

March 7, 2022

To Tim Aucott,

**Re: St. Johns MUP and the need for protected bike lanes on Clarke Street**

The start of engagement for the St. Johns Street redesign project has led our committee to seriously consider transportation options for people biking east-west across Port Moody. While we appreciate the enthusiasm that Port Moody has shown in fixing the lack of safe options for people biking, we do have serious concerns about the end product.

We appreciate that the project has a multi-use path (MUP) between Clarke Street and St. Johns Street along Moody Street. This will help fix a dicey, narrow area that already sees high active transportation traffic. It also brings us closer to linking Gatensbury Road and Rocky Point Park with infrastructure that is comfortable for most users.

We also appreciate that a MUP on the west end of St. Johns would be significantly better than nothing at all. People on west St. Johns currently have no safe, comfortable connection to SkyTrain, the West Coast Express, Rocky Point Park, or the Rec Center complex. This project will be of value.

However, we are concerned that Port Moody may consider a MUP along west St. Johns Street to be an adequate longer-term solution for east-west active transportation. Based on our experience, multi-use paths frequently suffer conflicts between people biking and people walking, making the space unsafe for all users. These conflicts increase when electric-assist bikes are involved, and when the volume of people walking and biking on the path becomes significant. Nearby Murray Street offers a good example of the situation we fear could be replicated along St. Johns Street. The situation there is better than it was with no MUP, but potentially dangerous conflicts are a day-to-day reality as there simply isn't enough space for pedestrians and cyclists to share.

We are not opposed to the St. Johns Street MUP, nor are we enthusiastically in favour of it. We would like to reiterate to Port Moody, however, that Clarke Street protected bike lanes are our preferred solution to east-west travel between Barnet Highway and Moody Street, and are one of our top ten identified gaps in the entire Tri-Cities. **If Port Moody is going to proceed with the St. Johns MUP, we ask that it not compromise, financially or politically, the potential of Clarke Street protected bike lanes that more adequately separate people biking and walking.**

Thank you,

Andrew Hartline and Colin Fowler  
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## About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit [bikehub.ca](http://bikehub.ca).