



# St. Johns Street Redesign Public Engagement Strategy

**Date prepared: June 10, 2021**

## Engagement overview

The St. Johns Street Redesign project was initiated based on the recommendations of the 2017 Master Transportation Plan (MTP).

During engagement for the MTP, the community recognized that sections of St. Johns Street—our main corridor—was not a comfortable place to walk, cycle, or wait for transit. For St. Johns Street, the strategies and actions of the MTP identify the need to widen the sidewalk, install traffic signals to provide safe and accessible locations for pedestrians to cross the road, and implement bicycle amenities that appeal to people of all ages and abilities.

In addition, the MTP also identified that the existing High Occupancy Vehicle (HOV) lane in place westbound on St. Johns Street is under-utilized. As such, the recommendation of the MTP was to remove the HOV lane and use the street space for on-street parking, protected on-street or off-street bicycle paths, intersection safety improvements, curb extensions, landscaping, bus stops, and accessibility improvements.

MTP targets relating to the St. Johns Street redesign include:

- Increase to 40 per cent the proportion of trips by walking, cycling, and transit
- Reduce the average distance driven by making walking, cycling, and transit more viable
- Reduce traffic-related injuries and fatalities
- Provide high-quality, all ages, all abilities, bicycle facilities throughout Moody Centre

The redesign of St. Johns Street will be split into two phases—east and west. The west end of St. Johns Street runs from Albert Street/Barnet Highway to Moody Street and any changes will be implemented by the City. This phase of the project will feature the construction of a multi-use pathway along the south side of St. Johns Street.

The east end of St. Johns Street stretches from Moody Street to loco Road and improvements will be implemented as development occurs. The east phase of the project will explore, among other things, the possibility of repurposing the space currently occupied by the westbound HOV lane for active transportation facilities. The HOV lane is a priority issue for the east end of St. Johns Street because, based on the width limitations of the road and sidewalk, the space reclaimed from the HOV lane could be needed in order to implement the MTP-recommended improvements in a meaningful way.

Public engagement will also be split into two phases. The first phase will focus primarily on the development of the multi-use pathway. However, information on traffic modeling and the

rationale for potential removal of the HOV lane will also be shared during this first phase of engagement.

The second phase of engagement will feature concept designs for the east end of St. Johns Street and will take place in 2022.

## Purpose of engagement

We have three main purposes for this community engagement:

- Raise awareness and education
  - Inform the community about the project and how they will be affected
  - Increase understanding of the project, including the scope and results of public engagement
- Explore ideas and information
  - Learn more about the project's related issues and impacts
  - Understand the community's perspectives, values, and identities
  - Generate ideas from the community
- Contribute to decision-making
  - Gather feedback on the project
  - Develop and evaluate options
  - Make recommendations for Council

## Topic of engagement

Phase one will focus on features of the new pathway (e.g. multi-use, cycling specific, bi-directional, separated bike path, lighting, rest stops/benches, parklet, public artwork, bike racks etc.).

Conversations with TransLink about the removal of the HOV lane are ongoing and the rationale for potential removal will be shared as information only during the first phase of engagement.

The topic of engagement for phase two will be on the concept design for the east end of St. Johns Street. The public will be invited to share input on which features are incorporated into the development of the street, including how space could be used if the HOV lane were reclaimed (e.g. multi-use path, protected bicycle path, accessibility improvements, parking, etc.). Traffic improvement at Dewdney Truck Road and Moray Street will be shared for information during this phase of the engagement.

The following topics will not be addressed in this public engagement: land acquisition, additional traffic lanes, and changing the location of the path on St. Johns Street west.

The criteria to make a decision on this project includes safety, cost, political acceptance, maintenance and operations, environmental considerations, and the ability to achieve the sustainability targets (see bullet points on page one) of the MTP.

## Impact of engagement

Engagement on this project will impact the community by improving public understanding of the City's vision for how people move around Port Moody.

A positive engagement experience, which incorporates community feedback, can play a role in determining whether the project moves forward or is put at risk of not happening at all. The engagement process can also influence the community's buy-in on the project.

There is an opportunity to create a useful, community amenity that will be appreciated by residents. If done well, this project can help the City achieve the MTP sustainability targets.

## Level of engagement

<input checked="" type="checkbox"/> <b>INFORM</b>  We will keep you informed.	<input checked="" type="checkbox"/> <b>CONSULT</b>  We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	<input type="checkbox"/> <b>INVOLVE</b>  We will work with you to ensure that your concerns and aspirations are directly reflected in the alternative developed and provide feedback on how public input influenced the decision.	<input type="checkbox"/> <b>COLLABORATE</b>  We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	<input type="checkbox"/> <b>EMPOWER</b>  We will implement what you decide.
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*iap2canada.ca – IAP2 Canada, an association of professionals in the field of public participation (P2), works to advance good public participation practices and has set the standard for engagement levels.*

## Reach of engagement

The project reach will be extensive. St. Johns Street is a Major Road Network in the regional transportation system.

### Stakeholders:

Port Moody residents, business owners/operators, Mayor and Council, Transportation Committee, TransLink, commuters, HUB Cycling, Moody Centre Community Association

### Funding Partners:

TransLink (through a variety of grants)

## Methods of engagement and communication

Four main methods of engagement are proposed for both phases:

- Engage Port Moody  
Project page featuring the survey and other interactive tools.
- Survey  
Online and printable survey soliciting feedback.
- Meeting with business community  
Online zoom meeting with presentation and opportunity for Q&A discussion.

- Pop-up on St. Johns Street  
Tent and display boards at a location along St. Johns Street. This can be changed to an online info session depending on PHO orders and/or weather.

## Costs

Item	Estimated cost – Phase One	Estimated cost – Phase Two
Printing (display boards, surveys, posters, handouts, signage, and materials)	\$500 - \$1,000	\$500 - \$1,000
Pop up and outreach activities (booth materials, banners, snacks/beverages)	\$500	\$500
Newspaper ads	\$150 - \$650	\$150 - \$650
Digital ads	\$100	\$100
<b>Total cost estimate:</b>	<b>\$1,250 - \$2,250</b>	<b>\$1,250 - \$2,250</b>

## Timelines

Activity	Date(s) or date range
<b>Phase One</b> * All timelines are approximate and are to be confirmed	
Engage Port Moody project page	November
Survey	November - December
Meeting with business community	November
Pop-up	November
Analysis and reporting	January
<b>Phase Two</b>	
Engage Port Moody project page	2022
Survey	2022
Meeting with business community	2022
Pop-up	2022
Analysis and reporting	2022

## Reporting of engagement

The results of the consultation will be reported back to Council. In addition, the consultation results will be shared with the public via Engage Port Moody, which may include an emailed newsletter.