

St. Johns Multi-Use Path Public Information Session – March 2, 2022

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Questions

Q: Spring Street was to become a pedestrian promenade according to the OCP. Is the St. Johns multi-use project intended to supersede Spring St. promenade? As a cyclist I would like both but might budget limit improvement to only one?

A: The St. Johns project is not intended to replace or supersede Spring Street improvements.

A: The St. Johns MUP will be AAA. Other cycling paths on the network (like Spring St) may be for more advanced riders.

Q/F: Thank you for the presentation. Very impressive. From the viewpoint of a cyclist instead of a pedestrian, how did you prioritize this path when looking at a cycling use. What are the priorities for the cyclists?

A: MUP can hopefully accommodate AAA, primary focus is recreational cyclist but seasoned cyclists can also use the path.

Q: How did you prioritize this MUP for cycling use and pedestrian use?

A: Based on the feedback we received from the previous engagements on the MTP, this project was identified as a priority

Q: Why not have physical separation between pedestrians and cyclists all along the path

A: We do not have enough space, our goal was to have a comfortable place to be with landscape features. If we were to build a separation, there would not be enough space for greenery.

Q: Are you thinking of moving cyclists from Clarke Street to St Johns?

A: This will hopefully be the connectivity to Barnet, Clarke, and Rocky Point Park. We wanted to connect this Path to the West Side of cycle networks as well as Moody Street overpass and Rocky Point Park.

Q/Comment: Thank you for all your hard work. My concerns is that I would like to have as many trees protected as possible.

A: 38 trees will be removed; the arborist report determined that many of the trees are in poor condition. We will focus on replacing with native trees (more suitable for this application) and focus on themes throughout the Multi-Use Path. Trees will be replaced at a 2-1 ratio and the trees being removed will be recycled into top soil.

Q: Swales and rain gardens - will they be included?

A: Yes, we are looking to see if rain gardens can be incorporated in the project. If we don't have budget at the moment, we would like to have space to add it in the future.

Q/Comment: Will the St. Johns & Moody street intersection be a "protected" intersection in accordance with best practices as seen in the North Vancouver Esplanade redesign?

A: We will be making improvements but final details will be made in the final design. We can potentially use green paint or raised crosswalks.

Q: Is a HUB representative being included in the detailed design stage?

A: We have been in communications with the City's transportation committee who communicates with HUB.

Q/Concern: Raised crossings are limited or for all crossings? If limited, limited to which street and why?

Concern: There are elementary, middle and high school, concerned about the safety of these students. Trying to ride bike from Seaview to Glenayre but at the moment not feasible. Best practices are not being done at every crosswalk – what guidelines are being followed to ensure safety for all ages and abilities? Which guideline books are you using? Why are leaning on North American standards and not European guidelines?

A: Raised crosswalks are not feasible at every crosswalk, each crosswalk will be reviewed at a case to case basis to ensure it is safe for everyone. We are currently using TAC, NACTO, Ministry of Transportation guidelines. We will take your suggestions and discuss it with our team.

Q: What species of "new trees" will replace the current trees?

A: We do not know at this point of the design but will make sure they are native trees.

Q/Comment: Thank you for this, it is very interesting I would like to see the widest possible space for mobility scooters.

A: We will do our best to accommodate all accessibilities

A: E-Scooters and E-Bikes are quite common; City would look at implementing regulations without discouraging safe use of these mobility-assisted devices.

Q: Is there a consideration for a crosswalk on St. Johns by Mary Street? This is a high accident area and pedestrians opt to cross the street to catch the bus.

A: There are currently no plans for a crosswalk at Mary @ St. Johns. Future plans for potential crosswalks at Elgin St and St. Johns. Other signals may be dependent on studies and/or future development.

Q: What is the proposed timeline for completion of Phase if starts Fall of 2022?

A: Start in the fall – we estimate it take 4 months to complete.

Q: How many people would want to use these pathways along St. Johns due to the traffic along St. Johns?

A: The pathway is set back from the traffic, which should help buffer from the traffic. The landscaping can hopefully also provide a buffer for the noise. We hope that the MUP can provide a connection to local shops on the St. Johns neighbourhood and facilities to the rest of Port Moody

Q: What features are you considering for creating a more welcoming environment given that will be next to a busy road?

A: We intend to provide landscaping, with the goal of where possible creating a more welcoming environment, We are also looking at the inclusion of rest stops (benches etc.)

Comments

C: The proposed multi-use path will be a good facility for utility and family-group cyclists. It may encourage students to cycle to and from MMS and PMSS.

C: Pomo Parks & Rec Dept. should sell inexpensive bike bells as was done by Edmonton Parks some years ago. A bell works wonders to reduce ped-cyclist conflicts. There is a bike path along the west side of Glenayre Dr. from Angela Drive to Ailsa Ave so kids should be able to cycle from Seaview to Glenayre Elem School.

C: The issue for cyclist safety on Glenayre Road is motorist speeding.

C: Should be a dedicated bike path for whole route, please and thank you.

Feedback

F: Please put in green infrastructure where possible. Thank you for considering speed limits for e-bikes.

F: Appreciate you taking feedback.

F: Thanks very much for the presentation. Happy to see the City making additional cycling connections.

F: Thank you for your presentation.