

# St. Johns Street Multi-Use Path Survey

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## SURVEY RESPONSE REPORT

10 February 2022 - 27 March 2022

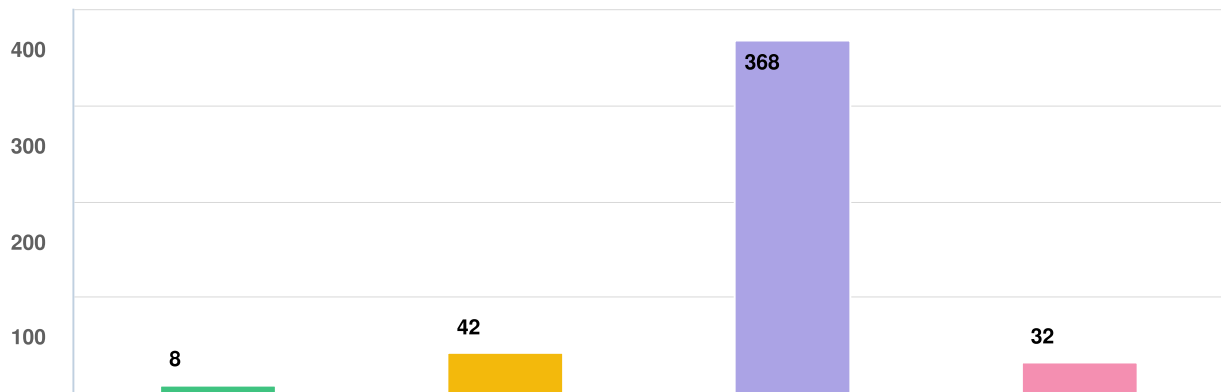
### PROJECT NAME:

St. Johns Street Multi-Use Path



SURVEY QUESTIONS

**Q1** I am



**Question options**

- an owner/operator of a business on St. Johns Street
- a resident of St. Johns Street
- a resident of Port Moody
- other

*Mandatory Question (429 response(s))*  
*Question type: Checkbox Question*

**Q2** | **Other:**

Screen Name Redacted

2/16/2022 12:47 PM

I live in Coquitlam and spend hours in Port Moody

Screen Name Redacted

2/16/2022 04:02 PM

Someone who frequently visits shops and services in Port Moody

Screen Name Redacted

2/16/2022 04:54 PM

Resident of Coquitlam who commutes through Port Moody to burnaby everyday.

Screen Name Redacted

2/17/2022 07:55 AM

a resident of Port Coquitlam but soon to be a Port Moody resident

Screen Name Redacted

2/17/2022 08:03 AM

Employee for business in Port Moody

Screen Name Redacted

2/19/2022 05:09 PM

I'm a cyclist that travels through Port Moody

Screen Name Redacted

2/19/2022 05:12 PM

I work in Coquitlam and would love to use this route to safely cycle through in my commute

Screen Name Redacted

2/19/2022 08:19 PM

I often cycle thru Port Moody

Screen Name Redacted

2/20/2022 09:53 AM

I live close by and use this area on a regular basis.

Screen Name Redacted

2/20/2022 10:09 PM

Coquitlam resident.

Screen Name Redacted

2/21/2022 09:36 AM

Coquitlam resident, frequent user of St John's St.

Screen Name Redacted

2/21/2022 10:17 AM

I used to work at Douglas college coming through Port Moody every day for 8 years. Now I ride for fun to Port Moody, poco etc.

Screen Name Redacted

a resident of west Coquitlam

2/22/2022 04:30 PM

Screen Name Redacted Resident of Surrey, visitor of Port Moody for recreation

2/22/2022 05:53 PM

Screen Name Redacted Frequent visitor

2/22/2022 08:45 PM

Screen Name Redacted Live in Coquitlam. Bike rider

2/23/2022 09:10 AM

Screen Name Redacted I live within a couple hundred meters of Port Moody and cycle the St. John corridor often on my way to Vancouver on a bike ride

2/25/2022 09:37 AM

Screen Name Redacted Live very close to Moray St

2/25/2022 09:58 AM

Screen Name Redacted I was previously a home owner on St. George Street and Bedard Crescent in Port Moody.

3/01/2022 08:23 AM

Screen Name Redacted Tri city resident that uses the businesses and facilities of Port Moody

3/02/2022 09:11 PM

Screen Name Redacted a patron at parks and businesses in Port Moody and travel through Port Moody

3/02/2022 09:28 PM

Screen Name Redacted Burnaby resident who visits business at St. Johns Street

3/03/2022 01:58 PM

Screen Name Redacted I live in Burnaby, close to Port Moody and shop and recreate in the area. I also work in Coquitlam and commute through Port Moody

3/04/2022 09:25 AM

Screen Name Redacted I live in Coquitlam and spend a lot of time in Port Moody with my children

3/05/2022 03:57 PM

Screen Name Redacted Resident of Coquitlam on the portmoody border

3/07/2022 11:48 AM

Screen Name Redacted I love to cycle for transportation (my main mode) and recreation and

3/14/2022 01:06 PM

enjoy going to Rocky Point.

Screen Name Redacted

Resident of Coquitlam, raised in Port Moody and still a frequent visitor

3/17/2022 04:20 PM

Screen Name Redacted

Regular walking distance shopper to St John's area from Coquitlam.

3/19/2022 08:52 PM

Screen Name Redacted

Coquitlam, off thermal

3/21/2022 05:47 PM

Screen Name Redacted

I frequent the St John st corridor businesses so I have a personal interest in this project as a cyclist/walker

3/21/2022 09:05 PM

Screen Name Redacted

My children go to school in Port Moody and we live only a block from the Port Moody border so we support local businesses and are active in the community of Port Moody.

3/22/2022 02:35 PM

Screen Name Redacted

A resident of Chineside in Coquitlam for 49 years

3/22/2022 03:26 PM

**Mandatory Question** (32 response(s))

**Question type:** Single Line Question

**Q3 Please rank in priority the potential features of the multi-use path: (1 = most important)**

OPTIONS	AVG. RANK
trees and landscaping	3.80
lighting	3.95
separation between pedestrians and cyclists	3.99
green infrastructure (infrastructure that enhances the natural environment such as a rain garden or bioswale)	4.56
benches and rest stops	5.40
Bike racks	6.19
parklet (a sidewalk extension that provides additional street amenities)	6.30
street parking	6.52
pet waste stations	6.89
public art	7.39

*Mandatory Question (429 response(s))  
Question type: Ranking Question*

**Q4 Do you have a suggestion for additional features besides those mentioned in question 2?**

Screen Name Redacted      Lots of recycle bins and trash bins along to keep it clean  
2/10/2022 10:58 AM

Screen Name Redacted      Top priority is that the path be raised such that roads (and thus vehicles) need to go up and over the path versus the path dropping down to cross a road. It is imperative that the path and users on it have the obvious right of way throughout.

Screen Name Redacted      curbside EV Charging  
2/14/2022 01:56 PM

Screen Name Redacted 2/14/2022 03:54 PM	a separation for walking and biking, not just directional would be best
Screen Name Redacted 2/15/2022 02:52 PM	Underground cross-walks at major intersections
Screen Name Redacted 2/15/2022 04:09 PM	Edible gardens along the path. Like blueberries.
Screen Name Redacted 2/15/2022 04:50 PM	It would be great to allow cafes and restaurant to have sidewalk patios. Not many in the city.
Screen Name Redacted 2/15/2022 06:06 PM	Separation between cars and bicycles/pedestrians seems to airway be included, but it is essential to the project!
Screen Name Redacted 2/15/2022 07:18 PM	Quick stop parking
Screen Name Redacted 2/15/2022 08:36 PM	More access roads for vehicle traffic
Screen Name Redacted 2/15/2022 09:52 PM	I'm so excited about this!!!! Thank you for taking improving Port Moody bike and pedestrian infrastructure! Maybe some Noise reducing features, roundabouts?additional greenery maybe? Pedestrian activated cross walks.
Screen Name Redacted 2/16/2022 07:21 AM	Please ensure that the bike lanes have excellent connections at either end - this is a huge problem throughout Metro Vancouver.
Screen Name Redacted 2/16/2022 07:50 AM	Off street parking - as in North Burnaby (off Hastings St.). And --- buffer zone between sidewalk and street (e.g., grass and shrubs) - no large trees as roots can damage infrastructure.
Screen Name Redacted 2/16/2022 12:10 PM	New banner art on light fixtures as well as waste and/or recycling bins.
Screen Name Redacted 2/16/2022 12:47 PM	Indent to more stores as in Fort Langley (parklet?)



Screen Name Redacted

2/16/2022 03:14 PM

Na

Screen Name Redacted

2/16/2022 04:02 PM

Intersection treatments to help drivers be more aware of the MUP crossing

Screen Name Redacted

2/16/2022 07:19 PM

Connection between existing bike paths

Screen Name Redacted

2/16/2022 08:09 PM

I badly want to see a connection to Moody Street Overpass developed right away. It makes a lot of sense to have this connected to the overpass and to WCE/ Skytrain now instead of waiting for years. I don't want the St. Johns MUP to be orphaned like that.

Screen Name Redacted

2/16/2022 11:47 PM

As a pedestrian and recently moved to PoMo. St. John's is very exposed. Super hot in summer / super rainy in winter. It's a long walk from end to end. Would be great to have some more tree lining for natural cover in rain and drop temps in summer

Screen Name Redacted

2/17/2022 07:43 AM

The more bee gardens the better (climate action related). I'd like trees for shade (our weather is going to get more extreme) and we need to change our dependence on cars so safe biking and enjoyable walking routes are key.

Screen Name Redacted

2/17/2022 08:03 AM

Parking! Parking! Parking! There is already a fight for parking for businesses and there customer. We need to help them parking situation

Screen Name Redacted

2/17/2022 02:55 PM

Tables/seating for restaurant patios in the future.

Screen Name Redacted

2/17/2022 03:45 PM

trees & landscaping in the median separating the traffic flow east-west

Screen Name Redacted

2/18/2022 12:24 AM

water fountains

Screen Name Redacted

2/18/2022 09:25 AM

Food trucks

Screen Name Redacted

2/19/2022 04:50 PM

Drinking water source

Screen Name Redacted

2/19/2022 05:12 PM

St Johns is currently a STROAD. To encourage safe active use, a separated bike lane is best for the comfort of cyclists, pedestrians, and drivers. MUPs work in less busy streets.

Screen Name Redacted

2/19/2022 05:48 PM

Ensure the road way is the number 1 priority as traffic continues to increase. Bus pullouts should also be considered.

Screen Name Redacted

2/19/2022 07:58 PM

None

Screen Name Redacted

2/19/2022 08:18 PM

Better crosswalks. Every single time, I almost get hit by a car turning and not seeing me. The recently put an advanced walk for pedestrians which is good, but lighting especially at night needs to be improved. As well as increase the walk time.

Screen Name Redacted

2/20/2022 12:00 AM

Keep the beautiful cherry blossom trees. That's St Johns beauty!

Screen Name Redacted

2/20/2022 12:55 AM

You need to build crosswalk bridges so you don't impede the gong show traffic you created down there and protect pedestrians

Screen Name Redacted

2/20/2022 08:09 AM

The existing lighting could be easily improved, without adding new lighting, particularly by Moody Elementary on the south side of StJohns

Screen Name Redacted

2/20/2022 09:53 AM

no

Screen Name Redacted

2/20/2022 08:40 PM

Run a MUP all the way through to coquitlam

Screen Name Redacted

2/21/2022 10:17 AM

Sorry I am. It a fan of either idea. MUPs are a nightmare at the best of times. Mixing people and bikes in St. John's. Bi-directional is no safer. This is like the poor quality town Center r standards created by the city of burnaby for Lougheed, brentwoo

Screen Name Redacted 2/22/2022 05:53 PM	Accommodation for people crossing the street to wait without blocking the movement of people travelling along the corridor by bike
Screen Name Redacted 2/22/2022 08:45 PM	Clear intuitive wayfinding
Screen Name Redacted 2/23/2022 08:39 AM	Bike Share service -> this would promote more bikes and less cars without having to buy or take your own bike out of the storage
Screen Name Redacted 2/23/2022 01:54 PM	Additional crosswalks (Elgin and St Johns)
Screen Name Redacted 2/23/2022 09:52 PM	Ample garbage/recycling bins,
Screen Name Redacted 2/24/2022 08:06 AM	Port Moody history markers/information plaques such as are in the loco old Town Site.
Screen Name Redacted 2/24/2022 12:11 PM	Bright/Clear signage that it is a bike path, especially at the gas station where cars pull in and out without looking at the sidewalk
Screen Name Redacted 2/25/2022 09:37 AM	bike push buttons for crosswalk areas
Screen Name Redacted 2/25/2022 10:00 AM	I hate bikes and bike lanes. Bikers ruin sidewalks and hurt seniors and children. I do not support any bike lanes or bike amenities
Screen Name Redacted 2/25/2022 10:03 AM	widen the pedestrian sidewalk to 1.5M and make it a walking boulevard
Screen Name Redacted 2/25/2022 10:10 AM	is 1 or 10 the highest priority? I assumed 1...
Screen Name Redacted 2/25/2022 10:10 AM	Clear signage for the shared walk/bike path. Always way more pedestrians so bikes should know to give way. For garbage along the way the touchless foot peddles are best. No putting your hand in the tissue someone has left in the handle.

Screen Name Redacted 2/25/2022 10:10 AM	Speed control on St. Johns Street, maybe reducing the speed limit. Average speed is very high, it feels like you live on the highway (which technically it is?).
Screen Name Redacted 2/25/2022 10:11 AM	Electric charging stations
Screen Name Redacted 2/25/2022 10:16 AM	No
Screen Name Redacted 2/25/2022 10:17 AM	Good signage to keep bikes and pedestrians separated
Screen Name Redacted 2/25/2022 10:19 AM	Something has to be done about the traffic lights between St John's Street and Moray Street. Even with the new lights, I almost get hit or watch someone almost get hit nearly every time I cross that street.
Screen Name Redacted 2/25/2022 10:22 AM	No.
Screen Name Redacted 2/25/2022 10:29 AM	Garbage/recycling bins; information boards about flora/fauna/history/views etc; spot for a food truck/ice cream vendor etc
Screen Name Redacted 2/25/2022 10:33 AM	native plant landscaping, with education signage (small)
Screen Name Redacted 2/25/2022 10:39 AM	A small bike repair station. A basic stand with tools attached and a water fountain!
Screen Name Redacted 2/25/2022 10:41 AM	Fort Langley type look would be nice
Screen Name Redacted 2/25/2022 10:41 AM	Traffic lights specifically for bikes, and lots of signage to keep safe separation between cyclists and pedestrians!!!
Screen Name Redacted 2/25/2022 10:45 AM	Bike lanes should not be considered because of lack of infrastructure roads

Screen Name Redacted 2/25/2022 11:14 AM	Question 2 does not indicate which way to rank. I ranked with 1 being most important and 10 being least important.
Screen Name Redacted 2/25/2022 11:35 AM	n/a
Screen Name Redacted 2/25/2022 11:43 AM	How will cyclist safety be protected at driveways such as the entrances to the Shell gas station? The devil is in the 'safety' details! In such locations bollards and rumble strips in the path warn cyclists of the hazard.
Screen Name Redacted 2/25/2022 11:59 AM	None
Screen Name Redacted 2/25/2022 12:50 PM	EV Parking
Screen Name Redacted 2/25/2022 01:54 PM	This appears to be on the South Side of St.John's Street. What actions are intended to be taken by the city to improve the sidewalk on the North Side of St. John's street and the ability for pedestrians to cross the street safely?
Screen Name Redacted 2/25/2022 02:21 PM	Physical separation barriers provide safety for children, but concrete dividers look like garbage. Finding a method to make this look good goes a long way to making this type of improvement permanent long term. Also multiuse is better than bike lane.
Screen Name Redacted 2/25/2022 03:10 PM	easy access for cyclists coming from the Barnet Hwy.
Screen Name Redacted 2/25/2022 04:43 PM	street crossing light dedicated to path users, like on the multi-use paths in Vancouver, e.g. Arbutus Corridor
Screen Name Redacted 2/25/2022 06:56 PM	None
Screen Name Redacted 2/25/2022 06:57 PM	why can't you combine the sidewalk and storefront sidewalk into one sidewalk ?

Screen Name Redacted

2/25/2022 11:07 PM

traffic light and cross walk at Elgin street

Screen Name Redacted

2/26/2022 12:53 AM

What about paving of multi-use path? This is not between priorities.

Screen Name Redacted

2/26/2022 08:06 AM

First Nations art work

Screen Name Redacted

2/26/2022 08:31 AM

No

Screen Name Redacted

2/26/2022 09:55 AM

Some outside tables to sit at by the business would be great, also making sure people have some use for bathrooms

Screen Name Redacted

2/26/2022 10:16 AM

Please see comments below in question 6. Should we even be doing this project when the city is proposing an exorbitant 6% increase in city taxes. This is a nice to do, not a need to do. The City needs to sharpen it's pencil when it comes to spending.

Screen Name Redacted

2/26/2022 01:25 PM

Why do we need this rather than have a bike path on st George?

Screen Name Redacted

2/26/2022 02:01 PM

I am a fan of multiple use paths, I am not a fan of separate bicycle paths taking away from pedestrian use. A narrow sidewalk next to the street is dangerous not just for walkers but also those pushing baby carriages or wheel chairs.

Screen Name Redacted

2/26/2022 02:57 PM

More street parking is needed, and also more areas for street crossings. I've seen some close calls of people crossing at night. Maybe the street can be made less busy somehow.

Screen Name Redacted

2/26/2022 04:24 PM

Garbage cans

Screen Name Redacted

2/26/2022 04:43 PM

This is a great project to start bringing new look to St. John's st

Screen Name Redacted

2/26/2022 08:11 PM

trash bins

Screen Name Redacted

2/27/2022 10:12 AM

adding a barrier between road and path to provide increased safety and sound attenuation of traffic.

Screen Name Redacted

2/27/2022 10:32 AM

Maintain heritage feel of Port Moody

Screen Name Redacted

2/27/2022 11:55 AM

If you expect cyclists to use it...not 10kph recreational bike riders, I mean actual cyclists...it has to be safer than being on the road. If you mix pedestrians or slow or pets with faster cyclists it is dangerous and cyclists will not use it.

Screen Name Redacted

2/27/2022 12:39 PM

Cherry trees

Screen Name Redacted

2/27/2022 03:00 PM

None

Screen Name Redacted

2/27/2022 04:38 PM

Shading. I have to mention that because a lot of street trees around here don't form wide enough of a canopy to shield pedestrians. Important with future summer heat waves too.

Screen Name Redacted

2/27/2022 04:43 PM

Drinking water fountains.

Screen Name Redacted

2/27/2022 05:03 PM

outdoor cafe

Screen Name Redacted

2/27/2022 05:53 PM

Bike access crosswalk lights

Screen Name Redacted

2/27/2022 07:24 PM

As we move forward I think we need to encourage biking and walking in Port Moody

Screen Name Redacted

2/27/2022 08:30 PM

Controlled flashing crossing lights for side streets.

Screen Name Redacted

2/28/2022 02:42 PM

The existing trees (while older and maybe not in the best shape) do provide beautiful spring colour (cherry blossoms) so it would be great to see cherry blossoms as some of the trees in the new plantings

Screen Name Redacted 2/28/2022 03:15 PM	Additional blocks of the city used for this path.
Screen Name Redacted 2/28/2022 05:24 PM	none
Screen Name Redacted 2/28/2022 06:26 PM	Wide sidewalk/path for pedestrians to walk
Screen Name Redacted 2/28/2022 09:06 PM	pedestrian cross walk on Mary Street & water fountains
Screen Name Redacted 3/01/2022 09:32 AM	I'm not suire what a parklet, above, would be used for.
Screen Name Redacted 3/01/2022 08:03 PM	bench swings or other fun seating
Screen Name Redacted 3/01/2022 08:44 PM	NO
Screen Name Redacted 3/02/2022 08:28 AM	Landscaping and trees along St Johns would add significant improvement to area.
Screen Name Redacted 3/02/2022 03:14 PM	public toilet, water fountain for peeps and dogs, recycling receptacles
Screen Name Redacted 3/02/2022 07:33 PM	Garbage cans
Screen Name Redacted 3/02/2022 08:09 PM	friendly signage reminding pedestrians to look out for bikes and cyclists to use their bells
Screen Name Redacted 3/02/2022 09:28 PM	Parking/lane removal - provide more space for active users!
Screen Name Redacted 3/02/2022 09:36 PM	Clear road marking for when the path crosses the road to ensure drivers look for cyclists crossing.



Screen Name Redacted 3/03/2022 02:22 PM	Public education on rights of way between pedestrian and cyclists, especially in interface zones. Conflict resolution should be handled through design, but sometimes that's not the case and education is a good second option.
Screen Name Redacted 3/03/2022 04:00 PM	Crosswalk at Elgin and St John's is critically needed.
Screen Name Redacted 3/03/2022 11:38 PM	Reduce traffic noise to adjacent businesses and pedestrians on path by using landscaping and tree/shrub barriers
Screen Name Redacted 3/04/2022 09:25 AM	Signs at intersections reminding drivers to look for cyclists and pedestrians
Screen Name Redacted 3/04/2022 09:52 PM	native plants
Screen Name Redacted 3/06/2022 03:18 PM	Make it's easier for people to sell art or any other items on the street. People will also need to park so don't forget them.
Screen Name Redacted 3/06/2022 05:46 PM	as wide as possible
Screen Name Redacted 3/06/2022 09:57 PM	crossings and mini lights at side streets
Screen Name Redacted 3/07/2022 12:27 PM	NONE OF THE SUGGESTIONS ARE NECESSARY. ENCOURAGE BIKES OFF ST JOHNS
Screen Name Redacted 3/07/2022 06:27 PM	No
Screen Name Redacted 3/07/2022 07:46 PM	No
Screen Name Redacted 3/08/2022 02:43 PM	Pedestrian crossing at St Johns and Elgin.
Screen Name Redacted 3/08/2022 05:24 PM	Drinking fountain, regular waste stations

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Screen Name Redacted

3/08/2022 09:22 PM

widening the road for cars, to encourage traffic flow rather than just cars idling in heavy traffic.

Screen Name Redacted

3/09/2022 01:15 AM

Food cart vendors for snacks and drinks, add play equipment or novelties interesting to children along the way where space allows, Add drinking water fountains along the way.

Screen Name Redacted

3/09/2022 02:47 PM

I find it extremely difficult to make left turn traveling west bound on St. John. It would really nice to have a designated left turn lane for vehicles as St. John is the main artery road (lots of traffic)

Screen Name Redacted

3/10/2022 09:30 AM

Accessibility for wheelchairs and strollers

Screen Name Redacted

3/10/2022 08:57 PM

A public toilet and a water fountain would be incredible. Vic West has an excellent one on the Songhees walkway.

Screen Name Redacted

3/11/2022 10:15 AM

Deal with the real problem of St. John street being overloaded. PUT IN THE MURRAY CLARKE CONNECTOR!

Screen Name Redacted

3/12/2022 07:48 AM

Saint Johns is already over crowded with traffic. I do not feel this is a good use of tax payers money. Figure out how to ease traffic congestion so I can get home from work and go run errands from my home without such crazy traffic

Screen Name Redacted

3/12/2022 06:30 PM

No those are extensive

Screen Name Redacted

3/13/2022 12:13 PM

Overhead power lines moved underground.

Screen Name Redacted

3/14/2022 11:52 AM

Better completed bus stops for stops that don't have shelter.

Screen Name Redacted

3/14/2022 01:06 PM

Instead of building a multi-use path recognize that this is outdated infrastructure. We're in a climate emergency and have huge uptake in e mobility (electric bikes, e-scooters etc). Don't mix peds/cyclists; build physically separated on road cycle lanes.

Screen Name Redacted

3/16/2022 02:05 PM

Connections to retail and future developments

Screen Name Redacted

3/17/2022 06:44 AM

St. John's is a busy street, so I don't fully understand your thoughts that sitting beside the cars is somehow peaceful. What happened to making a pedestrian street one street north ?

Screen Name Redacted

3/17/2022 04:20 PM

Additional fence or divider between the boulevard and road, more opportunities for amenities and small shops along the path

Screen Name Redacted

3/18/2022 05:13 PM

Spots for food trucks

Screen Name Redacted

3/19/2022 08:52 PM

Business directory/map ie. What you see at a mall.

Screen Name Redacted

3/21/2022 03:09 PM

Will the land required be taken from the roadway or from outside the road allowance? I would suggest that the number one priority of this project must be increasing the HOV lanes- we must get new traffic from the approved developments through the city.

Screen Name Redacted

3/21/2022 04:03 PM

No

Screen Name Redacted

3/21/2022 04:53 PM

Bike maintenance/repair station; water station for both people and pets

Screen Name Redacted

3/21/2022 05:47 PM

Stop spending money

Screen Name Redacted

3/21/2022 06:44 PM

No addition

Screen Name Redacted

3/21/2022 07:15 PM

The most important feature is separation from street traffic for people walking and biking as well as safety when crossing at intersections. Wide, clearly marked, and well lit crosswalks with signals. Barriers to prevent spray from cars on wet days.

Screen Name Redacted

Please do not impact roads. Traffic is already increasing with the

3/21/2022 09:00 PM

increase in housing. Would love waste stations and drinking water for pets.

Screen Name Redacted

3/21/2022 09:24 PM

Include traffic lights at intersections. Especially where there are bus stops on the other side.

Screen Name Redacted

3/21/2022 11:37 PM

Ensuring that each bus stop has a bench and a rain cover. For example: the bus stop in front of a & w doesnt have it and it is incredibly cold and hard to stand there for long periods of times while cars go speeding by in the winter.

Screen Name Redacted

3/22/2022 08:22 AM

I work here, we need enough parking

Screen Name Redacted

3/22/2022 01:06 PM

This street is very busy and loud with traffic. Please give small business' support with lots of greenery to buffer and additional seating around the back

Screen Name Redacted

3/22/2022 02:35 PM

Bike racks strategically placed. Water fountains.

Screen Name Redacted

3/22/2022 07:20 PM

Junk food free zone. Instead promote fresh fruit stands, bakery, ice cream.

Screen Name Redacted

3/22/2022 09:29 PM

Crucial to include traffic crossing controls for cyclists and safety indications at all crossings for cyclists. It would be good to have three bike repair stations along the route with two near either end and one near the middle.

Screen Name Redacted

3/23/2022 01:35 PM

Bus stops frequently along st Johns.

Screen Name Redacted

3/23/2022 01:57 PM

A bike counter could be added at a strategic location to help get data on usage. A bike fix station similar to the one at Rocky Point Ice Cream would be helpful. Strategic

Screen Name Redacted

3/23/2022 02:15 PM

A water fountain

Screen Name Redacted

3/24/2022 12:58 PM

Parking for Evo Car Share should be included if BCAA expands its home zone to Port Moody.

Screen Name Redacted

3/25/2022 05:13 PM

A seawall or pier extension from Rocky point to Old Mill

Screen Name Redacted

3/25/2022 05:56 PM

bikelane on a less busy street

Screen Name Redacted

3/25/2022 07:36 PM

consider accessibility (wheel chair) when designing. I.e. rest stops should include space for wheel chair.

Screen Name Redacted

3/25/2022 11:06 PM

Advanced walk signals at crossings, improved connection with moody street overpass that takes into account families (kids on bikes) and traffic, including pedestrian, bike and vehicle traffic at Clarke & also St Johns

Screen Name Redacted

3/26/2022 11:04 AM

Expand the number of lanes for traffic on St. John along with the walkways

Screen Name Redacted

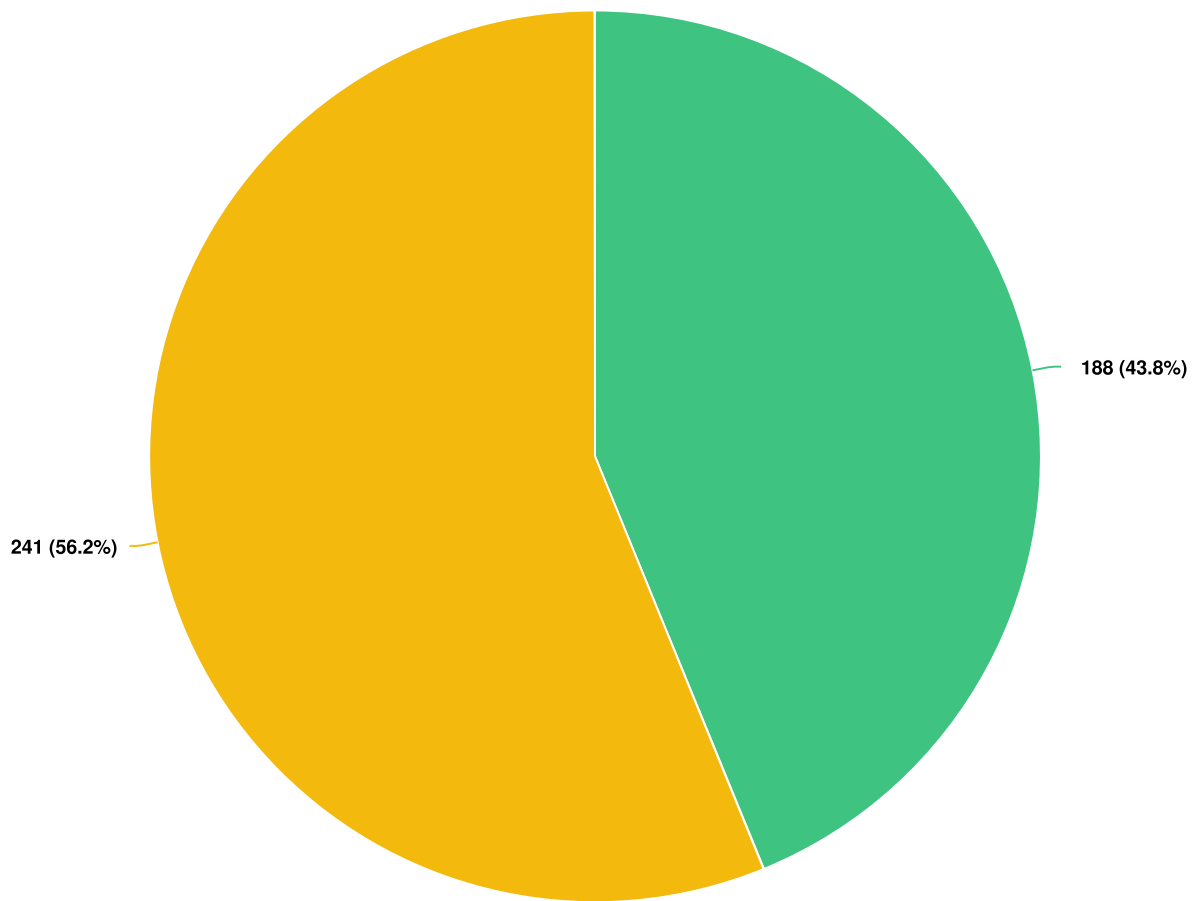
3/27/2022 07:43 PM

Will there be consideration of public EV charging stations?

**Optional question** (162 response(s), 267 skipped)

**Question type:** Single Line Question

**Q5** Please indicate which option you prefer for Kyle Street to Grant Street

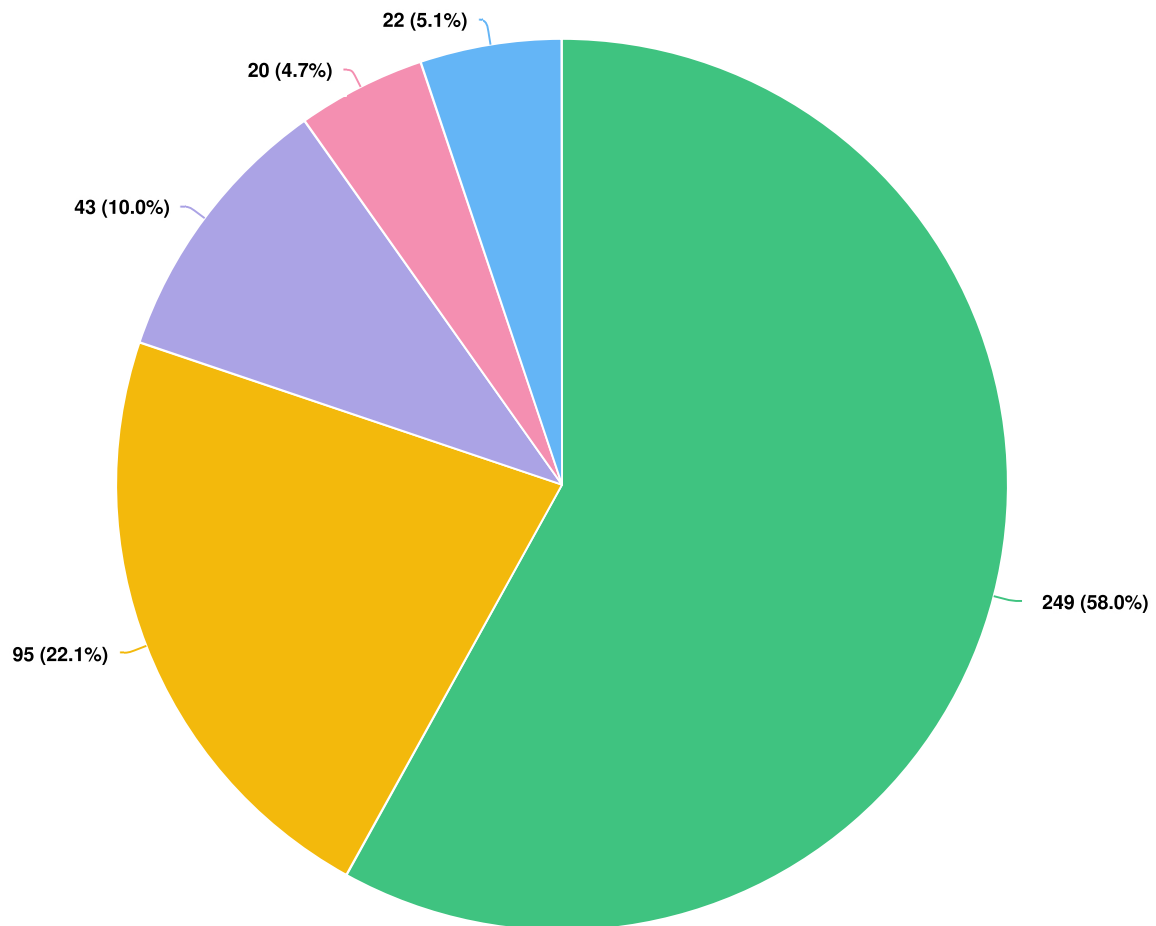


**Question options**

- Option 1: existing storefront sidewalk and multi-use path
- Option 2: new storefront sidewalk and two-way bike path

*Mandatory Question (429 response(s))  
Question type: Radio Button Question*

**Q6** Phase two of this project will concentrate on the east section of St. Johns Street. How important is it to you that the multi-use path, or another form of improved walking and cycling facilities, continues on St. Johns Street, from Moody Street to ...



**Question options**

- very important
- important
- neutral
- low importance
- not important at all

Mandatory Question (429 response(s))  
Question type: Radio Button Question

**Q7 | Do you have any additional comments about the St. Johns Street multi-use path?**

Screen Name Redacted

2/13/2022 08:22 AM

It needs to expand to be a continuous network connecting all key places in the city. How will this path connect to Rocky point park? Safely? It is imperative that the one block north on Moody Street be included. My 4 & 6 year olds can ride up SFU no problem, and we did the Traboulay Poco trail last weekend (drove to trailhead) - but ask me to take them from Glenayre to Rocky Point Park and risk them getting run over by a car - forget it. Your proposal would require them to cross St Johns street with them on bikes - no way, not happening, too dangerous. And I used to cycle commute from North Van to New Westminster, and then From Port Moody to Downtown. How exactly will a 4 & 6 year old, on bikes, safely cross St Johns Street?

Screen Name Redacted

2/14/2022 03:54 PM

If you make the path for cycling directions only, I think that takes away from the multi-use trail and it becomes a path solely for bikes. I also feel that this type of trail use will be taken over by electric bikes which is a concern because they are increasing in use, they go fast and don't really think about others on the shared pathway. You want this path to be used by walkers, roller bladers, joggers etc. who will feel safe and comfortable using it. Bikes have the ability to go on the road, where walkers and joggers can't use the road so I think this type of transportation (walking etc) should be the priority for trail use. Whistler and Vancouver have the best trail system where one side is labeled for bikes and one side is for pedestrians. This should be the same in Port Moody so there's no collisions.

Screen Name Redacted

2/15/2022 02:52 PM

It would be best if the sidewalk and bike path were separated. However, I believe the separate side walk should be the one closer to the storefronts and not to the parking; this makes sense not only because the stores more likely get more business from walking traffic than from bike traffic, but also because of noise level from the street. Cyclist get faster to their destination therefore experience less noise while getting from point A to point B than pedestrians for whom it takes longer and consequently and who consequently have to bear the traffic noise for much longer while on the street. Also, I would think the purpose of the improvement is to make St. John's St more inviting to people to spend time walking and families will not likely to be walking if they cannot chat while walking because of the car traffic noise. I cannot see carrying a conversation with my company while walking at the edge of the street, so very unlikely that I would want to walk such street - the beautification defeats the purpose for pedestrians then.



Screen Name Redacted

2/15/2022 04:09 PM

We should incorporate as much foliage and flora into this multi use path.

Screen Name Redacted

2/15/2022 06:06 PM

Stage 2 is essential: the longer the path, and the more things it connects to, the more useful it is. I am strongly in favour of removing any on street parking necessary to make the multi use pathway sufficiently wide and separated from the road.

Screen Name Redacted

2/15/2022 06:24 PM

You should be communicating that you plan to nuke all existing trees and should be asking what type of replacement trees should be used. This pathway will be baked by the sun if they are the skinny column trees. And will miss the flowering cherry trees. You also don't present how the path merges with the upgraded bus shelters. And will you solve the groundwater seepage issues from elgin to queens that make current sidewalk icy in winter and will impact this new bike path once built.

Screen Name Redacted

2/15/2022 07:18 PM

I think that a lot of people will enjoy the safety of a two way bike path for commuting or just running errands

Screen Name Redacted

2/15/2022 07:53 PM

It would be great if it continued up Clark

Screen Name Redacted

2/15/2022 08:22 PM

Ensure it gets plowed and salted in the snow/winter!

Screen Name Redacted

2/15/2022 09:52 PM

Overall I'm so excited about this upcoming project!! I walk from Klahanie to the corner of St John's and Moody every day to pick up my daughter from daycare at Brightpath- the corner at Moody and St John's is so busy and wide and always stressful to cross. Something about that corner could use improvement, better visibility of the cross walk lines? Maybe a big green painted area to mark pedestrian crossing? Better use of medians to slow down drivers? I think the shops along St. John's will greatly benefit from this project with better access to the stores and hopefully safer parking and quieter street so it's more enjoyable to walk along St John's. (I get that it's a major through way, so I know it will be noisy in principle) but it really is loud!

Screen Name Redacted

2/15/2022 10:10 PM

Bike paths are needed! Thank you.

Screen Name Redacted

2/16/2022 07:50 AM

To attract bicyclists, pedestrians, and others the city would need more amenities and different stores/restaurants, etc. Think Denman St. in Vancouver.

Screen Name Redacted

2/16/2022 08:24 AM

A great addition would be to incorporate the new bike path from St. Johns street down to Barnet highway heading west. Alot of cyclists would use it bringing in revenue for coffee shops and breweries if it was safer

Screen Name Redacted

2/16/2022 09:11 AM

I'm so happy to see these plans! I live in the College Park area and I'm very active running and cycling my local trails. I currently DRIVE and park at Rocky Point or the Rec Centre because getting from home to Rocky Point is an absolute nightmare with traffic and construction. It doesn't feel safe to cycle and is really unpleasant to run. This pathway will make life much better! Thank you!

Screen Name Redacted

2/16/2022 11:00 AM

It is a very good initiative. I bike to work along St. John's, from Elgin street to ioco. It is very unsafe on the roadway, whereas I've had business owners complaining to me when I biked on the current sidewalks. I am concerned, however, that the stairs between the parking and the businesses is not accessible for elderly people or wheelchairs.

Screen Name Redacted

2/16/2022 11:06 AM

Thank you for focusing on this. It sounds like an excellent improvement.

Screen Name Redacted

2/16/2022 11:15 AM

In order to reduce vehicle traffic and encourage more people to commute via bicycle, There should be a separate 2 way bike path without pedestrians on it to reduce the chances of collisions.

Screen Name Redacted

2/16/2022 12:10 PM

Please allow for businesses to expand patio, dining, and other spaces to make the path not only for transportation but for business access as well.

Screen Name Redacted

2/16/2022 12:47 PM

People coming from the skytrain to enjoy the shops or parks need to have a safe route of access. Bikes and walkers are equally important and not safe together. Bikers often exercise aggressively.

Screen Name Redacted

2/16/2022 03:14 PM

Na

Screen Name Redacted

2/16/2022 03:49 PM

We need a way to go from Barnet Hwy to St. Johns., Right now the connection between the two is very dangerous, as the lane just ends. Most cyclists end up merging three lanes to take a left onto Clarke, which is also dangerous. We need to ensure that bike paths are continuous, and don't abruptly stop. When doing phase 1 to Moody street, ensure that there is a way for cyclists to turn left, to continue on the existing bike path infrastructure over the Moody street overpass down to the Murray street bike path. The two-way bike path in Option 2 allows cyclists to go both ways and enter Barnet Hwy safer. As well, they do not have to swerve to avoid pedestrians who often walk very spread out when they see a multi-use path.

Screen Name Redacted

2/16/2022 04:02 PM

VERY IMPORTANT to include the Moody St MUP from St Johns/Moody to the overpass in this. Otherwise, this risks becoming a "MUP to nowhere". Last year, during the heat dome, I wanted to bike to a shop in Port Moody right on St Johns street. I did not feel safe doing so despite it being a short and easy ride from my house. Instead, I drove. This is a very sick irony of the climate crisis: we all need to forego our cars as soon as we can, yet lack the infrastructure necessary to enable us to do so. The St. Johns MUP will do wonders to help Port Moody be more sustainable. Really hoping Port Moody follows through with this plan!

Screen Name Redacted

2/16/2022 04:54 PM

It's needed. There is not significant alternative. The road is incredibly wide and an eyesore. Improved landscaping would make a huge difference. It is also very fragmented. Compared to the brewery row, where everything is safe and convenient to visit. I personally NEVER go up St. John's as a pedestrian. This could help the great businesses that exist along the corridor.

Screen Name Redacted

2/16/2022 06:23 PM

It is unfortunate that a linear park was not envisioned along the south side of St. Johns as it would have been ideal.

Screen Name Redacted

2/16/2022 07:19 PM

Very pleased to see this project moving forward. Making St John's Street more accessible will help revitalize the street and create more options for active transportation. I'd like to see considerations for how this bike infrastructure improves the connectivity of the overall bike network in the region. With the road works, this is a great opportunity to consider climate change and increased rainfall in drainage design and integrate natural and green infrastructure into the design.

Screen Name Redacted

Generally just that I think it's crucial. We moved from downtown Van

2/16/2022 11:47 PM

to Pomo in the last year, and have noticed how much people really value “cars” here. To get people using them less, and walking more, the infrastructure to make it pedestrian friendly has to be there. Exposure to elements, and long wait times at crossings becomes very tedious any time of the year.

Screen Name Redacted

2/17/2022 07:43 AM

Please give priority to pedestrians and cyclists including young children cycling. We need to encourage people to get out of our cars and hopefully with this design we can attract a variety of businesses to enliven our community.

Screen Name Redacted

2/17/2022 07:55 AM

I would like to see street parking that allows residents of nearby buildings to park indefinitely if they have a pass. Parking is nearly impossible to get with low rise buildings and more street parking for the residents is necessary

Screen Name Redacted

2/17/2022 08:03 AM

If I could choose a 3rd option of not putting in a multiuser path then I would. I get doing it down the wide section of St.Johns but I do not understand why you would take away PRECIOUS parking in Moody Street that is used DAILY, and at full capacity!! I feel like the multiuser path is a waste of precious space in this area. I commute daily and the amount of cyclist I see is so minuscule that I was shocked this was even a consideration. If nobody is riding bikes now they won't ride them just because of a path. WE NEED PARKING FOR BUSINESS! And you will be taking away SO many precious spots that business owners need. The amount of customers who complain about the parking situation is insane. And with so many employees and only having the option of 4hr parking. Most of us just hope to not get a ticket. The spots on Moody street are used fully all the time. So for helping that one cyclist a year your taking away form 5+ people trying to work and make a living DAILY! The other thing is many of us commute from Mission and Maple Ridge to get to work so we will not be using the bike path and the train has to fixed of a schedule for most people in my personal building. So I think the money could be used in much better ways. Especially in a high business area.

Screen Name Redacted

2/17/2022 02:55 PM

Separation between street traffic and bikers/pedestrians is very important. This can be achieved through good looking means (planters, trees) and used for safety.

Screen Name Redacted

2/17/2022 03:45 PM

St Johns is really an eye sore leading into the city. Need to beautify it with lots of greenery and landscaping on the edges of the street on both sides and in the middle. Make it more of a boulevard feel. This is

the most important element imo.

Screen Name Redacted

2/18/2022 12:24 AM

You should have a commuting cycling path adjacent to the train line, that would be safer and not disrupt the valuable real estate on St. John's. It doesn't need to be pretty, just well lit and clean. The multi-use path could have slower casual cyclists, and children on bikes.

Screen Name Redacted

2/18/2022 01:45 AM

Pedestrian use of the paved surface will be almost guaranteed, so the 2-way path makes no sense. MUP at least creates the expectation of bike-ped interactions. Existing sidewalk is unlikely to be used except to approach street parking in my experience. Expect frequent use by families with young children / strollers as well - may need additional bike speed controls. Pay especially close attention to the street crossings for safety - motorists on St. Johns cannot easily see the intersections due to street parking and inadequate lighting as well as boulevard setback. Longer sightlines should reflect actual traffic speed during off-peak times (60-70 km/h). May require restricted left turns at some southbound locations unless signalized (e.g. Mary St, Elgin St, Queen St).

Screen Name Redacted

2/18/2022 11:05 AM

With all the new development planned for the corner of St. Johns and Seaforth/Albert Streets it's important to me that the new multi-use path starts at Seaforth and connects all the way to Moody Street

Screen Name Redacted

2/19/2022 08:07 AM

Option 1 is a better choice. The bike paths along Murray street do not get used properly. Multi-use opens up the use for people who jog, use scooters etc. A side walk would not cater to these types of activities. So happy to see the improvements being put in place. Thank you!

Screen Name Redacted

2/19/2022 12:57 PM

It would be really good to complete one along the entire stretch of St Johns asap and not end at Moody. I St. Currently it's not a place you can ride with kids or less experienced cyclists.

Screen Name Redacted

2/19/2022 04:50 PM

Great idea for improving safety and alternate transportation access.

Screen Name Redacted

2/19/2022 04:57 PM

Honestly, as a cyclist, St John's is the last street I want to cycle down. I think a bike lane should be on Spring and Clarke or another east-west side street. I would bet the businesses on St John's want pedestrians, (customers) and parking, not bikes. Another thing to consider how e-bikes are changing cycling. They must be separated from pedestrians because of how fast they can go. More and more

novice riders are getting ebikes , going too fast and crashing. I think lost in the push to get people out of their cars and onto a bike is the crucial fact that bikes have only two wheels, require constant attention to balance and centre of gravity and fall over when both those things are lacking. I always tell people who want to get back into cycling after many years they need to understand that. It's not IF you are going to crash, it's when. E-bikes are making those inevitable crashes more frequent. That must be taken into consideration when you are building bike infrastructure.

Screen Name Redacted

2/19/2022 05:09 PM

There is a lot of evidence that businesses push back against increasing pedestrian and cycling infrastructure, but change their minds after it's implemented.

Screen Name Redacted

2/19/2022 05:12 PM

separated bike lane please! It's not comfortable to have cyclists past by pedestrians with strollers and vice versa. That would discourage the use of the MUP.

Screen Name Redacted

2/19/2022 05:48 PM

Buses should be considered. Minimal impact on the road.

Screen Name Redacted

2/19/2022 07:58 PM

Suggest that new buildings provide public parking stalls as a requirement. Traffic congestion is already high so what other options are there to increase routes through Port Moody

Screen Name Redacted

2/19/2022 08:18 PM

In the winter, snow shoveling is a huge huge issue. Businesses don't shovel. And if you are going to increase the size of the sidewalks, there needs to be some enforcement of it. Also please, please don't plant bushes or garden elements on the corners of the crosswalks. It's already so hard to turn right or left onto st. John's with the current bushes. You can't see the oncoming traffic as the bushes block the view. We also need better parking for employees of businesses. Right now with the 3 hour limit on residential streets and then 4 hours or 2 hours on the others, it's so difficult to park your car and work an 8 hour shift. We have to use our lunch break or take time without pay to move our vehicles and find somewhere else to park. Having a business parking sticker for exemption would be great. Also, we generally don't see hardly anyone biking in port Moody especially on st.johns. I would prefer you make spring street a better paved option for cyclist. It would much safer than having them on st.johns.

Screen Name Redacted

2/19/2022 08:19 PM

I agree that the western section is much more important. As long as access down Moody to Murray is smooth, I would tend to use Murray

to Guilford for the western section.

Screen Name Redacted

2/20/2022 12:55 AM

Your multi use paths for bikes and pedestrians are a nightmare. Idiots on bikes constantly cause conflicts. And are dangerous Dump them on the street where they belong and have paths for pedestrians

Screen Name Redacted

2/20/2022 08:09 AM

Seems difficult to justify a dedicated bike lane, when there aren't actually that many cyclists in the area.

Screen Name Redacted

2/20/2022 09:53 AM

no

Screen Name Redacted

2/20/2022 11:51 AM

I hope you can continue the path up the hill to the neighborhoods in south west Port Moody.

Screen Name Redacted

2/20/2022 01:31 PM

Traffic on St.Johns Street is already bad enough, how will this project improve traffic flow? For most residents in the city, we travel a long distance to work and riding a bike to work is simply not feasible; therefore wasting money on bike lanes will not encourage people riding to work. Instead, please look at improving the flow of vehicle traffic.

Screen Name Redacted

2/20/2022 03:06 PM

The existing 1m wide sidewalk along the curb is too narrow for current day demand. Having a separated bike path does not address the narrow sidewalk. Pedestrians will end up walking in the bike path, similar to what I've seen down on Murray Street near rocky point park.

Screen Name Redacted

2/20/2022 10:09 PM

I look forward to riding my bike on it!

Screen Name Redacted

2/20/2022 10:18 PM

E-bikes have becoming pretty popular and other personal transport on wheels. This makes mixed pedestrian and bike lanes more challenging and I expect will be even more challenging in the future. Mixed use pathways as is are hard to navigate. You cannot bike easily on Inlet trail bike path because of all the the joggers and strollers (which I also used that way!). I would definitely start cycling again if infrastructure improved for this purpose, like I used to do in Vancouver.

Screen Name Redacted

2/21/2022 09:36 AM

If option 1 prevails, there will need to be and "express" route for faster cyclists, perhaps on Spring St or Clark St.

Screen Name Redacted

2/21/2022 10:17 AM

I only ticked Question 5 because I could not submit any feedback if I did not. As a frequent creator of surveys at my work a box indicating 'don't know' or dont agree to either would have been appreciated. I ride by bike all over the lower main land to work, for play and for travel. I have three bikes including an ebike. I am intrepid and fearless but I am not in favour of either of these designs. They are remarkably similar to the town Center standards of burnaby. No one uses the town Center cycling paths along Lougheed in Burnaby because they they are not safe. Full stop. Skinny little paths sandwiched between cars and storefronts and are a nightmare to ride. And people and dogs and baby strollers everywhere. Too narrow! Created by non cyclists! Have you ridden Douglas road and Gilmore in Burnaby and the area around Lougheed and Willingdon? Absolutely a waste of time and effort. I recognize limitations of space but these Options are not satisfactory. THE is the ONLY way to go is park all your cars behind the buildings and add decent separated cycle paths along St Johns. Or vice versa. But give us good design. This MUP and bidirectional are not a good design in the slightest. This same design is in Sechelt BC which is also bad bad bad. So bad it's laughable. All these designers who don't ride ho to the same conferences right? And share insanely bad planning ideas. Your suggestions look pretty in the pictures with planters and such but are unsafe for cycling. No one in their right mind would ride along these narrow paths except young children. Designs like you have described here are not for fast moving eBikes. This is poor and not well thought out. And will not encourage people to ride in fact I think it will drive them right back to the streets or ironically their cars. People If this is the best designers can do to continue to do homage to cars and continue to make cyclists feel Unsafe it's great. Nothing here would support any new bike rider to get on a bike and ride. Well maybe once and then they would give up. Stop genuflecting to drivers. Make our cities safer for everyone by creating safe and separated cycle paths. Do better than Burnaby which can't be at all hard. Also I haven't seen anything for intersection treatments. I am sorry. I Cannot support either of these designs .

Screen Name Redacted

2/21/2022 01:55 PM

Council should ensure that the path is continuous for as long as possible without adding to the already unacceptable traffic congestion that Council refuses to address other than by hoping that people will walk or bike to their work downtown.

Screen Name Redacted

It should connect to seaforth way which is a also a cycle lane.



2/21/2022 03:35 PM

Screen Name Redacted

2/21/2022 04:22 PM

It is a very important initiative and I applaud the city. It will encourage active transport in an already very congested corridor, increase safety for vulnerable road users and benefit businesses

Screen Name Redacted

2/22/2022 12:12 PM

The elimination of curb lane parking should be considered.

Screen Name Redacted

2/22/2022 04:30 PM

I'd like to express I very much support either option over the status quo. That said, I highly prefer option 2 due to my experiences biking and walking on the existing multi-use path on Murray Street. As a biker on busy days, you end up having to slow down to walking speeds while weaving around people due to how they naturally spread out across the path while as a pedestrian, it's very unpleasant having bikers pass by with so little space (sometimes at high speeds).

Screen Name Redacted

2/22/2022 05:53 PM

There are no alternative streets to cycle on between Buller and loco and most cycle traffic is on St John's where there are alternative streets west of Buller so continuing a multi-use path or protected cycling facility and a sidewalk is very important. Upgrading Barnet Highway for protected cycling east of loco needs to happen as well.

Screen Name Redacted

2/22/2022 08:45 PM

It is important to keep the path intuitive, direct and obvious for connections to businesses and amenities.

Screen Name Redacted

2/23/2022 08:39 AM

I love this initiative so much. I think it's gonna be key for the healthy growth of Port Moody. Thanks for working on this!!

Screen Name Redacted

2/23/2022 09:52 PM

We recently moved from St Johns st, and my children still go to school on St Johns (Moody Elementary and Moody Middle). Anything to make this very busy road safer for kids would be a huge improvement.

Screen Name Redacted

2/24/2022 08:06 AM

Keep it green and clean! Ensure garbage/recycle stations are located every block.

Screen Name Redacted

2/24/2022 08:20 AM

The primary purpose of the path should be to provide a safe access to existing and new local businesses along the street.

Screen Name Redacted

2/24/2022 12:11 PM

I am so happy to see that this project is finally going forward. We have lived at the west end of St George St for 15 years and in all honesty, we had given up hope that our kids would ever be able to safely cycle through their neighborhood to Rocky Point. I am so glad to see that some attention is finally being given to Moody Centre.

Screen Name Redacted

2/24/2022 05:58 PM

I strongly support the use of a separated bike path. As a cyclist and as a pedestrian, I feel that there is no shorter route to danger and misanthropy than trying to bike or walk along Murray St, where there is no physical separation, on a Sunday afternoon: people are walking everywhere, including all over the bike path, often going the wrong direction, frequently clumping next to the food trucks, and dog leashes threatening to clothesline any cyclist or even pedestrian trying to get by. Whether you're a biker or a pedestrian, it's difficult to dodge the other mode of traffic, and if you're a biker, you often can't just divert onto the street since the car traffic is high at the same time as pedestrian traffic.

Screen Name Redacted

2/25/2022 09:58 AM

Traffic on St John's is bad enough, construction past James Rd is not feasible due to new buildings and lack of space.

Screen Name Redacted

2/25/2022 10:00 AM

Please no bike lanes. Do not give in to bike lobby. The topography of Port Moody does not support anything casual bikers only spandex biker idiots.

Screen Name Redacted

2/25/2022 10:00 AM

Consider transit stops in design Multi use is better than separated in this scenario, however consider speed and e-bike use. I feel that bike speed should be limited here to 20km/ph Bike symbol is very limited given other forms of active transportation Consider integrating art into the surface like the multi - use on murray street

Screen Name Redacted

2/25/2022 10:02 AM

This path needs to be extended all the way down. There is a school and shops on that end and if you want them both to survive you need to make them safe. Might as well do it right the first time if you're spending the money and time.

Screen Name Redacted

2/25/2022 10:03 AM

Safety is paramount

Screen Name Redacted

2/25/2022 10:09 AM

Clear signage indicating where walkers and strollers go vs. where bikers go is key. Biking through Port Moody, especially along Murray, is annoying and dangerous when oblivious walkers are just

wandering around the bike paths. Clear signage is different than sign pollution—people don't read signs when there are too many and beautiful places become cluttered and confused with too many signs.

Screen Name Redacted

2/25/2022 10:10 AM

As long as you don't remove driving lanes then please proceed with the option that wastes the least amount of money. I ride my bike using the standard car lanes on the road as I find bike lanes to be dangerous places if you want to get anywhere fast on your bike. A simple marked curb lane works best for bikers if they choose to ride along busy routes.

Screen Name Redacted

2/25/2022 10:10 AM

Happy to see this. Right now St. Johns is undesirable to walk down.

Screen Name Redacted

2/25/2022 10:10 AM

I love the idea of St. Johns Street being more pedestrian and cycle friendly!!! Currently it feels a bit like a truck stop on the way to Vancouver.

Screen Name Redacted

2/25/2022 10:16 AM

No

Screen Name Redacted

2/25/2022 10:17 AM

I really enjoy cycling and want to see the paths make cycling safe for all levels and abilities.

Screen Name Redacted

2/25/2022 10:19 AM

Really looking forward to this. Walking along St John's street is an industrial wasteland with zero vibe at the moment.

Screen Name Redacted

2/25/2022 10:22 AM

Lane size should be reduced to slow cars and create extra space for the designs listed here. The lanes are so wide people treat it like a speedway. This won't be a great street if it continues to be a freeway through Port Moody.

Screen Name Redacted

2/25/2022 10:41 AM

Please for the love of god don't have construction on St. John's again or at least during the day

Screen Name Redacted

2/25/2022 10:41 AM

As someone that has many times had to cycle on the sidewalk along this portion of St. John's because the road traffic is too fast and too dangerous, this is very very overdue and much needed. Suburban pedestrians are pretty clueless about cyclists and so separation of the two pathways is ideal. It also makes for safer and faster commuting

for cyclists. Mixing slow and fast active transportation users is problematic, and leads to conflict between wide walking trail users like people pushing strollers -- makes separation safer and less prone to conflict.

Screen Name Redacted

2/25/2022 10:45 AM

No bike lanes. Make the streets wider.

Screen Name Redacted

2/25/2022 10:52 AM

Great initiative. Thanks

Screen Name Redacted

2/25/2022 10:57 AM

Paths are useless if they don't line up with other walking networks

Screen Name Redacted

2/25/2022 11:00 AM

This is a completely useless and unnecessary waste of time and money. What we need is a proper traffic thoroughfare not a major congestion of traffic. If you want to make things safer - go over or under and keep pedestrians and cyclists to the side streets Further more - quit sending out surveys that will only give you the results you want - they need to be open questions that allow for non-biased response

Screen Name Redacted

2/25/2022 11:14 AM

A connection from intersection of Moody and St. Johns to the existing multiuse pathway across the tracks 1 block north on Moody and Clarke should be included in this plan. That section is terrible to walk or cycle on.

Screen Name Redacted

2/25/2022 11:35 AM

not at this time

Screen Name Redacted

2/25/2022 11:43 AM

Options 1 & 2 indicate 1 or 2 steps at the retaining wall between the bicycle path and the storefront level. Will designated handicap curb parking stalls be provided at the ends of all blocks to enable a mobility-impaired person to utilize the ramps at the ends of blocks?

Screen Name Redacted

2/25/2022 11:47 AM

obvious and intentional connection of the bike network (both up Clarke St/ Highview Place and down Moody St to Murray st)

Screen Name Redacted

2/25/2022 11:59 AM

Traffic is a major problem on st Johns and Clark. This must be a top priority in doing anything with these streets.

Screen Name Redacted

2/25/2022 12:13 PM

Bike and pedestrian routes that interconnect with transit so that people can get to & from work, groceries, etc. are really important. Isolated routes that don't connect with useful infrastructure and existing paths won't be used. Connecting to loco will be an important part of the usability of this initiative.

Screen Name Redacted

2/25/2022 12:39 PM

Better pedestrian crossing options at the west end.

Screen Name Redacted

2/25/2022 12:50 PM

I would like to see some consideration given to a multi use path headed west up to Burquitlam as well. Not much point in doing the St Johns stretch if you can't get to it.

Screen Name Redacted

2/25/2022 12:52 PM

Maintenance of the pathways in critical to ensure they are useful year round. As someone who walks a double stroller to daycare along st. john everyday - I can unequivocally say that the maintenance of sidewalks is abysmal when there is snow - particularly in front of moody elementary and moody middle as well as in front of the derelict homes on the south side of the road in between the two schools. As extreme weather becomes the new norm it is critical that we design spaces that are easy to maintain year round. Maybe in the short term we can start enforcing snow clearing along st. john as a start to pathway improvement?

Screen Name Redacted

2/25/2022 01:54 PM

Your questions are too limited and the survey appears biased. There is clearly not an overall approach to improving St John's Street as a whole, traffic, quality of sidewalks, safety for seniors and those with handicaps are not addressed

Screen Name Redacted

2/25/2022 02:21 PM

If there's any possible way to re-route away from St. Johns Street a Thermal I don't see an easy way to make that transition without creating an even worse traffic bottleneck than already exists. Please don't make the same mistakes Vancouver has made in the past which prioritized bike lanes over logic. This has probably created a larger CO2 problem with cars idling stuck in traffic. The reality is that most suburban residents still work somewhere other than Port Moody. Don't make it worse on your residents by creating a worse traffic situation by putting a stupid bike lane in the middle of this mess.

Screen Name Redacted

2/25/2022 03:10 PM

I welcome the idea. right now as a cyclist I am forced to use the busy Clarke Street with all the dangers that come with that.

Screen Name Redacted

2/25/2022 04:49 PM

I rated the extension of the path to loco road as important rather than very important because if the path just dies there it doesn't leave a safe option for cyclists to carry on. So the value that I place on the extension to loco road is contingent on what the plans are for loco road.

Screen Name Redacted

2/25/2022 04:54 PM

Not clear in question 2 if 1=best or 4=best. I've assumed 1=best.

Screen Name Redacted

2/25/2022 05:46 PM

I assume on street parking will be sacrificed or is there available municipal owned ROW to make this work without expropriation? Also, this enhancement should not reduce lanes available for traffic. Dedicated bike pathways could be considered on other parallel roads, not on St Johns, which should be a walkable neighbourhood.

Screen Name Redacted

2/25/2022 06:56 PM

None

Screen Name Redacted

2/25/2022 06:57 PM

what are the environmental impacts of doing this and why do you need both a store front sidewalk and existing sidewalk. Why can't the existing sidewalk be turned into bike lanes with a modified sidewalk/store front sidewalk.If there are budget concerns, why not accrue some funds for future and do the project all at one time and in two stages( west St Johns east st johns)

Screen Name Redacted

2/25/2022 07:10 PM

As an avid cyclist with two young kids who are learning to ride leisurely and commute to school safely- thanks for considering this!

Screen Name Redacted

2/26/2022 12:53 AM

I think it's a good idea if the project extends from loco to Coquitlam center in the future.

Screen Name Redacted

2/26/2022 08:06 AM

That is some safe space for walking, and that it is done in a COST EFFECTIVE manner, none of us can always get what we want

Screen Name Redacted

2/26/2022 08:31 AM

No

Screen Name Redacted

2/26/2022 08:46 AM

Cyclists end up using the roadway instead of multi-use paths because they are more visible to vehicles on a roadway than navigating/weaving through pedestrians with pets, strollers,

umbrellas, etc who are unaware. Bike lanes should be kept separate.

Screen Name Redacted

2/26/2022 09:50 AM

I selected option 1 (existing storefront sidewalk and multi-use path) because I don't see the point of a two-way bike path for only two blocks. I like the idea of a two-way bike path, but to me it only makes sense if the two-way path could continue for more than two blocks. My other comment is that I'm not sure why you are leaving the existing sidewalk as it is, right next to traffic. People who want to avoid bikes will want to walk on the existing sidewalk, but the existing sidewalk doesn't feel safe as it's so close to traffic. That's the main reason why I currently avoid walking along St. Johns Street.

Screen Name Redacted

2/26/2022 09:55 AM

Please keep Port Moody as natural with many trees as possible!! We need the shade and the oxygen 😊

Screen Name Redacted

2/26/2022 10:16 AM

I did not see the costs associated with this project clearly visible to taxpayers when visiting this website. Considering that City Council is already proposing an exorbitant nearly 6% increase in taxes, how can we possibly afford this project? We should be looking at ways to bring our tax increase to less than 2 or 3%, so that we can begin to rein in uncontrolled spending by the city.

Screen Name Redacted

2/26/2022 11:49 AM

This is a much-needed addition. I chose option 2, because as a cyclist who cycles with kids, it is easier and safer if the bikes don't also have to dodge strollers and pedestrians. Keeping bikes and pedestrians is very important for safety.

Screen Name Redacted

2/26/2022 01:13 PM

Please prioritize cyclers as the current bike path along Spring street does not feel safe as it crosses multiple intersections lined with parked cars and passes behind new residential parkades

Screen Name Redacted

2/26/2022 01:25 PM

The east section requires not a MUP but better sidewalks separating traffic and pedestrians as well as nicer landscape. I would consider traffic congestion first rather than putting more things on here to delay traffic. Also, the consideration of safe crossings is key.

Screen Name Redacted

2/26/2022 02:01 PM

An option would be a bicycle lane delegated one street south of St. Johns. I have nearly been hit by bicyclists more than once and would rather they are kept separate. At the same time we need to prioritize walkers who are shopping. Also I would like to see parking in public lots off of St. Johns with reasonable fees.

Screen Name Redacted

2/26/2022 04:24 PM

St. John's should not have multi-use path. Cyclists should be on the street. If anything there should be bike pathways on the side streets.

Screen Name Redacted

2/26/2022 04:43 PM

About time to start planing face lift to Port Moody

Screen Name Redacted

2/26/2022 05:51 PM

Because St. Johns is busy, we usually walk on St. George St or Clarke Street to avoid the pollution. I don't think St Johns should be a priority for walking - what about St. George where there are NO sidewalks at present to the east of Moody Street or Clarke Street that has had obstructions to the sidewalk for two years - right by the Skytrain! The sidewalk is not nearly wide enough on Clarke Street, which people use to access Skytrain. In terms of driving, it is difficult to access services on St. Johns because of closures of Spring St. and St. George street to traffic so you can't drive around the block to park. I really don't understand the closure of Spring street, since Clarke gets backed up and it can take 10 min to just drive around the block! I don't go to House of Fades anymore because parking was such a problem.

Screen Name Redacted

2/27/2022 10:00 AM

I would like to see St. John's become a walker friendly street, particularly when walking down from the College Park area to the Moody train station. Right now all of the traffic, congestion and speeding makes it feel unsafe. I would eliminate the use of my car entirely if I could walk and bike safely to the train station and businesses in the community. Local bus transit doesn't appeal to me, because I don't like having to wait. I want to be able to move on my schedule. I would like to see these improvements made for the full length of St. John's to help deter through traffic from other communities, forcing those residents to use Lougheed or Hwy 1 to get to Burnaby or Vancouver. The lovely thing about the core of Port Moody is that it is a small community in geographical size and population compared to Coquitlam and Poco. We should embrace this aspect of ourselves and build upon it. Make Port Moody a city centered around being a walkable, community oriented, and nature-focused place. People will feel safe and inspired to get out and walk and visit local businesses, which will draw more small businesses to the area.

Screen Name Redacted

2/27/2022 10:32 AM

Intermingle trees and green space, accommodate bikes, and enhance heritage feel.



Screen Name Redacted

2/27/2022 11:26 AM

maybe we should fix some of our existing roads first? Barnet Highway crack sealing is dangerous to those of us who ride motorcycles.

Screen Name Redacted

2/27/2022 11:55 AM

I hope it works...I've seen this fail many other places.

Screen Name Redacted

2/27/2022 03:00 PM

None

Screen Name Redacted

2/27/2022 04:38 PM

1. I am in favour of the multi-use path. But there must be separate lanes for pedestrians vs. bikes/scooters/etc. This would be safer because you're separating users going at different speeds. This would also make Option 2 more cohesive with the rest of the path. 2. Please implement continuous sidewalks where the path crosses other streets. It would enforce that at intersections the users of this path are the priority, not cars. 3. On streets that cross the path, please add traffic calming such as speed bumps, so that cars don't just rush across the path. 4. Thank you for doing this. We need to fight car dependency! Go PoMo

Screen Name Redacted

2/27/2022 04:43 PM

Port Moody is expanding rapidly with the high density towers but the city is not putting effort and money in providing sufficient road access to the residents.

Screen Name Redacted

2/27/2022 05:03 PM

there needs to be additional infrastructure for traffic going through this area, too busy in rush hour. Construction of additional roads from Barnet to loco?

Screen Name Redacted

2/27/2022 05:42 PM

A safe connection to Rocky point park would make a great system from shoreline trail to this new path

Screen Name Redacted

2/27/2022 05:53 PM

This is a fabulous idea & I hope additional bike friendly lanes and infrastructure will be developed in Port Moody: loco Rd. next!

Screen Name Redacted

2/27/2022 06:10 PM

Why? Just why? Give up on St. Johns. It's a main road. Give it to the cars passing through. Let's make Clarke the place for pedestrians and bikes.

Screen Name Redacted

2/27/2022 07:24 PM

Thank you for reaching out for community input

Screen Name Redacted

2/27/2022 08:30 PM

If the Phase 1 path joins the Rocky Point cycle path extension, then this should not be a priority. The priority, or phase 2, should concentrate up Clarke Hill to Robinson and further to the Burquitlam Skytrain Station. This extension would also help with pedestrian use for Port Moody Secondary School and provide a safe and viable path to transit hubs.

Screen Name Redacted

2/28/2022 10:20 AM

It's pretty loud. Can you add greenery that will make it more pleasant to walk down this path. I often choose to go down St. George just to avoid the noise.

Screen Name Redacted

2/28/2022 10:33 AM

I am pleased to see that the width of the road will not be impacted and that parking can be maintained.

Screen Name Redacted

2/28/2022 02:42 PM

Seems like a great idea with some good considerations. Port Moody will benefit from this improvement. Looking forward to hearing what others consider (especially those who live and have businesses in this area).

Screen Name Redacted

2/28/2022 03:15 PM

This should be wider and remove more car infrastructure. We need to focus on developing active transportation solutions and it MUST be the length of our city rather than two city blocks.

Screen Name Redacted

2/28/2022 06:26 PM

Widen the sidewalks. There are many portions where it is so narrow that families cannot walk side by side and slower pedestrian traffic leads to lineups behind. Consider lowering the speed limit on St Johns Street as lower speeds lead to quieter traffic and a more enjoyable experience for pedestrians/residents.

Screen Name Redacted

2/28/2022 07:02 PM

I would prefer that current sidewalk along the roadway be the location for the bike path and the walkway be restricted to pedestrians only. Move the pedestrians further away from traffic

Screen Name Redacted

2/28/2022 09:06 PM

Hope to make the local businesses more accessible.

Screen Name Redacted

3/01/2022 06:54 AM

The path should be simple with any plantings along it should be cognisant of the safety of those using the facility.

Screen Name Redacted

3/01/2022 08:23 AM

This is such a wonderful initiative!

Screen Name Redacted

3/01/2022 08:44 PM

Keep the cost as low as possible.

Screen Name Redacted

3/01/2022 10:07 PM

Please focus as much as possible on safety for cyclists.

Screen Name Redacted

3/02/2022 08:15 AM

If you are going to implement this then follow through all along St. John's. Ensure there is still some form of street parking for businesses. People will often make a stop on their way home from work to pick up something and need a place to park. These may be people passing through our community and spending their money here. I think the bike path should be separate from the pedestrian walkway that many locals have strollers or pets and shouldn't have to worry about dodging bikes. A much safer option in my opinion.

Screen Name Redacted

3/02/2022 08:28 AM

St Johns is a very busy vehicle street and adding formal bike lanes to it will increase the amount of traffic along this route. Wonder if alternative (off St Johns) routes have been identified (George or Spring) that are much calmer? Similar to having bike paths off Broadway in Vancouver. All parts of St Johns could do with traffic and aesthetic improvement. Vehicle lanes on East end of St Johns are significantly wider than they need to be which in my opinion would allow for additional turning lanes or traffic management options. Vehicle volume along St Johns appears to only be increasing and will not stop with additional residents. Vehicle traffic management needs to be a priority. Added landscaping, trees, middle boulevard etc would add much needed visual improvement to current industrial baron landscape appearance particularly on East end of St Johns. I appreciate the initiative to improve St Johns.

Screen Name Redacted

3/02/2022 03:14 PM

I'm concerned that if there is a 2-way bike path, it will be difficult for pedestrians to cross over to the storefronts. Bikes can go pretty fast and no one will be monitoring their speed so I can foresee pedestrians not seeing a fast-moving bike and then getting hit. Cyclists tend to be more considerate when they have to share the path with pedestrians and I think fewer accidents will happen. IMHO

Screen Name Redacted

3/02/2022 07:15 PM

Please build it soon so we can get out of our cars and ride/walk/roll on this great addition to our community

Screen Name Redacted

3/02/2022 07:33 PM

I think that this is a waste of money. Cyclists can use Clarke or Spring Streets.

Screen Name Redacted

3/02/2022 08:09 PM

it should connect with other cycling paths in the Tri-Cities and the Lower Mainland so it is consistent with existing way finding and bikeways. Don't re-invent the wheel....look around to what already works. Talk with the good folks at HUB and other Cities' staff.

Screen Name Redacted

3/02/2022 09:11 PM

The existing mutli use path on Murray street does not work for cyclists. A separated (protected) bike lane on the road would work better. I suggest something similar for St. Johns.

Screen Name Redacted

3/02/2022 09:28 PM

Don't have stairs right next to the two-way bike path, as it's a blind spot for oncoming bikes! Build it (wider/more conformable active transportation facilities) and they will come!

Screen Name Redacted

3/03/2022 11:10 AM

Pedestrian crosswalk signals should only come on when it has been activated by someone. It is environmentally unfriendly for car to be idling at a red light when nobody is using the crosswalk.

Screen Name Redacted

3/03/2022 02:22 PM

1: Retaining the mature trees along that corridor is desirable, if they have to go, then replacement trees would be required. 2: Multi-use/shared pathways are a terrible idea, especially on a commuter corridor. Conflict will occur when you have mixed use traffic.

Screen Name Redacted

3/03/2022 09:39 PM

Improved bicycle and pedestrian safety must be at the forefront especially since there are daycares in the areas that have the children going on walks. To ease congestion and to keep everyone safe the use of a bike path seems to make the most sense.

Screen Name Redacted

3/03/2022 11:38 PM

Wider sidewalks for people is a must. The priority should be to have a path that connects the entirety of St Johns St from West to East (all the way to Inlet Centre Skytrain), even if it means taking away street parking. If there's a way to reduce noise to people on the sidewalk/paths through the use of shrubbery or landscaping, it would make for a more enjoyable journey for pedestrians.

Screen Name Redacted

3/04/2022 09:25 AM

I think the idea of a bike path/multiuse path is excellent. It is important to have separated areas for people to bike - Port Moody can feel challenging to bike through on busy roads. As a cyclist, having a bike

path end suddenly can be alarming (orphan bike paths) if it connects to other bike infrastructure that would be great especially if there is signage.

Screen Name Redacted

3/04/2022 09:52 PM

Do as little changes as needed so that you don't waste time and money. The main idea is to keep as many trees as possible and native landscaping and connectivity throughout the pathway. Bioswales are very important. Nobody is going to be walking on St. John's anymore than now because this main road is too noisy and extremely busy and just plain undesirable. They will use the back roads. I think it is not necessary to fuss about all this. The real problem is the use of single occupancy vehicles coming through PM to go further to the next highways. Skytrain is used very little and buses are too infrequent.

Screen Name Redacted

3/05/2022 03:44 PM

As an older walker, I am concerned about the feasibility of a mixed use pathway. I suspect the will be accidents, of special concern to slow moving pedestrians. I am also concerned about the many streets that will be crossed, impeding cyclists who are usually wanting to get somewhere quickly. That said, I think it is important to provide more biking transit opportunities. And the somewhat decrepit existing sidewalk certainly will benefit from an upgrade.

Screen Name Redacted

3/05/2022 04:38 PM

Bikes and pedestrians sharing a path just does not work, at least not when it's busy. People don't know what side they're supposed to stay on or pass on, and kids are a hazard. Let's do this right.

Screen Name Redacted

3/06/2022 03:18 PM

Keep bicycles away from pedestrians and cars or everyone will resent them even more than we already do.

Screen Name Redacted

3/06/2022 09:57 PM

There is no good walking path for parts in front of the old spike pub. An additional crossing between the arts center and Grant Street will be useful.

Screen Name Redacted

3/07/2022 10:38 AM

Without the path running from Albert Street to City Hall... it seems like an absurd waste of money. Surely the City has higher priorities than this.

Screen Name Redacted

3/07/2022 12:27 PM

MONEY SHOULD BE SPENT UPGRADING BOARD WALK ON INLET TRAIL AS WELL AS TAKING CYCLISTS OFF IOCO ROAD

Screen Name Redacted

No

3/07/2022 06:27 PM

Screen Name Redacted

No

3/07/2022 07:46 PM

Screen Name Redacted

the sidewalk needs a lot of work, including widening, levelling and enabling multi use due to the significant increase in population growth for Port Moody

3/08/2022 09:22 PM

Screen Name Redacted

Ensure the path is well lit, and that parking is available for visitor access

3/09/2022 01:15 AM

Screen Name Redacted

I dont really see the difference between option 1 and 2 other than the colour of the building and indicating bike lanes. Please be aware that store front or street scapes are not being considered with new developments. Set backs should be included in design . Also, there will be more in the future conflict between electric bikes and pedestrians. (How much did this cost - consultates fees) - we have a bike way on the lower road (which one would you ride on) ps you might have explain what biowale is for the public not ever ones knows that term. Whose responsible would the planters be, if implemented.

3/09/2022 10:00 AM

Screen Name Redacted

I support this effort, but can't help but think that as pleasant-sounding as the proposals are, this won't be a place for lingering on park benches... the traffic is noisy and 'fumeey', and I see this as a safer way to bike along this corridor. For pleasant stuff like rain gardens and benches, I wonder if Spring St would be a better location.

3/09/2022 11:16 AM

Screen Name Redacted

I think that the city needs to be mindful of traffic flow. There is a lot of traffic that needs to get to the North Shore of the city. Access to streets like Murray street need to be improved to ease congestion.

3/09/2022 02:04 PM

Screen Name Redacted

Multi use paths are a fantastic idea and adding to any green space in a city should be top priority. One concern is that adding a multi use path would leave out any room for improvements to the road. It now takes about 45 minutes to to drive from the Barnet HWY to loco on either St. John's or Brew Street during rush hour. With all the development that is going on the pop will only increase and probably dramatically. Hopefully there is another plan to solve this dilemma. Another good opportunity for a multi use path would be to go from the overpass on Barnet over the tracks and on to Columbia Street.

3/09/2022 02:29 PM

Screen Name Redacted

3/09/2022 02:47 PM

Again, St.John is the main artery road and lots of through traffic from east/west. If the multi-use path doesn't make the existing vehicle traffic worse, great! If it has to comprise the existing traffic conditions, maybe the engineer needs to come up with an option to improve both for the driver and pedestrian.

Screen Name Redacted

3/09/2022 02:47 PM

I love this idea! As a resident of the Port Moody old town center for 25 years I think this will really improve our neighbourhood and encourage outdoor activity and fitness.

Screen Name Redacted

3/09/2022 04:40 PM

This project is so important for building a city where we're not as auto dependent to get around our community. Reducing this dependence has many potential benefits for residents.

Screen Name Redacted

3/10/2022 04:16 PM

Grateful that the city is recognizing the safety need for cyclists and pedestrians with the introduction of the path. I am sure drivers would be as happy as the cyclists to not have to be on the road.

Screen Name Redacted

3/10/2022 05:12 PM

More cycling infrastructure in Port Moody is good for the planet and for our stress levels. Thank you!

Screen Name Redacted

3/10/2022 08:17 PM

I like it the way it is now. A nice sidewalk with beautiful trees and green grass area. I would like the other side (moody street to ioco) to be similar to what Kyle to moody look right now. A nice sidewalk with bigger green area that separates the sidewalk from the street /cars.

Screen Name Redacted

3/10/2022 08:57 PM

I believe that there should be a bike route on either Clarke OR St. Johns but not both. Pedestrians are higher priority in my view. I live on the east section of St Johns and the sidewalk east of Moray is horrible. In the winter it is simply unusable.

Screen Name Redacted

3/10/2022 09:17 PM

I'm all for it! I'm a strong advocate of anything and everything that makes the streets of Port Moody safer and more user-friendly for pedestrians and cyclists.

Screen Name Redacted

3/11/2022 09:57 AM

I do feel that parking for the merchants along the street is very important and should not be taken away. I take it that the two lanes on St. Johns will remain as is? If these were made smaller I would be concerned about more traffic accidents.

Screen Name Redacted

3/11/2022 10:15 AM

Real cyclists will use the roadway and the pretend (neighbourhood bike riders) cyclists can use the multiuse pathway with pedestrians, stroller and all the rest.

Screen Name Redacted

3/12/2022 07:48 AM

Avoid bike lanes at all cost-bikers do not follow rules of the road and won't stop at intersections - vehicles turning off saintjohns already have lots to look out for and this will cause accidents.

Screen Name Redacted

3/12/2022 06:30 PM

I like the idea of separating the biking from walking. The coal harbour/Canada place area works really well. It allows for walkers to not stress about bikes hitting them and allows bikers to not feel congested with walkers standing in the middle of the path.

Screen Name Redacted

3/13/2022 12:13 PM

Parts of the sidewalk on the north side of St. John's are quite small, and very close to the road. In rainy season ponding on the road leads to vehicles splashing the side walk and pedestrians.

Screen Name Redacted

3/14/2022 11:52 AM

I travel on St Johns very frequently, take child to Ecole Moody Middle and Moody station by car / bus and I hardly see any biking on St Johns. Is this worth the cost if very little people use it, like 3-5 times / month I see people on bikes.

Screen Name Redacted

3/14/2022 01:06 PM

While physically separated bike lanes on each side of St John would be preferable option 2 is preferrable to a multi-use path. If there are driveways crossing bi-directional bike path safety cyclist safety will decrease; applying green paint would help.

Screen Name Redacted

3/15/2022 05:38 PM

Please consider a traffic light at st John's and Elgin

Screen Name Redacted

3/16/2022 02:05 PM

This path and its planned extension are essential to revitalizing this part of our city and connecting our entire community. We need to improve this infrastructure ahead of the transit-based density our city, and St Johns, desperately needs. By incentivizing alternatives to cars we improve congestion and reduce carbon emissions. Win win!

Screen Name Redacted

3/17/2022 06:44 AM

Again, this is a regional connector street, not a place that's pleasant to sit and gather as a community. Make the path bike & pedestrian friendly but take the park / rest aspects and invest those on the earlier



proposed pedestrian only street one block north. The elevation difference would allow to have a pedestrian street above a vehicle access / parking access below - that could be very fun and engaging for businesses fronting onto St. John's.

Screen Name Redacted

3/17/2022 04:20 PM

If the existing sidewalk is being retained, there should more of a barrier between the road/parking. It's convenient for parking, but would be unpleasant to walk down in its current state.

Screen Name Redacted

3/19/2022 08:52 PM

The eastern section requires zoning mods; the stretch between hugh and moray on the north side doesn't attract pedestrian business. Automotive service and retail. I patronize those businesses, but really, that area has evolved beyond that usage and they should be relocated further east to the loco-lansdowne light industry/retail corridor. With moody central potential, that stretch could become a real gem.

Screen Name Redacted

3/19/2022 09:30 PM

Can't the bike path be on the outside by the road to avoid crossover and potential accidents with pedestrians? They are moving faster, more likely not stopping at stores, and crossing roads and streets, turning corners at speed. Will there be signage to remind cyclists of the road rules?

Screen Name Redacted

3/20/2022 10:35 AM

Reading through the information and survey, I cannot find any information about the effect on E-W traffic flows through the city. As we have learned in studies, E-W traffic through port moody is critical for both residents of Port Moody and other neighboring cities. With the development the past years of Rocky Point Park and the Breweries, the Moody/Clark stretch of E-W road has basically been ruined for an expedient thoroughfare. With St Johns being the only other viable E-W route through the city, Port Moody must consider keeping the integrity of traffic flow of this street and not creating more congestion, as has been done along Murray St.

Screen Name Redacted

3/20/2022 11:36 AM

In the midst of so much new, impersonal (and, in my opinion, generic and boring) codo development in Port Moody, it would be nice to retain the spirit of community somehow. Port Moody is arts and environmentally friendly - I'd like to keep it that way. Preserving green space is very important to me. I could not in good conscience rate public art a higher priority than essential services like lighting or street parking, but it is also still a priority to me. I would also much prefer something locally made or cognisant of the community/area rather than something flashy and meaningless. --Thank you for proceeding

with this project which will be providing much needed services to the area!

Screen Name Redacted

3/21/2022 02:49 PM

I've reviewed the proposed plan on a block-by-block basis and noticed the following items that I would appreciate being explained further. Although I've indicated a preference for Option 2, I believe some elements of Option 1 should incorporate as part of the final design. 1. The street (parking) edge sidewalk between Kyle and Grant is currently narrower than 'standard sidewalk width for Canada'. This sidewalk has a number of street lights currently placed within the existing narrow width. Conceptual drawings for Options 1 & 2 do not make any reference to the existing street lights. - Will the street edge sidewalk be upgraded a minimum safe width? - What is the plan for placement of required streetlights so that they do not create an unsafe walking environment at the street (parking) edge? 2. A few existing utility poles exist along the planned route of the multiuse pathway. What is the plan for their relocation? 3. Options 1 & 2 shows the retail storefront sidewalk with outdoor seating and umbrellas. - Is the expectation that the use of these sidewalks will become more prevalent for outdoor expansion of retail activities? - How is this being considered when planning for the adjacent multiuse pathway? 4. Current observations note that the retail storefront sidewalks between Kyle and Grant are more preferable and safer to use versus the street (parking) edge sidewalk. This should be considered and possibly be rational to focus on Option 2 for sidewalk design while including the Option 1 multiuse path with step down to the boulevard and street side sidewalk.

Screen Name Redacted

3/21/2022 03:09 PM

Ensure that no road allowance is used for the project. Our city will become a traffic nightmare if you reduce the size of roads in the city. Just like the bike path on Turner Creek {does not get used at all} it will be a total waste of tax money.

Screen Name Redacted

3/21/2022 04:03 PM

no

Screen Name Redacted

3/21/2022 04:53 PM

Does this project tie-in with other cycling/multi-use infrastructure?

Screen Name Redacted

3/21/2022 05:47 PM

Really no necessary, it's fine

Screen Name Redacted

3/21/2022 06:44 PM

No additional comments

Screen Name Redacted

3/21/2022 07:15 PM

I strongly support these kinds of improvements to the public spaces in port moody. I am especially looking forward to phase 2 from Moody Street to loco Road. I live in port moody and walk and drive, but would prefer to walk more. I would cycle but dont currently feel safe cycling. I also currently feel very unsafe crossing at many of the intersections along st. John street. If I felt safer I would spend more time in the area and visit local shops more often than I do now.

Screen Name Redacted

3/21/2022 08:40 PM

Would rather you spend money on just making sure the burned out street lighting is repaired.

Screen Name Redacted

3/21/2022 09:05 PM

I like the path they've made up the hill in Burquitlam on north rd

Screen Name Redacted

3/21/2022 11:37 PM

Whatever design is chose has to be cohesive down the entirety of st johns for it to be actually usable by pedestrians and cyclists.

Screen Name Redacted

3/22/2022 08:22 AM

It's a mental health office and there needs to be consideration toward accessibility and privacy

Screen Name Redacted

3/22/2022 01:06 PM

No more high rises as increased density is making driving here a nightmare

Screen Name Redacted

3/22/2022 03:26 PM

Right now the only aesthetically pleasing feature of St. John's is the flowering cherry trees so any improvement would be welcome.

Screen Name Redacted

3/22/2022 07:20 PM

I am concerned about the impact of this project on the commute traffic. There is a huge volume of car traffic going to Coquitlam and Port Moody via St. John's st and Clark st. Those are people who go to work every day and return home often in a very heavy and slow traffic. These people will also be funding this project with their taxes. City should also look into doing something for the drivers to improve their lives and to build the adequate infrastructure for the size of the community.

Screen Name Redacted

3/22/2022 09:29 PM

It is crucial to separate cycling and pedestrian realms as much as possible. The introduction of the Multi-Use Pathway on Murray Street from the CPR tracks at the east to the park entrance at the west has made the path virtually unusable for cyclists and has designed conflict

into, rather than out of, the system and created a gap in the separated bike lane that ran from Pinetree Way in Coquitlam in the east to 2900 Murray in the west.

Screen Name Redacted

3/23/2022 01:35 PM

St John's traffic needs more lanes for the cars.

Screen Name Redacted

3/23/2022 01:57 PM

Thanks for the great plan and consideration of the following: - Bike paths need to be continuous along major routes and connect directly to Coquitlam or Burnaby infrastructure where applicable. Whenever there is a transition without bike lanes, these will become dangerous areas for bikes, pedestrians, etc. - Some consideration needs to go into the Barnet Highway, this is a heavily used bike route that currently isn't as safe as it could be. I've personally stopped using it after biking to work in Vancouver for 3yrs, as I have had too many close calls with drivers on the shoulder of the road. As a side note, I have 7 lights and 6 reflectors on my bike/helmet and wear highly reflective clothing. And honestly, not much scares me.

Screen Name Redacted

3/23/2022 02:15 PM

Assume that wheelchair access will be available

Screen Name Redacted

3/24/2022 07:27 AM

DO NOT CUT DOWN THE CHERRY TREES. They must stay.

Screen Name Redacted

3/24/2022 10:06 AM

I think it is best and safer to separate pedestrians from cyclists especially as a lot of kids walk in this area.

Screen Name Redacted

3/24/2022 10:15 AM

I think the priority should be to make St John street more welcoming for pedestrians and cyclists alike. But rather than just a transportation thoroughway, it would be great to have more community there - where people can spend time, shopping, dining, gathering, enjoying the city and their community.

Screen Name Redacted

3/24/2022 03:16 PM

Can we please use common sense when deciding on options...look what heavily populated European cities do, pedestrians/cyclists/transit vehicles co exist together...majority of our citizens will continue use vehicles, be it electric or one day automated...let's not lose sight of this...

Screen Name Redacted

3/25/2022 03:20 PM

Please don't put steps from the bike path up to store fronts! That is a terrible idea.

Screen Name Redacted

3/25/2022 05:13 PM

St Johns is a freeway,why build paths that discourage vehicle movement?

Screen Name Redacted

3/25/2022 05:56 PM

I think it's stupid..that won't reduce the traffic!!!!!!!!!!!!

Screen Name Redacted

3/25/2022 07:36 PM

I don't like Option 1 or Option 2. Both Option 1 and Option 2 have retaining wall... what happens for wheelchairs, mobility scooters, parents with strollers? If one wants to go from parking on the street to the building... how can they do this? Plus, the Existing sidewalk is too narrow and does not conform with the guideline of accessibility which indicate a minimum of 1 500mm. (1.5 metres) The bike lane should be closer to the street and the pedestrian closer to the buildings. How frustrating. I am forced to choose Option 1 or 2 when neither are acceptable. You should have included an Option 3. Neither Option 1 or 2. So I said Option 2 because I had not choice if I wanted my comments included in this survey. The only thing I like about Option 2 is the 2 way bike path.

Screen Name Redacted

3/25/2022 11:06 PM

Everything that can be done to increase safety and connectivity along our main corridors is welcome, encouraged and essential. We try to ride along Spring Street from Klahanie with our kids and have so many concerns about vehicle traffic and connecting to different neighborhoods. To reduce short car trips within the city, routes need to be safe to use as a family. This includes safe crossing, separate bike paths and connecting between routes. For instance, as a cyclist coming over Moody Street overpass it is dangerous to get onto Clarke westbound given the traffic flow, and construction at the corner has impeded other options until quite recently. The construction projects must maintain a safe way around for pedestrians and cyclists - this was not done at this location.

Screen Name Redacted

3/26/2022 11:04 AM

Vehicle traffic. Consider this issue.

Screen Name Redacted

3/27/2022 07:43 PM

Consider having more pedestrian crosswalks.

**Optional question** (222 response(s), 207 skipped)

**Question type:** Essay Question