

INFORMATION NOTE

Title:	Universal Design Kelly's Brook Path Engagement
Date Prepared:	January 28, 2021
Report To:	Inclusion Advisory Committee
Councillor and Role:	Councillor Deanne Stapleton
Ward:	N/A

Issue: Kelly's Brook Shared-Use-Path is the first catalyst project coming from the Bike St John's Master Plan. The shared-use path will extend from King's Bridge Road to Columbus Drive. It is mostly in place as a granular walking path today, linking several neighbourhoods through an important east-west greenway that largely parallels Empire Avenue. Its goal is to provide an attractive and continuous 4.8 km active transportation route in St. John's, connecting popular destinations and amenities along the way. Path upgrades will be professionally designed by a team of consultants working closely with city staff. Part of the consultant's contract is to plan and execute public engagement on the design elements, with a focus on the environment, path users and impacted neighbourhoods. Public and stakeholder input will inform design elements such as lighting, surface material choice, path alignment, pathhead and rest area design, wayfinding, and other decisions that may emerge during the design process.

Discussion – Background and Current Status: Kelly's Brook Shared-Use-Path will be approximately 5km in length, starting near Memorial Stadium Dominion/ Kings Bridge Rd, travelling along Empire Avenue following the path through Carpasian Rd, join to existing granular walking path through Allandale Rd, Mayor Avenue, to the Lions Club and Kelly's Brook Park. Further extending to the Farmers Market, and Wishingwell Park, through to Swilers Rugby Field and connecting to the Prince Philip Drive Bike Path. The path will be shared use, wheel and walk, and will likely not follow Kelly's Brook itself. Intersections will be upgraded where the path crosses, such as accessible signals, raised cross walks, tactile surfaces and/or curb bump outs for example. Sidewalks will also be upgraded to be 3 meters wide and power line polls moved where required. Wayfinding will be part of the design and the path may be lit during certain hours of the day. Kelly's Brook Shared-Use-Path connects with grocery stores, bus stops, recreation centres, community centres and playgrounds, and parking is available along the route. Attached appendices describe 5 surface types which are being considered for the shared-use path. Concrete is included as there are on-street sections; the path surface itself would not be concrete. City employees are considering aesthetics, accessibility, durability, and longevity of each surface material option. The Universal Design Working Group provided the following feedback:

- Education may be needed around passing etiquette re: ringing bell. Sight lines will be updated to ensure cyclists can see oncoming traffic. Recommended signage to promote

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the etiquette as well. Those who use or assist someone who uses a mobility aid may have some anxiety as a bike approaches, width should help here and education

- Where possible, signage TWSI's, and/or other indicators to show connection of the path
- At the start of sections of the path, where surface type allows, dotted lines may be painted to indicate two lanes
- They will ensure rest stops are provided along the path
- Further engagement with this working group as the project progresses including education campaign
- If not accessible to all then do not list it as accessible (i.e. some of the surface areas add accessibility features for some users)
- Granular surfaces (including CORE) are not great for small, hard wheels on some wheelchairs or rollerblades, cane-users may also have challenges with these surfaces
- Granular surfaces could not be effectively snow-cleared, would either need to use surface that is accessible year-round or indicate seasons when it is accessible
- Surface should be accessible to all
- May need to consider the conflicts between the different users and then address these issues in a positive way
- Think Tank may be needed for the pictograph/ wayfinding so that barriers are clearly defined
- Safety concern with speed bike users could get on asphalt surface, sightlines will help and this surface type is better for breaking (whereas granular would allow for uncontrolled stops that could move gravel, for example)
- Concerns over the use of wood (safety, slippery during wet and winter conditions as well as on areas of slope). Also concerns for potential for rot over time.
- UDWG members feel that it is difficult to provide informed opinions/recommendations without a comprehensive graphic description of the entire path showing a cross section of elevation, areas of conflict etc.
- The presenter verbally identified several areas that pose conflicts between various forms of mobility (intersections/trail-heads/flooding). How will these be resolved to safely accommodate all users? Solutions developed for areas of conflict will need to include considerations for:
 - Different light conditions (dusk vs daylight)
 - Persons with using mobility devices and wheelchairs
 - Persons with vision loss (i.e.) Accessible Pedestrian Signals at crossings
 - Deaf or hearing loss – (can't hear bike bells or voices to be warned during areas of conflict [intersections, curves, slopes with blind spots])
- UDWG was not provided a copy of the document outlining the various surface areas that are being considered for the path. A copy of this document to this document so that the IAC can review before providing recommendations.
- The concept of a multi-use path is a good one and it is important to ensure that all forms of mobility are considered (the UDWG presentation was very focused on "wheel" only)
- Is it possible to simulate/test the preferred surface area for at least a 10 foot section so that various forms of mobility can be tested (in various weather) before a final decisions are made?

- This multi-use path will be precedent setting and we want it to be a success. Resolving areas of conflict during the design phase will help to establish multi-use paths as a viable addition to our mobility networks.

Key Considerations/Implications:

1. Budget/Financial Implications: Project is funded by provincial and federal program. See note on funding announcement here: <http://stjohns.ca/media-release/governments-invest-upgrades-path-link-neighbourhoods-st-john-s>
2. Partners or Other Stakeholders:
 - a. We are working with a variety of stakeholders and the public. Stakeholders include:
 - i. Grand Concourse Authority
 - ii. Environmental Experts Panel
 - iii. Universal Design Working Group & the Inclusion Advisory Committee
 - iv. Youth Strategy Implementation Team
 - v. Bike Advisory Committee
 - vi. Senior's Advisory Committee
 - vii. MUN stakeholder group
3. Alignment with Strategic Directions/Adopted Plans: A City that Moves
4. Legal or Policy Implications: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: N/A
7. Human Resource Implications: N/A
8. Procurement Implications: The current engagement and design project will conclude with a tender ready package for construction in 2021-2022.
9. Information Technology Implications: N/A
10. Other Implications: N/A

Conclusion/Next Steps: To compile information from our technical work, public engagement, and stakeholder meetings and present to council for key decisions.

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Reviewed by/Date: Natalie Godden, Feb 02, 2021

Reviewed by/Date: Garrett Donnaher

Report Approval Details

Document Title:	Universal Design Working Group - Kelly's Brook Path Engagement.docx
Attachments:	- Kelly's Brook Trail - PE matrix_20210125.docx - Kelly's Brook Trail - Surfacing Memo_20210125.docx
Final Approval Date:	Feb 4, 2021

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

Natalie Godden - Feb 4, 2021 - 3:54 PM

Tanya Haywood - Feb 4, 2021 - 4:17 PM