



City of Port Moody

Report/Recommendation to Council

Date: May 4, 2022
Submitted by: Engineering and Operations Department – Project Delivery Services Division
Subject: St. Johns Street Multi-Use Path Project Update

Purpose

The purpose of this report is to provide Council with an update of the St. Johns Street Multi-Use Path Project and obtain approval for staff to proceed with the completion of the detailed design and construction of the project incorporating the recommendations from the public engagement.

Recommended Resolution(s)

THAT staff be directed to proceed with the scope and construction timing as recommended in the report dated May 4, 2022 from the Engineering and Operations Department – Project Delivery Services Division regarding St. Johns Street Multi-Use Path Project Update

Executive Summary

The St. Johns Street redesign project is divided into two phases. Phase 1 will create a multi-use path between Albert Street and Moody Street at the west end of St. Johns Street. Phase 2 will be developed in 2023 and will focus on providing new transportation amenities and safety improvements between Moody Street and Ioco Road. This report provides a summary of the conceptual design, the results of the public engagement, and requests Council endorsement to progress the detailed design and construction of Phase 1.

The St. Johns Street multi-use path project will create a new active transportation facility within the south boulevard of St. Johns Street between Albert Street and Moody Street. At Moody Street the path will continue two blocks north and connect with the existing Moody Street Overpass multi-use path and Moody Centre SkyTrain access path, further connecting the City's network.

The conceptual design identified a multi-use (mixed use) path between Albert Street and Kyle Street, with the options for either separated cycle lanes and sidewalk or alternatively multi-use path between Kyle Street and Grant Street. Between Grant Street and the Moody Street overpass a multi-use pathway is proposed. The conceptual design was developed considering technical constraints, budgets, and maximizing tree retention within the corridor.

The public engagement for the project was primarily online in nature and resulted in 429 engaged participants responding to the community survey, 746 informed participants, and 1500 aware visitors. The feedback showed a preference for separated cycle and pedestrian facilities where possible and highlighted that the following pathway amenities are most important:

- trees and landscaping;
- lighting;
- separation between pedestrians and cyclists; and
- green infrastructure.

Based on the survey feedback, the detailed design will be progressed through to construction with the following guidelines:

- separated cycle lanes and sidewalks between Queens and Moody Street (where feasible);
- focus on maintaining or improving the landscaping and trees within the project area;
- focus on improvements to lighting within the project area;
- focus on providing opportunities for green infrastructure or allocate space so that green infrastructure can be built in the future; and
- investigate if 3 (northbound) on-street parking bays on Moody Street (between St. Johns Street and Clarke Street) can be accommodated within existing budgets.

Given rising construction costs it may not be feasible to complete all desired improvements within the existing budget. To manage this financial risk, the project will focus on improvements between the Moody Street Overpass and Queens Street with the remaining improvement between Queens Street and Albert Street being reviewed for cost saving opportunities.

Background

The St. Johns Street Redesign project was developed from the recommendations of the 2017 Master Transportation Plan “TransPort Moody”. The objectives of the project are:

- encouraging active transportation trips by creating a welcoming and safe environment;
- connecting the gaps in the City's cycle network; and,
- providing improved accessibility to transits in Moody Centre.

The St. Johns Street Redesign project is divided into two phases. Phase 1 will create a multi-use path between Albert Street and Moody Street at the west end of St. Johns Street. Phase 2 will be developed in 2023 and will focus on providing new transportation amenities and safety improvements between Moody Street and loco Road. This report is focused on the first phase “St Johns Street Multi-Use Path Project” only.

Discussion

Design

The project completed a conceptual design, to determine the feasibility of providing either multi-use (mixed use) or separated cycling facilities within the south City-owned boulevard of St. Johns Street. The conceptual design phase determined the following (Figure 1):

- a multi-use (mixed-use) path between Albert Street and Queens Street (Figure 2);
- the option of either multi-use path (Figure 3) or separated cycle lanes and sidewalk (Figure 4) between Kyle Street and Grant Street;
- the removal of 17 on-street parking spaces (eastbound between Grant and Moody Street) to allow the path to be constructed within the parking lane as this design will protect the mature trees in this block;
- the removal of 6 unofficial parking spaces in the city owned boulevard on Moody Street between St. Johns Street and Spring Street to allow a multi-use path to be constructed; and,
- safety improvements at cross-streets including a combination of raised crosswalks, green paint markings, and crosswalks set back from St. Johns Street.

As part of the conceptual design, a tree assessment was completed. This assessment determined that of the 89 City owned trees within the project area, 20% are in poor condition and 80% in a moderate condition. The arborist assessment also noted that many of the species are not native to the area and are not resilient to climate change. The path alignment was developed to best manage the retention of trees in a moderate condition; however, the project will replace 38 of the existing trees on a 2:1 ratio in accordance with City policy to accommodate the new alignment.

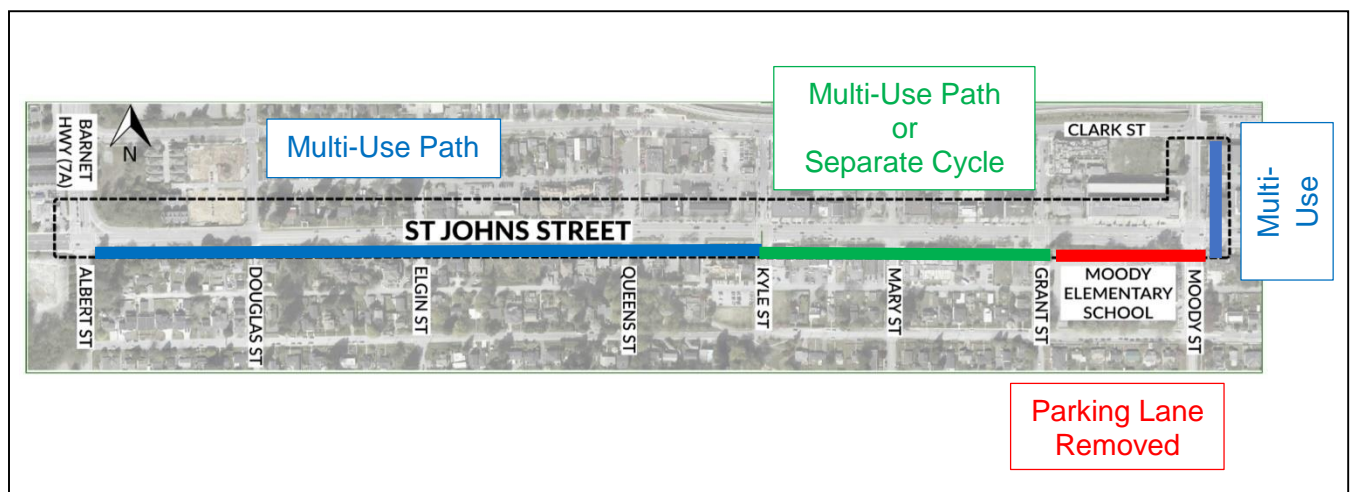


Figure 1: Project Area

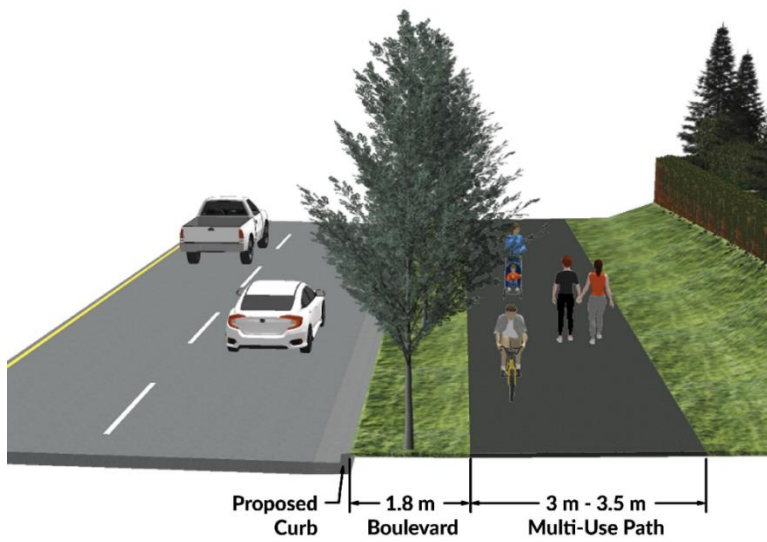


Figure 2: Multi-Use Path Concept between Albert Street and Queens Street



Figure 3 - Multi-Use path option between Kyle and Grant



Figure 4 - Separated cycle path and sidewalk option between Kyle and Grant

Public Engagement Strategy

A public engagement for the project was undertaken in accordance with the “St. Johns Street Redesign Public Engagement Strategy” as presented as part of the consent agenda at the October 26th, 2021, Regular Council Meeting.

The public engagement comprised of the following:

- the launch of the St. Johns Street Redesign project page on the City’s website;
- the launch of the St. Johns Street Multi-Use Path project page on the City’s “Engage Port Moody” online engagement hub;
- staff hosting two online project information sessions for businesses along St. Johns Street, comprising a presentation of the project followed by question and answers;
- staff hosting an online information session for the public, comprising a presentation of the project followed by question and answers; and
- launch of an online community survey for the project.

Summary of Public Engagement Feedback

The public engagement for the project resulted in:

- 429 engaged participants contributed to one or more feedback tools,
- 746 informed participants visited multiple project pages, contributed to a tool, or downloaded documents,
- 1500 aware visitors viewed this project page.

The survey received 429 responses, with 81% of respondents identifying as being a resident of Port Moody, 10% as a resident of St. Johns Street and 2% as an owner of a business on St. Johns Street. The remaining 7% identified as Other.

Question 3 asked people to rank various amenities in order of their importance, with 1 being the most important and 10 being the least. This was done to help prioritize which amenities should be focused on in the event there is insufficient budget to include everything. The top 3 ranked amenities had very similar scores indicating that they are equally as important to the public.

The top 4 amenities as reported by the survey were:

- Trees and landscaping (*Average Score 3.80*),
- Lighting (*Average Score 3.95*),
- Separation between pedestrians and cyclists (*Average Score 3.99*),
- Green infrastructure (infrastructure that enhances the natural environment such as a rain garden or bioswale) (*Average Score 4.56*).

Whilst not always ranked in the same order, these amenities were always ranked within the top five regardless of the age of the respondents, or how they identified in question 1 (i.e., Resident of Port Moody, etc.).

The survey found that 56% of respondents prefer a separated cycle path in place of a mixed-use path between Kyle Street and Grant Street. This sentiment was echoed by the answers to question 3 and through comments made in the survey supporting separate facilities. This preference was generally repeated regardless of the age of respondents and how they identified in question 1 (i.e., Resident of Port Moody, etc.).

When asked how important it would be to continue a multi-use path or other forms of improved walking and cycling facilities to the east along St. Johns (between Moody Street and loco Road) the following opinions were received:

- 80% indicated that it is important or very important to continue the improvements;
- 10% indicated it is low importance or not important at all to continue the improvements; and
- the remaining 10% were neutral.

Next Steps

Based on the results of the survey, the project will continue the detailed design of St. Johns Street multi-use path with the following considerations:

- separated cycle lanes and sidewalks between Queens and Moody Street (where feasible and compatible with the project objective of creating a welcoming and safe environment);
- focus on maintaining or improving the landscaping and trees within the project area;
- focus on improvements to lighting within the project area;
- focus on providing opportunities for green infrastructure or allocate space so that green infrastructure can be built in the future;
- investigate if 3 (northbound) on-street parking bays on Moody Street (St. Johns Street and Clarke Street) can be accommodated within existing budgets; and
- safety improvements (as appropriate) where pathway crosses cross-streets such as raised crosswalks, green paint markings, and setting the crossing back away from St. Johns Street.

The project will progress detailed design this summer with the intention of progressing into construction by late 2022 or early 2023.

Other Option(s)

THAT staff be directed to investigate and report back on alternative recommendations from those provided by the survey when developing the detailed design of the St. Johns Street Multi-Use path project.

Note the above option would add costs and delay construction of the project.

Financial Implications

There has been a consistent upward trend in the tender bid prices received for construction projects over the past two years and project scope will need to be closely managed, and possibly adjusted, to remain within the allocated budget. Knowing this, staff have structured the public engagement to ask which features are most important to people and will use the responses to prioritize them during the design phase.

More precise construction cost estimates will be prepared as the detailed design is progressed and this will allow staff to determine if there is a potential shortfall in budget. Staff have arrived at the following strategy to reduce project costs should this occur:

- focus on providing facilities between the Moody Street Overpass and Queens Street; and
- look for opportunities for improvement between Queens Street and Albert Street (at a reduced scale);

A summary of current project funding is presented in Table 1:

Table 1 - Approved Project Budget

Item	Amount
Approved City Budget	\$1,620,000
Approved TransLink Grants	\$2,666,500
Total (Approved Funds)	\$4,286,500

It should be noted that in addition to the previously approved funding grants from TransLink, staff are also applying for a federal Active Transportation Fund. If successful, this grant may help further offset the City's \$1,620,000 contribution to the project and/or any increased projects costs.

Communications and Civic Engagement Initiatives

See discussion section of report for information on the public engagement initiative for the project.

Council Strategic Plan Objectives

The report's recommendation align with the goal's of the 2019-2022 Council Strategic Plan:

Healthy City

- Provide local services and access to amenities for residents of all ages and abilities; and
- Encourage lifelong healthy and active living; and

Community Evolution

- Provide people with a variety of options to move through and around Port Moody safely and efficiently.

Attachment(s)

1. Attachment 1 – St. Johns Street Multi-Use Path Community Survey Results.
2. Attachment 2 – St. Johns Street Multi-Use Path Public Information Session Minutes.
3. Attachment 3 – St. Johns Street Multi-Use Path Business Information AM Session.
4. Attachment 4 – St. Johns Street Multi-Use Path Business Information PM Session.

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Report Approval Details

Document Title:	St. Johns Street Multi-Use Path Project Update.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 – St. Johns Street Multi-Use Path Community Survey Results.pdf- Attachment 2 – St. Johns Street Multi-Use Path Public Information Session Minutes.pdf- Attachment 3 – St. Johns Street Multi-Use Path Business Information AM Session.pdf- Attachment 4 – St. Johns Street Multi-Use Path Business Information PM Session.pdf
Final Approval Date:	May 11, 2022

This report and all of its attachments were approved and signed as outlined below:

Kim Law, Manager of Project Delivery Services - May 6, 2022 - 1:32 PM

Jeff Moi, General Manager of Engineering and Operations - May 6, 2022 - 1:46 PM

Rosemary Lodge, Manager of Communications and Engagement - May 6, 2022 - 2:30 PM

Paul Rockwood, General Manager of Finance and Technology - May 8, 2022 - 9:04 AM

Tim Savoie, City Manager - May 11, 2022 - 12:24 PM