

# **ST. JOHN'S**

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## **Bike St. John's Advisory Committee**

**November 28, 2019**

**3:00 p.m.**

**Conference Room A, 4th Floor City Hall**

**Pages**

<b>1. CALL TO ORDER</b>	
<b>2. PRESENTATIONS/DELEGATIONS</b>	
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# ST. JOHN'S

## Minutes of Bike St. John's Advisory Committee

July 17, 2019

3:00 p.m.

Conference Room A, 4th Floor City Hall

Present: Marianne Alacoque, Systems Engineer  
Garrett Donaher, Manager of Transportation  
Carol Grouchy, Public Member  
Tobias Laengle, Organizational Representative  
Travis Maher, Community Services Coordinator  
David Hood, Public Member Representative  
Dave Lane, Council Representative  
Justin Dearing, Public Representative  
Heather Power  
Stephen Hill, Organizational Representative  
Craig Martin, Younger Generational Representatives  
Staff: Maureen Harvey, Legislative Assistant  
Others: Robert Moloney

### 1. CALL TO ORDER

The meeting was called to order with a welcome to two new members to the committee - Justin Dearing and Heather Power.

### 2. PRESENTATIONS/DELEGATIONS

### 3. APPROVAL OF THE AGENDA

The agenda was adopted as presented. The following items were also added for discussion either at this meeting or at another time.

1. White Hills Trails - Given the Province's intent to build a new penitentiary in White Hills, it is noted that the area is currently used by people mountain biking and hiking. The area is currently zoned as rural but the new Municipal

Plan contemplates a change in that zoning. It is acknowledged that the Province can make changes to zoning without the due consultation with the City. City staff will investigate the possibility of writing a letter to the provincial and/or federal government about the proposed zoning changes in the municipal plan, and the possibility of having the City's GIS Department add the existing bike trails to their mapping inventory.

2. Responsibility as Committee representatives - Councillor Lane took this opportunity to remind members of the Committee that while shared use paths are recommended in the Bike St. John's Master Plan, they are not yet built. As such committee members should not be using or encouraging shared use of existing walking trails at this time. It's important to respect the rules when communicating with the public as a representative of the Bike St John's Advisory Committee.
3. Rennie's River preliminary alignment conflict with private property - Councillor Lane made reference to one section of the Rennie's River path preliminary alignment where that encroaches across private property on Dover Place. He indicated his intention to seek Council approval to write a letter to the property owner with reassurance that this section of trail will be modified. The Committee concurred with this course of action

#### **4. ADOPTION OF THE MINUTES**

##### **4.1 Adoption of Minutes - March 28, 2019**

###### **Recommendation**

**Moved By** Dave Lane

**Seconded By** Tobias Laengle

That the minutes of the meeting held March 28, 2019 be adopted as presented.

**CARRIED UNANIMOUSLY**

#### **5. BUSINESS ARISING FROM THE MINUTES**

The Chair welcomed the following new members to the Committee:

- Justin Dearing, general public member who is an avid cyclist for purposeful transportation
- Heather Power, general public member who is a beginner/occasional cyclist.

##### **5.1 Bike St. John's Master Plan**

- Review public response since plan approval
- Review Action Plan table

#### Review of Public Response Since Plan Approval

The Chair noted that there has been substantial mixed feedback on the plan and suggested a discussion about how to communicate with the public and move forward, particularly with catalyst projects.

Marianne summarized the feedback noting widespread support for the vision of the plan and the idea of shared use trails. In addition to the general resistance to the idea of paving and sharing trails, it's important to note that the the Rennies River Trail and Virginia River Trail are receiving the most attention from the public with particular concern about the environmental impact of working in these areas.

Discussion took place with the following points highlighted:

- Councillor Lane will be the Council spokesperson for the plan. There is also value in having the Committee provide messaging or a spokesperson.
- Agreed that the Kelly's Brook Catalyst Project (the one receiving the least public opposition) should be addressed first to build public confidence in the concept of shared-use paths and to demonstrate receptiveness in design through a thoughtful public engagement process. If properly executed, this project could serve as a demonstration project and build public acceptance of shared-use paths and trust in the process.
- Tight turns will be made straighter and steep slopes more gentle to improve sightlines/visibility and accessibility. This is important design parameter is necessary for safe and comfortable shared-use paths. The trails in the their current state are not appropriate for shared-use.
- There is a general fear of what may be lost by modifying existing trails.
- There should be a clear communication plan developed as catalyst projects commence.
- A short fact sheet or FAQ may prove beneficial in allaying fears and concerns. This could include reference to other jurisdiction where shared use trails are working favorably. Mount Pearl's network of paved shared-use paths is a good example.

- Visual examples of what shared-use paths through natural areas could look and feel like.
- Communication should focus on the health benefits of cycling.
- A discussion about granular vs asphalt surface will be part of the public engagement process for the Kelly's Brook Trail project. Information about relative maintenance costs, environmental impacts and accessibility will be presented to the public to help inform decision making.
- Council is very supportive of the Bike Master Plan and shared-use path catalyst projects and hopeful of getting the ball rolling on the plan during the next two years, such that it gets more favorable acceptance.
- Improving accessibility so that more people can use the trails is important and should be communicated.
- Shared-use path design should address all aspects of safety to ensure everyone is protected.
- Environmental and flood risk concerns raised by the public need to be addressed. If environmental assessment or evaluation is in scope for design, it should be communicated to the public to help allay concerns.
- The committee hopes that plan implementation will not be scaled back because of public opposition.

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#### Action Plan Table

The Committee was referred to Section 7.0 Action Plan of the Master Plan. All recommended actions are summarized in a table and categorized as primary, secondary, ongoing, or external. In advance of the next committee meeting, members are asked to review the Action Summary Table, with attention to primary and secondary actions, so that the Committee may discuss how to best support and move forward with plan implementation.

The Committee was informed they will be provided with a google doc through which questions, comments and feedback can be given.

Discussion concluded with agreement that:

1. the Chair will share a google doc for committee members to lead the preparation of an FAQ sheet. City staff will support by adding content and clarifications where needed.
2. the Committee will review the action plan in advance of the next meeting
3. Councillor Lane has drafted a blog post and will circulate to committee members for feedback

## **5.2 Request for Proposals (RFP) Kelly's Brook Trail**

- Detail design of shared-use path
- Includes public engagement, environmental

The Committee was informed that that the RFP for work on the Kelly's Brook Trail will be issued in the near future with the hope of construction starting in the spring of 2020. While this catalyst project has an estimated price tag of \$2.0M, it is hoped that through alternative funding sources this expense can be reduced substantially. Funding sources needs to be explored soon so that the City can finalize its contribution as part of the 2020 budget discussion.

It was also noted that careful consideration will have to be given to tree cutting and signage may be required to assist trail users to navigate some sight challenges

## **6. NEW BUSINESS**

## **7. DEFERRED ITEMS**

It was noted that further discussion on these matters will be deferred until Fall 2019

### **7.1 Bike Lane Parking**

### **7.2 Quick Win Project Planning - T'Railway Improvements and Monitoring**

The Committee was informed that staff will provide updates as required on initiative progress

### **7.3 Bike Lane Painting**

## **8. ADJOURNMENT**

There being no further business, the meeting adjourned at 4:40 pm

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MARIANNE ALACOQUE, CHAIR

**Title:** Bike St. John's Master Plan – Final Report  
**Date of Meeting:** June 10, 2019  
**Report To:** His Worship the Mayor and Members of Council  
**Councillor/Theme:** Dave Lane – Bike St. John's Advisory Committee  
**Ward:** n/a

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## Decision/Direction Required:

Decision is required to adopt the attached Bike St John's Master Plan and direct staff to undertake select actions identified.

## Discussion – Background and Current Status:

In September of 2019 the City staff and a consulting team including Trace, Stantec, and The Planning Partnership began developing the Bike St. John's Master Plan in collaboration with the Bike St. John's Advisory Committee and the general public. More than 1,000 people helped guide this plan by sharing their experiences and feedback through public questionnaire forms, stakeholder meetings, public open houses, classroom visits, and drop-in sessions.

Clear feedback from the public during this engagement include:

- Safety is paramount
- Off-street trails through natural areas are preferred by most
- Riding a bike needs to be comfortable and convenient for more people to do it

A vision for the future of cycling in St John's was then refined by the City of St. John's Bike Advisory committee. This vision states that the City of St. John's is committed to enabling and encouraging more people to ride a bicycle by developing:

***A safe, inclusive, and convenient cycling network that is well-connected, attractive and reflective of the City's unique topography and climate. As part of an integrated mobility network, this is supported by policies and programs that promote a cycling friendly culture.***

The Bike St. John's Master Plan provides a number of actions that contribute to realization of this vision. These actions can be summarized into four major themes:

- Infrastructure: Building and maintaining cycling infrastructure that is inviting for people of all ages and abilities. This includes identifying a cycling network to be developed over time.
- Programs: Developing a cycling-friendly culture with encouragement, education and enforcement.





- Policy: Adopting policies and a legal framework that support a vibrant cycling environment.
- Evaluation: Monitor and assess progress of network implementation against the following key targets:
  - Increase the number of people choosing to cycle in the City of St. John's.
  - Create a cycling environment that is welcoming to all, so that the people choosing to cycle are proportionally representative of city demographics (i.e., age groups, genders, and incomes).
  - Implement new sections of planned infrastructure each year (i.e., kms of new facilities constructed).

Also included is an action plan that summarizes the actions identified and includes specific commentary on key considerations such as public engagement and funding. Within the action plan three "Catalyst Projects" are identified as the best cycling infrastructure for early implementation. All actions are categorized into the four groups identified below:

- **Primary Actions:** these actions can be undertaken in the short term using current resources. Additional funding is required before construction of the Catalyst Projects and other cycling facilities can proceed.
- **Secondary Actions:** these actions reflect a long list of work that can be completed to support cycling in St. John's. Unlike for Primary Actions, additional resources and/or commitment is required to deliver on these tasks. Most require funding from the operating budget to occur and/or significant dedication of staff time.
- **Ongoing Actions:** these actions represent practices to be adopted at the staff level to ensure cycling is supported in accordance with this plan.
- **External Actions:** these actions are recommendations for external organizations to consider that would support cycling in the City of St. John's. The City will need to advocate for these actions and work with the relevant organizations.

The cycling network developed with this plan represents a set of comfortable, connected, convenient, and attractive bicycle routes that serve the vision. Within this network a subset of key routes is identified as part of a "Backbone Network". This backbone network includes the routes that are of highest value to the City and is shown in Figure 3 of the Bike St. John's Master Plan, attached. The three catalyst projects are part of this backbone network and are described below:

1. **Kelly's Brook Trail:** A trail from Kings Bridge Road to Columbus Drive, that is largely in place as a granular trail today, will be upgraded to an asphalt shared-use path. This shared-use path will link several neighbourhoods through an important east-west greenway that largely parallels Empire Avenue.

2. **Rennie's River Trail:** This project upgrades the existing walking trail to an asphalt shared-use path connecting the proposed Kelly's Brook shared-use path (Catalyst Project #1) at Portugal Cove Road to Prince Philip Drive. The existing trail sits within a beautiful greenway adjacent to Rennie's River.
3. **Virginia River Trail:** This project connects several neighbourhoods and important destinations along an existing greenway that extends from Quidi Vidi Lake to Penny Crescent. The existing walking trail will be upgraded to an asphalt shared-use path.

This plan specifies asphalt shared-use paths in many locations, such as the catalyst projects above. Asphalt paths, as opposed to a granular surface, are important to ensure that the path serves as many people as possible. An asphalt path serves not just cyclists but:

- People walking enjoy a cleaner surface with fewer puddles.
- The smooth surface is a great improvement for people using strollers, scooters, skateboards, etc.
- People who rely on mobility assistive devices can take advantage of asphalt shared-use paths.
- A more inviting and useful path attracts more users which leads to greater personal security.

The plan envisions a cycling-friendly culture in which St. John's is a welcoming place to ride a bike. The plan also recognizes that City investments in cycling will need support from both public and private efforts in order to achieve this culture shift.

### **Key Considerations/Implications:**

#### **1. Budget/Financial Implications**

Council has allocated \$150,000 from the 2019 Capital Budget to begin work on this master plan. These funds are anticipated to cover final design of the three catalyst projects outlined in the plan. Preliminary construction cost estimates for the catalyst projects are:

- Kelly's Brook Trail: \$2.0M for 4.8km
- Rennie's River Trail: \$1.2M for 2.0km
- Virginia River Trail: \$2.0M for 5.0km

Additional funding will be required for construction of other cycling facilities. Some secondary actions and ongoing actions identified in the plan also require additional funding if they are to be undertaken.

#### **2. Partners or Other Stakeholders**

The Grand Concourse Authority was consulted in the early stages of this project and was given the opportunity to comment on draft versions of the report.

### **3. Alignment with Strategic Directions/Adopted Plans**

This initiative falls under the City's Strategic Direction of "A City That Moves" and delivers on Goal M3.1 "Complete the Bike St. John's Master Plan to support cycling in the city, review and prioritize recommendations".

Tasks identified in the plan will be incorporated into future City Strategic Action Plans supporting the City's Goal M3 "Expand and maintain a safe and accessible active transportation network".

### **4. Legal or Policy Implications**

An amendment to the Park By-Law is identified as a primary action to allow bicycles on designated shared-use paths.

The master plan identifies a number of secondary actions that require City policies and By-Laws to be reviewed and updated to support the vision.

### **5. Privacy Implications**

n/a

### **6. Engagement and Communications Considerations**

It is important that affected residents and stakeholders are aware and engaged prior to the construction of new bicycle routes. The master plan commits to ongoing neighbourhood engagement as routes are implemented to provide people the opportunity for input.

### **7. Human Resource Implications**

Primary actions identified in the plan can be undertaken with available staff resources.

Some secondary actions and ongoing actions identified in the plan require additional and/or significant dedication of staff time.

### **8. Procurement Implications**

Project work will be tendered as the City moves forward with individual actions.

### **9. Information Technology Implications**

Incorporating the content of bikestjohns.ca into the primary City website is under consideration.

### **10. Other Implications**

n/a

**Recommendations:**

It is recommended that Council adopt the Bike St. John's Master Plan and direct staff to undertake primary actions and ongoing actions. All infrastructure projects identified as a primary action referred to capital budget for consideration. Other actions are to be undertaken as direction is received and resources are allocated.

**Prepared by:**

Anna Bauditz, Transportation System Engineer

Signature: \_\_\_\_\_

Marianne Alacoque, Transportation System Engineer

Signature: \_\_\_\_\_

**Approved by:**

Garrett Donaher, Manager - Transportation Engineering

Signature: \_\_\_\_\_

**Attachments:**

[Bike St. John's Master Plan, 2019](#)

[Preliminary Alignment – Kelly's Brook Trail](#)

[Preliminary Alignment – Rennie's River Trail](#)

[Preliminary Alignment – Virginia River Trail](#)

# COUNCIL DIRECTIVE

## REGULAR MEETING

Date: 2019/06/10 12:00:00 AM

CD# R2019-06-10/5

**To:** Jason Sinyard  
**Position:** Deputy City Manager, Planning, Engineering & Regulatory Services  
**RE:** Committee of the Whole Report - May 29, 2019  
Decision Note dated May 29, 2019 re: Bike St. John's Master Plan - Final Report

**DECISION:** That Council adopt the Bike St. John's Master Plan and direct staff to undertake primary actions and ongoing actions. All infrastructure projects identified as a primary action referred to capital budget for consideration. Other actions are to be undertaken as direction is received and resources are allocated.

**Action:** As required  
**Date:** 2019/06/10  
**Signed by:** Elaine Henley  
City Clerk  
**Directive Status:** Active

### Status Comments:

kc

cc:

Planning/Eng./Reg. Services

**Response Required:** YES  
**Response deadline:** 2019/07/29  
**Response Received:**  
**Attachments:**



8.1.1. Committee of the Whole Report - May 29, 2019.pdf



8.1.2. Bike St Johns MP\_final report\_web.pdf



8.1.3. 2019-06-10-DN\_BSJMasterPlan.pdf

# DECISION/DIRECTION NOTE

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**Title:** Cost-Shared Capital Project: Construction of Kelly's Brook Shared-Use Path

**Date Prepared:** October 17, 2019

**Report To:** Mayor and Council

**Councillor and Role:** N/A

**Ward:** N/A

**Decision/Direction Required:**

Review and accept the proposed Investing in Canada Infrastructure Program (ICIP) cost-sharing submission for the construction of Kelly's Brook shared-use path to the Department of Municipal Affairs and Environment and Government of Canada.

**Discussion – Background and Current Status:**

**ICIP 2020-2021**

As part of the federal government's infrastructure investment program, \$555.9 million over 10 years has been allocated to Newfoundland and Labrador for projects which create long term economic growth, build sustainable and resilient communities and support a low-carbon, green economy. This funding is cost shared by the federal government, provincial government and the recipient, with cost shared ratios varying by type of project, population or other criteria. There are three funding streams applicable to the City:

1. Public Transit – \$109.1 million
  - This program is reserved for those with a public transit system (St John's and Corner Brook)
2. Green Infrastructure – \$302.4 million
  - Eligible projects include:
    - Climate Change Mitigation - increased energy efficiency of buildings, capacity to manage more renewable energy, access to clean energy transportation
    - Adaptation, Resilience, Disaster Mitigation - increased structural and/or natural capacity to adapt to climate change impacts and/or extreme weather events
    - Environmental Quality - increased access to potable water, treatment/management of wastewater/storm water, and reducing/remediating soil and/or air pollutants
  - Cost shared percentage for the City is 30%

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- Projects under this stream may be required to complete a GHG Mitigation assessment and/or a Climate Change Resilience Assessment based on outlined criteria

### 3. Community, Culture and Recreation – \$39.8 million

- This stream encompasses projects such as arenas, recreation centres, etc.
- Cost shared percentage for the City is 33.33%

Eligible recipients have received a call for applications under the program by the Department of Municipal Affairs and Environment due October 25, 2019. This call is for the second round of submissions and there will be additional calls throughout the 10 years of funding. Projects put forward under the Public Transit Infrastructure Fund (PTIF) program for the City will automatically be referred for federal consideration, if program criteria is met, as funding is designated to the City under this stream.

### **Proposed Project Description**

The Kelly's Brook Shared-Use Path project consists of upgrading the existing walking trail from Kings Bridge Road to Columbus Drive to a 4.8 km shared-use path comfortable for use by people of all ages and abilities. The trail links several neighbourhoods through an important east-west greenway that largely parallels Empire Avenue. Residents preferred this route because of its ability to connect people to essential academic, civic, and recreational destinations (for example, MUN, the Farmers Market, a major grocery store, and several sports fields, playgrounds and parks).

This shared-use path was determined to be the top priority project in the 2019 Bike St John's Master Plan. The attractive shared-use path is meant to support active transportation and encourage people to cycle for both recreation and commuting. This comfortable route with highly visible street crossings is expected to increase cycling ridership and build support for further bike network growth. The project supports transportation equity by filling gaps in current public transit coverage and connecting neighbourhoods and essential destinations with a trail designed to encourage people of all ages and abilities to walk, stroll, roll or cycle.

The scope of the project includes upgrading and connecting existing segments of walking trail to create a 4.8 kilometre shared-use path, comfortable for use by people of all ages and abilities. For the most part, the trail can be widened to the recommended 3.0 metre-wide surface. Some sections of trail will require relocation to avoid steep grades and tight turns, ensuring accessibility along the entire corridor. Street crossings and intersections will be upgraded to provide a continuously safe and comfortable trail.

### **Estimated Cost**

Detail design and public engagement for this project is accounted for in existing budget and expected to be completed in 2020. This proposed funding application is for project construction.





Cost-sharing for the construction Kelly's Brook shared-use path, considered a rehabilitation project for the Public Transit Infrastructure Fund (PTIF), would be as follows:

Federal Share	50.00%	\$1,250,000.00
Provincial Share	33.33%	\$833,250.00
Municipal Share	16.67%	\$416,750.00
Total Cost		\$2,500,000.00

Please note that the \$2.5M project cost proposed here is higher than the \$2.0M estimated cost identified in the 2019 Bike St John's Master Plan to account for the possible route alignment changes that may result from public engagement with stakeholders and neighbourhoods during the detail design process. This has been added in response to public feedback following the release of the Bike St. John's Master Plan.

### **Key Considerations/Implications:**

#### **1. Budget/Financial Implications**

- The program allows for the City to complete projects at a reduced rate with provincial and federal contributions. The City would be required to fund/borrow it's share of the cost shared projects. In future it would therefore be responsible for increase debt charges related to the projects.

#### **2. Partners or Other Stakeholders**

- The City continues to maintain a positive relationship with the Province, through the Department of Municipal Affairs and Environment and the Government of Canada

#### **3. Alignment with Strategic Directions/Adopted Plans**

#### **4. Legal or Policy Implications**

#### **5. Engagement and Communications Considerations**

#### **6. Human Resource Implications**

#### **7. Procurement Implications**

#### **8. Information Technology Implications**

#### **9. Other Implications**



**Recommendation:**

1. Approval of the proposed project for submission to the Investing in Canada funding program.

**Prepared by:**

Marianne Alacoque, Transportation Systems Engineer

**Approved by:**

Garrett Donaher, Manager – Transportation Engineering

**Attachments:** N/A



# COUNCIL DIRECTIVE

## SPECIAL MEETING

**Date:** 2019/10/21 12:00:00 AM

**CD#** S2019-10-21/1

**To:** Jason Sinyard  
**Position:** Deputy City Manager, Planning, Engineering & Regulatory Services  
**RE:** Decision Note dated October 10, 2019 re: Cost-Shared Capital Project: Construction of Kelly's Brook Shared-Use Path  
**DECISION:** That Council approve the proposed project for submission to the Investing in Canada Funding Program.

**Action:** As required  
**Date:** 2019/10/21  
**Signed by:** Elaine Henley  
City Clerk  
**Directive Status:** Active

### Status Comments:

sf

### cc:

Garrett Donaher/Transportation Engineer/Planning; Engineering & Regulatory Services;  
Planning/Eng./Reg. Services

Marianne Alacoque/CSJ

**Response Required:** YES  
**Response deadline:** 2019/11/21  
**Response Received:**  
**Attachments:**



DN\_KBTrail PTIF Funding.pdf