Sometimes roads that are the only designated outlet are unable to be used due to construction or roadwork making the only option to take roads that are barricaded for access in that direction. Also it is impossible to get out of the neighborhood at peak traffic around the high school as we need to access the light at Albert and St. John's. It is gridlocked with cars trying to pickup or drop off their kids making it incredibly difficult to get anywhere. Lastly, many people (in their right mind In my opinion) just ignore the barricades to get where they need to go. I understand the need to decrease traffic on side roads during peak times but this is making it terribly inconvenient for local residents to get in and out of the neighborhood. What is the point of having roads if we can't use them?

48. The barricades did not stop anyone entering at the intersection of St. George and Buller. Cars constantly come around the corner at high speeds and driver around the barrier.
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49. Once I learned the maze and got over any guilt about driving down my neighbors' back lanes the diversions added some variety to my driving to and from my home.
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50. Many drivers ignored the barricades and do not enter sign. Some re-route thru back alley of 3105 st george to go to St george from Buller street.
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51. I live in the 2100 block of Hope Street, which used to receive a large portion of the PMSS traffic. This is no longer an issue on Hope Street, but the congestion in the surrounding areas is now much worse.

Since our street still technically allows 2 way traffic, and there is a blind hill we have seen no benefit in terms of improved safety within the streets.

I also cycle in the neighbourhood and the temporary barricades create problematic barriers for bicycles, for instance having to move into oncoming traffic since the barricades usually go right to the curb.

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52. We have found that a lot of drivers simply drive around the barricade making it extremely unsafe. In addition our strata has seen increased activity along the private driveway between garages from drivers trying to get onto St George Street from Buller. They often drive too fast putting children seniors and pets in danger
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53. Barricade & sign set back too far from corner, drivers start the turn, stop , 50% go around others turn back, 10% roar down George townhouse lane way , upset. One driver , lady in Mazda, in particular who lives in house near Buller st. corner speeds down lane way very upset.
- 
54. It has created a nightmare. With construction blocking roads in this area as well, it is very frustrating and difficult for the people who live here. Bad idea, try something else or ask for feedback before you implement a change, not after.
- 
55. We noticed a shift in traffic patterns to Hope St between Mary and Grant during peak times. This was concerning given that this block of Hope St has many children (15 school aged kids) living on it who walk Hope St to get to school and after school activities and play on what we call the 'back lane'. The 2600 block of Hope St (houses from Henry and St George backing onto it) has been built into an amazing community of friends and families who support each other - families will often gather in the back lane (especially during covid) to visit and play. Please do not continue to make changes that force traffic onto Hope St. I understand the need to calm the traffic but pushing it from a main street to a back / quiet street makes no sense - kids do not play on St George St. (was this expected outcome of the traffic calming?) If you are going to continue with the calming barriers please put a corresponding barrier on Hope St so that the traffic does not get pushed to it. Calming around the Elementary school is absolutely necessary - drivers rarely stop at the four way stop at Grant and St George but I am not sure these barriers have helped with this issue.
- 
56. The barricades do turn away cars from St George Street, but the manner in which drivers go about it is dangerous to other drivers, cyclist, and pedestrians. At Buller and St George, cars will either go around the barricade into oncoming traffic, or make a u-turn in the 4-way stop intersection.

Also, the location of the barricade on the 3000 block of St George does not reduce traffic during peak times, in particular when traffic is backed up on St Johns heading EB, there will be a steady stream of cars speeding down St George to try and get around the traffic.

- 
57. We need side streets to get to and from our home at high traffic times, especially with the high school

- 
58. The barricades limit my access to my home and force me to drive down alleys instead of the street I live on. They are ridiculous. We need roundabouts to slow down the barnet eastward traffic and the parents who drop off and pick up their kids.
- 
59. Still traffic trying to avoid St Johns and ignore barriers  
School traffic ignoring barriers
- 
60. There has been no change in terms of outdoor activity or traffic. It has increased dangerous driving.
- 
61. The main problem with the barricades is that they require a level of enforcement that isn't generally sustainable. When rat riders get truly desperate and believe they can get away with it, they are willing to go around. This was true of the Kyle Street "do not enter" and it is true of other new one-way intersections. I would like to see them replaced with hard bollards that totally block access east and west while permitting opening for traffic diversions e.g. on Remembrance Day.
- 
62. Keep the ratrunners out!
- 
63. Traffic has increased on main roads, and is backed up further along St John's Street.
- 
64. I fully support traffic calming and more walkable and bikeable streets. I do feel safer walking down St George with my girls with these barricades up.
- 
65. We live across from the school. It's always going to be busy during drop off. Having a left hand turn light heading west of St. John's onto moody would also help reduce traffic. During busy times people who need to get south of St. John's turn earlier than moody to get up to gatensbury or other areas south.
- 
66. Because of the barricades on St George traffic has been redirected to Hope Street where there are no sidewalks. This had made it very dangerous for kids walking to the highschool. Traffic has definitely not slowed down on Hope St.  
As well, the intersection at St George and Douglas St has become a drop off/pick up point causing very unsafe conditions as cars park anywhere and wait. I have seen cars parked in the middle of the intersection waiting.  
I have also witnessed many times drivers ignoring the barricades altogether and just gone around them.
- 
67. Drivers haven't always respected the slow zone barricades. When no police are near, people sometimes just go around.
- 
68. I live on St George St
- 
69. There are fewer commuters attempting to get ahead of the traffic on St. John during peak hours.
- 
70. New traffic restrictions were not obeyed by drivers and not enforced by authorities, absolutely useless "exercise" by the City!!!  
It did not make any sense to restrict the traffic around Port Moody Secondary School around rush hours, on the contrary contributed to the bottle neck and added to pollution.  
The traffic did not go away, as dreamers would hope!
- 
71. It has only moved traffic. Now we have a ton of cars speeding up and down our back alley.(St Andrews) my son has been almost hit 3 times walking out of our drive way on way to school by speeding cars.
- 
72. I forget what Q5 said. On previous page.

73. It has just diverted people to use lane ways as roads. Now Hope street between Mary and Grant is busy. I've still noticed that St George between Elgin and Kyle is extremely busy during peak hours
- 
74. We are seeing drivers continue to try and avoid the traffic barriers by going on the streets adjacent to st. George, especially St. Andrews and Hope street. The drivers tend to drive over the 30km/hr speed limit doing this. These drivers typically are seen during rush hour. They were an issue prior to the barriers.  
We have also seen drivers ignore the barriers to go westbound on St.george at Grant. This is dangerous because pedestrians are not expecting to see this.  
It has also impacted our driving habits as we are unable to go from the elementary school to our home on Mary street, forcing us to take a slightly longer route in the neighborhood to get home
- 
75. We have noticed an increase in traffic on Hope St when the barriers were installed. We have also noticed, in general, less people detouring off of St John's.
- 
76. St George is not a street I usually visit, but the barricades made it a very pleasant area to walk through.
- 
77. The barricades allow for walking on the street and reduce traffic but has not increased pedestrian traffic or made a significant positive effect.
- 
78. Drivers, both local and commuters, completely ignore the barricades, thereby driving the wrong way down the road. This has been especially dangerous with the barricade at the west end of St George because drivers drive quickly up Albert and turn left on St George, going the wrong way in order to go around the barricade. On so many occasions we have had cars just barely stop their turn when they realize that we are driving west in that lane to turn onto Albert from St George. Instead of making it a safer road, this ridiculous and unmonitored measure has made using our own street, our own block so much more dangerous.
- 
79. i have lived on the corner of St. George and Elgin street for over 25 years. the barricade on St. George at Elgin did nothing to stop traffic whatsoever. car drivers just ignore it and go around. in fact it was a big hazard for many months with all the construction worker parking going on in the neighbourhood. i witnessed many near accidents. especially problematic during high school dropoff and pickup times. people that walk their dogs can easily use the available sidewalks and there are very few people riding bikes in my neighborhood. i think there are only 2 that i see on a consistent basis, probably due to the steep St. George Hill.
- 
80. Your barricades prevented me from driving down my own street (St. George) to park in front of my own house! Access westbound on St. George from Grant to Mary was made restricted to bicycles only. For people who live on the north side of St. George, this forces residents, their visitors and delivery people to either drive around the barricade, or if driving eastbound on St. George, to pull an illegal u-turn in order to park on the north side of the street in front of their homes. The only things that the barricades achieved was to greatly inconvenience and irritate the residents who live in the area, making it difficult to park in front of our homes, making it inconvenient to access local businesses in our area with these poorly thought out "one way" and "bicycle only" signs, and making it impossible for residents and visitors alike to utilize the left hand turning signals and left hand turning bays westbound on St. John St (at Williams and Moody) in order to safely turn into OUR NEIGHBOURHOOD. Yes, the neighbourhood is not restricted to only the block that we live on. It is the whole area! We are then blocked from driving down the side streets to get home because of these ridiculous "Bicycle Only" signs and Barricades". By the way, did you know that rush hour traffic eastbound on St. John St. is heaviest in the afternoon when people are heading home to the Tri-Cities and beyond? So this did not prevent rush hour traffic from St. Johns St. from speeding eastbound on St. George between Grant and Mary anyways - it was completely ineffective. St. George St. is a relatively quiet street anyway so doesn't need to be a dedicated "bicycle" route - a route that doesn't go anywhere and ends at Albert. A better dedicated bicycle route would be along Murray/Clarke



then along the Barnet or the trail that parallels Barnet. Please get rid of the "Bicycle Only" and barricades and permanently open up the roads in our neighbourhood to LOCAL TRAFFIC! THE SOONER THE BETTER!

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81. It has been extremely inconvenient and dangerous to have to do a u-turn on the street to park in front of our home

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  82. Can't wait for the barricades to be removed. Dangerous to have vehicles performing "U" turns and backing up in order to park in front of the residence.. The barricades inconvenience local residents, cause narrow side streets to be over utilized and increase vehicle run times. Maybe instead of restricting access we could improve the road and sidewalks to facilitate safer bicycle and pedestrian traffic.

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  83. The temporary barriers are easily moved by drivers and the controls need to be pushed back as far as Kyle street. As traffic backs up on St.Johns, driver begin flying down lane ways to avoid the barricades, only to clog things up again at Buller. My son goes to a daycare and we are on high alert as we pick him up when there is traffic. The cars remain FAST, the disobey the signs and it remains highly dangerous

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  84. Presumably this relates to Question #6 (not 5). Regarding support of Outdoor Activity, the change is neutral to foot traffic - no improvement that as St. George has sidewalks along its entire length. I walk this regularly for exercise so have first hand experience. It has not encouraged drivers to slow down as the measure implemented is to restrict access, not to restrict speed. Speed bumps would do that. It has mildly reduced traffic on my block to/from the High School during drop-off/pick-up, but at times just moved the problem around creating new congestion areas. It has not increased or improved cycling in any significant way as the street was and remains nearly devoid of cycling traffic -- I have a front-facing camera which records all traffic on the street, so this is borne out not just by anecdotal experience. Better routes exist with fewer hills and less circuitous routing.

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  85. We are happy about this!

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  86. While traffic has significantly improved on St. George, traffic has re-routed onto Hope St. to bypass the barriers. The 2700 block of Hope St. is our back lane where many young children play (bike and scooter ride, basketball, hockey). We find many more cars use Hope as a thorough fare as a result of the barriers on St. George at Moody and Grant. Further, many cars speed on our block of Hope St. despite the speed bumps. As such, outdoor activity on Hope St. has become dangerous and risky for the children living here (13 of them, majority under 12).
- 

**Q7.2.2.1. Please expand:** *(Conditional question posed to respondents who selected one of the three answer choices provided in Q7.2.2 – How did the barricades make your travel experience challenging?)*

1. The barriers force myself and others into the narrow roadways of Hope and St Andrews streets which used to be quiet enough for activities such as cycling.

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2. usually after zipping down into Port Moody Centre, we jump off St John where ever opposing traffic is clear. Then head along St George as needed. Not possible with barriers.

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3. They made it more difficult to legally access my street in the direction to legally park in front of my home. They made it more difficult to travel in my community where I have lived for 64 years. They have made it more difficult for my family members liv

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4. They have created far more unsafe traffic on my street which is a glorified lane that has no sidewalks

5. I couldn't travel in a straight line in my own neighbourhood. It felt like there wasn't any rationale to the barricades and what flow of traffic they were trying to restrict when. It was made worse with all of the recent construction in the area!

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6. Restrictions on St George street have meant I am often driving on back alleys to get to my home from Gatensbury Hill (my common access to Coquitlam from where I live).

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7. Deliveries from businesses are also impacted as drivers get the run around

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8. They caused congestion, confusion, unsafe conditions, traffic on hope street shifting what the city alleges is an issue one street up. No one observed these what a mess!

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9. Not able to make left turn

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10. Henry Street...which has not even been taken into consideration in this survey.

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11. The barricades force me to use St Johns Street and turn onto my place of work at Elgin Street where traffic is travelling at high speeds. There is often lane closures at Elgin and St Johns due to construction. The side streets full of parked construction

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12. general Travel in the Area

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13. Limits out options for travelling East bound. Also backs up the school traffic on Albert St [REDACTED]

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14. Forces me to use busy St Johns Street, or clogged up St Andrews Lane.

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15. Made it difficult to get to my house

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16. I am obliged to drive in lanes instead.

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17. I live at [REDACTED]. I go north on Elgin and West on St. George to access the lights at St. John. In addition my kids park East facing on [REDACTED]. The barricade at Elgin and St. George prevented them going down that street to return on Hope.

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18. Please see prior comments

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19. general circulation around neighbourhood is more difficult now

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20. Access to my home has been an ongoing challenge because coupled with all the construction there are very limited access points.

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21. Made it difficult for me to drive to my back lane in the direction I wanted to be facing when I park. Also I car pooled with a person who lived on the block and it made it difficult to pick up/drop off. Traffic also is a gong show at school drop off time.

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22. It makes my daily route to and from work include several alleys instead of streets.

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23. Mild difficulty with not being able to cut across town anymore. Completely worth the trade.

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24. I was zigzagging through streets instead of going through-way

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25. More difficult to get home when just moving around the area without going to St John

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26. They made it more difficult to drive directly home

27. I can't drive through.

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28. Made it more difficult to get to home and drive through the neighborhood

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29. In addition to having to do a minimum of 5 or 6 U turns in the middle of St George at various times of day, the barricades made it more dangerous because cars are constantly driving the wrong way down the road to avoid them.

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30. Making me turn left off of St. John St. at intersections where there is no left turning bay or left turning light. (Turning left at Williams or Moody would be safer, but travel is blocked along side streets to get home due to barricades.

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**Q7.2.2.2. Please expand:** *(Conditional question posed to respondents who selected 'Other' in Q7.2.2 – How did the barricades make your travel experience challenging?)*

1. just had to go block out a way

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2. I couldn't just turn and park in front of my place but not big deal if this actually helps cars speeding through rush hour and avoiding St. John's

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3. Living between the barricades required a different path to accessing the front of our house.

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4. They cause me to travel farther, burning more gas, and impacting the environment by lawfully driving farther rather than around them. They also created safety issues for me behind my townhome

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5. I take a different route via Buller Street instead

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6. Because I live on St George I will drive down the street to get to the school or stores. That's okay because it pushes drivers to main roads but not always. It also pushes cars down my back alley and other even smaller streets compared to St George.

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7. It was extremely unsafe to back out of my driveway on Hope street between Elgin and Douglas streets because of the morning school traffic that was funneled into using that one block to access the high school if they weren't accessing via St. John's Street.

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8. I feel annoyed and frustrated. There must be exemption for locals.

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9. No issue, I just went around the block to access my home. I know of some owners in the neighbourhood that continually just go around the barricade because it's easier for them.

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10. I just took another route

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11. Inconvenience of having to travel further to get back to where I live & to where I was commuting from

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12. Impartial. Just went another way.

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13. Made it difficult for me, my visitors to park in front of my property. Made it difficult for delivery/courier trucks to park and deliver my parcels. Have to pull an illegal u-turn to park in front of my home.

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**Q12. Do you have any overall comments to share about this pilot project?**

1. It is useless if not policed and doesn't provide a method to stop people from driving around the barrier. I'm sick of having people run the stop sign and turn left from Buller onto St. George, driving around the barrier and hitting me in the process. I've also been yelled at and threatened for sitting at the stop sign and not letting somebody turn down St. George illegally around the barrier while I'm waiting to turn left to go to St. John's. This has been a disaster.
2. Interesting idea as a pilot project but it produces worse problems than it solves. The real solution to traffic in residential streets of Moody Centre, specifically "rat-running" by commuters, needs to be addressed by a carefully engineered approach that for not negatively impact local residents. The linear nature of St George needs to be broken at one or two strategic locations and a few one-way segments on St George or St Andrews could be considered.
3. I put all my overall comments in the earlier section.

Please return the barriers in the Spring if you have to take them down soon.  
Thank you

4. We loved the reduced traffic on St George st. Alas, the barricades mean sitting in St John traffic waiting for a left turn gap. That is a good way to get killed by a speeding big new pickup. Also, the same aggressive drivers just drive around the barriers and fly along St George every time there is a delay on St John. The barriers worked! A few idiots refuse to comply, as usual.
5. YES - I'm aware of the barricades, but surprised to now hear of the intent! There was no signage or indication whatsoever what these were for. Other neighbourhoods like Vancouver will typically include something even on temporary barricades that says 'Traffic Calming' or signs indicating that the barricades are to encourage walkable streets. The barriers put out on St. George where I live practically just looked like they were randomly forgotten there!!! Swing and a miss for me on the overall planning of this initiative although the intent is nice behind it no that I know.....
6. It didn't work. I don't have the best solution but others in the community do. Take input seriously.
7. Impact seem to be more on neighborhood traffic then commuters shot coming westbound. School traffic to high school from gatensbury had to use lane ways. Lots more people used the st. George for walking though.
8. Please renew the project.
9. I feel the project was implemented without consultation. I feel this project does not alleviate traffic issues but makes them worse. The root cause of the traffic problems need to be addressed. The City has over the last few years failed to address the root cause of the Moody Centre traffic problems. The problems are only getting worse as more and more vehicles are added to roads that do not have the capacity for them.
10. It was a useless waste of time that caused unnecessary grief for drivers and residents alike. Considering that bike traffic was a reasoning for them I saw no increase in bike traffic. A consideration not given is the extremely steep hill on St. George between Elgin and Kyle which makes cycling a real challenge . I would like to know if those responsible for these barricades actually came out and observed or better yet using them via driving, cycling or even walking them.
11. I hated it and felt it was very unnecessary. The parking restrictions are unnecessary as well
12. I think the intentions were good, but it didn't make sense past the summer. It was also poor timing with all of the construction in Moody Centre. It seemed like much of the calming

measures seemed to imply that there was a lot of traffic westbound. Which isn't the case at all. It is eastbound traffic in the evenings that can be a problem, especially around schools. I would suggest a different traffic calming measure.

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13. it is not effective

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14. If there were notices mailed to homes in the neighbourhoods affected (I don't recall seeing any) that would have been helpful to explain what was happening and why.

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15. It's awful.

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16. The barricades are routinely ignored by drivers. These barriers have increased the prevalence of u-turns in the neighborhood. It appears as though affected residents could have been better informed to ensure that they can safely access street parking adjacent to their property.

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17. Unless something is done about traffic on st Johns, any barricades along this corridor makes it frustrating and impossible to get around Port Moody during peak hours

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18. I hope the barricades gets fully removed, they doesn't make much sense. They only unnecessarily forces local traffic into lane ways or into st John's to loop around the barricades

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19. It's annoying and frustrating

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20. Please get rid of the yellow line down st george street and make it a legit one way if you actually want to solve the problem. Have bylaw out to enforce from 230 - 530, or atleast 230-330 when the careless parents take over the road.

---

21. This was a poorly executed project. Not once did we see a city official reviewing patterns. People ignored the barricades and it caused so much confusion. As for encouraging cyclists - saw one in six months. Again I state the high school traffic was so bad it caused people to speed on Hope Street and witnessed two separate occasions where people were near missed - our daughter included. We had to take matters in our own hands and put up signage and actually stand outside to monitor on multiple days. Due to the high school and so many parents driving students it simply will not work causing unnecessary traffic and chaos. I suggest you take your project somewhere else.

---

22. Useless

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23. The city should remove several parking spaces near the Saint George/Williams intersection where the road is not indented. When there are parked cars on both sides of St George, it can be difficult to turn from Williams onto St george due to a lack of space (when another car is stopped heading west bound)

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24. to park in front of my building, i have to do a u-turn on my street because I cannot enter from the east side of st. george (@buller st) Therefore, I enter one block to the west, turn around and then park. The U-turns on the street are probably more dangerous than a bit more traffic. There has to be a happy medium such as restricting traffic to one block only.

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25. Please make them permanent and also consider blocking entrances off St John's as the rat runners still excessively speed down St George Street and ignore the temporary barricades. It is only a matter of time before a pedestrian gets run over by a rat runner if nothing serious is done about calming traffic.

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26. Make it official and have permanent traffic calming all along St. George. Way better for walking kids to school and avoid having people duck around St. John's traffic

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27. Not sure what was expected but this was a foolish useless endeavour.

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28. I think the barricades were short-sighted. It only diverted traffic to other side streets and laneways that make pedestrians more vulnerable from cars coming and going from business accesses and from cars diverted by the barricades. What would make more sense would be to put traffic calming speed bumps on all the roadways to deter commuters from using them that should be using St Johns. It is evident that local homeowners are dodging the barricades in order to park in front of their homes as the direction of parked cars indicate that home owners are not following the barricades. My main concern is for pedestrians walking on the sidewalks and cars darting out of the laneway accesses to rush down to the next block. These barricades have not deterred people from using alternate routes to avoid the traffic crawl on St. Johns. It has only funneled them into more dangerous roadways for pedestrians. The amount of times I have driven down the road towards a barricade, only to have an oncoming car dart through, head-on to me, is frightening. I have never once seen police enforcing these barricades. I have also driven down on many occasions and have seen the barricades dismantled on the side of the road. Please do not make these closures permanent. The city has only created traffic congestions in others areas that were not congested or problematic in the past.
- 
29. Well intentioned but poorly implemented. Construction companies on route would also move barriers and either not replace them or block entire street and not remove them after. Also poorly timed due to the several construction projects underway along route
- 
30. It really helped with cars rushing through and avoiding st jonhs. Please leave them!
- 
31. The roundabout was removed at st George st and Moody st but many drivers do not know if they are to continue driving as if there was a roundabout (since there is still an indentation of the roundabout) or to do a traditional four way stop. It has been extremely confusing and dangerous for drivers and pedestrians using the crosswalk.
- 
32. I'm happy to continue keeping non local traffic out! Needs to be enforced better and fined.
- 
33. Please do not put the barriers in again. This created too many unintended consequences and made it unsafe for pedestrians and students travelling to school. No parking signs along Albert Street were ignored as well as traffic barricades were ignored.
- 
34. We would like to see more traffic calming initiatives on St. George on a permanent basis.
- 
35. Construction workers always moved the barricade but never put it back . Traffic continued due to the moved barricade.  
Need to have a permanent barricade, similar to the one near Kyle centre.
- 
36. It was a waste of money. Upgrade St Johns and add 4 way stops with the roundabouts to all the side street intersections. Do not enter signs and barriers are half measures that did nothin.
- 
37. Our townhouse is at the corner of [REDACTED] and everyone speeds through our townhouse through road because they can't take a right onto St.George from Buller. It's very dangerous, they speed through and there children and cars pulling out of their driveway. The road blocks have only caused people to speed other places that are unnecessary.
- 
38. Drivers didn't care for the barricades
- 
39. I didn't find them useful at all. Drivers just moved the barricade and ignore the "Do Not Enter" and "One Way" signs.
- 
40. It FAILED
- 
41. As mentioned earlier, I support the intentions of the project and it's desired outcomes.

However, I have serious concerns about the safety of our neighbourhood as a result of the

barricades, in particular vehicles using our lane to avoid the barricades on the corner of St George St and Buller St. Our new townhouse complex is home to many young children who play in the lane. It is a concern to see cars driving at high speeds through our lane to avoid the barricades especially when there are children playing in the area.

- 
42. I think the pilot was a success. In addition to the taken measures, we also need to limit the traffic on Hope St to local only to make it similar to St. George St.
- 
43. I would like to see the temporary measure carried forward into a permanent measure but it is not sufficient to simply put a permanent barrier. It needs to be one way with a single lane only and clearly marked as such. I have seen trucks whizz around the corner in the wrong direction without slowing down
- 
44. I think many neighbourhoods could benefit from traffic reduction to reduce noise and to improve safety of our streets particularly approaching the rainy season. 'If you build it they will come'!! Change is hard when it comes to transportation methods but unchallenged Port Moody planners to keep pushing for walking and bike friendly infrastructure. We need more streets like this to encourage walkability. Port Moody should want to continue to stick out from other suburbs in terms of walk ability and traffic reduction methods are an amazing start to the other ongoing efforts.
- 
45. I think that the measures are a good idea. Hopefully if they are permanent they will look better then a construction barricade. I do think that back alleys will need the same measures. Ultimately the city has a traffic problem on St Johns that pushes drivers to find alternative routes through our neighbourhood. They should reduce the number of lights on St Johns and force residences to access St Johns from fewer intersections. Hopefully traffic would move better and reduce traffic on St George.
- 
46. you have one big mess here good luck . the new projects in the area will really make this a center of fun
- 
47. Thank you and great job! We definitely support continuing to have these traffic calming measures continue with the increasing number of families and small children in the area!
- 
48. I feel the Barricades do not address the Problem, just move the Problem to other streets.
- 
49. This pilot project takes into consideration the needs of those on St George St only. The densification of Port Moody is ever increasing and the City is having a knee jerk reaction and limiting access to drivers on all the side roads. More people move into Port Moody and the City of Port Moody doesn't think of ways to help with the increase of traffic but panics and limits access to roads and makes the one remaining road (St John's) a parking lot
- 
50. Both High School traffic flow and evening commuter traffic need to be understood before barricades are reinstalled. I am in 100% support of traffic calming measures (even blocking streets completely) to encourage pedestrian usage, however, I think residents that live directly in the vicinity of those blockades should be consulted or have input if they so choose to. We know exactly how the traffic flows in both directions, in our neighborhood, and during what times these occur on a regular basis. I would like our neighborhood to be pedestrian safe and am willing to provide input into any permanent/temporary measures the city would like to take.
- 
51. I think they are useless. The speed bumps and roundabouts are adequate. No need to close those streets off to the public.
- 
52. This was a stupid pilot project!! Vehicles took alternative route going down Hope Street where children generally play. Surprised that there was not any child hurt. If this was used as a bike lane I only saw 1-2 using it for that. This was a waste of time. Leave it as a road to which it was intended to be used for!
- 
53. Parents of high school students should be encouraged to let the students walk. We all need more exercise.

54. I wasn't aware this project was going to start and was surprised and confused when it initially was installed. I don't know if it's made it safer overall but it's increased the frustration from residents who live in the area. I don't know what the answer is, but it's all very frustrating and I'm really looking forward to the barricades being taken away as I live on [REDACTED].
- 
55. An irrational project. People driving their kids to the high school now drive up to my corner at [REDACTED] to turn West for one block and then jump down to St. George for the last block to the highschool. This exacerbated the traffic flow rather than aiding it.
- 
56. To be frank, this experiment was a pain in the ass for local residents.
- The only thing it accomplished for me was making it difficult to get in and out of the neighborhood and cause the alleys to be used as roads - something they were not designed for.
- 
57. Please permanently install the slow zone. I think this is a great idea and protects pedestrians + student sin near by schools
- 
58. Overall, I like the idea of the traffic calming. However, the way it was implemented was ineffective and caused a lot of frustration/confusion on our street. It also caused quite a few large delivery trucks to re-route through our townhouse complex (at high speed) because they could not access St. George.
- 
59. I see most residents ignore the diversions. all they have done is make walking my dog down Hope St. and St. Andrews hazardous. narrow and no sidewalks.
- 
60. I'm happy that city thought of reducing traffic on st george. However, i noticed many are ignoring the signage and need more enforcement to discipline those drivers.
- 
61. My property [REDACTED] has a driveway that enters Hope Street on a roughly 45 degree angle (SE-NW), and is very steep. I much prefer to back up my driveway for safety and accessibility, and in the case of needing larger vehicles for deliveries or services it is often a requirement to back up the driveway. Closing off westbound traffic on Hope makes this impossible and for that reason I would not support this.

One of the issues for 2100 block of Hope Street is that the road geometry and condition has degraded beyond repair. The road surface is alligator-cracked and spalling in multiple locations, and the amount of rutting shows the road base has failed (if it was ever properly installed). There is little room for cars and other modes to share space but it is nonetheless a popular pedestrian route due to its grade and connectivity between trails. Normally this would be the unofficial high school drop off zone as well, which results in dangerous potential for pedestrian collisions with vehicles. The City should take a hard look at upgrading the level of service for this section and allowing better traffic circulation because I think the congestion has just moved to St. George / Albert and creates gridlock elsewhere in the neighbourhood. Road drainage is poor and results in ponding at the west end, especially during snowy conditions.

I do not miss the queue during peak school times, but I would rather that than lose a critical function of my property as described above.

In my opinion the City should be focusing on poor driving behaviour sand safety improvements on Albert Street, where there are deficient or missing sidewalks, no crosswalks, and regular speeding up to 70 km/h even though it's a 30 km/h zone. The road needs the width to accommodate the amount of peak traffic volume but it results in unsafe conditions during peak times. I have never in 11 years of residence seen PMPD conducting any sort of enforcement during peak hours in the area.

Finally, I lament the lack of westbound access from Gatensbury into my neighbourhood. This results in long queues at Grant Street to turn westbound onto St John's. I now use St. Andrews



as an alternate and I'm sure this is counter to the City's objective of traffic calming.

My overall experience with the pilot as a resident and multi-mode user leans negative. I have a difficult time seeing what overall positive impacts this project has resulted in, aside from benefits to a few specific residents.

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62. Instead of barricade install more speed bumps

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63. Next time ask for feedback before you implement changes and negatively affect a whole neighborhood. Don't just assume your ideas are good without getting ideas from the locals who use these roads regularly.

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64. It was a good idea and well received by pedestrians and cyclists. It was great seeing pedestrians be able to use the road as a walking path, and in theory, not have to worry about cars coming down the street behind them (but that wasn't always the case). As a dog owner who is out for a walk 3-4 times/day, it was great to have the extra space when the sidewalks were congested.

More signage (no left/right turn signs and information about the slow street program) is needed at barricades/intersections. Also, more enforcement is needed to actually deter drivers from just driving around the barricades. I recall only seeing one car during the pilot program get pulled over for going around the barricade and through the do not enter sign.

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65. It has made traffic on Albert street much worse as school traffic has limited options

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66. Like the concept, but see many vehicles ignoring and going around the barricades. Not sure what would help with enforcement.

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67. I appreciate the many efforts that have been attempted to slow traffic down. The only thing that will work are roundabouts. The one at St. George and Grant works very well as you have to slow way down in order to negotiate the intersection. Please put a roundabout at St. George and Douglas, and at St. George and Elgin. Also the parents have not been following the barricades at all, the barricades have just made school traffic way worse.

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68. Very frustrating having to use zig zag pattern to get to driveway on St George Had to use some alleyways

Additionally the centre curbish installation at Albert/St George should be removed It is dangerousl and does not serve much purpose

Roundabouts at Douglas/ St George and Elgin/St George may be more effective ways to traffic calm as it does St George/Grant

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69. I have repeatedly emailed the City of Port Moody of the issues the barricades have caused. I live right on St.George street and Buller and I see about 10-20 illegal driving cases where drivers bypass the barricade, drive on the wrong side of the road, to get around the barricade. Sometimes, I am in my car parked in front of my house, and as I'm pulling out to head to Buller, there are cars coming at me! I have even see multiple City of Port Moody maintenance cars/trucks drive around the barricade to go through St.George Street. How laughable. The barricade is completely useless. If the city wants the barricade to be effective, it needs to be properly and better installed. Frankly I don't think it's necessary. If you want to decrease traffic, then don't allow so many new buildings to go up in the area. Non residents are driving through our Townhouse back driveway [REDACTED] to get around the barricade. Who's issue will be it be when something happens and it's on our common property? Completely unfair to the residents who actually live in this Townhouse. Please remove the barricades, it's more harmful than helpful.

70. I loved this. I believe the city needs to do something more permanent (yet still temporarily removable) akin to the rat rider traps in Vancouver's West End. I would absolutely not consider rat riding in the West End because it is flat out impossible. Here in Port Moody we need a solution like that to keep our neighborhoods safe, particularly as density brings more traffic. I simply don't want to see more kids getting hit by cars.

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71. Please be more aggressive against ratrunners in the future and better support livable neighbourhoods.

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72. I understand the need to reduce traffic in these neighbourhoods, however there needs to be further work done on expanding other routes (when you take an option away, another needs to be put in place). I wasn't aware of any extra lanes opening up paralleling St George.

I am also questioning the use of roundabouts that also have 4 way STOP signs. This is both confusing and somewhat pointless. Roundabouts allow continuous traffic, and use less gas consumption, but adding a STOP sign defeats the purpose altogether. I would love to see more roundabouts in Port Moody and the TriCities.

Thanks for your time!

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73. Please make this permanent somehow and I support this type of project throughout our city. I would prefer to alter my driving route to allow for safer walking and biking

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74. I liked it very much.

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75. Shared in the other written question.

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Make the roundabout at moody and st George real or remove it all together.

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76. I do not think it worked.  
It added time and detours to daily travelling for me.  
It increased traffic in front of my house  
Created unsafe conditions at intersections.  
Created unsafe walking conditions for students along Hope Street.

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77. It provide safety for the students walking to school

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78. It was a great idea. I think we should have something more permanent. Can we please consider completely barricading the road so that car traffic can't slip through anymore?

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79. If you want to slow traffic volume put in time restrictions eg no through traffic at school drop off & pick up hours

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80. I think the barricades served a useful function, reducing unnecessary traffic on St. George Street, and encouraging respectful and safe driving behaviour during all times of the day. I agree with all city initiatives that are designed to coax people away from single-occupant car use, and towards other modes of transportation, including on foot, by bicycle, by car-sharing, and by transit.

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81. Futile!!! Total disconnected from reality!!!  
I hope common sense will prevail and restriction signs will not return in the next spring.  
Hope "Street" should not be called street between Albert and Douglas due to its width and should be instead renamed as Hope Lane and relegated to local traffic only.

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82. They need to fix traffic on St Johns so all these people are not using our neighborhood. The lights need to be fixed at the middle school so traffic flows better at school drop and pick up.

83. I like having less traffic racing through, or even "crawling" through.

However, I've noticed lots of vehicles ignore the barriers even though they're not locals as far as I know. But it's still less than before.

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84. I noticed a lot of people ignored the bars cafes and drove around them. Some people even dismantled them so it wouldn't effect their drive

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85. 'We received a card from the City of Port Moody, asking for feedback on the "St. George Street Temporary Slow Zones".

I do not know of any 'temporary slow zones' on St. George Street – the speed limit along that street between Albert Street and Buller Street is 30kph as it has been for many years. There have been no recent changes to that limit, and no structural changes that I know of to slow vehicles from that speed.

There have, however, recently been temporary barricades and signage erected on those blocks of St. George Street, preventing access to certain blocks of St. George Street in certain directions. I am prepared to share my thoughts on those measures.

I am not sure what the intention of these temporary measures was. When they were first proposed (along with those on Spring Street), I talked to a member of the City's Engineering department. I was told that the proposed measures were to curb 'rat-running' through residential streets by drivers during peak driving hours, and to force those drivers to remain on the main arterial roads (St. John's Street and Clarke Street). There was no mention of the proposed effects of prioritizing cycling and walking. If the intention was to curb 'rat-running', then I would rate them as quite effective, with caveats as noted below. If the intention was to increase walking and cycling in residential streets, then I would rate them as a complete failure – I have not noticed any increase in walking and cycling on St. George Street from levels previous to their introduction.

The signage at the entry to the affected blocks is confusing and inconsistent. Some 'Do Not Enter' signs have no additional signage attached. Some also have an 'Except Bicycles' sign. Some blocks, while not having a 'Do Not Enter' sign, are marked 'Local Traffic Only'. What does 'Local Traffic Only' mean? Is it only traffic for that block? (in which case why does it not say 'Residents of this block only'?) Does it mean traffic for a few blocks round about this one? Or does it mean traffic to/from Port Moody only ie. not commuter traffic from other towns? Or something else?

We have been personally inconvenienced by these measures, since they have the intended effect of forcing us onto St. John's Street for purely local trips. We would rather avoid driving on this arterial road if possible, especially at times of heavy traffic. We have family in Coquitlam. Returning from frequent visits there, we used to come down Gatensbury Street, down Grant Street, turn left along St. George Street, then up Douglas Street to our block of Hope Street. We can, and do, still stay to the south of St. John's Street, obeying all the new restrictions, but this involves driving more than two blocks more in distance each time – not very eco-friendly.

However, the single biggest complaint I have about these measures is the apparent complete lack of enforcement of them. I understood (whether from printed information from the City, or from the conversation I had with the Engineering Department staff member – unfortunately, I can't remember which) that there would be regular enforcement of them. I have yet to see a single person doing this. In a walk from Albert Street to Buller Street, taking maybe 30 minutes, we saw 3 vehicles drive round temporary barricades on St. George Street. And there are regularly 6 or 8 vehicles parked on the 'prohibited' side of blocks on St. George, facing in the 'prohibited' direction. I don't think they all entered from the 'permitted' end, then turned round in the street. Why go to all this expense, cause all this irritation, then not enforce the measures? It

just ensures that the measures will be ignored by many people (and I can't really blame them).

So:

- the purpose of these measures is not well defined
- the implementation of them is haphazard and confusing
- the enforcement of them is non-existent
- they cause unnecessary inconvenience for people living in the neighbourhood

For these reasons, I suggest that the present measures should be scrapped. If there is a desire to stop rat-running by drivers going to/coming from municipalities beyond Port Moody, then more targetted measures should be implemented and these should be properly enforced.

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86. In my opinion, the barricade did not help. People drove around it (going into the opposite lane) to get through. I think it is dangerous in that sense. Also, during school pick-up hours, parents drive past and wait there.

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87. I thought it was a good idea and am open to it staying.

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88. More projects like this should be implemented city-wide!

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89. A few speed bumps would slow speed better than barricades, roundabout at St. George and Elgine could help too.  
Westbound traffic on St. Jones street now forced to do left turn on unregulated intersections, because option of getting to blocks 21,22 from safe left turn lane on regulated Albert and St. Jones intersection would not get you there.

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90. Generally prefer no restrictions, since I did not see a clear benefit from having them.

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91. I don't know of anyone in my block [REDACTED] that was happy with these barricades. They did nothing to improve the safety or traffic. In fact, they made traffic many times worse during the high school pickup and drop off because Hope St was a complete parking lot. The City waste collection trucks could not even get in or out properly. This came off as a huge waste of taxpayer time and money.

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92. please see previous comments

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93. I hate this project and want it gone. The neighbours I've talked to also hate it and want it gone. People have ample access to the outdoors on what's called a sidewalk! It only inconveniences the local residents and their visitors. Lower the speed limit if you need to and make it resident permit parking, but OPEN our roads to LOCAL traffic!

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94. There was NO communication of this happening prior to the signs and barricades going up

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95. I don't feel this trial was beneficial to local residents. The project caused frequent dangerous u turns and put pedestrians, cyclists and other vehicles at risk. We already have multiple traffic calming initiatives to control vehicle speeds. Future initiatives should focus on road and sidewalk upgrades to better service some of the longest taxpaying properties in the city. Thanks for the opportunity to provide comment.

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96. Traffic continues to rip through the neighbourhood, there are school aged children, day cares and business nearby that often back onto lanes which are not barricaded... so this makes things very dangerous as many drivers do not slow down. Port Moody has a lot of big issues to figure out as more and more people arrive in the area but the traffic infrastructure remains the same.

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97. I think it's a positive development for the community. Too much infrastructure is devoted to cars already.

98. Please keep them! We have noticed a HUGE Improvement with traffic, especially in school zones

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99. I am unequivocally opposed to the Slow Zone along St. George St.! It may have resulted in fewer cars traveling along St. George, but it has only diverted them to St. Andrews St., where there are no speed bumps, illegally parked cars on both sides of the street, making it impossible for residents to see oncoming traffic while exiting their driveways, and no stop signs.

In order to park in front of my residence, I must now drive a round about way to gain access to St. George, increasing my carbon footprint, and make a U-turn in the middle of the street. This is unsafe for me, as a driver, fellow motorists, cyclists and the pedestrians who are encouraged, by this initiative, to walk on the road.

During this trial period I have watched as City Works trucks, Fire trucks, Police vehicles (non-emergency), delivery vans and many other vehicles have ignored the Do Not Enter signs and driven around the barricades. It was not communicated until this survey that authorized city vehicles were exempt. Are city vehicles not considered traffic? The rules should apply to all!

If you are trying to encourage safe walking and cycling, installing sidewalks on both sides of the street and bike lanes may be a better solution. As for the "other active or neighbourhood uses," who knows what fits into that category!

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100. It is hoped this truly is a Pilot and community input by those most affected is listened to. City Communication says barriers and restrictive signage are being removed "for Winter Operations", which suggests removal is temporary, which suggests foregone continuation.

The project is well intentioned, but a solution looking for a problem. It trades off a perceived, minimal improvement in convenience safety and for cyclists, but at a very disproportionate decrease in convenience, safety, and traffic efficiency for drivers and their passengers.

Regarding convenience, the changes create re-routings which add distance, sometimes several blocks per trip - seems small until you do the math - this translates to hundreds of thousands of extra blocks driven. This also impacts and confuses deliveries, visitors - these inefficiencies are recognised as the City exempts their own and other vehicles.

With regard to safety, restricted access means approaches to my block now involve a turn onto Douglas Street from St. Johns. This being, for practical purposes, the single legal entry point (with current restrictions). St. Johns is a very busy arterial route.

If approaching East along St. John's or from the Barnet, I would normally turn/proceed onto Alberta Street to reach my home/block. Now I must continue to make a right-hand turn onto Douglas. Slowing to make the turn causes following vehicles to also slow, while the often are accelerating after a stop light. This creates conditions for collision due to rear-end impacts from drivers failing to appropriately slow or stop (not paying attention, having an obstructed view, poor road conditions, etc.). Other drivers suddenly change lanes to avoid a turning vehicle, also increasing likelihood of an accident. First hand experience: near accident occurred when I was slowing to turn and the vehicle following two cars back almost impacted the vehicle directly following me.

If approaching West along St. John's, to turn onto Douglas street involves turning across two lanes of oncoming traffic. If traffic were busy, I would always proceed to the lights at Albert and St. Johns where there is a dedicated left-turn lane. Now I am required to turn at St. John's, which usually involves stopping due to steady oncoming traffic. This causes vehicles not wanting to turn to also stop and wait. Issues there are same as described above for an Eastbound approach, but amplified. A quite serious traffic safety issue recently arose when,

while I was stopped to make a left hand turn onto Douglas another Eastbound car was stopped to make a left turn the other way. We obstructed each others view, it was rainy with poor visibility, and traffic was steady both ways. Three times I inched out to try and gain a better view so as to turn only to find a fast-approaching vehicle in the curb lane requiring a last-second emergency abort. The other driver had the same issue. If not for the road restrictions, this dangerous situation would never have arisen.

It is absolutely certain these road changes will create accidents - which will certainly not be identified by the city, or if identified, will not be tied to the St. George Street road restrictions.

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101. It is too easy to get around the barricades! Perhaps a traffic circle would be more efficient.....

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102. While the intent of installing the barriers was good, it should have been anticipated that Hope St. would be used as a thorough fare to bypass the barriers. Cars currently speed through on Hope St. (between Moody and Grant), not only at rush hour but also during school drop off and pick up times. Given that the newly occupied townhomes one block east, front onto Hope, one can only expect more traffic using Hope St in the very near future.. As such, we urge the City to consider placing a barrier on Hope St. at Moody to prevent westbound vehicles from entering Hope. Thank you for your consideration.

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