

July 8, 2020

**Re: Request for Access to Information under Part II of the Access to Information and Protection Privacy Act (the ATIPP Act, 2015)**

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On June 9, 2020, the City of St. John's received your request for access to the following information:

*Emails from/to City Councillors and/or City staff and RNC officers Karen Didham, Paul Didham, and/or James Cadigan for the past two years.*

As required by Section 8(2) of the ATIPP Act, I have severed information that is unable to be disclosed and have provided you with as much information as possible. The enclosed information has been redacted as per Section 40:

**Disclosure harmful to personal privacy**

**40.** (1) The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party's personal privacy.

Please be advised that you may ask the Information and Privacy Commissioner to review the processing of your access request, as set out in Section 42 of the ATIPP Act. A request to the Commissioner must be made in writing within 15 business days of the date of this letter or within a longer period that may be allowed by the Commissioner:

Office of the Information and Privacy Commissioner  
2 Canada Drive; P. O. Box 13004, Stn. A, St. John's, NL. A1B 3V8  
Telephone: (709) 729-6309; Facsimile: (709) 729-6500

You may also appeal directly to the Supreme Court Trial Division within 15 business days after you receive the decision of the public body, pursuant to Section 52 of the Act.

If you have any further questions, please feel free to contact me by telephone at 576-8429 or by e-mail at [kcutler@stjohns.ca](mailto:kcutler@stjohns.ca).

Yours truly,



Kenessa Cutler  
ATIPP Coordinator

**ST. JOHN'S**

**From:** Garrett Donaher  
**Sent:** Tuesday, June 19, 2018 11:57 AM  
**To:** Paul Didham  
**Subject:** RE: Street Concern

Thanks Paul, if not no big deal we'll put out a counter.

Let me know,

-Garrett

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
gdonaher@stjohns.ca

-----Original Message-----

From: Paul Didham <pdidham@rnc.gov.nl.ca>  
Sent: Tuesday, June 19, 2018 11:35 AM  
To: Garrett Donaher <gdonaher@stjohns.ca>  
Subject: RE: Street Concern

Hi,  
We do have it out there.  
I attempted to download it today, only to find out that the data was not stored.  
I believe there is an issue with the software.  
If I can retrieve it, I will forward

Tks

Paul

-----Original Message-----

From: Garrett Donaher [mailto:gdonaher@stjohns.ca]  
Sent: Tuesday, June 19, 2018 10:28 AM  
To: Paul Didham  
Subject: FW: Street Concern

Good-day Paul,

██████████ mentions below that the RNC had radar system out on Boland. Just wondering if you still have the speed records to share as we look into this.

Thanks!

-Garrett

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
gdonaher@stjohns.ca

-----Original Message-----

From: Kenessa Cutler On Behalf Of Wally Collins  
Sent: Tuesday, June 19, 2018 9:50 AM  
To: Garrett Donaher <gdonaher@stjohns.ca>  
Cc: [REDACTED]  
Subject: FW: Street Concern

Garrett, is there any way we can look at doing something here? Maybe [REDACTED] suggestion will work? Let me know please.

Wally Collins  
Councillor, Ward 5

-----Original Message-----

From: [REDACTED]  
Sent: Monday, June 18, 2018 7:23 PM  
To: Wally Collins <wcollins@stjohns.ca>  
Subject: Street Concern

Hello Mr Collins, I am emailing about a concern with my street. I live at [REDACTED] and my street is very dangerous because of the traffic using our road for through traffic. This is traffic not belonging to people living on our street, if from the new neighbourhood area between the Backline and Gullage Street. I attached a picture which shows the intersection of Gullage and Keith Drive tonight, because in my opinion the no parking side of Keith Drive is on the wrong side, it drives people to park on this side of the road impeding the view of people exiting the new neighbourhood and causing them to use Boland Street instead of using the shorter exit!

I basically have to be out [REDACTED] policing the street and I have stopped a few cars on occasions to ask them what their thinking because of their driving.

I've contacted the police and they have posted a radar system on my road temporarily but as I said to the office, the cars are going the unposted limit of 50km/hr but trust me, at 50 the road isn't safe. Because the road goes downward and then slants away at the turn, it creates a major blind spot and most cars don't see people on the road until the very last minute. Basically in this case, The road was engineered wrong and isn't safe for people walking, playing etc.

I don't thinking making the road a 30zone will help, this is an issue with drivers driving patterns and in my mind Keith Drive is better to allow more traffic that's why I'm suggesting moving the no parking to the other side of Keith drive or make Botha sides no parking. In the winter when there is no parking bans everyone uses their driveways so in the summer they only park on the road for convenience.

Id like for you to forward this and also give it some consideration as it's only a matter of time until one of the 15 or 20ish kids under 10 years old in this area are hurt.

Thanks for taking the time to read my concern.

Sincerely

[REDACTED]

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**From:** Maggie Burton  
**Sent:** Wednesday, June 20, 2018 1:32 PM  
**To:** Paul Didham  
**Subject:** Re: Phone call?

Yes can you call [REDACTED] actually? My phone just died

Maggie Burton  
Councillor at Large, City of St. John's  
709-740-0982  
Facebook: @maggieatlarge  
Twitter: @mmburton

---

**From:** Paul Didham <pdidham@rnc.gov.nl.ca>  
**Sent:** Wednesday, June 20, 2018 1:23:05 PM  
**To:** Maggie Burton  
**Subject:** RE: Phone call?

Hi,  
[Are you available now?](#)

Paul

---

**From:** Maggie Burton [mailto:mburton@stjohns.ca]  
**Sent:** Wednesday, June 20, 2018 9:44 AM  
**To:** Paul Didham  
**Subject:** Phone call?

Good morning Sgt Didham,

I'm wondering if we can touch base today by phone for a few minutes to chat about vehicular noise in the downtown as I am having internal conversations about possible changes to our Noise Bylaw. Chief Boland gave a great presentation on the strategic plan for the RNC and mentioned there were plans to address the issue in the Signal Hill area specifically so I'd like to ask you about that a bit too.

I'm available after 1:00 today if you could give me a call I'd really appreciate it.

Thanks,

Maggie Burton  
Councillor at Large, City of St. John's  
709-740-0982  
Facebook: @maggieatlarge  
Twitter: @mmburton

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prohibited. If you received this email in error, please delete it immediately and notify the sender.”

**From:** Garrett Donaher  
**Sent:** Tuesday, June 26, 2018 10:44 AM  
**To:** Paul Didham  
**Subject:** RE: Request for a meeting - Signal Hill Neighbourhood Association

Good-day Paul,

Looks like we are going to book a meeting. Do you want an invite when we set a time? No obligation to.

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

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**From:** Garrett Donaher  
**Sent:** Friday, June 22, 2018 12:47 PM  
**To:** Paul Didham <[pdidham@rnc.gov.nl.ca](mailto:pdidham@rnc.gov.nl.ca)>; Steve Fagan ([sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)) <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** FW: Request for a meeting - Signal Hill Neighbourhood Association

Good-day gents,

Just a heads up on the below. We'll see where it goes.

Have a great weekend,

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

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**From:** Garrett Donaher  
**Sent:** Friday, June 22, 2018 12:46 PM  
**To:** Jason Sinyard <[jsinyard@stjohns.ca](mailto:jsinyard@stjohns.ca)>; Kevin Breen <[kbreen@stjohns.ca](mailto:kbreen@stjohns.ca)>  
**Cc:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>; Hope Jamieson <[hjamieson@stjohns.ca](mailto:hjamieson@stjohns.ca)>; Maggie Burton <[mburton@stjohns.ca](mailto:mburton@stjohns.ca)>  
**Subject:** RE: Request for a meeting - Signal Hill Neighbourhood Association

Good-day,

This is a similar request to the meeting that didn't go well last August. Data shows no speeding issue, the RNC are trying on noise, and there isn't really any reasonable change to make to Signal Hill Road. Impeding traffic to Signal Hill is not only unnecessary from an engineering standpoint but probably a bad idea from a tourism perspective.

Please advise how you would like to proceed with this request.

-Garrett

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Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

**From:** [REDACTED]  
**Sent:** Friday, June 22, 2018 10:45 AM  
**To:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Cc:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>; Hope Jamieson <[hjamieson@stjohns.ca](mailto:hjamieson@stjohns.ca)>; Maggie Burton <[mburton@stjohns.ca](mailto:mburton@stjohns.ca)>  
**Subject:** Request for a meeting - Signal Hill Neighbourhood Association

Good morning,

I am writing on behalf of the Signal Hill Neighbourhood Association to request a meeting with you and representatives of the traffic/transportation committee. Our group meet with Councillor Hanlon on June 14th to discuss the excessive vehicular noise, speeding, and general unsafe pedestrian conditions on Signal Hill Road and area. Councillor Hanlon suggested we request a meeting with you.

This issue goes back away. We have either met with or corresponded with the City, the RNC, and Parks Canada. We desperately need some attention to traffic calming and pedestrian improvements on Signal Hill Road.

We are proposing a meeting on Wednesday, June 27th either morning or afternoon.

Looking forward to meeting with you.

Regards,

[REDACTED]

**From:** Steve Fagan  
**Sent:** Tuesday, June 26, 2018 11:02 AM  
**To:** Garrett Donaher;Paul Didham  
**Subject:** RE: Request for a meeting - Signal Hill Neighbourhood Association

We have not placed the counters in the area since the last study. Not much new to offer at this time. Other than temporary speed bumps but that would be outside of our Traffic Calming Policy. If we did it here I would suspect we would be asked to do it in Quidi Vidi and Ft Amherst.

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**From:** Garrett Donaher  
**Sent:** Friday, June 22, 2018 12:47 PM  
**To:** Paul Didham <[pdidham@rnc.gov.nl.ca](mailto:pdidham@rnc.gov.nl.ca)>; Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** FW: Request for a meeting - Signal Hill Neighbourhood Association

Good-day gents,

Just a heads up on the below. We'll see where it goes.

Have a great weekend,

-Garrett

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Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

---

**From:** Garrett Donaher  
**Sent:** Friday, June 22, 2018 12:46 PM  
**To:** Jason Sinyard <[jsinyard@stjohns.ca](mailto:jsinyard@stjohns.ca)>; Kevin Breen <[kbreen@stjohns.ca](mailto:kbreen@stjohns.ca)>  
**Cc:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>; Hope Jamieson <[hjamieson@stjohns.ca](mailto:hjamieson@stjohns.ca)>; Maggie Burton <[mburton@stjohns.ca](mailto:mburton@stjohns.ca)>  
**Subject:** RE: Request for a meeting - Signal Hill Neighbourhood Association

Good-day,

This is a similar request to the meeting that didn't go well last August. Data shows no speeding issue, the RNC are trying on noise, and there isn't really any reasonable change to make to Signal Hill Road. Impeding traffic to Signal Hill is not only unnecessary from an engineering standpoint but probably a bad idea from a tourism perspective.

Please advise how you would like to proceed with this request.

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)



**From:** [REDACTED]

**Sent:** Friday, June 22, 2018 10:45 AM

**To:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>

**Cc:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>; Hope Jamieson <[hjamieson@stjohns.ca](mailto:hjamieson@stjohns.ca)>; Maggie Burton <[mburton@stjohns.ca](mailto:mburton@stjohns.ca)>

**Subject:** Request for a meeting - Signal Hill Neighbourhood Association

Good morning,

I am writing on behalf of the Signal Hill Neighbourhood Association to request a meeting with you and representatives of the traffic/transportation committee. Our group meet with Councillor Hanlon on June 14th to discuss the excessive vehicular noise, speeding, and general unsafe pedestrian conditions on Signal Hill Road and area. Councillor Hanlon suggested we request a meeting with you.

This issue goes back aways. We have either met with or corresponded with the City, the RNC, and Parks Canada. We desperately need some attention to traffic calming and pedestrian improvements on Signal Hill Road.

We are proposing a meeting on Wednesday, June 27th either morning or afternoon.

Looking forward to meeting with you.

Regards,

[REDACTED]

**From:** Bill MacDonald  
**Sent:** Tuesday, June 26, 2018 11:25 AM  
**To:** Paul Didham  
**Cc:** Steve Fagan  
**Subject:** RE: RNC Traffic Services - Sgt. Karen Didham

Congratulations Paul,

All the best...

Bill

---

**From:** Paul Didham <[pdidham@rnc.gov.nl.ca](mailto:pdidham@rnc.gov.nl.ca)>  
**Sent:** Tuesday, June 26, 2018 11:23 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>; Bill MacDonald <[bmacdonald@stjohns.ca](mailto:bmacdonald@stjohns.ca)>  
**Subject:** FW: RNC Traffic Services - Sgt. Karen Didham

---

**From:** Paul Didham  
**Sent:** Tuesday, June 26, 2018 11:22 AM  
**To:** SpecialEvents ([specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)); David Day; [joedywall@pouchcove.ca](mailto:joedywall@pouchcove.ca); Craig Drover ([manager@townofbauline.ca](mailto:manager@townofbauline.ca)); Dianne Stamp ([dianne@townofflatrock.com](mailto:dianne@townofflatrock.com)); Geoff M. Ewing  
**Cc:** Karen Didham  
**Subject:** RNC Traffic Services - Sgt. Karen Didham

Good morning,

Please be advised that effective Sunday June 24<sup>th</sup>, Karen will be the NCO – Sergeant in Charge of Traffic Services for the RNC. I have moved to another position within the RNC. This move may be temporary, but for the interim, should you require any assistance with traffic related matters, please feel free to email Karen at [kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca), or call her at 729-8044.

Thanks

Paul

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**From:** Garrett Donaher  
**Sent:** Tuesday, June 26, 2018 11:25 AM  
**To:** Paul Didham  
**Subject:** RE: RNC Traffic Services - Sgt. Karen Didham

Thanks Paul. Hope the new position works for you!

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
gdonaher@stjohns.ca

---

**From:** Paul Didham <pdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, June 26, 2018 11:24 AM  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** FW: RNC Traffic Services - Sgt. Karen Didham

---

**From:** Paul Didham  
**Sent:** Tuesday, June 26, 2018 11:22 AM  
**To:** SpecialEvents ([specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)); David Day; [joedywall@pouchcove.ca](mailto:joedywall@pouchcove.ca); Craig Drover ([manager@townofbauline.ca](mailto:manager@townofbauline.ca)); Dianne Stamp ([dianne@townofflatrock.com](mailto:dianne@townofflatrock.com)); Geoff M. Ewing  
**Cc:** Karen Didham  
**Subject:** RNC Traffic Services - Sgt. Karen Didham

Good morning,

Please be advised that effective Sunday June 24<sup>th</sup>, Karen will be the NCO – Sergeant in Charge of Traffic Services for the RNC. I have moved to another position within the RNC. This move may be temporary, but for the interim, should you require any assistance with traffic related matters, please feel free to email Karen at [kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca), or call her at 729-8044.

Thanks

Paul

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**From:** Krista N. Babij  
**Sent:** Monday, July 16, 2018 3:15 PM  
**To:** Karen Didham  
**Subject:** Re: Traffic issue on Portugal Cove Road

Hi Karen,

Could you clarify what the tickets were issued for?

Were they issued for entering and not being local traffic (if so, did the drivers say they were short cutting?) or for not stopping at the flaggers signs?

Could you give me a call at 330-6812 when you get a chance to quickly discuss?

Regards,  
Krista

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**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Monday, July 16, 2018 1:31:32 PM  
**To:** Krista N. Babij  
**Subject:** Re: Traffic issue on Portugal Cove Road

Hi, Krista as I understand you are in the meeting. I thought it was at 2 pm, sorry.  
Ironically I finished court and came to the construction site.

Another officer, and I just issued 9 tickets in the last 1 1/2 hours. For failing to obey a traffic control device.

People living here loved it. People who received tickets not do much.

One guy calling open line tomorrow.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Karen Didham  
**Sent:** Friday, July 13, 2018 4:46 PM  
**To:** Krista N. Babij  
**Subject:** Re: Traffic issue on Portugal Cove Road

Hi,

Unfortunately, I have court on Monday. If I'm finished in time, I'll certainly attend.

Thanks for the invite,  
Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Krista N. Babij  
**Sent:** Friday, July 13, 2018 3:39 PM  
**To:** Karen Didham  
**Subject:** RE: Traffic issue on Portugal Cove Road

Hi Karen,

We have a meeting scheduled for Monday from 1-2pm to talk about the traffic concerns on the Portugal Cove Rd project. Would you be interested in attending? It is on the 2<sup>nd</sup> Floor of the City Hall Annex in the Engineering boardroom.

Regards,  
Krista Babij, P.Eng  
Project Engineer  
Planning, Engineering & Regulatory Services  
City of St. John's  
Tel (709) 576-8062  
Cell (709) 330-6812  
kbabij@stjohns.ca

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Friday, July 13, 2018 2:04 PM  
**To:** Krista N. Babij <kbabij@stjohns.ca>  
**Subject:** Re: Traffic issue on Portugal Cove Road

Hi,

Can you provide me with a list of all the street involved in this project, that would permit residents to pass?

Thanks,  
Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Karen Didham  
**Sent:** Friday, July 13, 2018 10:38 AM  
**To:** 'kbabij@stjohns.ca'  
**Subject:** FW: Traffic issue on Portugal Cove Road

This is the email I provided to Garrett.

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**From:** Karen Didham  
**Sent:** Tuesday, July 03, 2018 8:06 AM  
**To:** Garrett Donaher  
**Subject:** Re: Traffic issue on Portugal Cove Road

One other thought with relation to people saying they live there and do not  
Is it possible to have the flag person as for drivers license or confirmation of their address? That's all we do.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Karen Didham  
**Sent:** Sunday, July 1, 2018 11:23 AM  
**To:** Garrett Donaher  
**Subject:** Re: Traffic issue on Portugal Cove Road

Hi,

I had a couple of drive through and have a couple of suggestions

Reduce speed to 30;  
Have sign posted for reduced to one Lane for North Traffic ( there is one for the south);  
Have stop signs instead of yield; as the question is who yields to who? Or

Have temporary lights;  
Have sign for north Traffic indicating blind hill.

I realize that they are adhering to national regulations, but they may not consider the hills, road alignment as I assume those regulations work best on highways and grid type cities.

Just a few thoughts,

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Garrett Donaher  
**Sent:** Friday, June 29, 2018 4:55 PM  
**To:** Karen Didham  
**Subject:** Re: Traffic issue on Portugal Cove Road

Thanks very much!

-Garrett

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Friday, June 29, 2018 4:48:21 PM  
**To:** Garrett Donaher  
**Subject:** Re: Traffic issue on Portugal Cove Road

Hi,

I will have a look at Cst. Armstrongs file and get back to you.

I am not aware of the incident.

Thanks,  
Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Garrett Donaher  
**Sent:** Friday, June 29, 2018 4:21 PM  
**To:** Karen Didham  
**Cc:** Steve Fagan  
**Subject:** FW: Traffic issue on Portugal Cove Road

Good-day Karen,

Anything you can share about the situation described below? Staff are meeting on Tuesday morning to discuss options for the area and it would be useful to have the RNC perspective.

Thanks,

-Garrett

---

Garrett Donaher P.Eng.  
Manager Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

---

**From:** Krista N. Babij  
**Sent:** Friday, June 29, 2018 4:14 PM  
**To:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>; Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Cc:** Scott Winsor <[swinsor@stjohns.ca](mailto:swinsor@stjohns.ca)>  
**Subject:** Fwd: Traffic issue on Portugal Cove Road

Garrett,

Please see below for concerns from the RNC.

Krista

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**From:** Gary Caul <[GCaul@rvanderson.com](mailto:GCaul@rvanderson.com)>  
**Sent:** Friday, June 29, 2018 3:32:00 PM  
**To:** Justin Greeley; Krista N. Babij  
**Cc:** Brian Guy <[bmcniven@pyramidconstruction.nf.ca](mailto:bmcniven@pyramidconstruction.nf.ca)>; Byron Simmonds; Scott Winsor  
**Subject:** RE: Traffic issue on Portugal Cove Road

Justin,

If the traffic diversions are as per the approved traffic plans and Pyramid Construction is following the City and Provincial traffic regulations, then I do not see an issue.

Krista,

Can you assist us in getting in touch with the traffic department as per Justin's email below?

Regards,  
Gary

-----Original Message-----

From: Justin Greeley <[jgreeley@pyramidconstruction.nf.ca](mailto:jgreeley@pyramidconstruction.nf.ca)>  
Sent: Friday, June 29, 2018 1:29 PM  
To: Gary Caul <[GCaul@rvanderson.com](mailto:GCaul@rvanderson.com)>  
Cc: Brian Guy <[BGuy@rvanderson.com](mailto:BGuy@rvanderson.com)>; [bmcniven@pyramidconstruction.nf.ca](mailto:bmcniven@pyramidconstruction.nf.ca); Byron Simmonds <[bsimmonds@pyramidconstruction.nf.ca](mailto:bsimmonds@pyramidconstruction.nf.ca)>  
Subject: Traffic issue on Portugal Cove Road

Hey Gary,

As a result of the issue we had on Portugal cove road yesterday, I just met with the RNC to discuss what happened. He is meeting the individual today to issue a traffic warning and make him aware of what is expected on and around construction sites.

In saying that, he also brought up another issue regarding traffic which he is saying is a major safety concern.

He noticed traffic disobeying the closure signs and taking shortcuts, and also said that there is a dangerous situation near Glenridge where the road is only wide enough for one lane. He is baffled as to why the road is not totally closed.

Constable Armstrong (car 294) is noting all of this in his report (file number 18-35400).

The traffic department should look further into this as it could become a liability issue. We have taken all the precautions we possibly can.

Any questions, give me a shout.

Justin Greeley, P.Tech  
Pyramid Construction Ltd.  
178 Majors Path  
St. John's, NL, A1A 5A1  
Tel (709) 765-4942 (c)

Tel (709) 576-8802 (w)  
Fax (709) 576-7108

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**From:** Krista N. Babij  
**Sent:** Wednesday, August 1, 2018 12:16 PM  
**To:** Karen Didham  
**Subject:** Re: Portugal Cove Rd

Thank you so much for this information. We appreciate the RNC keeping the project site safe for all.

Regards,  
Krista Babij

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---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, July 31, 2018 7:25:22 PM  
**To:** Krista N. Babij  
**Subject:** Re: Portugal Cove Rd

Hi,

The RNC has been receiving complaints of speeding on Kerry Street. I have witnessed this myself .

I have advised officers that if someone is speeding; it has to be addressed. If someone is failing to obey the do not enter. The officer has been advised to follow them through the zone and act accordingly.

No officers from traffic services have been there since early last week.

Traffic Services officers are generally in an unmarked police unit.

I cannot speak for what actions the street patrol have taken, however road safety is a priority.

If you wish to discuss please call me at [REDACTED].

Thanks,  
Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Krista N. Babij  
**Sent:** Tuesday, July 31, 2018 5:18 PM  
**To:** Karen Didham  
**Subject:** Portugal Cove Rd

Hi Constable Didham,

We have been informed by a Councillor that [REDACTED] is alleging that the police are still giving out tickets or not letting people through to [REDACTED] store. [REDACTED] has been complaining throughout the entire project and I would like to verify the validity of these claims, as [REDACTED] has made previous false statements to the media.

Can you please provide some comments if the RNC have policed the area with tickets after the initial occurrence when we spoke.

Thanks,  
Krista Babij

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**From:** Krista N. Babij  
**Sent:** Tuesday, August 7, 2018 4:54 PM  
**To:** Karen Didham  
**Subject:** Re: Speeding Issues on Kerry Street

I have forwarded these concerns to the City's Manager of Traffic (Garrett Donaher) for his attention.

Regards,  
Krista

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---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, August 7, 2018 2:03:19 PM  
**To:** Krista N. Babij  
**Subject:** FW: Speeding Issues on Kerry Street

Hi Krista,

Please see the email below.

Karen

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Tuesday, August 07, 2018 12:54 PM  
**To:** Karen Didham  
**Subject:** Re: Speeding Issues on Kerry Street

Yes ... please share this email with the city expressing our concerns and potential solutions ... thank you

Sent from my iPhone

> On Aug 7, 2018, at 12:47 PM, Karen Didham <kdidham@rnc.gov.nl.ca> wrote:

>

> Hi, thanks.

>

> May I share this with those from the city?

>

> Sent from my BlackBerry 10 smartphone on the Bell network.

> Original Message

> **From:** [REDACTED]

> **Sent:** Tuesday, August 7, 2018 12:29 PM

> **To:** Karen Didham

> **Subject:** Speeding Issues on Kerry Street

>

>

> Note: this email keeps bouncing back .... Please confirm receipt ... Thank you

>

>

>> Good Morning Officer Didham,

>>

>> Thank you for the opportunity to present the following issues as they relate to the health and safety concerns and quality of life on Kerry Street in St. John's. Residents on this street are more than willing to work with the RNC and the City to help alleviate these issues and any assistance you can provide will be greatly appreciated.

>>

>> ~ Kerry Street is a small side street with a posted speed limit of 30kms.

>> ~ the entrance to Kerry Street off Portugal Cove Road provides a quick and easy turn for vehicles who have accelerated up Portugal Cove Road.

>> ~ aside from normal residential use, the street is used as a short cut between Portugal Cove Road and Elizabeth Avenue/New Cove Road and Torbay Road.

>> ~ the entrance to Kerry Street has an added congestion problem with large delivery trucks, buses and other vehicles parked around Breen's store. This congestion is most prominent in the mornings and at lunch hour.

>> ~ there have been several accidents on the street with vehicles slamming into trees as they make the quick and sharp turn from the entrance to Kerry Street past Glenridge Crescent.

>> ~ approximately 10 years ago a petition, signed by all street residents, along with a letter requesting street calming measures, was delivered to the city. Residents on the street also held a meeting with Debbie Hanlon who was our ward councillor at the time. I will forward a copy of the letter once located.

>> ~ based on the letter and petition, an extended piece of land was added to the top of Kerry Street. Unfortunately this did not help the problem. I spoke with the City Engineer at the time who said he was against this intervention as he felt it was a waste of effort and would not work.

>> ~ no stopping signage was also placed across from Breen's store but vehicles continue to park there on a daily bases. To our knowledge and continuous observation, the no stopping signage is not enforced. The vehicles who park there infringe on the ability to have safe site lines by Breen's store when leaving driveways and Glenridge Crescent.

>> ~ a temporary radar was placed on Kerry street beyond where vehicles slam on their breaks to make the sharp turn past Glenridge Crescent. Even with this unfortunate radar placement, the high speeds were detected. Kerry Street was placed on the city's street calming list. As of 2016, we were 12th for street calming efforts.

>> ~ despite the proven need for street calming, Kerry was designated as the detour for the duration of the work being carried out on Portugal Cove Road. In speaking with other residents, we understand about the increased amount of traffic, it's the complete disregard for the posted speed limit that we're concerned about, along with the lack of planning by the city to divert to a street already experiencing known congestion and speeding issues.

>> ~ the residents I have recently spoken to directly, which would include approximately 7 households, have indicated their complete frustration with the speeding and their desire to take action. Most have contacted by email or phone, either the RNC or City Councillors or both, to request action be taken to make our street safe.

>> ~ There are many expressed concerns for the elderly, the young children and those living with disabilities on our street.

>> ~ the heightened speeding times, according to our experience and those I spoke with on the street, are on the morning commute to work, at lunch hour, during the evening commute home from work, throughout the evening and early in the morning when the bars are closing. Taxis heavily use this route continuously, even though it is currently only for residential traffic, and are always speeding in both directions.

>> ~ Several solutions have been put forward to help alleviate the speeding problem. The solutions include speed bumps; placing a stop sign at the corner of Glenridge and Kerry; making the intersection of Kerry and Argyle a no right turn onto Argyle etc. Now that speed bumps are permitted in the city, we are hoping this will be considered as a viable option for Kerry Street.

>> ~ a call went in this morning to Debbie Hanlon requesting a meeting with several residents on the street. It's our understanding that she is tasked with addressing the traffic issues in the city.

>>

>> Thank you again for the opportunity to share information and concerns around the speeding and congestion issues on Kerry Street.

>>

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**From:** Maggie Burton  
**Sent:** Friday, August 24, 2018 5:07 PM  
**To:** Karen Didham  
**Subject:** Re: Motorcycle Exhaust Inspection Training

Hi Karen. Could I please have an update on these initiatives to deal with noisy vehicles. I was really hoping to have had some media this summer from the RNC about what you're doing to help. Is there still time for this?

Thank you kindly  
Maggie

Maggie Burton  
Councillor at Large, St. John's  
709-740-0982  
Twitter: @mmburton  
Facebook: maggielatlarge  
<http://maggieburton.com/blog/>

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Monday, July 16, 2018 7:38:47 AM  
**To:** Maggie Burton  
**Subject:** RE: Motorcycle Exhaust Inspection Training

I will be the liaison for Traffic Services.

Karen

---

**From:** Maggie Burton [mailto:m Burton@stjohns.ca]  
**Sent:** Friday, July 13, 2018 2:12 PM  
**To:** Paul Didham; Lynn Best; Media  
**Cc:** Karen Didham  
**Subject:** Re: Motorcycle Exhaust Inspection Training

Excellent! Thank you! Sgt Karen Didham, will you be the new liaison for us then for questions for the RNC etc?

Maggie Burton  
Councillor at Large, City of St. John's  
709-740-0982  
Facebook: @maggielatlarge  
Twitter: @mmburton

---

**From:** Paul Didham <pdidham@rnc.gov.nl.ca>  
**Sent:** Friday, July 13, 2018 2:08:29 PM  
**To:** Maggie Burton; Lynn Best; Media  
**Cc:** Karen Didham  
**Subject:** RE: Motorcycle Exhaust Inspection Training

Hi Maggie,  
We are going to be working on an initiative regarding this within the next week or so.  
Sgt. Karen Didham is our new Sergeant in Charge of Traffic Services.

Thanks

Paul

---

**From:** Maggie Burton [mailto:mburton@stjohns.ca]  
**Sent:** Friday, July 13, 2018 2:06 PM  
**To:** Lynn Best; Paul Didham; Media  
**Subject:** Re: Motorcycle Exhaust Inspection Training

Hi Sgt Didham et al,

I'm wondering if we can pick this up again: could we do a public advisory of the non-compliance inspections and what specifically the RNC will be doing about noisy vehicles?

Maggie

Maggie Burton  
Councillor at Large, City of St. John's  
709-740-0982  
Facebook: @maggieatlarge  
Twitter: @mmburton

---

**From:** Lynn Best <[lynnbest@rnc.gov.nl.ca](mailto:lynnbest@rnc.gov.nl.ca)>  
**Sent:** Wednesday, June 20, 2018 2:42:09 PM  
**To:** Paul Didham; Media  
**Cc:** Maggie Burton  
**Subject:** RE: Motorcycle Exhaust Inspection Training

Sgt. Didham,

All platoons have completed this training. The dates of completion were May 2, May 16, May 30 and June 13, 2018. This topic was part of our Patrol Training days.

Please let me know if you need anything else.

Regards,  
Lynn

---

**From:** Paul Didham  
**Sent:** Wednesday, June 20, 2018 2:33 PM  
**To:** Media <[Media@rnc.gov.nl.ca](mailto:Media@rnc.gov.nl.ca)>  
**Cc:** Lynn Best <[lynnbest@rnc.gov.nl.ca](mailto:lynnbest@rnc.gov.nl.ca)>; Maggie Burton ([mburton@stjohns.ca](mailto:mburton@stjohns.ca)) <[mburton@stjohns.ca](mailto:mburton@stjohns.ca)>  
**Subject:** Motorcycle Exhaust Inspection Training

Ms. Best and Cst. Higdon,

I just spoke with Councilor Burton (City of St. John's) regarding concerns residents are raising with her as it relates to the noise of motorcycles.

I advised Councilor Burton that our Patrol Members were taking part in training to identify non-compliant exhaust systems on motorcycles.

Ms. Best....Have all of our Patrol Platoons completed this training?

Cst. Higdon....If this training has been completed, can we post a message on our Social Media pages advising the public that we will be checking for non-compliance?

I've copied Councilor Burton in this email as well

Thanks

Paul

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**From:** Garrett Donaher  
**Sent:** Tuesday, September 4, 2018 10:19 AM  
**To:** Karen Didham  
**Subject:** RE: Rawlin's Cross Enforcement

Thanks for the update Karen! Those two spots have always had short lane changes, this is something we would address if this becomes permanent and we have the opportunity to properly redesign.

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
gdonaher@stjohns.ca

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, September 4, 2018 8:49 AM  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** RE: Rawlin's Cross Enforcement

Hi,

I've driven through this several times over the weekend. I did not observe any real issues with the drivers/pedestrians. I have not received any emails/questions from other officers.

The only concerns is that the areas to change lanes is limited:

Coming up Queens Road to turn right onto Military Road and  
Turning right from Military Road to go to Reenies Mill.

Karen

---

**From:** Garrett Donaher [<mailto:gdonaher@stjohns.ca>]  
**Sent:** Friday, August 31, 2018 11:39 AM  
**To:** Karen Didham  
**Subject:** RE: Rawlin's Cross Enforcement

Thanks!

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Friday, August 31, 2018 11:05 AM  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** Re: Rawlin's Cross Enforcement

Additionally,

I have asked officers to pay particular attention as that is one of our most traveled route.

Sent from my BlackBerry 10 smartphone.

---

**From:** Karen Didham  
**Sent:** Friday, August 31, 2018 11:01 AM  
**To:** Garrett Donaher  
**Subject:** Re: Rawlin's Cross Enforcement

Hi  
I do not have anything set up as if yet.

We use discretion and allow people to get use to it; as it is new and confusing to many.

I'm back to work on Monday and will see how it's flowing.

I was there several times yesterday and it seems to be working.

Thanks,  
Karen  
Sent from my BlackBerry 10 smartphone.use

---

**From:** Garrett Donaher  
**Sent:** Friday, August 31, 2018 9:51 AM  
**To:** Karen Didham  
**Subject:** Rawlin's Cross Enforcement

Good-day Karen,

I have a councillor asking what kind of enforcement is planned for the first little while at Rawlin's Cross.

Are there going to be any officers on foot or focusing on crosswalk compliance?

Thanks,

-Garrett

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**From:** Garrett Donaher  
**Sent:** Tuesday, September 25, 2018 11:59 AM  
**To:** Karen Didham  
**Subject:** RE: Traffic Control Manual

Good-day Karen,

You can find our guide in Division 7 of the City's Specifications book: <http://www.stjohns.ca/publications/construction-specifications-book>

Direct link here: [http://www.stjohns.ca/sites/default/files/files/publication/SpecificationsBook2011\\_0.pdf#page=257](http://www.stjohns.ca/sites/default/files/files/publication/SpecificationsBook2011_0.pdf#page=257)

These are based on the Transportation Association of Canada Manual of Uniform Traffic Control Devices for Canada. Engineering interpretation of these is regularly required for situations that do not clearly fit within one of the examples shown.

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
gdonaher@stjohns.ca

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, September 25, 2018 10:46 AM  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** Traffic Control Manual

Hi,

I'm reviewing a traffic control manual to ensure safety on the roadway in the event of an unscheduled road closure or accident.

Are you able to provide me with a copy of the City of St. John's Traffic control manual?

Kind Regards,  
Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

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**From:** Steve Fagan  
**Sent:** Thursday, September 27, 2018 1:18 PM  
**To:** Karen Didham  
**Subject:** RE: Case Assignment

Nah should be fine

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Thursday, September 27, 2018 1:17 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Re: Case Assignment

OK you want it turned around?

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Thursday, September 27, 2018 1:16 PM  
**To:** Karen Didham  
**Subject:** RE: Case Assignment

We have curve warning signs on the bends of Parliament. They are warning signs suggesting the safe speed on the turn is 20 but they are not regulatory. The street is 50.

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Thursday, September 27, 2018 1:15 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Re: Case Assignment

This report is saying limit is 20?

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Thursday, September 27, 2018 1:13 PM  
**To:** Karen Didham  
**Subject:** RE: Case Assignment

Perfect thanks again

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Thursday, September 27, 2018 1:12 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Re: Case Assignment

It was changed to 50; day you sent picture

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Thursday, September 27, 2018 1:10 PM  
**To:** Karen Didham  
**Subject:** FW: Case Assignment

Hi Karen this may have been from yesterday not sure if the sign has been fixed with the proper speed yet.

Thanks

---

**From:** Access St. John's <[AccessStJohns@stjohns.ca](mailto:AccessStJohns@stjohns.ca)>  
**Sent:** Thursday, September 27, 2018 12:39 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Case Assignment

Hi,

A Case has been assigned to you.

Details are as follows:

Case ID: **566067**  
Subject: **Electronic Speed Sign Set Incorrectly**  
**Caller stated the sign put on Parliament St. is facing the wrong direction. Was supposed to be monitoring the traffic coming in from Ottawa St.**

Details:

**In addition, the speed is set to 50 on the sign, but the speed limit for the street is 20.**

Caller Name: [REDACTED]  
Caller Contact Info: [REDACTED]  
Category: **Streets-Parking-Traffic**  
Case Type: **Traffic Division - Traffic Calming**  
Case Assignment Date: **2018/09/27**  
Case Assigned To(Role): **PERS TRNENG Supervisor Traffic and Parking**  
Case Assigned To(User): **Steve Fagan**  
Case Assigned By(User): **John Dooley**  
Location: **36 PARLIAMENT ST, ST. JOHN'S, NL, CANADA**  
Comments:

Access St. John's

You can access the details of this case by clicking on the link below.

<http://appsrv07/acr/web/features/login/login.aspx?CaseId=566067>

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**From:** Bill MacDonald  
**Sent:** Friday, September 28, 2018 2:34 PM  
**To:** Garrett Donaher;Karen Didham  
**Subject:** RE: Lights

Good day Karen,

I had a quick look at the database that logs our complaints regarding traffic issues/concerns from the general public. It doesn't appear that we had any issues around that date, or in the week leading up to that date.

Regards,

Bill MacDonald  
Supervisor - Traffic Signals  
Planning, Engineering & Regulatory Services  
City of St. John's  
(709) 576-6125 Phone  
(709) 576-8305 Fax

---

**From:** Garrett Donaher  
**Sent:** Friday, September 28, 2018 2:15 PM  
**To:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Cc:** Bill MacDonald <[bmacdonald@stjohns.ca](mailto:bmacdonald@stjohns.ca)>  
**Subject:** RE: Lights

Good-day Karen,

I don't recall any issues with the lights, but Bill should be able to confirm if there were any on that day.

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Friday, September 28, 2018 2:09 PM  
**To:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Subject:** Lights

Hey,

Now, I'm looking for help!

I'm inquiring if there were any issues with the lights at Canada Drive and Hamlyn Road on April 13, 2018.

Who would be best to contact? It is pertaining to the fatal there. I watched the lights after and they were fine, but just checking.

Thanks,

*A/Sgt Karen Didham*

*Traffic Services/ Impaired Driving Coordinator  
Royal Newfoundland Constabulary  
1 Fort Townshend  
St. John's, A1C 2G2  
P. (709) 729-8044*

---

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**From:** Garrett Donaher  
**Sent:** Friday, October 5, 2018 9:00 AM  
**To:** Karen Didham  
**Subject:** Re: RNC Request

Yes, thank you. I am considerably less concerned about these complaints than the councillors are. Less than two months to go...

Much appreciated,

-Garrett

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Friday, October 5, 2018 8:33:34 AM  
**To:** Garrett Donaher  
**Subject:** Re: RNC Request

Hi,

I have a file generated, however, I'm sure you recall the issues presented with Breens store.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Garrett Donaher  
**Sent:** Friday, October 5, 2018 8:10 AM  
**To:** Karen Didham  
**Subject:** Fwd: RNC Request

Good-day Karen,

Please see the request below from the ward councillor.

-Garrett

---

**From:** Ian Froude  
**Sent:** Friday, October 5, 2018 7:48:42 AM  
**To:** Garrett Donaher; Debbie Hanlon  
**Subject:** RNC Request

Cllr Hanlon and Garrett, Can we request that the RNC put some additional attention on the Glenridge Cres, Kerry Street, Roche Street area as well as in the Emerson and Downing areas? There are still significant reported speeding issues from the diverted traffic due to the construction in the area.

Please let me know whether the RNC can do this or not.

Ideally, it would be great if we or the contractor could do more to restrict the Portugal's cove area to local only traffic. I continue to hear from residents in this whole area.

Thanks  
Ian

Ian Froude  
(709) 576-8217  
Councillor, Ward 4  
City of St. John's

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**From:** Garrett Donaher  
**Sent:** Thursday, October 11, 2018 3:31 PM  
**To:** Karen Didham  
**Subject:** RE: Baird's Traffic Calming Initiatives

Good-day Karen,

Here are our surveys:

| Location                | Date     | 85 <sup>th</sup> %ile km/hr | Volume | %Speeding |
|-------------------------|----------|-----------------------------|--------|-----------|
| Larkhall by the schools | Oct 2014 | 51                          | 3,000  | 20        |
| Exmouth                 | May 2017 | 56                          | 3,000  | 47        |
| Weymouth                | May 2018 | 55                          | 1,000  | 36        |

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
gdonaher@stjohns.ca

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Thursday, October 11, 2018 2:23 PM  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** Re: Baird's Traffic Calming Initiatives

OK, thanks.

I'm reluctant to believe there's a speed issue of there's that much traffic.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Garrett Donaher  
**Sent:** Thursday, October 11, 2018 1:59 PM  
**To:** Karen Didham  
**Subject:** RE: Baird's Traffic Calming Initiatives

Good-day Karen,

We have an active traffic calming project in this area. We sat down with several members of the community at the start of the summer to discuss the concerns.

Primary concern was external traffic travelling along Exmouth and Weymouth as a way of avoiding the intersection of Thorburn Road and Columbus/Prince Philip.

We are currently preparing a resident survey describing a set of traffic restrictions designed to address the concern above. This is the first step in our traffic calming process. It was supposed to be done a couple months ago but got put on the backburner for more pressing needs.

Concerns were also raised about speed/traffic in the vicinity of the schools. Requests included speed feedback signs and/or curb extensions. This is something we are looking at separately.

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Thursday, October 11, 2018 1:46 PM  
**To:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Subject:** Baird's Traffic Calming Initiatives

Hi,

Can you provide some insight regarding [REDACTED] and [REDACTED] complaint? I think, a file number 39840878

Karen

---

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**From:** Steve Fagan  
**Sent:** Tuesday, November 13, 2018 9:51 AM  
**To:** Karen Didham  
**Subject:** RE: Pedestrian Accident?

Sure just wondering if it was on the crosswalk and if driver or pedestrian error.

Thanks

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, November 13, 2018 9:47 AM  
**To:** Steve Fagan <sfagan@stjohns.ca>  
**Subject:** RE: Pedestrian Accident?

Hi,

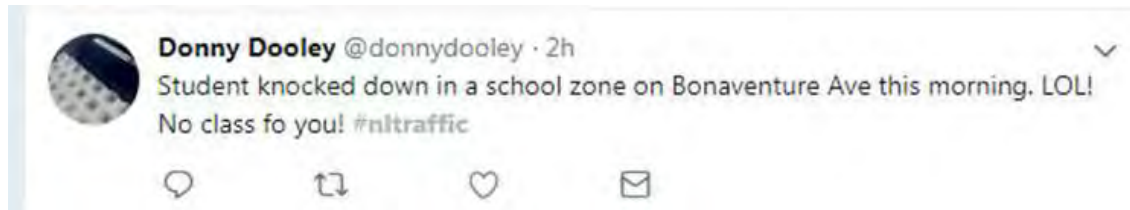
Sorry. On courses for a couple of weeks. If there was it was not serious, but I can check if needed?

Karen

---

**From:** Steve Fagan [<mailto:sfagan@stjohns.ca>]  
**Sent:** Thursday, November 08, 2018 11:46 AM  
**To:** Karen Didham  
**Subject:** Pedestrian Accident?

I know this person is not a reliable news source but still need to check. Any information if this is correct.



Stephen Fagan

Supervisor Traffic Analysis  
Planning, Development & Engineering  
City Of St. John's  
(709) 576-8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

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**From:** Steve Fagan  
**Sent:** Wednesday, December 5, 2018 9:24 AM  
**To:** Karen Didham  
**Subject:** RE: Collision

Thanks Karen. Terrible accident.

Any other factors beside lighting. Such as dark clothes, distracted driving etc....

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Wednesday, December 5, 2018 8:32 AM  
**To:** Steve Fagan <sfagan@stjohns.ca>  
**Subject:** Re: Collision

Morning,

NL power light not working.  
I'm sure you've heard ; fatality.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Tuesday, December 4, 2018 9:36 PM  
**To:** Karen Didham  
**Subject:** Re: Collision

Thanks first I heard of it. Was it the walk signal not working? Or an overhead NL Power Light?

I assume it was s bad accident?

Get [Outlook for iOS](#)

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, December 4, 2018 9:03:14 PM  
**To:** Steve Fagan  
**Subject:** Collision

Hi,

I figured I email you first!

At this time a serious pedestrian Collision at intersection of Brazil and Le Marchant.

Vehicle traveling east struck a [REDACTED] who appears to be crossing the road at the intersection to go from South to North.

One street light not working, but others were.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

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**From:** Steve Fagan  
**Sent:** Tuesday, December 11, 2018 10:19 AM  
**To:** Karen Didham  
**Subject:** Military Road Pedestrian Accident

Hi Karen just seen on Twitter that there was a serious accident here this morning.

Any details yet?



Stephen Fagan

Supervisor Traffic Analysis  
Planning, Development & Engineering  
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www.stjohns.ca

**From:** Paul Didham <pdidham@rnc.gov.nl.ca>  
**Sent:** Thursday, December 20, 2018 3:57 PM  
**To:** Karen Didham  
**Cc:** Sherry L. Colford  
**Subject:** SJRFD Firefighter Tood Walsh - Funeral Service Friday December 21st at 2:00 pm

Karen,

Can you please arrange to have two Traffic Services Members attend the area of George Street United Church tomorrow at 1:00 pm to assist with traffic control for Firefighter Walsh's service.

The service starts at 2:00 pm, and there is expected to be heavy traffic and a large crowd.

If you require overtime, it is approved.

SJRFD Member Jeff O'Brien will be the contact person for the service.

His cell number is [REDACTED].

Tks

Paul

---

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**From:** Steve Fagan  
**Sent:** Wednesday, January 9, 2019 3:46 PM  
**To:** Karen Didham  
**Subject:** RE: Pedestrian Accidents

Thanks Karen for the information. I appreciate it.

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, January 8, 2019 11:52 AM  
**To:** Steve Fagan <sfagan@stjohns.ca>  
**Subject:** RE: Pedestrian Accidents

Hi,

Happy New Year to you too! So far it's been a busy one!

Blackmarsh Road – Driver coming out of driveway and turned right at the same time a pedestrian was crossing the road; not a crosswalk. Minor injuries. No tickets issued.

Bonaventure Ave- Pedestrian came out between two vehicles onto the crosswalk. Driver did not see until too late; pedestrian was unsure of ■■■ looked before entering crosswalk. ■■■ was wearing dark clothing. ■■■ sustained an injury to lower back and leg. No ticket issued.

Karen

---

**From:** Steve Fagan [<mailto:sfagan@stjohns.ca>]  
**Sent:** Monday, January 07, 2019 9:04 AM  
**To:** Karen Didham  
**Subject:** Pedestrian Accidents

Happy New Year Karen. Hope you and Paul had a good Christmas.

Looks like we are off to a bad start.

Any details on the collisions and contributing factors?

<https://www.thetelegram.com/news/local/two-pedestrians-struck-by-vehicles-in-st-johns-sunday-night-273526/>

Stephen Fagan

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**From:** Steve Fagan  
**Sent:** Monday, January 21, 2019 11:12 AM  
**To:** Karen Didham  
**Subject:** RE: Accident

Thanks Karen

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Monday, January 21, 2019 11:05 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** RE: Accident

As of right now it has not been reported.

Karen

---

**From:** Steve Fagan [<mailto:sfagan@stjohns.ca>]  
**Sent:** Monday, January 21, 2019 9:30 AM  
**To:** Karen Didham  
**Subject:** Accident

Hi Karen do you or one of your officers have any information on this accident?

Thanks

---

**From:** Access St. John's <[AccessStJohns@stjohns.ca](mailto:AccessStJohns@stjohns.ca)>  
**Sent:** Sunday, January 20, 2019 7:45 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Case Assignment

Hi,

A Case has been assigned to you.

Details are as follows:

Case ID: **584826**

Subject: **TRAFFIC AGAIN HAD A COLLISION ON [REDACTED] PROPERTY**

CALLER EXPLAINS [REDACTED] HAS THIS ONGOING ISSUE WITH THE CITY AND IS TRYING TO RECTIFY THE SITUATION OF ONCOMING TRAFFIC FROM BANNERMAN ROAD ONTO [REDACTED] PROPERTY AND DAMAGING [REDACTED] PROPERTY. [REDACTED] JUST WANTED TODAY TO ADD TO THE FACT THAT LAST NIGHT ANOTHER VEHICLE CAME INTO [REDACTED] YARD AND HIT [REDACTED] PROPERTY. PLEASE CALL [REDACTED]

Caller Name: [REDACTED]

Caller Contact Info: [REDACTED]

Category: **Streets-Parking-Traffic**

Case Type: **Traffic Division - Traffic Calming**

Case

Assignment **2019/01/20**

Date:

Case  
Assigned **PERS TRNENG Supervisor Traffic and Parking**  
To(Role):  
Case  
Assigned **Steve Fagan**  
To(User):  
Case  
Assigned **Lisa Lane**  
By(User):  
Location: **40 CIRCULAR RD, ST. JOHN'S, NL, CANADA**  
Comments:

Regards,  
Access St. John's

You can access the details of this case by clicking on the link below.

<http://appsrv07/acr/web/features/login/login.aspx?CaseId=584826>

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**From:** Bill MacDonald  
**Sent:** Thursday, January 24, 2019 2:23 PM  
**To:** Karen Didham  
**Subject:** RE: Prince Of Wales St - crosswalk by store

Thanks Karen,

I asked [REDACTED] about a plate number and [REDACTED] said it all happened too fast.

Bill

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Thursday, January 24, 2019 2:21 PM  
**To:** Bill MacDonald <bmacdonald@stjohns.ca>  
**Subject:** RE: Prince Of Wales St - crosswalk by store

Hi Bill,

Hopefully [REDACTED] will reach out to us. This is the perfect type of offence for cameras as it's difficult to obtain a plate number, but I recognize the challenge with them as well.

Thanks,  
Karen

---

**From:** Bill MacDonald [<mailto:bmacdonald@stjohns.ca>]  
**Sent:** Thursday, January 24, 2019 1:55 PM  
**To:** Karen Didham  
**Cc:** Steve Fagan  
**Subject:** Prince Of Wales St - crosswalk by store

Good day Karen,

I received a complaint form [REDACTED] of [REDACTED]. Apparently [REDACTED] was at the crosswalk when a NB car stopped to let [REDACTED] go, as [REDACTED] was crossing to the store a SB vehicle almost struck [REDACTED] on the store side of the road. I advised [REDACTED] to call the RNC and advise of [REDACTED] situation. [REDACTED] can also be reached at [REDACTED]

Any questions, please advise

Regards,

Bill MacDonald  
Supervisor - Traffic Signals  
Planning, Engineering & Regulatory Services  
City of St. John's  
(709) 576-6125 Phone  
(709) 576-8305 Fax

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**From:** Chris Pitcher  
**Sent:** Monday, February 4, 2019 9:06 AM  
**To:** Karen Didham  
**Subject:** RE: Wheel BOOTS

Karen

The City has not explored the idea of booting as we currently see no benefit in this type of enforcement. There is a couple of private companies currently booting on private property of which the city has no regulations to prevent this. This would be an agreement between the booting company and the property owner.

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Monday, February 4, 2019 8:58 AM  
**To:** Chris Pitcher <cpitcher@stjohns.ca>  
**Subject:** Wheel BOOTS

Morning,

Welcome to MONDAY!

We've been questioned with relation to the wheel boot, and I'm wondering what, if any, the City's position is on it? I've been informed it may be considered legal from some aspects and potentially property damage at other times.

Thanks,

A/Sgt Karen Didham  
Traffic Services/ Impaired Driving Coordinator  
Royal Newfoundland Constabulary  
1 Fort Townshend  
St. John's, A1C 2G2  
P. (709) 729-8044

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**From:** Steve Fagan  
**Sent:** Monday, February 18, 2019 2:00 PM  
**To:** Karen Didham  
**Subject:** RE: Ped collision

Thanks Karen, never even heard about that one. I guess the crash on Pitts took the spot light.

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Monday, February 18, 2019 6:37 AM  
**To:** Steve Fagan <sfagan@stjohns.ca>  
**Subject:** Ped collision

Morning,

Pedestrian Collision on Le Marchant toad around 11pm Friday night.

It was a [REDACTED] who walked in front of Traffic. [REDACTED]

Pedestrian error is our determination; speed not a factor.

Karen  
Sent from my BlackBerry 10 smartphone on the Bell network.

---

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**From:** Steve Fagan  
**Sent:** Wednesday, February 20, 2019 4:00 PM  
**To:** Karen Didham  
**Subject:** FW: Traffic around CHE

Just what we spoke about yesterday.

---

**From:** Jamie Korab <jkorab@stjohns.ca>  
**Sent:** Wednesday, February 20, 2019 3:30 PM  
**To:** Steve Fagan <sfagan@stjohns.ca>  
**Cc:** Garrett Donaher <gdonaher@stjohns.ca>; Bill MacDonald <bmacdonald@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>  
**Subject:** Re: Traffic around CHE

Hello,

Sounds good on that point.

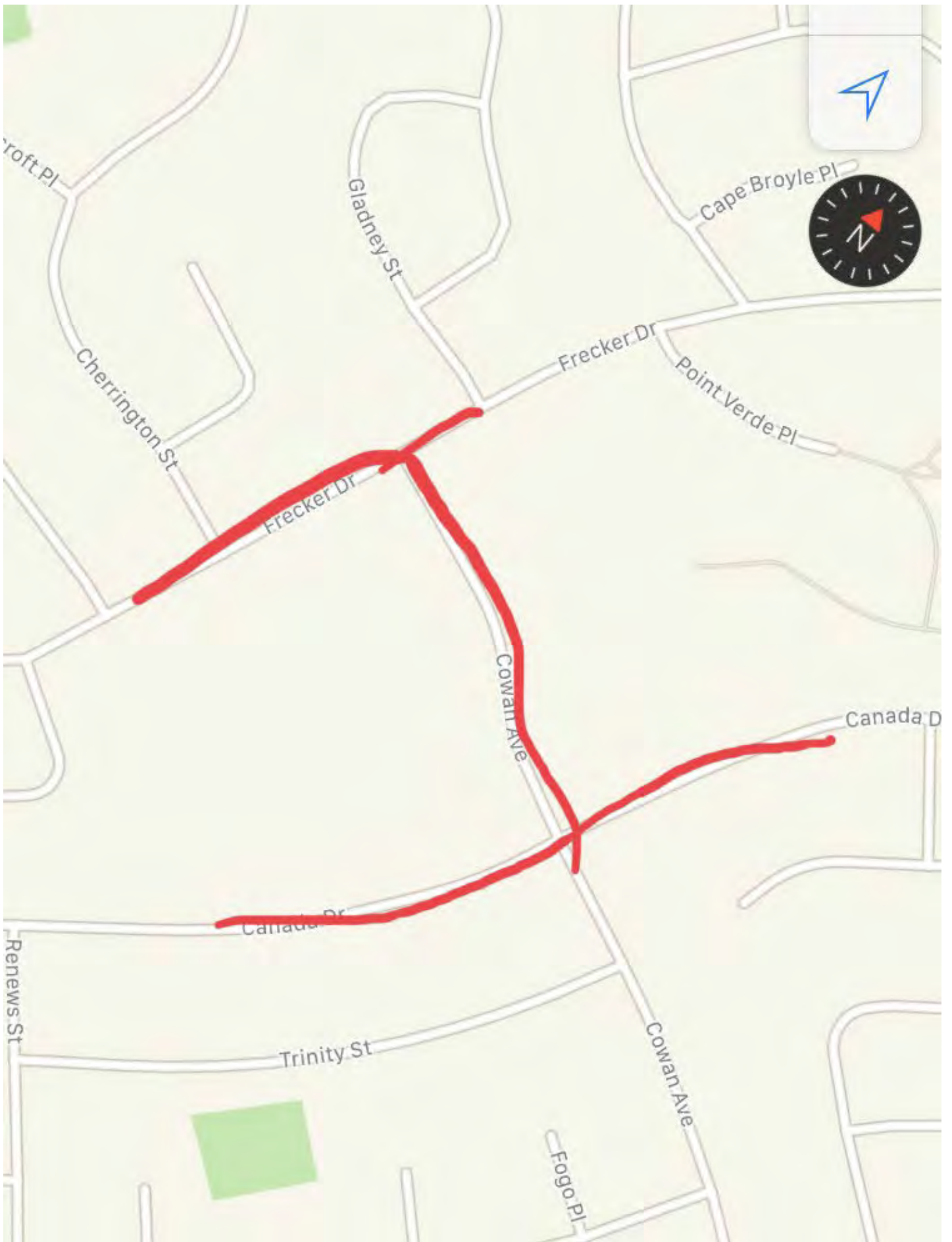
How about the area as a whole as I've (roughly) highlighted?

Been many many complaints about speeding, cars passing, not stopping at a stop signs ect.

I specifically asked about bump outs during the last school year (similar to what the Airport Heights School has), but wondering what we can do with the area as a whole? There's two schools with over 600 students. Most of the CHE are within the 1.6km and are not bused. So there's a lot of pedestrian traffic in the area.

Jamie





---

Jamie Korab - Ward 3 Councillor - City of St. John's

---

**From:** Steve Fagan  
**Sent:** Wednesday, February 20, 2019 3:00:31 PM  
**To:** Jamie Korab  
**Cc:** Garrett Donaher; Bill MacDonald  
**Subject:** RE: Traffic around CHE

Jamie we have looked at the count data from 2017. Looking at that data it does not warrant left turn arrows.

Now that the Team Gushue Highway has opened we will count the intersection again to see if traffic patterns have changed. I hope to have the results in 3 – 4 weeks.

Thanks

---

**From:** Jamie Korab <[jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)>  
**Sent:** Wednesday, February 20, 2019 9:25 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Cc:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Subject:** Traffic around CHE

Hello Steve,

I have a school council meeting tonight at Cowan Heights Elm. You might not have the final review of the data done, but is there any update I can provide school council?

Jamie

Jamie Korab - Ward 3 Councillor - City of St. John's - 576.8643 - [jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)

**From:** Chris Pitcher  
**Sent:** Thursday, March 14, 2019 12:00 PM  
**To:** Karen Didham  
**Subject:** Re: PEO Enforcement

Thanks Karen

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---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Thursday, March 14, 2019 11:54 AM  
**To:** Chris Pitcher  
**Subject:** Re: PEO Enforcement

Hi,

I will forward it to the Platoons. Unfortunately, I cannot guarantee a presence, as it will be based on operational requirements.

I also have my traffic guys roaming school zones in the am so I'll add these to their list.

Thanks,  
Karen.

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Chris Pitcher  
**Sent:** Thursday, March 14, 2019 11:47 AM  
**To:** Karen Didham  
**Cc:** Travis Maher; Karen Sherriffs; Elizabeth Hayward  
**Subject:** RE: PEO Enforcement

Good morning Karen

This is to bring to your attention that there will be 2 crossing guard locations left unattended during the next few weeks (locations noted below). Our Enforcement officers will be roving through these areas as an added level of safety ensuring motorist comply with the parking operations. We would also welcome any support from the RNC at these locations during the morning assembly and dismissal times.

Thanks Chris

---

**From:** Elizabeth Hayward <ehayward@stjohns.ca>  
**Sent:** Thursday, March 14, 2019 11:00 AM  
**To:** Chris Pitcher <cpitcher@stjohns.ca>  
**Cc:** Travis Maher <tmaher@stjohns.ca>; Karen Sherriffs <ksherriffs@stjohns.ca>  
**Subject:** PEO Enforcement

Chris, thanks so much for your support in helping us out. We will post a Crossing Guard position but at the moment we are down two staff and will have two vacant crosswalks effective March 19th. Hopefully we will have someone in place after the school break on April 29.

The two areas we need PEO and RNC presence are as follows:

- St. Teresa's – Mundy Pond Road from 8:20 – 8:50 & 2:45- 3:15 pm

- St. Andrews's University Avenue from 8:00 - 8:30 & 2:20 -2:50

Elizabeth Hayward  
Program Supervisor Community Development  
Department of Community Services  
City of St. John's  
P.O.Box 908 St. John's  
NL Canada A1C 5M2  
Fax 576 8469

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**From:** Steve Fagan  
**Sent:** Thursday, March 14, 2019 1:10 PM  
**To:** Karen Didham  
**Subject:** Blackmarsh Road ped accident/Torbay Road Ped Accident

Hi Karen do you know if this happened on the crosswalk or after?

<https://www.thetelegram.com/news/local/car-pedestrian-collision-in-st-johns-sends-man-to-hospital-291970/>

This was another apparently on Torbay Road this morning



Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
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(709) 576-8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

**From:** Chris Pitcher  
**Sent:** Friday, April 5, 2019 4:35 PM  
**To:** Karen Didham  
**Subject:** Wrong Way on Water Street

Good afternoon Karen

It was just brought to my attention that taxis are going westbound through the Water Street construction site area which is now east bound traffic only . Apparently this is occurring during the during the early hours overnight.

Just passing it along.

Supervisor, Parking Services  
Planning, Engineering & Regulatory Services  
Tel: 709-576-8654  
cpitcher@stjohns.ca

**From:** Steve Fagan  
**Sent:** Thursday, April 11, 2019 10:18 AM  
**To:** Karen Didham  
**Subject:** Re: Collision - Hamilton Ave

Thanks Karen. Was it on a crosswalk.

Get [Outlook for iOS](#)

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**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Thursday, April 11, 2019 9:32:11 AM  
**To:** Steve Fagan  
**Subject:** Collision - Hamilton Ave

Morning,

FYI, Ped collision this am. Minor injuries. It was pedestrian error.

A/Sgt Karen Didham  
Traffic Services/ Impaired Driving Coordinator  
Royal Newfoundland Constabulary  
1 Fort Townshend  
St. John's, A1C 2G2  
P. (709) 729-8044

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**From:** Garrett Donaher  
**Sent:** Monday, May 6, 2019 12:55 PM  
**To:** David Crowe;Scott Winsor;Karen Didham;Brian Head;Karen Sherriffs;Dave Wadden;Kelly Maguire  
**Cc:** Marianne Alacoque;Anna Bauditz  
**Subject:** Bike St. John's Master Plan - Review  
**Attachments:** Bike St. John's Draft Report .docx

Good-day all,

Attached is a draft of the text for the upcoming Bike St. John's Master Plan. I'd like to have each of you take a quick look over (at least) the sections relevant to you before we move this into the final format and present to council. Comments within the week will work with our timelines. Most relevant sections for each of you are noted below:

- David, maintenance (3.9) has some actions related to your group. None are noted for immediate action and several would only occur in the long term if council decided to tackle winter cycling. The street excavations one on page 33 would impact your guys most in short term.
- Const. Didham, enforcement (4.3) has a couple of potential actions, neither recommended for immediate action.
- Scott/Dave, there is an action for investigation of alternate catch basin design. This would require staff time from your areas. Please comment.
- Karen, much of the encouragement (4.1) and education (4.2) section would come back to community services if elements are selected for implementation. Nothing is identified for immediate action that would impact you but comment is welcome. In particular any thoughts on CAN Bike would be good to fit in under 4.2.
- Brian, mostly maintenance (3.9) for you also. Also mentioned in 5.1.3 and implied in 5.1.5.
- Kelly, just general info for you.

Internal comments can be made in the current working document here: [https://cityofstjohns-my.sharepoint.com/:w:/g/personal/gdonaher\\_stjohns\\_ca/EZ2u\\_eBPLtBLmH595FKqDjUBIUnB1M\\_XINiY4Ue24Ke0fg?e=kiuxXz](https://cityofstjohns-my.sharepoint.com/:w:/g/personal/gdonaher_stjohns_ca/EZ2u_eBPLtBLmH595FKqDjUBIUnB1M_XINiY4Ue24Ke0fg?e=kiuxXz)

Otherwise, a return email or notes in the attached and returned are good as well.

Much appreciated,

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

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## Acknowledgements

### City of St. John's Staff

- Garrett Donaher, Manager, Transportation Engineering
- Anna Bauditz, Transportation Systems Engineer
- Marianne Alacoque, Transportation Systems Engineer
- Greg Keating, Manager of GIS
- Brian Head, Manager, Parks & Open Space
- Travis Maher, Community Services Coordinator

### Bike St. John's Advisory Committee

- Erin Dawe
- Carol Grouchy
- Stephen Hill
- David Hood
- Tobias Laengle
- Craig Martin
- Councillor at Large, Dave Lane

### Public Participants

With thanks, we acknowledge the more than 1,000 members of the public who shared their experience and guidance through public questionnaire forms, stakeholder meetings, and public open house and drop-in sessions between September 2018 and February 2019.

### Consultant Team

#### Trace Planning and Design

- Jim Scott, Landscape Architect, Planner, Urban Designer
- Carolyn Longaphie, Project Manager, Technical Director
- Emily Phillips, Senior Researcher

#### Stantec Consulting

- Ryan Martinson, Associate Transportation Specialist
- Warren Martin, Senior Civil
- John Heseltine, Senior Plan

#### The Planning Partnership

- David Leinster, Landscape

To enable more people to ride a bicycle in St. John's, the City is committed to 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.**

## About this Document

**Chapter 1** provides plan context, an overview of the plan development process, and an exploration of Bicycle Network benefits.

**Chapter 2** presents the plan's vision, supporting goals, and overarching targets.

**Chapter 3** presents the Bicycle Network. It includes discussion of network design considerations and outlines recommended route facility types and amenities, wayfinding design, and maintenance practices.

**Chapter 4** considers programming for education, encouragement, and enforcement.

**Chapter 5** reviews existing local and provincial policy and recommends amendments to support implementation of this plan.

**Chapter 6** introduces evaluation methods; proposes a strategy to monitor bicycle network use, safety, user satisfaction, and completion; and recommends regular reporting.

**Chapter 7** provides an action plan outlining several categories of actions identified as well as network hierarchy, route prioritization and cost estimates.

# 1 A Bike Master Plan for St. John's

The Bike St. John's Master Plan guides the collective efforts of partnering governments, organizations, businesses, and residents to enhance opportunities for cycling in the City of St. John's. It identifies a network of cycling facilities connecting the City of St. John's. The master plan supports this network with recommendations for:

- catalyst projects;
- implementation;
- monitoring;
- maintenance;
- policies; and,
- programming.

The master plan is the product of a community-driven process, during which the consultant team worked closely with City of St. John's staff and the Bike St. John's Advisory Committee. The plan articulates a vision for the future of cycling in St. John's and provides an action plan that establishes a roadmap to achieve this vision.

In order to achieve the vision outlined in this master plan, city investments in cycling facilities must be matched by both public and private efforts that support the development of a bike-friendly culture. As a long-term plan it is expected that infrastructure will be implemented over many years as opportunities arise and funding is allocated.

## 1.1 Project Mandate

In 2009, the City of St John's approved its first Cycling Master Plan. The plan recommended over 200 kms of bike routes, with a combination of painted bike lanes, paved shoulders, signed-only bike routes and shared-use paths.

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<sup>1</sup> Bike St. John's Task Force – Final Report. 25 January 2017. City of St. John's. Accessed 13 March 2019. [http://www.bikestjohns.ca/assets/PDF/BSJ\\_Task\\_Force-Final\\_Report.pdf](http://www.bikestjohns.ca/assets/PDF/BSJ_Task_Force-Final_Report.pdf)

Implementation of the 2009 plan did not begin in the initial phase of implementation.

In 2015, Council requested the creation of a St. John's Task Force to evaluate the status of the 2009 plan and advise City Council on next steps. The Task Force final report<sup>1</sup> in 2017. An overarching vision statement was approved with this report:

*That the City commit to develop a network of cycling infrastructure, policies, and programs that is safe, comfortable, and convenient for all users.*

## 1.2 Plan Development Process

Extensive input from residents was essential to gain a better understanding the existing network and to develop an overarching vision for the future of cycling in St. John's, and refining a draft network. The final report illustrates the master planning process. A detailed description is available in Appendix #

Public engagement was a vital component of the St. John's Master Plan process. Engagement was organized into two phases:

1. Completed in September/October 2015, over 400 people provided feedback on their preferred destinations, and key locations. This feedback was used to develop a draft vision statement.
2. Completed in January/February 2016, over 100 people provided feedback on their preferred options and facility types. This feedback was used to refine the draft vision statement.

refine the draft bike network and confirm the vision statement.

Over both phases of public engagement the project team was open to feedback on any aspect of the plan to ensure that all opinions presented were heard. Key ideas that were common across all engagement activities are presented in the adjacent Figure #.



### 1.3 Why improve cycling in

The City of St. John's will face many challenges in the coming years: economic pressures; demographic shifts; and, a desire to transition to a more sustainable and accessible transportation system. By creating a more comfortable environment where more people in St. John's can comfortably cycle, the City will also realize many advantages:

- **Social Equity.** Investing in city transportation more equitably. Transportation accounts for 10% of household spending on goods and services. Spending on transportation is high among low- and moderate-income households. For these households, cycling is a more affordable mode of transportation.

<sup>2</sup>Statistics Canada. "Survey of Household Spending, 2017." Released 12 December 2018. *The Daily*. Accessed 18 March 2019.

<https://www150.statcan.gc.ca/n1/en/daily-quotidien/181212/dq181212a-eng.pdf?st=trTC8TYz>

affordable option.<sup>3</sup> Cycling benefits people of all ages.

- **Improved Health.** When people become more physically active, their mental and physical health improves, increasing productivity, reducing sick days, requiring less medical treatment, and saving healthcare costs. Obesity levels in St. John's (33.2%) are higher than the national average (24.8%)<sup>4</sup>. There is an inverse relationship between obesity and active transportation.<sup>5</sup> Improving active transportation infrastructure impacts obesity outcomes<sup>6</sup> and cycling reduces the likelihood of obesity<sup>7</sup>. In addition, Newfoundland and Labrador has the most rapidly aging population in Canada. Living a more active lifestyle is very important for healthy aging.<sup>8</sup>

- **Environmental Responsibility.** Newfoundland and Labrador, greenhouse gas emissions per capita are 4% higher than the national average.<sup>9</sup> In 2016, the use of cars and motorcycles accounted for 40% of the province's GHG emissions in the transportation sector emissions. In 2015 and 2016, Newfoundland and Labrador's transportation emissions increased by 10%. Reducing motor vehicle trips can help reduce climate change through the reduction of greenhouse gas emissions.
- **Safer, Less Stressful Streets.** Encouraging people to bike instead of drive can reduce traffic on the road, reducing traffic congestion and stress on streets. Physically separated

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<sup>3</sup> Litman, T. 2018. "Evaluating Transportation Equity: Guidance For Incorporating Distributional Impacts in Transportation Planning." Victoria Transport Policy Institute. Accessed 12 March 2019. <http://www.vtpi.org/equity.pdf>

<sup>4</sup> Navaneelan, T. and Janz, T. 2014. "Adjusting the scales: Obesity in the Canadian population after correcting for respondent bias." Accessed 9 March 2019. <https://www150.statcan.gc.ca/n1/pub/82-624-x/2014001/article/11922-eng.htm>

<sup>5</sup> Bassett, R., Pucher, J. Jr., Buehler, R., Thompson, D. L. 2008. "Walking, Cycling, and Obesity Rates in Europe, North America, and Australia." *Journal of Physical Activity & Health*, vol. 5, no. 6, pp.795-814.

<sup>6</sup> Mayne, S. L., Auchincloss, A. H., and Michael, Y. L. 2015. Impact of policy and built environment changes on obesity-related outcomes: a systematic review of naturally occurring experiments. *World Obesity*, vol. 16, issue 5, pp. 362-375. Accessed 9 March 2019. <https://onlinelibrary.wiley.com/doi/abs/10.1111/obr.12269>

<sup>7</sup> Rasmussen, M. G., Overvad, K., Tjønneland, A., Jensen M. K., Østergaard, L., Grøntved, A. Changes in Cycling and Incidence of Overweight and Obesity among Danish Men and Women. *Medicine Science in Sports and Exercise*, 50 (7), pp. 1413-1421. Accessed 9 March 2019. <https://europepmc.org/abstract/med/29443821>

<sup>8</sup> [Provincial Healthy Aging Policy Framework](#) and [status report](#).

<sup>9</sup> National Energy Board. Date modified: 21 January 2019. "Provincial and Territorial Energy Profiles – Newfoundland and Labrador." Government of

Canada Website. Accessed 12 March 2019. <https://www.nel-one.gc.ca/nrg/ntgrtd/mrkt/nrgsstmp/rls/nl-eng.html?=&wbdisable=true>

<sup>10</sup> "Environment and Climate Change Canada Data." Government of Canada website. Accessed 12 March 2019. <http://data.ec.gc.ca/data/substances/monitor/canada-s-official-greenhouse-gas-inventory/D-Tables-Canadian-Economic-Sector-Provinces-Territories/?lang=en>

<sup>11</sup> Statistics Canada. Released 23 January 2019. "Canadian System of Environmental–Economic Accounts: Provincial and territorial greenhouse gas emissions, 2016." *The Daily*. Accessed 12 March 2019. <https://www150.statcan.gc.ca/n1/daily-quotidien/190123/dq190123d-eng.htm>

reduce risks for people bicycling<sup>12</sup> and when more bicycle infrastructure is available, people perceive bicycling to be safer.<sup>13</sup> There is also safety in numbers; as more people bike, there are proportionately fewer cycling accidents<sup>14</sup> and the rates of collisions with motor vehicles decrease.<sup>15</sup>

- **Government Cost Savings.** The government savings associated with more people cycling outweigh the costs of investing in bike facilities. Cost-benefit analysis has estimated that a \$1 investment in cycling saves the government \$14. Shifts to walking and bicycling from urban driving is estimated to save 3¢/km traveled in urban roadway infrastructure and traffic service costs.<sup>16</sup> In terms of healthcare costs, it is estimated that in Canada the economic costs of physical inactivity are \$5.3 billion and obesity are \$4.3 billion.<sup>17</sup>

- **Personal Financial Benefits.** People do not have to spend as much of their income on transportation when cities invest in bicycle infrastructure. Transportation and public transit costs are lower. The Canadian Automobile Association estimates that driving costs vehicle owners \$1,000 annually in operating costs, maintenance, and insurance. The Sierra Club estimates the cost of regular cycling to be \$308 a year. Metrobus passes costs \$93 a year. Bicycles do not replace all types of trips, but they can reduce costs for vehicle ownership and use. An integrated mobility network can reduce costs.
- **Economic Growth.** Studies show that people who ride bikes for utilitarian reasons, such as to live in dense urban areas, buy goods, and visit a particular store in

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<sup>12</sup> Wegman, F., Zhang, F., Dijkstra, A. 2012. "How to make more cycling good for road safety?" *Accident Analysis & Prevention*, 44 (1), pp. 19-29. Accessed 29 March 2019.

<https://www.sciencedirect.com/science/article/abs/pii/S0001457510003416>

<sup>13</sup> Branion-Calles, M., Nelson, T., Fuller, D., Gauvin, L., Winters, M. 2018. "Associations between individual characteristics, availability of bicycle infrastructure, and city-wide safety perceptions of bicycling: A cross-sectional survey of bicyclists in 6 Canadian and U.S. cities." *Transportation Research Part A: Policy and Practice*. Accessed 9 March 2019.

<https://www.sciencedirect.com/science/article/pii/S0965856417314933>

<sup>14</sup> Elvik, R. and Bjørnskau, Torkel. 2015. "Safety-in-numbers: A systematic review and meta-analysis of evidence." *Safety Science*. Accessed 9 March 2019.

[https://www.researchgate.net/publication/282563334\\_Safety-in-numbers\\_A\\_systematic\\_review\\_and\\_meta-analysis\\_of\\_evidence](https://www.researchgate.net/publication/282563334_Safety-in-numbers_A_systematic_review_and_meta-analysis_of_evidence)

<sup>15</sup> City of Vancouver. January 22 2015. "Cycling Safety Study." Accessed 9 March 2019. <https://vancouver.ca/files/cov/cycling-safety-study-final-report.pdf>

<sup>16</sup> Litman, Todd. 2010. "Quantifying the Benefits of Nonmotorized Transportation For Achieving Mobility Management Objectives." *Victoria Transportation Policy Institute*, pp. 11. Accessed 9 March 2019.

[https://www.researchgate.net/publication/237794465\\_Quantifying\\_the\\_Benefits\\_of\\_Nonmotorized\\_Transportation\\_For\\_Achieving\\_Mobility\\_Management\\_Objectives](https://www.researchgate.net/publication/237794465_Quantifying_the_Benefits_of_Nonmotorized_Transportation_For_Achieving_Mobility_Management_Objectives)

<sup>17</sup> Katzmarzyk P and Janssen, I. 2004. "The economic costs associated with physical inactivity and obesity in Canada: an update." *Can J Appl Physiol*, 29, pp. 90-115. Accessed 26 March 2019.

<sup>18</sup> Canadian Press, The. "Cutting the costs of vehicle ownership by buying and driving less." *CBC News*. Last Updated: 31 August 2017. Accessed 9 March 2019. <https://www.cbc.ca/news/business/car-ownership-costs-1.4269992>

<sup>19</sup> Sierra Club. "Pedaling to Prosperity". Accessed 9 March 2019. [http://vault.sierraclub.org/pressroom/downloads/BikeMonth\\_Factsheet\\_0512.pdf](http://vault.sierraclub.org/pressroom/downloads/BikeMonth_Factsheet_0512.pdf)

<sup>20</sup> Metrobus. "Fares, Passes & Sales Outlets." Accessed 9 March 2019. <https://www.metrobus.com/html-default/fares.asp>

destination.<sup>21</sup> Retail sales have been shown to increase for businesses located by bike lanes, compared to similar streets without.<sup>22</sup> Cities with strong bike networks can also become bike tourism destinations, further supporting local economy.

- **Recreational Benefit.** Improving a city's bike network increases the number of bike routes that are comfortable not just for commuting and transportation, but also for leisure and recreation.
- **Time-Saving.** Riding a bike is faster and more efficient than walking, can be faster than driving during times of high traffic congestion, and is often competitive with public transit for shorter trips and complementary with public transit for longer trips. In cities with more bike infrastructure, cycling is often the fastest and most convenient option.
- **Vibrant streets.** Vibrant streets are livable, attractive, safe, and welcoming to all people, whether walking, rolling, cycling, or driving. Vibrant streets are supportive of dynamic economic and social environments, are used by the entire community, create a strong sense of place, and foster community pride.

## 1.4 Understanding local needs

Similar to many North American cities, more people in St. John's are moving to outer, suburban neighbourhoods while the neighbourhoods with higher population density, closer to

the city centre, are experiencing population growth. The overall population density of St. John's is 1,000 per km<sup>2</sup>; however the population density of different neighbourhoods vary widely, ranging from 25 to 5,328 per km<sup>2</sup>. Figure # in Appendix # illustrates the population densities across city neighbourhoods. The change in population from 2011 to 2016 shows that some neighbourhoods are clustered more closely together, extending from southwest (border of Inner Ring Rd. W./Trans C) to northeast (Outer Ring Rd. W./Trans C). Among these denser neighbourhoods, the city centre, closer to the harbour, have the highest population densities in St. John's (4,000 per sq. km). Areas with higher total household population have higher percentages of the city's youth population, generally located further from the city centre. Neighbourhoods with lower population

The spread of neighbourhoods across the city is over 10 kilometres of land area in St. John's, meaning people are traveling farther to important destinations for work, play, and learn. Without a safe and comfortable cycling network, they are less likely to use it. This is confirmed by the findings of the City of St. John's Demographic Survey, which reports that 15% of people working in the St. John's CMA commute by bike. Even though at least 15% of households

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<sup>21</sup> Arancibia, D. 2013 *Cyclists, Bike Lanes, and On-Street Parking: Economic Impacts*. Accessed 9 March 2019. <http://po.st/r767Tl>

<sup>22</sup> Trottenberg, Polly. September 2014. "Protected Bike Lanes in NYC". New York City Department of Transportation. Accessed 13 February 2019. <http://www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf>

<sup>23</sup> Statistics Canada. 2017. St. John's, CY [Census subdivision], Newfoundland and Labrador and Newfoundland and Labrador [Province] (table). Census Profile. 2016 Census. Statistics Canada Catalogue no. 98-316-X2016001. Ottawa.

Released November 29, 2017. <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/index.cfm?Lang=E> (accessed March 29, 2019).

<sup>24</sup> [City of St John's 2016 Demographic Survey](http://www.stjohns.ca/publications/city-stjohns-demographic-survey-results-2016) <http://www.stjohns.ca/publications/city-stjohns-demographic-survey-results-2016>



bicycle at least sometimes<sup>25</sup>, less than one percent of people in the City of St. John's ride a bicycle as their main mode of commuting to work.<sup>26</sup> There is great potential for St. John's commuters to transition from car trips to bicycle trips; 59% of people in the city commute less than 5km<sup>27</sup>, a distance typically covered by a 15 minute bicycle ride. Despite the population spread, most people still commute very short (and bikeable!) distances.

The Bike St. John's Master Plan strives to connect the varied neighbourhoods that make up St. John's, supporting a more equitable transportation system that connects neighbourhoods with varying densities, resources, age compositions, and sizes. The bicycle network must reflect the diverse requirements of and opportunities for bicycling in St. John's, while serving people of all ages, abilities, and geographies.

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<sup>25</sup> Ibid.

<sup>26</sup> 2016 Federal Census for City of St. John's.

<sup>27</sup> 2016 Federal Census for City of St. John's.

## 2 Vision → Goals → Actions

### 2.1 Vision

The vision for cycling in St. John's was developed from the visions presented in the 2009 Cycling Master Plan and the Bike St. John's Task Force report. Refined based on public input, the vision was endorsed by the Bike St. John's Advisory Committee.

To enable more people to ride a bicycle in St. John's, the City is committed to 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 statement envisions a network that supports increased bicycle ridership for people of all ages and abilities. It aligns with the strategic directions and goals related to sustainability, transportation, and connection in the City's Strategic Plan 2019-2029.<sup>28</sup> In order for riding a bike to become an easy and attractive way to get around St. John's, safety is paramount. In a virtuous feedback loop when cycling feels safe, more people choose to ride and with more people cycling, it is safer for everyone. Good connectivity to regional, city-wide, and neighbourhood destinations on seamless, intuitive bike routes that are easy to navigate ensures convenience. An integrated mobility network means that cycling is connected with other ways to travel, such as streets, trails, and transit. Destinations are integrated into the network by providing appropriate end-of-trip facilities, such as bicycle parking. The network's safety, convenience, and integration is reinforced by a cycling-friendly culture in which St. John's is a welcoming place to ride a bike. Development

of a culture that embraces cycling as a safe and purposeful model of travel means that cycling, taking transit, walking or rolling are all options about each other.

### 2.2 Goals

The following four goals help to interpret the vision translated into the master plan's action plan, performance measures, and project priorities, as reflected in the structure of the master plan.

- ★ **INFRASTRUCTURE:** Build and maintain infrastructure that is inviting for people of all abilities.
- ★ **PROGRAMS:** Develop a cycling program that encourages, encourages, education and outreach.
- ★ **POLICY:** Adopt policies and programs that support a vibrant cycling environment.
- ★ **EVALUATION:** Monitor and assess the progress of network implementation against the following targets:
  - Increase the number of bicycle riders in the City of St. John's.
  - Create a cycling environment that is accessible to all, so that bicycle network is proportionally representative of the city's demographics (i.e., age, gender, and incomes).
  - Implement new sections of infrastructure each year (e.g., kilometers of facilities constructed).

### 2.3 Actions

Throughout the following chapters actions are identified that translate the discussion into specific tasks.

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<sup>28</sup> [City's Strategic Plan 2019-2029](#)

implemented. These actions are categorized into one of four groups:

1. **Primary Actions:** these actions can be undertaken in the short term using current resources. Some require capital funding before they can proceed.
2. **Actions:** these “regular” reflect a long list of work that can be completed to support cycling in St. John’s. Most require funding from the operating budget to occur. This might take the form of an increase to a line item but, many require significant dedication of staff time
3. **Ongoing Actions:** these actions represent practices to be adopted at the staff level to ensure cycling is supported in accordance with this plan.
4. **External Actions:** these actions are recommendations for external organizations to consider that would support cycling in the City of St. John’s.

### 3 Infrastructure

#### 3.1 The Cycling Network

The cycling network recommended in this master plan (Figure #) connects neighbours, neighbourhoods, and essential recreational, commercial and civic destinations throughout the city. Network routes were selected based on the following criteria:

- Safety
- Convenience and Attractiveness
- Connectivity and Integration
- Route Density
- Equity

The following subsections elaborate on a number of important considerations related to these criteria that were taken into account during the development of the cycling network.

This new network excludes a few existing routes from further inclusion (listed in Section 7.X Old Route Retirement).

#### 3.2 Industry Guidance

Design guides, specifications, and laws that should be referenced when designing bicycle facilities include:

- Transportation Association of Canada's Bikeway Traffic Control Guidelines for Canada,
- Canadian Guide to Traffic Calming,
- Newfoundland and Labrador Highway Traffic Act, provincial Regulations, and the
- St. John's Specifications Book

Implementation of all technical components identified in this plan will rely primarily on the best industry guidance

available. As such, only a few design this plan.

Appendix # includes construction specifications for groups of facility types.

**Primary Action:** Incorporate cycling specifications into a future update of the Specifications Book.

##### 3.2.1 Who we are designing for

The demographics of people who ride the bicycle network are representative of the city. People who ride bikes in St. John's are not a homogeneous group. For example, presently in St. John's, many men bike to work as women; by gender balance of people who walk, it is about 50-50.<sup>29</sup> The gender balance of people who ride bicycles is a measurable and important indicator of the network. People who ride bicycles should be a mix of people of all ages, genders, abilities, and interests. Facilities should be attractive to youth, adults, and people.

Bicycle network routes and facilities are intended to be appropriate for all types of bicycles, including road bikes, tricycles, cargo bikes, recumbent bikes, and e-bikes. Network connections are intended to support a variety of bicycling purposes including: transportation to school, picking up groceries, riding to work, and training for a triathlon.

To increase bicycle ridership, this master plan recommends a network that will appeal to riders of all ages and abilities. Many cities use an approach, that some

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<sup>29</sup> 2016 Federal Census, City of St. John's.

cyclists into four types, as a proportion of the population: strong and fearless (<1%), enthused and confident (7%), interested but concerned (60%), and ‘no way no how’ (33%).<sup>30</sup> The cycling network is built to accommodate the large segment of the population that is ‘interested but concerned’, who would cycle more often or try cycling if conditions were right. This is based on the premise that, “Riding a bicycle should not require bravery.”

### 3.2.2 Emphasize off-street routes

Throughout the public engagement process, people identified a strong preference for off-street bicycle routes through natural areas. This local preference is reinforced by a growing body of research about cycling motivators and deterrents. A 2008 study<sup>31</sup> shows the top factor motivating people to ride a bicycle is access to routes that are physically separated from motor vehicle traffic noise and pollution, have beautiful scenery, and are flat.

### 3.2.3 Upgrade Existing Trails

The Grand Concourse trail system was intended to provide nature-based pedestrian corridors. Over time its 125 km long network has expanded to include sidewalks. Upgrading carefully selected Grand Concourse corridors to shared-use paths will enable a wide variety of users to safely and comfortably share these trails. Trails are widely used in St. John’s; the city’s 2016 residential survey reports 76% of households use trails.

### 3.2.4 Vibrant, People-Centered Spaces

Simply put, people like to meet, greet, and talk. These social connections are essential to civic identity and character.

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<sup>30</sup> Approach first used in 2006 by Roger Geller, Bicycle Coordinator, Portland Office of Transportation.

<sup>31</sup> Winters, M., Davidson, G., Kao, D., Teschke, K. 2011. “Motivators and deterrents of bicycling: comparing influences on decisions to ride.”

Trails and streets enhanced for active movement are also naturally social spaces that contribute to a more vibrant community. Cycling facilities are designed to improve the areas where they are located, contributing to welcoming, walkable, and safe public spaces.

The street network in older sections of the city, prior to the dominance of motor vehicle traffic, where trails are not feasible, the development of shared-use paths should be approached as an opportunity to enhance streetscapes for inclusive and accessible multimodal transportation.

## 3.3 Share-use paths serve community needs

Using shared-use paths in developing areas leverages the investment to serve a need and benefit the community:

- Asphalt paths better serve needs
- Broader trails allow more diverse users a sense of personal security
- More prominent and well connected paths provide travel options by any active mode of transport who have limited access to other modes
- People out for a stroll, walk, jog, or other activity benefit from the safety and better drainage a path provides

### 3.3.1 Downtown

Downtown is an important work, leisure, and recreation destination with high residential density.

Transportation, 38 (1), pp 153 - 168. Accessed 25 March 2019  
<https://link.springer.com/article/10.1007/s11116-010-9284-y>

of St. John's residents (living outside of Downtown) commute to work Downtown and 74% visit Downtown on a monthly basis or more.<sup>32</sup> Outside of work related reasons, visits Downtown are primarily for leisure: 85% are for entertainment/dining, 64% are for shopping, and 64% are for walking / browsing.<sup>33</sup>

Due to its high residential density, improvements to the bicycle network Downtown will impact more people and create greater opportunity for increasing bicycle trips. There is also already a higher level of bicycle ridership among Downtown residents than the city overall. Fewer people commute using an automobile (72%) compared to those living citywide (89%).<sup>34</sup> More Downtown households report cycling at least sometimes (18%), compared to citywide (15%). Sixteen percent of downtown households report never driving, compared to 8% citywide.<sup>35</sup>

Downtown has great bicycling potential; however, more work is needed to recommend routes and facilities where steep grades, narrow streets, and on-street parking present significant constraints. Multi-modal hubs at key access points to Downtown will support mode transitions from bicycle rider to pedestrian until bicycling comfort Downtown is achieved for all.

**Action:** Complete an area study to determine best approach for cycling accomodation in the Downtown.

A neighbourhood level plan may be able to incorporate this type of study.

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<sup>32</sup> St. John's 2016 Demographic Survey  
<http://www.stjohns.ca/publications/city-stjohns-demographic-survey-results-2016>

<sup>33</sup> Ibid.

### 3.3.2 Community Acceptance

It is important to ensure residents and those impacted by new bicycle facilities are consulted prior to their construction. Community engagement is an important component of successful infrastructure projects. Accordingly, during consultation, residents emphasized the importance of limiting impacts to existing on-street parking spaces. This plan recommends on-street bicycle facilities along certain routes. The facilities chosen for these routes will be based on many variables, including limiting impacts to existing on-street parking and to the natural feel of the area.

**Ongoing Action:** Incorporate community engagement in the process of infrastructure project.

Depending on the opportunity for change, community consultation may fall anywhere on the spectrum.

### 3.4 Using Construction Opportunities

It is very efficient to construct cycling facilities in conjunction with other construction activity on existing infrastructure. The Extended Bicycle Network shown in Figure 3.4 is a guide to identify locations where cycling facilities are appropriate. Once identified each project will be evaluated for the feasibility and desirability of adding cycling facilities.

<sup>34</sup> Ibid.

<sup>35</sup> Ibid.

**Ongoing Action:** Consider inclusion of cycling facilities in all infrastructure projects.

## 3.5 Bike Route and Amenities

Selection of an appropriate bicycle facility type depends on the comfort level that the facility affords relative to the corridor in which it is placed. Motor vehicle speed and volume are critical considerations in this decision-making.

Figure # [below] illustrates how the severity of a collision between a motor vehicle and an exposed person increases rapidly with speed<sup>36</sup>.

### 3.5.1 Intersections

Selecting appropriate intersection treatments along bike routes is crucial. When implementing new bicycle routes, all included intersections must be evaluated and potentially upgraded for ease of use by people of all ages and abilities.

Intersections that facilitate bicycle riders' crossing without having to dismount provide a better experience for the user.

Collisions and near misses are most likely to occur at "conflict points" such as intersections, transitions or driveways. To reduce the risk of collisions at conflict points, it is generally best to separate motor vehicles and bicycles. Further, lowering vehicle speeds reduces the severity of potential conflicts. It's important to clearly mark where each user is expected to be, and when, leading to predictable patterns of movement. Consider using treatments such as elephants' feet markings along crossrides, bicycle signals, and bicycle 'green' boxes to clearly direct user positions at intersections with a shared-use path or other bicycle facility.

Conflict zone pavement markings

## 3.5.2 Shared-Use Paths

### 3.5.2.1.1 Facility Description

- Shared-use paths offset from street corridor but are separated from traffic by a boulevard.
- They allow two-way travel.
- "Municipal Paths" in the Open Space may be designed as a shared-use path.
- Minimum 3.0 metre width.
- Smooth paved surface.

### 3.5.2.1.2 Appropriate Use

- Shared-use paths offset from street corridor dependant on adjacent traffic volume. They should be located on streets with low driveways and/or lower volume traffic.
- Consider separate pedestrian crossings (greater than 100 persons per hour on shared-use path).
- Higher volume use means treatments are more appropriate.

### 3.5.2.1.3 Other Considerations

- Upgrading trails to widths suitable for paved surfacing makes them more accessible for all active transportation users and mobility challenges.
- High level of comfort for people of all abilities
- Natural surroundings and beauty motivate people to take advantage of the facility.

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<sup>36</sup>World Health Organization. 2004. "Road Safety - Speed." World Report on Road Traffic Injury Prevention. Accessed 13 March 2019. [https://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/world\\_report/speed\\_en.pdf](https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf)

- Preventing collisions between trail users requires courtesy. Providing information about users' responsibility for maintaining each others' safety is important (see Section ## for more on education).
- Off-street corridors can be less direct to desired destinations and/or have fewer access points.
- Route choice may impact natural environment.

### 3.5.3 On-Street Bicycle Routes

Bike routes along street corridors have higher potential directness/proximity to destinations than routes through parks and natural corridors. However, they also have more exposure to motor vehicle noise and pollution.

#### 3.5.3.1 **Protected Bike Lanes**

##### 3.5.3.1.1 Facility Description

- A protected bike lane is located within the street corridor and is physically separated from vehicle traffic (e.g., elevated with rolled curb, separated by planter boxes or bollards).

##### 3.5.3.1.2 Appropriate Use

- Low to Medium Traffic Speeds (comfort is greater at lower speeds, but can still be appropriate for all ages and abilities on roadways with speeds greater than 25 km/h)
- Medium to High Traffic Volumes (comfort is greater at lower volumes, but can be still be appropriate for all ages and abilities on roadways with greater than 6,000 vehicles per day)

##### 3.5.3.1.3 Other Considerations

- High comfort for confident bike riders
- People riding bikes are physically separated from vehicles.

- Location along street corridor
- directness/proximity to destination
- Less comfortable for less confident riders
- People riding bikes are in roadways with more exposure to vehicles.

#### 3.5.3.2 **Traffic-Calmed Bike Boulevards**

##### 3.5.3.2.1 Facility Description

- On traffic-calmed bike boulevards, both bikes and driving motor vehicles share the roadway. These streets typically have lower traffic volumes, and no centreline. Bicycles are prioritized on these routes through traffic calming and clear signs.

##### 3.5.3.2.2 Appropriate Use

- Traffic calming measures are used to reduce traffic speeds more restrictive than a typical street
- Lower traffic speeds (30 km/h or less)
- More comfortable for all ages and abilities
- Lower traffic volumes (typical volume less than 10,000 vehicle per day; less than 10,000 vehicle per day more comfortable for all ages and abilities)

##### 3.5.3.2.3 Other Considerations

- High comfort for confident bike riders
- Only moderate comfort for less confident riders
- Vehicles and people riding bikes share the roadway physical space.

#### 3.5.3.3 **Painted Bike Lanes (Buffered)**

##### 3.5.3.3.1 Facility Description

- Painted bike lanes are located within the street corridor and are designated for the use of cyclists. They are typically separated from vehicle traffic by a painted solid line and bicycle lane markings. They are further buffered by a painted curb.



the bike lane and vehicle lane and / or on-street parking lane.

### 3.5.3.3.2 [Appropriate Use](#)

- Conventional Bike Lane:
  - Lower traffic speeds (25 km/h or less is usually comfortable for all ages and abilities)
  - Lower traffic volumes (typically 1,500 – 3,000 vehicles per day)
- Buffered Bike Lane:
  - Lower traffic speeds (25 km/h or less is usually comfortable for all ages and abilities)
  - Low to medium traffic volumes (typically 1,500 – 6,000 vehicles per day)

### 3.5.3.3.3 [Other Considerations](#)

- High comfort for confident bike riders
- Visible separation between vehicles and bike riders
- Moderate to low comfort for less confident riders
- Vehicles and people riding bikes share the same corridor

### 3.5.3.4 [Advisory Bike Lanes](#)

#### 3.5.3.4.1 [Facility Description](#)

- Advisory bike lanes are located only within street corridors with low traffic speeds and volumes that are too narrow to fit two-way vehicle traffic and traditional bike lanes. Lanes are typically indicated by a painted dashed line and bike symbol, communicating that they are not for exclusive use of cyclists. People driving must yield to people cycling, and should only drive within advisory bike lane bounds to avoid oncoming traffic.

#### 3.5.3.4.2 [Appropriate Use](#)

- Low traffic speeds
- Low traffic volumes
- Narrow roadways

#### 3.5.3.4.3 [Other Considerations](#)

- Comfortable for confident b
- Moderate to low comfort for
- Vehicles and people riding space.

### 3.5.3.5 [Bicycle-Accessible Paved](#)

#### 3.5.3.5.1 [Facility Description](#)

- Bicycle-accessible paved s designated space for peopl vehicle travel lane.
- Separated by adjacent mot solid white edge line, with s space and a smooth paved and debris.

#### 3.5.3.5.2 [Appropriate Use](#)

- Roads without gutters, curb
- They are not an all ages an Suitable for experienced an provide cycling connections areas.

#### 3.5.3.5.3 [Other Considerations](#)

- Increases operating width f and cycle.
- May be used by people wa areas
- Shoulders typically collect c maintenance is particularly
- Low-cost facility with multip

### 3.5.4 End of Trip Facilities

#### 3.5.4.1 Multimodal Hubs

Multimodal hubs are shown on Figure # at walkable destinations such as the MUN campus and downtown. Connected to bike routes and bus stops, they provide convenient options for people to access walkable destinations. For example, people are invited to cycle to a multimodal hub at the edge of downtown, lock-up to secure bike parking and comfortably continue their trip on foot or by bus. The entire Metrobus fleet is equipped with bike racks, so people can take their bikes with them when they ride the bus.

Multimodal hubs are meant to serve the downtown area where tight streets, motor vehicle activity, and steep hills are significant barriers to comfortable cycling. This concept still allows people to ride their bikes downtown but provides a convenient option for those less confident to leave their bikes and walk downtown.

Hubs are highly visible structures with secure long-term bike parking, weather-protection, seating, trash receptacles, as well as transit and cycling network information. Their design should focus on convenience and security, with increased visibility to draw attention to both cycling and transit.

**Action:** The City of St. John's shall ensure the incorporation of bicycle racks and similar bicycle supportive facilities in multi-modal nodes where bicycle users can interface with transit and other active transportation modes.

#### 3.5.4.2 Bicycle Parking

This section introduces different types of bicycle parking. Additional guidance on determining placement of, sites for,

specifications of, and best practice as parking facilities is available in many good example is the Association of Professional's Bicycle Parking Guidelines (2010).<sup>37</sup> As it relates to the network, be considered in terms of short-term a

##### 3.5.4.2.1 Short Term

Short-term parking is appropriate in a to run errands, have a meal, or recrea they should be easily visible from the pedestrians passing by. Short term bi primarily be easy-to-use and in close destinations, such as in front of buildi Examples of short term bicycle parkin discussed below.

**Primary Action:** Install short-term locations where there is municipal they can be integrated with ongoing improvements. (Capital allocat

##### 3.5.4.2.1.1 Bike Racks

Bike racks are ideally situated within 5 entrance of the destination they serve sturdy, anchored to the ground, and t self explanatory and support the bike places. Bike racks should be visible t ideally visible from the destination the

In 2018 the City of St. John's hosted a competition that resulted in the select designs. These designs can be used bicycle parking across the City.

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<sup>37</sup> [https://www.apbp.org/page/Bike\\_Parking](https://www.apbp.org/page/Bike_Parking)

#### 3.5.4.2.1.2 Bike Corrals

Bike corrals offer higher-capacity (typically 8 to 12 bicycles), short-term bicycle parking. Typically located at street level they are suitable for locations with limited sidewalk space for bike racks, but with strong bicycle parking demand. They may be located on-street, adjacent to the curb, in a location not suitable for vehicle parking. Some jurisdictions convert single on-street parking spaces into bike corrals, either permanently or just for the summer season.

#### 3.5.4.2.1.3 Sheltered bike parking

Sheltered bike parking should be installed wherever possible to provide protection from precipitation. This type of short-term bike parking better facilitates daily and year-round bicycle use.

#### 3.5.4.2.2 Long Term

Long-term bike parking is more secure and better protects against weather than short-term facilities. It is suitable to require long-term bicycle parking at multimodal hubs, places of employment, residences, schools and post-secondary institutions. These types of facilities serve the needs of commuters and residents parking at routine destinations for a period of several hours or longer. Facilities may be open to the public or have limited access, and a portion of racks should accommodate longer bicycle types and trailers. Long-term bicycle parking facilities include:

##### 3.5.4.2.2.1 Bike Lockers

Bike lockers are large plastic or metal boxes designed to secure bicycles and related accessories. They are typically situated in groups of two or four. Bike lockers protect bicycles from weather; however, they may be placed outdoors and their access can be exposed to the elements. They should be visible and located in well-lit areas. The

large plastic or metal surfaces of bike surface for branding or advertising.

##### 3.5.4.2.2.2 Bike Cages

Bicycle cages are made of metal mesh sheets and may be sized for individual capacity bike storage. Higher-capacity shelter and security for bike racks/corrals. They may be located outdoors, indoors, garages, and should have good visibility. Cages are more secure, as fewer people

##### 3.5.4.2.2.3 Bike Rooms

Bike rooms offer secure, high capacity bicycle parking and accessory storage, typically in an accessible building. They may also include facilities for bicycle maintenance (e.g., pumps, repair stations, wash stations). Rooms should be of a size adequate to fit bikes with room for maintaining riders' ability to maneuver in/out of the room without frustration. Horizontal bicycle parking capacity, horizontal racks may be installed. Racks should be chosen to ensure parking remains accessible for all ages and abilities, as well as a variety of bicycle types and trailers. Bike rooms should be located in a building that they have direct access outside. Rooms should be visible, within sight of building entrance and elevator.

**Action:** Implement a request-a-rack program where people can submit desired bike rack installation on public property.

Submissions to a request-a-rack program should be completed through an online form or other accessible method. Requests should be prioritized based on merit. Funding should be allocated to enable this to be implemented.

**Action:** Consult with the business community to develop a bike rack installation program to which businesses and property owners can apply.

Questions that would need to be answered as part of the consultation in this action would be: who bears cost, are official rack designs used, who completes installation, and if public land may be used.

**Primary Action:** Update the City's development design guidance to ensure best practice for design and placement.

**Action:** Install properly designed short and long-term bike parking options for visitors and employees at those municipal buildings open to the public.

**Action:** Consider conversion of decommissioned parking meters into bike racks where appropriate.

By taking advantage of existing infrastructure, the parking-meter-to-bike-rack conversion eliminates the cost of removing old posts and installing entirely new bike racks. This is currently done in Ottawa, Saskatoon and Toronto. This may be applicable in some areas as the Paid Parking Management Strategy<sup>38</sup> is implemented.

**Action:** Review Corporate and Operational Policy: 09-14-01 Special Events Policy, for amendments to support use of bicycles to attend events.

An example of special events policy change is adding bicycle parking requirements for outdoor events / festivals with more than 1,000 attendees expected.

The Envision St. John's Draft Development Regulations state:

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<sup>38</sup> <http://www.stjohns.ca/publications/paid-parking-management-strategy>

## 8.11 Bicycle Parking

Every Development, excepting E-Use, but including Apartment E parking for bicycles. The number be in the discretion of the Transportation Engineer and each space/stall shall be designed for bicycle storage and approved by the Transportation Engineer.

**Primary Action:** Update the E-Development Regulations to include parking requirements.

Types of required bicycle parking may be in classes based on short term vs. long term security, sheltering, and may include related amenities such as showers, change lockers, and maintenance stations. They depend upon:

- Land use type
- Building size / capacity (e.g. units, seats)

### 3.5.4.3 Showers and Change Facilities

Developments that offer long-term bicycle parking should also offer shower and change facilities. These are generally meant for bicycle commuters and are located near long-term secure bike parking. Facilities would typically include showers, sinks, grooming areas, and personal lockers of adequate size to meet needs at peak times.

Requirements for change rooms and showers should be tied to the number of long-term bicycle parking spaces.

and/or the size of a building, and included in development standards or building codes. Commercial buildings, particularly office development, are especially suited to these amenities.

**Primary Action:** Incorporate criteria for installation of long term bicycle parking, showers and/or changing facilities in municipal development regulations.

**Action:** Complete an investigation into strategies that would encourage owners of commercial businesses and medium to high-density residential properties to install bicycle racks and storage facilities and amenities such as showers and change rooms.

### 3.5.5 Bike Maintenance and Repair Facilities

Municipalities and private developments may install public, free-to-use manual bike pumps, bike repair stations, or wash and fill stations in visible, accessible, high bicycle traffic, and central locations. They are made to be theft resistant; however, regular monitoring is required.

**Primary Action:** Install bike maintenance and repair facilities at central, high bicycle traffic locations such as outside libraries, civic destinations (e.g., City Hall), community centres, parks, grocery stores, parking garages, or multimodal hubs. (Capital allocation required.)

### 3.5.6 Transit Integration

#### 3.5.6.1 **Bus Bicycle Racks**

Increasing bicycling in St. John's requires connecting bicycle routes with other transportation modes, particularly public transit. Multi-modal hubs are located at major trip generating destinations, along transit routes. Metrobus' fleet is presently equipped with bicycle racks capable of carrying two bicycles. This enables people who bicycle to a destination to switch to the bus, or take the bus home as needed, for example due to difficult topography or inclement weather. These bicycle

racks are only in place from May 1 to October 31. Metrobus provides instructions and rules for using bicycle racks.

**External Action:** Consider allocation of space for bicycle racks onboard the bus. (Metrobus)

**External Action:** As the cycling demand grows, consider a timeframe for bus bike racks from November 30th to year-round.

### 3.5.7 Design Considerations

#### 3.5.7.1 **Lighting**

Installing adequate lighting along the route can contribute to facility safety, accessibility, and use at all times of day, in all seasons. Lighting for winter cycling, when daylight is limited, and well-designed lighting can also enhance the attractiveness of bicycle facilities.

Under the Newfoundland and Labrador Act, all bicycles must be equipped with lights visible to other road and trail users in low light conditions (see Ch. 5). However, bike lights are not bright enough to illuminate the riding surface. Lighting is especially important where there is high cyclist density (e.g., at intersections, wayfinding and warning signs, as well as at higher likelihood of potential user conflict at intersections).

Lighting of bicycle facilities, including showers and amenities, enhance perceptions of safety and their use and increases bicycle ridership. As mentioned, cyclist safety further increases as ridership increases. The TAC Guide to Roadway Lighting, Chapter 16 (Off-Roadway Lighting) can be used for design guidance.

All on-street bicycle facilities should have lighting. However, off-street bicycle facilities should be evaluated on a case-by-case basis.

### 3.5.7.2 Crime Prevention Through Environmental Design

In addition to lighting, there are a number of other related infrastructure design principles, known as Crime Prevention Through Environmental Design (CPTED), that reduce the incidence of crime and increase feelings of user safety. CPTED strategies include but are not limited to:

- Enhancing opportunities for passive surveillance, near occupied areas with a variety of activity
- Maintaining clear sight-lines along facilities and locating facilities in plain view
- Open design, avoiding the creation of potential hiding places
- Access to exit routes
- Ensuring availability to emergency assistance
- Well-lit facilities
- Anti-theft design of facilities

## 3.6 Wayfinding and Communication

### 3.6.1 Themed Wayfinding Signs

As the cycling network is developed it would benefit from wayfinding signs providing clear information to users about routes, travel times or distances, and destinations. A design and theme for these signs that is consistent with overall City wayfinding programming, mapping, and promotional materials would also be beneficial. Such a wayfinding system would normally be expanded and updated as the network grows.

Wayfinding signs on shared-use paths are designed for people riding bikes as well as all other shared-use path users. Wayfinding signs along on-street bicycle facilities can be designed exclusively for people riding bicycles. There are different types of wayfinding signs (e.g., gateway,

directional, orientation and reassurance), and for each wayfinding sign type, the following considerations are not limited to:

- Route name (e.g., trail name)
- Upcoming routes and/or destinations (e.g., recreation centres, schools) shown on a simplified map
- Orientation information (e.g., similar to a compass rose) rather than north.
- Use a linear map, listing destinations in order of arrival.
- Distances of destinations in kilometres (measured in kilometres rather than miles) for people travel at different paces and modes (mode and intensity).
- Bike St. John's logo
- City 311 contact information (e.g., how to report facility conditions)

Wayfinding sign design considerations are not limited to:

- High contrast colours (a minimum of 70% contrast)
- Text point size appropriate to the viewing distance of facility user, in accordance with Canadian Standards Association (CSA) guidelines.
- Consistent graphics throughout the network
- Legibility for people of all ages and abilities using universal symbols and design
- Use of icons instead of text
- Durable sign materials (i.e., reflective materials on aluminum sign panels)
- Anti-graffiti clear coat and tamper-resistant fasteners
- Fade resistant for 10 years

Finally, wayfinding signs should not be placed in such a manner as to communicate the presence of a facility that is inconsistent with what is actually available. In other words, signs should not lead a person cycling on one class of facility to another class without informing them of the change in operating environment.

### 3.7 3.3.2 Regulatory Signs

Many standardized Transportation Association of Canada signs are available for use where appropriate.

### 3.8 3.3.3 Mapping

The Bicycle Network map completed for this master plan is compatible with Geographic Information System (GIS) software. This mapping provides information on network routes, facility types, and essential destinations identified during consultation. As the network develops, this GIS database may be updated to include implemented infrastructure information (e.g., specific bicycle facility types along routes, end of trip facilities). These maps can be used to evaluate network progress as well as share information with the public via St. John's online Map Centre and print versions available to both residents and visitors interested in bicycling in St. John's.

**Primary Action:** Import the Bicycle Network map and add to City of St. John's Mapcentre.

**Ongoing Action:** Update Bicycle Network GIS data on a regular basis so up-to-date mapping is available on Mapcentre and any print versions.

## 3.9 Maintenance

Ongoing maintenance is critical to providing reliable bicycle routes. A route is only as comfortable as its weakest link. Cycling Canada shows that motor vehicle collisions (including falling to avoid a collision) typically make up 47% of bike injury crashes. The other 53% of injuries resulting in injury are caused by surface conditions, collision with a bike/pedestrian/animal or object, or other falling.<sup>39</sup> Relatively small obstructions can have major safety implications. It is important to consider when planning routes and amenities, and for accommodating disruptions.

**Ongoing action:** City staff coordinate appropriate maintenance of cycling routes throughout the city.

Regular inspection and maintenance is needed during all seasons. According to the City of St. John's, this provides guidance for regular network-wide and season-specific maintenance, and for addressing disruptions.

### 3.9.1 Regular Upkeep and Repairs 3.9.1.1 Shared-Use Paths

Maintenance procedures are outlined in the City of St. John's Parks and Open Space Master Plan "Shared-Use Paths". These practices are also suitable for shared-use paths.

**Brian:** on-street signs are part of the intersection traffic group. Should off-street trail signs be included?

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<sup>39</sup> Harris M. A., Reynolds, C. C. O., Winters, M., et al. 2011. "The Bicyclists' Injuries and the Cycling Environment study: a protocol to tackle methodological issues facing studies of bicycling safety" *Injury Prevention* 17:e6. Accessed 10 March 2019. <https://injuryprevention.bmj.com/content/17/5/e6>

incorporated in this or added to parks work as current park signs are?

### 3.9.1.2 On-Street Bicycle Routes

It is important to provide a seamless and reliable experience for people cycling along on-street bicycle routes and shared-use paths. Consistent maintenance levels across the network contribute to this experience.

#### 3.9.1.2.1 Pavement Surface (Tread Surface Management)

Maintaining a standard appropriate for riders of all ages and abilities is important for smooth pavement surfaces on designated bicycle routes. The following activities contribute to this:

- Inspect cycling routes on a regular basis (year round) for surface damage, debris, drainage issues, vegetation overgrowth and any other hazards.
- Repair potholes, bumps and other surface disturbances with grade difference greater than 6 millimeters.

#### 3.9.1.2.2 Stormwater Management

Manage stormwater pooling and drainage in bicycle routes takes special care. People riding bikes are more vulnerable to splashing and pooling water, inadequate maintenance can deter cycling.

- Assess bike routes for pooling and drainage issues on a regular basis.

**Primary Action:** Review the drainage grates. Evaluate suitable friendly designs such as side in

Check this with scott. See drawings 10-223-18 (page 43) through 10-223-18 (page 43) catch basins.  
<http://www.stjohns.ca/publications/com-specifications-book>

#### 3.9.1.2.3 Pavement markings

**Action:** Review Corporate and 07-02-01 Traffic Markings - Str amendments to address pavement cycling facilities.<sup>40</sup>

Items for consideration include but are not limited to:

- Crossrides / elephants' feet
- Painted bicycle lanes.
- Painted advisory bicycle lanes
- Painted bicycle symbols.
- Other bicycle facility pavement needed.

#### 3.9.1.3 Multimodal Hubs and Enclosures

- Regularly inspect bicycle parking
- Remove abandoned bicycle parking weatherproof removal notices (bracelet style similar to those pool entry).
- Consider seasonal installation of bicycle corrals.

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<sup>40</sup> <http://www.stjohns.ca/policies.nsf/nwPolicyNum/07-02-01>



### 3.9.1.4 Signs and Wayfinding Amenities

- Regularly inspect signs for damage, vandalism, fading, and any other hazards.

### 3.9.2 Seasonal Maintenance

Different seasons present different challenges for planning bicycle network maintenance. The following sections offer guidance for year-round maintenance.

#### 3.9.2.1 Spring / Summer / Fall

Sweeping infrastructure in seasons outside of winter should take into consideration varying seasonal needs (e.g., fallen leaves, storm debris). Street cleaning operations should take into account barriers related to bicycle facility infrastructure.

**Action:** Develop a street sweeping priority policy that includes consideration of on-street cycling facilities.

**Ongoing Action:** Inspect and trim vegetation along bicycle facilities annually.

#### 3.9.2.2 Winter

Current municipal snow clearing and ice control policies prioritize all roadways, some off-street parking areas, and some sidewalks, steps and laneways. A reliable, predictable cycling network is available year round. As the cycling network is implemented and cycling culture develops consideration of year-round maintenance including snow removal would be appropriate.

**Action:** Develop a winter maintenance strategy for the bicycle network.

Such a strategy would include:

- Planning winter operations (e.g., prioritizing snow clearing at multimodal hubs, developing an ice control strategy)

- Purchasing new equipment
- Locating bicycle racks (e.g., space and potential for clear
- Identifying potential conflict maintenance (i.e., flagged c season with a marker visible

**Action:** Update snow clearing consideration of all cycling faci

**Action:** Review Corporate and 08-01-01 Snow Clearing Priorit Sidewalks), 08-01-02 Street S Ice Control, and 08-01-04 Side for amendments to address sn on cycling facilities.

It is important to consider how snow c facilities can, without strong year-round a disproportionate burden on mainten such, when and if these types of main a key aspect of this review. Additional consideration include but are not limit

- Prioritization of clearing snow paths.
- Prioritization of clearing snow designated bicycle facilities
- Strategies for plowing / rem streets with protected bicycle
- Strategies for plowing / rem calmed bicycle boulevards.
- Strategies for plowing / rem streets painted bicycle lane
- Strategies for plowing / rem streets with advisory bicycle
- Strategies for plowing / rem bicycle accessible paved sh
- Strategies for removing snow amenities (e.g., racks).

- Strategies for ice control of slippery conditions on shared-use-paths.

### 3.9.3 Temporary Conditions

People riding bicycles are particularly susceptible to disruptions in their normal travel routes because of their slower speeds and exposure to noise, dirt and fumes. A bike route is only as safe and comfortable as its weakest link. When a bicycle route suddenly ends without advance notice and/or a planned detour, it can have disproportionate impacts on a rider's comfort and safety. An unaccommodated disruption can leave a less than confident cyclist in a stressful situation without alternative route options. In order to maintain user comfort during route disruptions, closures, or detours, the following are effective:

- Advance warning signs located along affected route(s)
- Consistently designed signs warning of closures, disruptions, or safety conditions (construction ahead, metal plates, gravel patch ahead, etc.).
- Adequate communication of closure dates
- Provision of reasonably direct detour route
- Adequate communication of detour routes

**Action:** Update the City of St John's Traffic Control Manual to include interruptions to cycling facilities in Traffic Control Plans (Traffic).

**Ongoing Action:** Account for accommodation of bicycle route disruptions / closures / detours in street excavation permitting.

**Action:** Develop a strategy for communication of bicycle network disruptions, closures, or detours.

## 4 Programming

The City aims to achieve a bicycle friendly culture in which St. John's is a welcoming place to ride a bike. The [League of American Bicyclists](#) and [Share the Road](#)<sup>41</sup> use five categories commonly referred to as the "5 E's" to measure bicycle friendliness:<sup>42</sup>

- Engineering: Creating safe and convenient places to ride and park
- Education: Giving people of all ages and abilities the skills and confidence to ride
- Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
- Enforcement: Ensuring safe roads for all users
- Evaluation & Planning: Planning for bicycling as a safe and viable transportation option

Chapter 3.0's focus on infrastructure addresses "Engineering" and Chapter 6.0's presentation on a Monitoring and Evaluation Plan addresses "Evaluation & Planning". This chapter outlines programs targeting "Encouragement", "Education" and "Enforcement". Collaboration with the following community partners will enhance program implementation:

- MUN Bike Share
- MUN Beap Lab
- Ordinary Spokes
- Happy City St. John's
- Bicycle Newfoundland and Labrador
- The Grand Concourse Authority
- Bike shops
- School boards and schools
- Post-secondary institutions

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<sup>41</sup> <https://www.sharetheroad.ca/bicycle-friendly-communities-p138264>

<sup>42</sup> <https://bikeleague.org/content/5-es>

- Enforcement agencies (RN

### 4.1 Encouragement

#### 4.1.1 Transportation Demand M

When more people decide to commute by public transit, people, employers, and /or post-secondary institutions realize the benefits of higher productivity, improved physical health, a lower carbon footprint, and reduced costs on parking. Transportation Demand Management programs enable major employers and post-secondary institutions to provide better commuting options for their employees and students, resulting in a reduction of reducing single-occupancy vehicle

**Action:** Develop a TDM checklist for major employers and post-secondary institutions. TDM implementation should be more widely advertised.

**Primary Action:** Lead by example. Implement TDM measures for City buildings.

A few examples of TDM measures that the City will implement include:

- Providing a Metrobus pass to employees and students who do not request a parking pass.
- Implementing the 2008 Downtown St. John's parking program.
- Providing carpooling incentives and preferential parking.
- Implementing a price on on-street parking passes.
- Improving bicycle parking.
- Providing an emergency ride home program.

## 4.1.2 Events

Bicycle themed events are a great way to celebrate, promote and encourage cycling. City involvement in events would be run by Community Services. The following sections identify various models for city and bicycle-partner events. It is important to note that staff capacity to organize effects is a key constraint in the number and type of events that the City can participate in.

### 4.1.2.1 **BikeFest**

BikeFest 2018 was a one-day street festival to celebrate and promote cycling and active transportation in the City on Sunday September 16, 2018. The section of Water Street between Beck's and Bishop's Cove was closed to vehicle traffic to host the event that included games, educational activities, entertainment, and a public engagement tent for the Bike St. John's Master Plan. It was a huge success, with over 1000 people participating despite poor weather. This success was due in large part to the support received from Happy City St. John's, volunteer cycling organizations, local bike shops, and area businesses.

### 4.1.2.2 **Open Streets / Ciclovía**

An Open Street or Ciclovía event closes a street to cars and opens it up for people to experience the space in a whole new way. Different from a festival or marathon, there are no parades, sidewalk sales or finish lines. It's an opportunity to celebrate physical activity and healthy recreation while encouraging people to consider the possibilities of a street. New York, Ottawa and Toronto are a few examples of cities that host these events regularly throughout the summer months.

### 4.1.2.3 **Bike Month**

To kick off the cycling season, cycling advocacy groups in many cities across Canada celebrate Bike Month. During Bike Month, residents are encouraged to switch their main

mode of commuting to a bike and organize programs and events such as Bike to Work Week, Bike to School Week, cycling tours, open days, and neighbourhood-specific bike events.

**Action:** Participate in delivery of BikeFest, or Open Streets, with local partners, with the goal of promoting cycling and active transportation.

Completing this action would require capital funding. As an example, BikeFest had a budget of \$20,000 and this figure can be used for future bicycle event budgeting.

## 4.1.3 Youth Encouragement

### 4.1.3.1 **Safe Routes to School**

Safe Routes to School programs are designed to improve conditions for walking and cycling to school. Schools or local community members can partner with city agencies to identify and tackle challenges such as crosswalks, increasing traffic enforcement, and traffic management.

**Ongoing Action:** Consider supporting programming that encourages walking and cycling to school.

**Action:** Work with local schools to implement a range of in-school programming regarding active transportation practice.

## 4.1.4 Underrepresented Populations

The City of St. John's should support programs that encourage ridership in underrepresented populations. The bicycle network should work for all people and people who ride bicycles should be represented in the city's demographics. Existing bicycle programs in the province do not presently support a range of

population of bicycle riders. For example, in Newfoundland and Labrador, more men ages 12 and up reported riding a bicycle in the past year (20%) than women (12%).<sup>43</sup> In addition to infrastructure improvements that will enhance bicycle network comfort for all, the City will encourage the development of programming that increases ridership among traditionally underrepresented populations: seniors, women, newcomers, and people with disabilities.

## 4.2 Education

### 4.2.1 Bicycle Ambassadors

Bicycle Ambassadors are a mobile outreach team that educate people about how to safely use and interact with new bicycle facilities. They offer presentations, educational materials, and ride-alongs on bicycle routes. They also promote bicycle education at block parties, street festivals, and more. Edmonton's Bike Education Street Team and Chicago's Bicycling Ambassadors are good examples of successful programs. This type of program can help with public engagement in advance of implementing new bicycle facilities (discussed in [### Bicycle Network Implementation](#)), and can assist with bicycle network evaluation through delivery of user intercept surveys (discussed in more detail in [6.1.4 Intercept Surveys](#)).

**Action:** Hire a bicycle ambassador to promote and educate all road users on bicycle safety.

### 4.2.2 Youth Education

It's important to teach people at a young age to be safe on the roads. Educating youth is important, as they bike more than non-youth. The City should collaborate with school boards, the police, education department, and community organizations to reach school-aged youth. The following are examples of educational programs specifically designed for youth.

#### 4.2.2.1 Sprockids

Sprockids<sup>45</sup> is an instructional program designed for young people, ages 6 to 18 years, in order to teach them how to ride safely.

#### 4.2.2.2 Cycle Kids

Cycle Kids<sup>46</sup> provides a curriculum for schools that can be implemented in physical education academic classes. Schools are provided with a curriculum, training for teachers and parents, and program assessments.

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<sup>43</sup> Statistics Canada. "Table 1 Percentage who reported cycling in past 12 months, by sex and selected characteristics, household population aged 12 or older, Canada, 2013/2014." 2013/2014 Canadian Community Health Survey. Date modified: 2017-07-12. Accessed 8 April 2019. <https://www150.statcan.gc.ca/n1/pub/82-003-x/2017004/article/14788/tbl/tbl01-eng.htm>

<sup>44</sup> Winters, M., Friesen, M. C., Koehoorn, M., Teschke, K. 2007. Utilitarian Bicycling: A Multilevel Analysis of Climate and Personal Influences. *American Journal of Preventive Medicine* 32 (1), pp. 52-58.

[https://www.ajpmonline.org/article/S0749-3797\(06\)00399-0/abstract](https://www.ajpmonline.org/article/S0749-3797(06)00399-0/abstract)

<sup>45</sup> <https://www.sprockids.com/>

<sup>46</sup> <http://www.cyclekids.org>

### 4.2.3 Road User Education

Road user education includes information on the rights, responsibilities, and proper interactions of all road users: people who ride bicycles, people who walk, and people who drive. This information may be incorporated in driver training curriculum and be included in the Road User Guide, a key resource for the education of all road users in Newfoundland and Labrador. Knowing how to share the road safely with all types of road users is a skill necessary to become a “safe licenced driver” as well as a safe cyclist and pedestrian.

**External Action:** Amend the provincial Road User Guide to address issues related to cyclists and pedestrians.

In 2016 the Bike St. John’s Task Force, through Council, contacted<sup>47</sup> the Minister of Municipal Affairs to encourage changes be made to the Road User Guide<sup>48</sup> and to offer assistance with same.

### 4.2.4 New Bicycle Route Education Campaigns

The City of St. John’s should develop and deliver education campaigns specific to proper on-street and off-street bicycle facility use. On-street bicycle facility education campaigns should include information about how to use the bicycle facility, recommended etiquette, and a review of relevant rules of the road. A shared-use path education campaign should include information about sharing paths respectfully and safely. This program may include considerations such as:

- Riding a bicycle at a reasonable speed on a shared-use path, relative to path condition, visibility, and traffic volume.

- Riding a bicycle in a manner that does not obstruct the path of a bicycle rider and other people on the path.
- Keeping to the right side of the path, except when passing.
- Yielding the right-of-way to a pedestrian when two shared-use paths cross.
- Ringing a bell or using one’s voice to alert a pedestrian when passing on a bicycle.
- Keeping to shared-use paths and not using residential streets as a bicycle habitat.
- Prohibiting riding a bicycle on residential streets and shared-use paths.

Educational campaigns must target all road users: cyclists, pedestrians, people driving, and people walking.

**Action:** Develop and deliver educational campaigns in connection with the opening of new bicycle facilities.

Campaigns would target facility users and encourage them to interact with these users, and provide information on the proper use of bicycle facilities and related interactions.

### 4.2.5 Educational Materials

Educational materials developed as part of the aforementioned events, programs, and campaigns should be provided in both printed and online formats.

Printed information (e.g., bicycle network maps, brochures) should be made available to the public through friendly organizations/businesses and community groups.

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<sup>47</sup> Bike St. John’s Task Force Letter. September 1, 2016. Accessed 9 April 2019. [http://www.bikestjohns.ca/assets/PDF/Road\\_User\\_Guide\\_Letter.pdf](http://www.bikestjohns.ca/assets/PDF/Road_User_Guide_Letter.pdf)

<sup>48</sup> [https://tests.ca/wp-content/uploads/2018/06/NL\\_road\\_users\\_guide.pdf](https://tests.ca/wp-content/uploads/2018/06/NL_road_users_guide.pdf)

centres like libraries, community centres, and tourism information services.

The City of St John's website, [www.stjohns.ca](http://www.stjohns.ca), is the main source of information about municipal services, processes and publications; however, it currently lacks information about bicycling. This can be addressed by incorporating the City site dedicated to dedicated to cycling information.<sup>49</sup> More detail is provided about opportunities for bicycling information on the City of St. John's website in Appendix #.

**Ongoing Action:** Maintain a dedicated page on the city's website for cycling information such as that available on [www.bikestjohns.ca](http://www.bikestjohns.ca).

### 4.3 Enforcement

To increase bicycle ridership, enforcement should emphasize respect for all road users and promote a cycling-friendly culture. A supportive enforcement approach that encourages more people to cycle will require Regulatory Services, the Bike St. John's Advisory Committee, and the Royal Newfoundland Constabulary (RNC) work together.

As part of this collaborative approach, key enforcement and education initiatives should be identified. Some enforcement initiatives that may be considered include the following.

- Identify specific locations for targeted enforcement and education. Locations could include new bicycle routes or other areas where there are safety concerns.
- Use a reward 'ticketing' program that positively reinforces safe practices on the bicycle network.
- Collaborate with RNC to provide cycling education and outreach using bicycle patrols.

- Identify specific behaviours for enforcement, due to higher cycling and people driving faster.

**Action:** Regulatory Services, Bike St. John's Advisory Committee, and the RNC collaborate on enforcement initiatives to improve safety and help increase ridership.

#### 4.3.1 Bicycle Theft Prevention

Bicycle theft can be a significant barrier to cycling. People may choose not to ride a bicycle if they are concerned that their bicycle will be stolen. A stolen bicycle has particularly serious consequences for people who rely on bicycling for transportation and cannot afford to replace their bicycle.

Secure bicycle parking is one component of theft prevention discussed in more detail in Section 3.2.4 End of Trip Facilities. Another is education about strategies to avoid bicycle theft, including what to do in case of bicycle theft. Education outlined in the previous section should be supplemented with related information:

- How to securely lock a bicycle
- What bicycle information to have
- How to report a stolen bicycle

In addition, some police agencies offer bicycle registration programs or work with community partners like the 529 Garage bicycle repair programs help to recover stolen bicycles and return them to their owners. Preventing bicycle

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<sup>49</sup> <http://www.bikestjohns.ca/>

recovery and return of stolen bicycles will require collaboration between the City and the RNC.

**Action:** Work with the RNC to identify initiatives that prevent bicycle theft and facilitate the return of stolen bicycles.



## 5 Policy

This master plan identifies existing policy and legislation governing bicycle facilities and use in the City of St. John's, as found in the following By-Laws, regulations, statutes, and plans:

- [St. John's By-Laws](#)
- [St. John's Corporate and Operational Policy Manual](#)
- [2019 Envision St. John's Draft Development Regulations](#)
- [2019 Envision St. John's Draft Municipal Plan](#)
- [Newfoundland and Labrador Highway Traffic Act](#)
- [Highway Traffic Act, Licensing and Equipment Regulations, Consolidated Newfoundland and Labrador Regulation 1007/96](#)

In some cases, this plan identifies amendments to sections in these documents to encourage cycling. The policy positions and associated actions proposed in this section are organized by topic, sorted alphabetically.

### 5.1 Municipal bylaws, plans and policies

#### 5.1.1 [Envision St. John's Municipal Plan](#)

**Appendix #** provides a detailed review of the Envision St. John's Draft Municipal Plan (2019), making policy recommendations that strengthen St. John's municipal mandate to promote and invest in bicycling. The following policy applies more specifically than the rest, integrating the plan's recommended Bicycle Network into the Envision St. John's Draft Municipal Plan.

**Primary Action:** Include in Envision discussion on transportation the vision of a safe, inclusive, and convenient cycling network that is well-connected, attractive and reflective of the city's unique topography and climate. Also include a reference to the Bike St. John's Master Plan (this plan).

#### 5.1.2 [Bicycle collision information](#)

The Newfoundland and Labrador Highway Traffic Act specifies:

##### Accident information

169. (6) Where an accident occurs in which a person or property is injured, directly or indirectly, by the presence or operation of a bicycle, the person in charge of the bicycle shall:

(a) remain at or immediately return to the scene of the accident;

(b) give reasonable assistance to any injured person;

(c) give to anyone sustaining an injury or damage to a traffic officer who is authorized to do so, the name and address and telephone number and address of the owner of the bicycle and the name and address of the person to whom the bicycle has been licensed, and the licence or registration number of the bicycle.

(7) Where the accident referred to in subsection (6) results in death or injury to a person or damage to property causing total damage exceeding \$250, the person in charge of the bicycle shall immediately make a written report of the accident and shall mail or deliver the report to the nearest traffic officer or police station.

**Action:** Consider the need to update the policy on outlining the accident information to include people in charge of bicycles, including those causing injury owing to the presence of a bicycle, on a shared-use path.

Ask RNC about whether or not this type of legislation is needed. How would a bike collision on a SUP be handled today?

### 5.1.3 Grand Concourse trail use

The St. John's Parks By-Law states:

10. Bicycles shall not be permitted on the Grand Concourse.<sup>50</sup>

**Primary Action:** Amend the St. John's Parks By-Law to permit bicycle riding on designated shared-use paths.

Paths would be designated as shared-use by Transportation Engineering in consultation with the Park and Open Spaces Division. Designated paths would be posted with appropriate signs. Additional considerations in amending this By-Law are:

- Shared-use path user behaviour/responsibilities
- Racing on shared-use paths.

### 5.1.4 On-street parking restrictions

As part of implementing the 2009 Cycling Master Plan bicycle facilities, the City established parking restrictions on streets with bicycle lanes. On September 28, 2015, Council approved:

*to remove all parking restrictions imposed on streets with bicycle lanes during the winter*

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<sup>50</sup> <http://www.stjohns.ca/bylaws.nsf/nwByLawNum/1488>

<sup>51</sup> Minutes, Regular Meeting, City Council, September 28, 2015  
[http://www.stjohns.ca/sites/default/files/files/minutes/Regular\\_Minutes\\_September%2028%2C%202015.pdf](http://www.stjohns.ca/sites/default/files/files/minutes/Regular_Minutes_September%2028%2C%202015.pdf)

*months from the period November 1 to December 31 of each year*

As discussed in section 7.2.1 several streets will be retired as part of this master plan. The most concerning winter parking was of most concern a winter exemption from the parking restrictions was necessary.

**Primary Action:** Eliminate the winter parking restrictions along bike lanes. This plan supersedes the 2009 Cycling Master Plan.

### 5.1.5 Skateboards, in-line skates

The St. John's Skateboard, In-Line Skating By-Law currently prohibits the use of skateboards and scooters on trails that this master plan designates as shared-use.<sup>52</sup>

**Action:** Review the Skateboard, In-Line Skating and Scooter By-Law for alignment with the master plan.

### 5.1.6 Bike Share

Bike share systems are becoming increasingly popular in North American cities. Convenient and affordable bike share helps increase cycling ridership among residents and visitors. As technology and business models continue to evolve, it's important to review current regulations as NACTO's Guidelines for the Regulation and Management of Shared Active Transportation<sup>53</sup> to ensure successful implementation.

<sup>52</sup> <http://www.stjohns.ca/bylaws.nsf/nwByLawNum/1443>

<sup>53</sup> NACTO's Guidelines for the Regulation and Management of Shared Active Transportation, July 2018  
[https://nacto.org/wp-](https://nacto.org/wp-content/uploads/2018/07/NACTO-Guidelines-for-the-Regulation-and-Management-of-Shared-Active-Transportation-2018.pdf)

**Ongoing Action:** Support the implementation of a bike share through assistance with station locations and/or regulatory action.

### 5.1.7 Electric and power-assisted bicycles

The City of St. John's does not have a By-Law that explicitly includes electric bicycles.

The Newfoundland and Labrador Highway Traffic Act does not explicitly handle electric bicycle regulation or use.

The Federal Motor Vehicle Safety Regulations (C.R.C., c. 1038)<sup>54</sup>, under the Motor Vehicle Safety Act describes the requirements of a power-assisted bicycle in detail.

- (a) has steering handlebars and is equipped with pedals,
- (b) is designed to travel on not more than three wheels in contact with the ground,
- (c) is capable of being propelled by muscular power,
- (d) has one or more electric motors that have, singly or in combination, the following characteristics:
  - (i) it has a total continuous power output rating, measured at the shaft of each motor, of 500 W or less,
  - (ii) if it is engaged by the use of muscular power, power assistance immediately ceases when the muscular power ceases,

(iii) if it is engaged by the controller, power assistance ceases when the brakes

(iv) it is incapable of providing power assistance when the bicycle is traveling at a speed greater than 32 km/h on level ground

(e) bears a label that is permanently affixed to the bicycle by the manufacturer and appears in a language understood by the user, stating, in both official languages, that the bicycle is a power-assisted bicycle as defined in the regulations and

(f) has one of the following safety features:

(i) an enabling mechanism that allows the user to turn the motor on and off that is independent of the accelerator controller and operates in a manner that it is operable only when the bicycle is stopped

(ii) a mechanism that prevents the bicycle from being engaged before the bicycle is stopped at a speed of 3 km/h;

Electric bicycles

**Ongoing action:**

## 5.2 Provincial policy alignment

### 5.2.1 Provincial Climate Change

A mode shift away from motor vehicles to bicycles will result in lower GHG emissions from the transportation sector. Increasing bicycle use is in alignment with the Provincial Climate Change Action Plan's transportation objectives.

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[content/uploads/2018/07/NACTO-Shared-Active-Transportation-Guidelines.pdf](https://content/uploads/2018/07/NACTO-Shared-Active-Transportation-Guidelines.pdf)

<sup>54</sup> Federal Motor Vehicle Safety Regulations (C.R.C., c. 1038) [https://lois-laws.justice.gc.ca/eng/regulations/C.R.C.,\\_c.\\_1038/page-1.html](https://lois-laws.justice.gc.ca/eng/regulations/C.R.C.,_c._1038/page-1.html)

Action 4.3.6 to “work with stakeholders to promote active modes of transportation within municipal and Provincial Government policies, practice and planning guidelines to enhance healthy, active communities.”<sup>55</sup>

### 5.2.2 Provincial Healthy Aging Policy Framework

The implementation of this master plan aligns with Goal 11 of the Provincial Healthy Aging Policy Framework, which aims for “Improved access to transportation systems by older people” and includes “encouraging municipalities to develop age-friendly transportation,” and “promote recreation and leisure for the public as they age, through accessible trails and side roads.”<sup>56</sup>

Newfoundland and Labrador has the most rapidly aging population in Canada. Evidence shows that living a more active lifestyle helps all people to age well.

**Action:** Advocate for provincial funding of active transportation projects in alignment with provincial policies and plans such as the climate change and healthy aging.

## 5.3 Newfoundland and Labrador Traffic Act

### 5.3.1 Helmets

Section 129 of the Newfoundland and Labrador Traffic Act specifies that a person riding a bicycle must wear a regulation-compliant helmet with chin strap properly fastened. If the person riding a bicycle is under the age of 16, helmet use is the responsibility of the person's custodial guardian.<sup>57</sup>

Section 195 establishes the ability of the Minister to prescribe standards or specifications for helmets.

Accordingly, section 44.1 of the Newfoundland and Labrador Highway Traffic Act Licensing and Equipment Regulations, Consolidated Newfoundland and Labrador Regulations 1007/96 describes compliant helmets. A person may be exempted from the requirement to wear a helmet if they hold a valid exemption issued by a qualified medical or nurse practitioner.

There is significant debate within the community about the benefits of mandatory helmet use. Arguments both for<sup>59</sup> and against<sup>60</sup> require research designs and data analysis techniques that are properly interpreted with an understanding of the strengths and limitations of each. While no clear conclusion has been reached, there appears to be good evidence

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<sup>55</sup> Provincial Climate Change Action Plan

[https://www.exec.gov.nl.ca/exec/occ/publications/The\\_Way\\_Forward\\_Climate\\_Change.pdf](https://www.exec.gov.nl.ca/exec/occ/publications/The_Way_Forward_Climate_Change.pdf)

<sup>56</sup> Provincial Healthy Aging Policy Framework,

[https://www.cssd.gov.nl.ca/publications/pdf/seniors/ha\\_policy\\_framework.pdf](https://www.cssd.gov.nl.ca/publications/pdf/seniors/ha_policy_framework.pdf)

<sup>57</sup> <https://www.assembly.nl.ca/Legislation/sr/statutes/h03.htm#129>

<sup>58</sup>

[https://www.assembly.nl.ca/legislation/sr/regulations/rc961007.htm#44\\_1](https://www.assembly.nl.ca/legislation/sr/regulations/rc961007.htm#44_1)

<sup>59</sup> [www.helmets.org](http://www.helmets.org)

<sup>60</sup> [www.cyclehelmets.org](http://www.cyclehelmets.org)

individual who wears a bicycle helmet will experience better outcomes overall if they are involved in a collision than if they had not worn the helmet. There also appears to be good evidence that mandatory helmet laws result in fewer people cycling than might have otherwise and that the public health impact of this is significant.

**Action:** Engage the province in a discussion on the merits of a mandatory helmet laws with specific focus on the possibility of improving public health outcomes.

### 5.3.2 Idaho stops

Currently the HTA does not directly address the use of 'Idaho stops' which means they are banned by omission. An Idaho Stop recognizes that coming to a complete stop has a disproportionate impact on a person cycling compared to someone driving a motor vehicle. The loss of forward momentum and balance present while moving, even slowly, makes the effort of stopping and starting a significant factor in the usability of a given route. As such, an Idaho Stop allows a cyclist to legally yield when approaching a stop sign. This maintains the right of way regime in place at an intersection while providing an improved cycling experience when the way is clear to proceed.

**Action:** Engage the province in a discussion on the merits of an Idaho Stop rule in the HTA.

Research on the safety performance of Idaho Stops must be reviewed as part of this action to ensure the latest data is used to support a decision.

### 5.3.3 Recommended changes to the HTA

The following topics in the HTA may need to be updated.

**Action:** Request that the province update the following sections of the HTA:

#### 5.3.3.1 Definition of a bicycle

The Newfoundland and Labrador Highway Traffic Act defines a "bicycle"<sup>61</sup> as "a device propelled by human power upon which a person may ride, having

**External Action:** Consider expanding the definition of bicycle to include types with more than two wheels (NL)

This change could, for example, include tricycles, three-wheeled bicycles, cargo bicycles, adaptive bicycles, etc.

#### 5.3.3.2 Riding on roadways

The Newfoundland and Labrador Highway Traffic Act specifies:

129 (b) subject to paragraph (c), a person shall not ride a bicycle upon a roadway if the person is riding the bicycle in a manner that is not practicable to the right-hand side of the roadway;

129 (c) shall not ride abreast of another person who is riding a bicycle upon a roadway if the person is riding the bicycle in a manner that is not practicable to the right-hand side of the roadway;

129. (2) A person who is riding a bicycle upon a roadway shall not ride the bicycle in a manner that is not practicable to the right-hand side of the roadway:

(i) shall not ride a bicycle upon a roadway if there is a usable path in the roadway for bicycles adjacent to the roadway;

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<sup>61</sup> <https://www.assembly.nl.ca/Legislation/sr/statutes/h03.htm>

**External Action:** Amend the Highway Traffic Act to allow a person riding a bicycle to occupy, without restriction, any part of the full lane.

**External Action:** Amend the Highway Traffic Act to allow bicycle riding two abreast, but not more.

With respect to riding two abreast an amendment may also wish to consider variations in the regulations for narrow or busy roads, urban vs rural roads, or behaviour expected if a queue of vehicles develops behind people riding two abreast.

### 5.3.3.3 Riding on sidewalks

The Newfoundland and Labrador Highway Traffic Act specifies that:

129. (2) A person who is riding a bicycle,  
(a) shall not ride on a sidewalk.<sup>62</sup>

**External Action:** Amend the Highway Traffic Act to allow children to cycle on a sidewalk.

Many jurisdictions use an age (e.g., 14 and under) or wheel diameter (e.g. under 20 inches) to define who would qualify for this type of exemption. It is also important to consider:

- The interactions between people riding bicycles and pedestrians using a sidewalk in such an amendment.
- Either excluding the class of tricycles that can be controlled by an adult with a handle from the definition of a bicycle or, insuring it is covered by the definition of a child's bicycle permitted on the sidewalk.

### 5.3.3.4 Towing of bicyclists

The Newfoundland and Labrador Highway Traffic Act specifies:

Towing of bicyclists, etc. prohibited

130. A person whether operating a bicycle, motorcycle, coach, toboggan, play vehicle or skates, skis or skateboard shall not attach it or tow it by hand or other means on a roadway.

**External Action:** Review the Highway Traffic Act and amend as necessary, to ensure that trailers and trailer bikes are not prohibited under this section on towing of bicyclists.

### 5.3.3.5 Bicycle-specific intersection roadway facilities

Certain types of bicycle-specific intersection roadway facilities such as bicycle signals and bidirectional bike lanes have never been used in the province before.

**External Action:** Review the Highway Traffic Act and amend as necessary, to ensure that bicycle signals, bike boxes, bidirectional intersection treatments or bike lanes are not prohibited.

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<sup>62</sup> [https://www.assembly.nl.ca/Legislation/sr/statutes/h03.htm#129\\_](https://www.assembly.nl.ca/Legislation/sr/statutes/h03.htm#129_)

### 5.3.3.6 Shared-use crossings

The HTA does not address the use of a shared-use crossing, nor does the City of St. John's have an existing By-Law regulating these road crossings.

Shared-use crossings (also referred to as multi-use crossings or crossrides), are typically designated by markings called elephants' feet.

Elephants' Feet markings are used to indicate where cyclists are able to cross an intersection without dismounting and walking. Markings are painted white squares, placed either outside the white lines of a pedestrian crosswalk, or on one side of the pedestrian crossing.

In the case of mixed pedestrian and cyclist crossrides, user volume is low and both users share the crossing. In the case of separate pedestrian and cyclist crossrides, pedestrians and cyclists have their own crossing space. When crossing, cyclists should yield to pedestrians, slow to a walking speed, and cross when it is safe to do so.

**External Action:** Amend the Highway Traffic Act to include a legal definition of shared-use crossings, their design, proper use, and penalties for related offences.

The Ontario Traffic Manual (OTM) Book 18 provides suitable guidance for design of these features. Items for consideration include but are not limited to:

- Ability of the City to designate crosswalks in which people may ride bicycles to cross a roadway.
- Delineation of shared-use crossings by elephants' feet markings.

- Vehicle operators yielding to pedestrians and people riding bicycles on a roadway in a shared-use crossing.
- Cyclists not entering a shared-use crossing if it is a vehicle travelling on the roadway and they do not have sufficient time to stop.
- Maintaining the same rights of way for all users of a shared-use crossing.
- Pedestrians yielding to a cyclist using a crosswalk.
- Bicycle riders yielding to pedestrians when entering/within/exiting a shared-use crossing.

### 5.3.3.7 Licensing and registration

Licensing and/or registration is sometimes a public forum. Requiring licensing of people using bicycles creates barriers to cycling. Requiring creation of significant bureaucracy to enforce, would require the licensing of people, an ineffective solution to the issues it tries to solve: safety, compliance with traffic laws, and

**External Action:** Amend Newfoundland and Labrador Highway Traffic Act s. 10(1) removing reference to bicycle licensing and registration. (Service NL)

### 5.3.4 Other HTA sections for inclusion

The following topics related to cycling are in the HTA and no changes are being recommended.

#### 5.3.4.1 Brakes

The Newfoundland and Labrador Highway Traffic Act Licensing and Equipment Regulations

<sup>63</sup>Bike Calgary. "Licensing." Bike Calgary. Accessed 5 March 2019. <http://bikecalgary.org/licensing/>.

Newfoundland and Labrador Regulation 1007/96 specifies that

25. (11) A bicycle shall be equipped with at least one brake capable of controlling the movement of and stopping the bicycle.<sup>64</sup>

#### 5.3.4.2 Lights

Under the Newfoundland and Labrador Highway Traffic Act, the minister may make regulations for lights on bicycles under section 195 (1) (iii).

The Highway Traffic Act Licensing and Equipment Regulations, Consolidated Newfoundland and Labrador Regulation 1007/96 specifies that:

22. A bicycle or tricycle, when in motion on a highway later than one-half hour before sunset and earlier than one-half hour after sunrise, shall be equipped with a lamp which shall cast a white light on the road in front and either a red lamp so fastened as to be clearly visible from the rear or a reflector so placed as to reflect the headlights of vehicles approaching from the rear.<sup>65</sup>

#### 5.3.4.3 Dooring

The Newfoundland and Labrador Highway Traffic Act specifies that:

165. A person shall not

(a) open the door of a vehicle upon a highway without first taking precautions to ensure that

this act will not interfere or endanger another pe

(b) leave a door of a ve open on the side of the moving traffic for a period necessary to load or un

#### 5.3.4.4 Passing

The Newfoundland and Labrador Highway Traffic Act specifies that the driver of a vehicle o

Overtaking another vehicle

96. (1) The driver of a v overtaking another vehi

(c.1) shall, where the ve overtaken is a bicycle, p distance of at least

(i) one metre from speed limit is 60 less, or

(ii) one and a half bicycle where the than 60 kilometre

(d) shall not return to the roadway until safely clear and after having in the subsection 117(3) signa so.<sup>66</sup>

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<sup>64</sup> <https://www.assembly.nl.ca/legislation/sr/regulations/rc961007.htm#25>

<sup>65</sup> <https://www.assembly.nl.ca/legislation/sr/regulations/rc961007.htm#22>

<sup>66</sup>

<https://www.assembly.nl.ca/Legislation/sr/statutes/h03.htm#96>



#### 5.3.4.5 Racing on highways

The Newfoundland and Labrador Highway Traffic Act specifies:

##### Racing on highways

168. (1) A person shall not drive a vehicle or bicycle in a race with another vehicle or bicycle on a highway.

(2) Where a peace officer has reasonable grounds to believe that a person has committed an offence under this section, the peace officer shall give the person a notice of suspension.

(3) Upon the notice of suspension being given under subsection (2), the person's driver's licence or driving privileges are suspended for a period of 7 days beginning on the second day after the notice of suspension is given.

## 6 Evaluation

Measuring the progress of indicators such as quantity of riders, types of riders, number of bicycle collisions, perceptions of safety, and user satisfaction will allow the City to address issues and opportunities in a timely manner and will contribute to the successful achievement of the master plan. In addition, the following key targets (introduced in Chapter 2.0 Visions and Goals) will be used to monitor and assess progress of overall bicycle network implementation:

- 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 bicycle network users are proportionally representative of city demographics (i.e., age groups, genders, and incomes using the bicycle network).
- Implement new sections of planned infrastructure each year (i.e., total # new kilometres completed).

### 6.1 Monitoring Methods

There are **six** key methods of monitoring cycling activity as well as network safety and functionality: Census data, the citizen satisfaction survey, counts (both permanent and temporary), intercept surveys, collision/injury data, quantity of facilities completed/installed, and crowd-sourced data. When used together, these methods help to tell the story of cycling in St. John's.

#### 6.1.1 Federal Census

Statistics Canada publishes "Journey to Work" data as part of the national census every 5 years. This includes the main

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<sup>67</sup> <http://www.stjohns.ca/publications/citizen-satisfaction-survey-2018>

<sup>68</sup> <http://www.stjohns.ca/publications/city-stjohns-demographic-survey-results-2016>

modes of commuting which residents use. This information should be reviewed a period to Census period, for any changes in the number of people who use a bike as their main mode of transport. It is important to note that this data does not provide a picture of cycling for other trip purposes (e.g., recreation, commuting) in the city.

#### 6.1.2 Municipal Surveys

The City of St. John's conducted a Citizen Satisfaction Survey in 2018<sup>67</sup> and a Demographic Survey in 2016<sup>68</sup>. These surveys provide input into the planning and budgeting process with the objective of measuring progress over time. They gauge citizen satisfaction, perception of city services, and are used to collect demographic and travel choice

**Ongoing Action:** Continue to monitor and report on relevant to transportation planning and network satisfaction in future reports.

#### 6.1.3 Household Travel Survey

One of the initiatives listed in the City of St. John's Action Plan<sup>69</sup> is to "Implement the Travel Survey Plan", which includes the action to "Conduct a household travel survey". Questions in the 2019 Household Travel Survey will request information about travel patterns. 2019 responses will serve as the basis for future Household Travel Surveys should continue to ask this set of questions to measure cycling behaviour as the bicycle network matures.

<sup>69</sup> [http://stjohns.ca/sites/default/files/files/publication/2019%20Action%20Plan\\_0.pdf](http://stjohns.ca/sites/default/files/files/publication/2019%20Action%20Plan_0.pdf)

**Primary Action:** Complete the Household Travel Survey.

## 6.2 6.1.4 Cordon & Spot Counts

Counts monitor the number of people using a particular segment of the network over a certain period of time, relative to an established baseline count taken at the start of the monitoring program. During counting, data can also be collected about user behaviour.

- **Cordon counts** evaluate the number of people entering/exiting key locations within the network. This type of count has limited application in monitoring cycling activity as there are typically a large number of paths in/out of a particular area when using active modes.
- **Spot counts** can be done manually or with automatic counters at a particular point on a route. Ongoing, permanent counts are preferred for monitoring.
- **Manual spot counts** (counts completed in-person by a trained counter) can be used to monitor use during key time periods or full days. Manual counts also allow counters to record additional information such as turning movements and helmet use.
- **Infrared, automated trail counters** detect cyclists and/or pedestrians and can be installed permanently or temporarily within the network at a relatively low cost (e.g., Trafx system with three counters costs \$2215 USD plus ~ \$500 per additional counter).
- **Pneumatic loop and embedded loop counters** are also good options, but only measure people riding bikes. Pneumatic loop counters can easily be moved around to measure different locations.
- **Counters with digital totem displays** help people to feel they are part of something greater and demonstrate people are using the network.

This is often paired with an totem. The data on the totem. These positive cycling culture.

### 6.2.1 Count Considerations:

- Weather can significantly affect bicycle ridership varies with any other travel mode.
- Spot counts should be avoided during events, festivals, or holiday periods.
- Some bicycle facilities see higher counts during evenings and weekends, which may differ from motor vehicle counts.
- Common time intervals for counts are during afternoon peak hours (7:00 am to 6:00 pm). This afternoon peak period is from 2:30 pm to 6:30 pm to 7:00 pm. Counts for a 'typical summer period (~7 am to 7 pm).
- To get a sense of how well the network is functioning, monitoring should be conducted on several different corridors.

## 6.3 6.1.5 Intercept Surveys

Intercept surveys are conducted in-person to collect qualitative information from people who use the network along a specific route. The information collected includes use, perceptions of safety, happiness, and confidence level.

## 6.4 6.1.6 Accident/Collision

Collision data is shared with the City of Toronto Registration Division (MRD). Injury data is shared from Eastern Health (e.g., emergency services). It is important to note bike-related near-miss collisions tend to be significantly under-reported and MRD staff could work with Eastern Health to get the detail available in bicycle incident

**Action:** Investigate opportunities to improve data sharing between City, MRD, and Eastern Health relating to bicycle network safety (e.g., enforcement, injury, collision statistics).

#### 6.4.1 Bike Network Completion

The progress of bicycle network completion should be monitored, comparing the length of bike routes installed to what is proposed for the full and backbone networks. This should be measured in centreline kilometres.

#### 6.4.2 Crowd-Sourced Data

Bicycling related websites and applications such as Bikemaps.org, Strava, and Trailforks collect voluntary crowd-sourced data about bicycle routes, collisions, and/or near misses. It is important to note that this type of data is often skewed toward more confident riders; however, some apps like Strava have analysis tools to help compensate.

### 6.5 **Evaluation Strategy**

#### 6.5.1 Bicycle Ridership

Central to the vision presented in Chapter 2 is the aim to “enable more people to ride a bicycle in St. John’s.” A key target against which plan implementation will be evaluated is the increase in the number of people choosing to cycle in St. John’s. This may be measured using Census Journey to Work data, city-wide resident surveys, on-facility counts, and crowd-sourced information.

#### 6.5.2 Existing Routes

Counts that focus on the Backbone Network will provide a strong indicator of bicycle use. Baseline data can be established for use of existing bicycle facilities. The T’Railway and the Prince Phillip Drive shared-use paths are examples of established facilities for which count data could be collected for ongoing comparison.

**Primary Action:** Procure portable automatic count stations to count activity on shared-use paths and/or dedicated cycling facilities.

#### 6.5.3 New Routes

All new Backbone Network projects will include permanent automatic count stations to track capital costs (projects identified in section 6.4.1).

New routes not on the backbone network will include spot counts; however, monitoring on the Backbone Network provides for primary information on activity.

**Ongoing Action:** Install permanent automatic count stations at appropriate locations on Backbone Network routes to count the number of bicycle riders.

This action includes implementation of the recommendations in the Task Force Final Report recommending the implementation of T’Railway with automated monitoring.

#### 6.5.4 Programming

Each year, qualitative information on network satisfaction could be collected from attendees to bicycle related programs.

**Ongoing Action:** Solicit feedback from attendees to program/event participants via surveys.

#### 6.5.5 Bicycle Network Building

As the bicycle network is implemented, the following facilities should be tracked:

- # km of shared-use paths
- # km of on-street bicycle facilities
- # multimodal hubs
- # bicycle parking facilities (including racks)

- # bicycle maintenance and repair facilities (by type)

**Ongoing Action:** Record the number of kilometres constructed of each facility type each year.

#### 6.5.6 Network Safety

Monitoring that enhances network safety is dependent on gathering high-quality data. In order to evaluate network safety, It is important to assess MRD collision data for the City. Establishing partnerships with Eastern Health, as well as leverage existing municipal services like 311, to collect as complete bicycle incident information as possible can enhance this evaluation.

#### 6.5.7 Reporting

Results from each aspect of the Evaluation Strategy outlined above need to be compiled in order to understand progress toward the vision of this plan.

When reporting this information, accurate and consistent presentation of data is necessary. It is important to note that spot counts along the Backbone Network only tell what people are doing in that particular section, and these sections should only be compared against themselves. Long term counts allow variations in activity due to external factors to be accounted for.

**Action:** Complete an update to this master plan every 5 years that includes monitoring results.

## 7 Action Plan

Table # lists all of the actions recommended to achieve the plan's vision. They are organized according to the goals identified in Chapter 2.0 and expanded upon in corresponding chapters (3.0, 4.0, 5.0, and 6.0) of this document. A key department is identified for each action, however, meaningful implementation of this master plan will require collaboration among City departments and with other organizations.

### 7.1 Implementation Categories

As discussed in Section 2.3, throughout this document actions are categorized into one of four groups:

1. **Primary Actions:** these actions can be undertaken in the short term using current resources. Some actions require capital funding before they can proceed.
2. **Actions:** these "regular" actions reflect a long list of work that can be completed to support cycling in St. John's. Most require funding from the operating budget to occur. This might take the form of an increase to a line item but, many require significant dedication of staff time
3. **Ongoing Actions:** these actions represent practices to be adopted at the staff level to ensure cycling is supported in accordance with this plan.
4. **External Actions:** these actions are recommendations for external organizations to consider that would support cycling in the City of St. John's.

It is important to note that without dedication of additional resources toward cycling the long list of "Actions" is not expected to see progress toward implementation. Some actions in this category also have a much higher potential impact than others and, if Council were to identify additional resources, it would be necessary to define which actions to implement first.

It will also be important to ensure that are notified of the "External Actions" t are requested to consider these action

With completion of a 5 year update to identified in Section 6.2.7) actions are categories as some are completed an implementation change.

### 7.2 Bicycle Network Implem

The recommended full cycling network This represents a set of comfortable, and attractive bicycle routes that serv

At the time of project implementation, network connectivity. The overall netw route segments that may be isolated tandem with other construction projec not designated as part of the cycling r as they are connected. This approach ensure that unnecessary impacts on l created by any "interim" cycling facilit

Within the full network, a subset back identified that supports commuter nee recreational and social experiences. E routes are priority. The backbone net tool for implementation; it is strategic citywide network of comfortable and a ensuring basic connectivity across the the routes of the backbone network. I paths along natural corridors and on-s links where separated paths are not p

The full network is supplemented by a network shown in Appendix #. The ac extended network include all potentia during the plan development process not included in the full cycling network

plan, they represent existing ideas about routes with good potential.

The extended network ideas can be drawn upon when considering routes supplementary to this plan's full network, in order to achieve an ideal density of routes with bicycle facilities.<sup>70</sup> People who bicycle are not likely to detour more than about 400m to find a route with bicycle facilities.<sup>71</sup> It is important to consider routes on the extended network map as opportunities arise through construction, development, or other projects.

In addition to the routes identified as part of this plan, **Bicycle-accessible shoulders** are important to facilitate long distance cycling. Key rural roads benefit from these shoulders for maintenance and emergency purposes in addition to providing a cycling space. Some examples of key rural roads are portions of:

- Torbay Road
- Portugal Cove Road
- Thorburn Road
- Mount Scio Road
- Blackhead Road
- Bay Bulls Road
- Ruby Line
- Maddox Cove Road

**Ongoing Action:** Update design specification to include a 1.5m hard surface shoulder when building or rebuilding key rural roads.

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<sup>70</sup> Many jurisdictions target a goal of having cycling facilities no further apart than every 400m in urban areas.

<sup>71</sup>Winters, M., Teschke, K., Grant, M., Setton, E., Brauer, M. 2010. "How far out of the way will we travel? Built environment influences on route selection for bicycle and car travel." Transportation Research Record.

## 7.3 Public Engagement During Implementation

### 7.3.1 Design and Construction

In areas where there are options to ex engagement can an opportunity for p about facility design and construction stage may include online notices, sur neighbouring residents, and public m about the new bicycle facilities can be any impacts to vehicle traffic flow, dro pedestrian infrastructure, intersection **section 3.1.6** this type of consultation implementation project.

### 7.3.2 Old Route Retirement

The following links were signed and p implementation of the 2009 Cycling M not form part of the new network and reverted to their previous configuratio

- List them all

**Primary Action:** Remove sign Master Plan routes that are no the 2019 network.

### 7.3.3 New Route Activation

New bicycle facility activation provide for public engagement. A marketing c supplemented by an on-the-ground b

bicycle ambassadors) that helps all route users understand proper use of the new facilities and any new traffic patterns.

**Action:** Promote new cycling facilities as they are added to the network.

### 7.3.4 Building a Backbone Network

The Backbone Network is an important implementation tool. It strategically prioritizes a minimum network of comfortable and attractive bike routes across the city (Figure ##). Backbone routes are primarily comfortable shared-use paths meant to encourage people to cycle for both recreation and commuter purposes. These comfortable routes with highly visible street crossings are meant to increase ridership and build support for network growth.

Backbone routes are prioritized using the adjacent Table #; three Catalyst Projects are also chosen from this list to launch bicycle network implementation. This project prioritization table evaluates backbone routes based on their cycling potential, network connectivity, cycling demand, and constructability. Routes are listed in order from highest to lowest priority. Emphasized routes represent the three Catalyst Projects, for which 33% design is completed as part of this master plan (discussed further in Sections 7.6.1-3).

**Cycling Potential:** *How comfortable and enjoyable would this route be? How attractive would it be to concerned riders?* This criteria considers a route's separation from motor vehicles, the attractiveness of the natural and built environment. It represents the factors affecting a person's physical and mental exertion such as steep grades, poor visibility, frequent stopping at intersections, and route straightness.

**Network Connectivity:** *How well does it contribute to network building?* Projects score higher if they cross major barriers and if they connects to existing routes.

**Cycling Demand:** *How many people are served by is this route?* Projects with high population density and destinations along a route. Social equity is integrated in this criteria: areas with lower investment score higher.

**Constructability:** *How easy to implement is this project?* This criteria considers project acceptance, feasibility, and cost. Projects with removing on-street parking will score lower in this criteria.

Although the Backbone Network, priority catalyst projects are important tools, they do not define how the bike network is built. A key goal of implementation will be to take advantage of opportunities presented by other municipal works and coordinate that activity to build the full network.

## 7.4 Catalyst Projects

This plan proposes three catalyst projects:

1. Kelly's Brook Trail from Colchester to Bridge Road
2. Rennie's River Trail from Prince Philip Drive to Prince Philip Drive
3. Virginia River Trail from Queen's Crescent to Crescent

These three projects reflect top priorities from the aforementioned prioritization criteria. They will serve the City well, addressing priority areas and resulting in increased bicycle use relatively quickly. They are not 'low hanging fruit' in terms of constructability, but they are very valuable investments, creating comfortable links and connections, fulfilling presently unmet



## 7.4.1 Catalyst Project #1 - Kelly's Brook Trail

### 7.4.1.1 Description:

The existing walking trail from Kings Bridge Road to Columbus Drive will be upgraded to an asphalt shared-use path. 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 Framers Market, and parks respectively). The trail enhances equitability, linking western and downtown neighbourhoods.

### 7.4.1.2 Existing Issues:

The existing walking trail provides an ideal surface for a comfortable shared-use path. For the most part, trail width can expand to the required 3.0 meter-wide surface. Portions of the existing trail bordering Empire Avenue require relocation to avoid steep sections, ensuring accessibility along the entire corridor. Several street intersections and crossings require upgrade to provide a continuous safe and comfortable trail.

### 7.4.1.3 Why it's important:

- East / west connector
- Links several neighbourhoods
- Reaches many essential destinations
- More comfortable topography
- Comfortable route, almost entirely separated from motor vehicle traffic

### 7.4.1.4 Cost Estimate:

- \$1,895,930.12

## 7.4.2 Catalyst Project #2 - Ren

### 7.4.2.1 Description:

This project upgrades the existing walking trail to a shared-use path connecting the proposed shared-use path (Catalyst Project #1) to Prince Philip Drive. The existing trail runs north-south, adjacent to the greenway and runs north-south, adjacent to the greenway.

The trail connects the lands adjacent to the lands of Newfoundland, College of the North West, Confederation Building to residential neighbourhoods. The trail eventually approaches downtown neighbourhoods.

### 7.4.2.2 Existing Issues:

In many areas, the existing trail falls well short of the required 3.0 meter-wide shared-use path. The trail includes sections of boardwalk that are not suitable for shared-use, and has a steep section that needs to be flattened to create accessible slopes. The completion of the trail walls, trail sections with improved drainage, and other exercises will support the transition of the trail to the required 3.0 meter-wide shared-use path.

### 7.4.2.3 Why it's important:

- Connects future shared-use path from Prince Philip Drive to Catalyst Project #1
- Starts to establish the network of shared-use paths
- Destinations in this area can be reached conveniently from different parts of the city

### 7.4.2.4 Cost Estimate:

- \$911,516.47

### 7.4.3 7.3.3 Catalyst Project #3 - Virginia River Trail

#### 7.4.3.1 Description:

This project connects several neighbourhoods and important destinations along an existing greenway that extends from Quidi Vidi Lake to Penny Crescent. Several land uses and natural spaces border this corridor and existing walking trail.

Residents envision a shared-use path that provides safe and comfortable movement for residents of all ages, for both recreation and commuter reasons. This project proposes to transform the existing walking trail to a 3.0 meter-wide asphalt surface.

#### 7.4.3.2 Existing Issues:

In some areas, the existing trail is located within narrow right-of-ways and/or is located immediately adjacent to Virginia River. Upgrading the existing trail will require widened surfaces and retaining walls where narrow surfaces border the stream. Careful design strategies are needed to improve links to and across several streets that intersect the trail. In addition to these issues, several boardwalk sections cross Virginia River and drainage ditches. These are in good condition and it is not fiscally responsible to remove and replace these immediately. Therefore, signs are required to inform residents that 'reduced-width sections' are ahead.

#### 7.4.3.3 Why it's important:

- South-east to north-west connection
- More linear connection for adjacent neighbourhoods
- Connects Airport Heights to Quidi Vidi Lake on shared-use paths via existing section of Virginia River Trail.

#### 7.4.3.4 Cost Estimate:

- From Quidi Vidi Lake to Logy Bay Road: **\$832,895.60**
- From Logy Bay Road to Penny Crescent: **\$863,295.73**
- Total: **\$1,696,191.33**

## 7.5 Funding

Implementation of this plan's bicycle network and recommended programs requires a combination of operating budget funds, capital budget funds, outside funding, and private contributions. Operating budget funds are used to complete actions that require staff time and ongoing maintenance activity. Capital budget funds are used to allocate to build the backbone network. In addition to the costs of implementation, the city should consider street rehabilitation projects, traffic calming measures, intersection improvements, capitalizing on existing opportunities to add bicycle facilities.

Outside sources of funding are available at provincial, and local levels, as well as from non-governmental organizations. Grants and contributions should be explored with other government partners as well as post-secondary schools, health organizations, the RCMP, and other organizations, other non-profits, and private organizations.

The following sources of funding may be used for projects and actions identified in this plan:



## 7.5.4 Transportation networks and commuting options, Green Municipal Fund, Federation of Canadian Municipalities

### 7.5.4.1 **Pilot Project**<sup>77</sup>

- Amount: Up to \$350,000 to cover up to 50% of eligible costs.
- Deadline to apply: Applications accepted year round, though offer closes when all funding has been allocated.
- Eligibility: pilot projects that reduce pollution in Canadian communities by improving transportation systems and networks or encouraging people to switch to less polluting transportation options.

### 7.5.4.2 **Capital Project**<sup>78</sup>

- Amount: projects receive low-interest loan of up to \$5 million (\$10 million for high ranking projects) and grant worth 15% of the loan; cover up to 80% of eligible costs.
- Deadline to apply: Two-stage application process, 1) initial review form due August 1 2019, 2) application by invitation only due October 1 2019.
- Eligibility: capital projects that reduce pollution in Canadian communities by improving transportation systems and networks or encouraging people to switch to less polluting transportation options.

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<sup>77</sup><https://fcm.ca/en/funding/gmf/pilot-project-transportation-networks-commuting-options>

<sup>78</sup><https://fcm.ca/en/funding/gmf/capital-project-transportation-networks-commuting-options>

## 8 Appendix # | Master Planning Process

The initial Inventory phase of the plan development process is composed of four layered platforms supporting the creation of the Bike St. John's Master Plan. The first platform is based on theory; it is a review of lessons learned from previous studies, plans, and reports. The second, Social Platform relates neighbourhoods' socio-economic information to geography, showing the relative demographics of neighbourhoods across the city. Resident-supplied essential destinations are included as part of this neighbourhood analysis. The third platform identifies the Existing Bike Facilities located throughout the city, completed during the implementation of the 2009 Cycling Master Plan. When taken together, these three layers comprise the Platform for Moving Forward, the theoretical and physical starting position from which the Bike St. John's Master Plan is developed.

### 8.1 Inventory

Understand the existing network through background study and review of existing facilities.

### 8.2 Public Engagement

Used targeted stakeholder sessions, public open houses, Bike Fest, and online survey to learn:

- where and why do people currently ride bikes?
- what are the barriers and opportunities for cycling in St John's?

### 8.3 Vision & Draft Network

Based on public input and technical best practice, and in collaboration with the Bike St. John's Advisory Committee, a draft vision and bike network were developed.

### 8.4 Public Engagement

Committee of the Whole presentation sessions, and online survey.

### 8.5 Finalize Vision, Network Action Plan

Validation of vision and refinement of accordance with public feedback and network, facility, and program design.

## 9 Appendix #. Background Data and Reports Review

Review of previously completed plans and reports provides routes, operations, policy, and social context to the existing network of cycling facilities in St. John's. The Lessons Learned outlined in this section represent the first 'Platform' upon which the plan is developed. The important thematic takeaways common across these foundational documents inform the plan's vision and guide the approach to network design.

- Bike St. John's Task Force - Opinion Poll and Final Report (2017)
- MUN Area Traffic Study Decision/Direction Note (2017)
- St. John's Parks and Open Space Master Plan (2014)
- Envision St. John's Draft Municipal Plan (2014)
- Specifications Book (2011)
- CERS Assessment of St. John's Cycling Master Plan Proposal of Key Routes (2010)
- St. John's Cycling Plan Implementation: Risk Assessment (2010)
- Cycling Master Plan (2009)

### 9.1 Lessons Learned

#### 9.1.1 Network Value and Safety

Routes and facilities proposed as part of the updated Bike St. John's Master Plan must be safe, relevant, and connected, providing a recognizable and realistic improvement to the city's bike network. The network provides value to St. John's residents by increasing the comfort for those who are interested in cycling, and increasing the safety and convenience of those who are already confident or 'fearless' bike riders. The network must be connected seamlessly, with uninterrupted facilities along identified routes. These routes are connected to major trip

generators, and have the potential to support local attractions, but support ancillary

#### 9.1.2 Prioritization of Bike Facility Maintenance

The Cycling Master Plan (2009) assesses the design and maintenance of cycling facilities and other forms of transportation. According to the CERS Assessment of St. John's Cycling Master Plan Proposal of Key Routes (2010), a master plan needs to be a long-term initiative which will require a significant investment for as long as the infrastructure

#### 9.1.3 Improved Experience for All Users

The Envision St. John's Draft Municipal Plan calls for investment to the design and construction of new facilities and improvements to existing streets, when appropriate, to address the needs of pedestrians, people who bike, people with disabilities to create corridors that are safe and comfortable for all users. People who bike, people who drive share 'common ground' and trail corridors; improvements to the network enhances experiences for all users.

#### 9.1.4 Considering the Commuter

The City of St. John's is home to a significant community of people who bike as their primary mode of transportation. The 2016 Census report shows that 0.2% of the population (0.2%) bike as their main mode of transportation, that these people originate from diverse backgrounds within the city. According to a 2016 demographic report of the St. John's CMA, 15.6% of St. John's residents report that they bike for transportation (purpose not specified) at least some of the time. The report does not capture the people who cycle for recreation or who presently cycle but have a latent desire for improvements to the cycling network.

### 9.1.5 Relationship to Recreation

In addition to cycling for transportation/commuting, past reports note resident desire for more routes facilitating recreational cycling, walking, hiking, and even cross-country skiing. This plan includes sections of the Grand Course in its Cycling Network. Upgrades to these sections of trail improve experiences for both people who bike and pedestrians. (e.g., accessibility). This plan also proposes the addition of new shared-use paths following natural areas, increasing options for people participating in active forms of recreation, and the network prioritizes connection with recreation facilities.

### 9.1.6 Integration with Transit

The integration of cycling with public transit is especially strategic in St. John's given the city's unique topography, variable weather, and large area. Access to and links between the bus system and cycling facilities at multimodal hubs are important network components. The Envision St. John's Draft Municipal Plan (2014) reports investments in a new Metrobus depot and purchase of additional buses for the fleet; integration with an effective transit system receiving continued municipal investment will help overcome barriers related to topography, weather, and distance.

### 9.1.7 Addressing Social Barriers to Biking

A cultural shift making St. John's a more bike-friendly city is important to the success of the plan. The Bike St. John's Task Force - Final Report (2017) notes the need to foster a cultural change in attitudes toward people who bike. Likewise, the Cycling Master Plan (2009) recommends combating social barriers to cycling through the implementation of educational programs and materials.

## 9.2 **Social Platform**

Similar to many other North American cities, more people are moving to St. John's suburban neighbourhoods while the population closer to the city centre shrinks. The spread of

neighbourhoods across St. John's 16 means that important destinations where work, play, and learn are distributed throughout the city. More people are travelling farther, and it is less convenient, and comfortable cycling than so by car.

To make a meaningful impact on the city's bike network must tie into the Social Platform through facilities and programming to reconnect people with generators, as well as reconnect St. John's neighbourhoods. A review of Census data is being added into the social platform on which this plan is being developed.

### 9.2.1 A growing population

In 2016, the population of the City of St. John's was 108,860 people. The city's population has grown by 2.5% of the last three census periods, most notably between 2011 to 2016.

### 9.2.2 An aging population

Within the City of St. John's there are 15,805 minors ages 5 to 19, 70,264, and 17,970 seniors over the age of 65. The number of people in age groups over 55 is increasing, with the two five-year age groups ranging from 70 to 74 increasing the most in size – by 15% between 2011 and 2016.

The Bike St. John's Master Plan must address the requirements of and opportunities for people of all age groups. The network should be designed for people of all ages and shifting demographics.

### 9.2.3 Neighbourhood Trends

2016 Census data shows that neighbourhoods closer to St. John's centre tend to be smaller, denser,

have lower household median incomes, and are home to a smaller percentage of St. John's children. Neighbourhoods further from the city centre are some of the more populous, least dense, growing, and wealthiest neighbourhoods in the city, home to some of the highest percentages of St. John's children.

The Cycling Network will connect these neighbourhoods seamlessly, supporting a more equitable transportation system that connects neighbourhoods with varying resources, age composition, and size.

### 9.3 Existing Network

Following Council's adoption of the 2009 Cycling Master Plan, the City of St. John's implemented a range of bicycle facilities: bike lanes, shared routes indicated by sharrows, signed routes, and shared-use paths. The locations of these existing facilities are shown in the adjacent map, Figure #.

Presently in St. John's there are very few on-street bike routes. During early implementation of the 2009 Cycling Plan, the City investigated concerns that the proposed on-street routes did not adequately improve the safety and comfort of people riding bikes. The new facilities failed to make less confident bike riders feel more comfortable and failed to add value for those people already confidently cycling St. John's streets.

Separated from the street, but following the street corridor, the Prince Philip / Columbus Drive shared-use path extends from the intersection at Captain Whelan Drive / Columbus Drive to the intersection of Prince Philip Drive / Westerland Road. This is the only existing shared-use path following a street corridor.

St. John's is home to the Grand Concourse, an extensive trail network that connects the city's coasts, ponds, and rivers. The majority of this walkway is not open to bicycling. As per 2009 Cycling Plan recommendations, part of the Virginia River Trail (starting at Wedgewood Park and

extending toward Windsor Lake) was riding bikes. The T'Railway is the other city open to bike riding; it is part of The (previously known as the Trans Canada the former railbed starting at the Railway. In this case, much of the physical four corridors is already set; the opportunity trails and updating programs and policies network.

There is also a significant opportunity and relevant segments of the existing meet a suitable specification that perme between people who bike and pedest

### 9.4 Platform for Moving Forward

The master planning platform is comprised described in the preceding sections of Previous Works, the Social Platform, Network. Together, they provide the programmatic starting position from which John's Master Plan is developed. Moving the integration of lessons learned, core opportunities identified through this plan guiding principles and strategies that plan approach:

#### 9.4.1 Umbrella Strategy

A City of St. John's cycling network must comfortable and convenient series of supported by appropriate infrastructure programs, and administrative policy.

#### 9.4.2 Evolve from Within

The City presently hosts a series of trails purpose of moving on foot and, in some These trails provide an ideal starting point



resident activity and commuting opportunities by merely altering the physical characteristics of the trails.

#### 9.4.3 Links

The evolving network must establish multimodal links between important city-wide destinations through the enhancement of existing and/or expanding mobility assets (trail, street and transit networks).

#### 9.4.4 Recreation and Mobility

A St. John's bike network must function as both passive activity and commuting asset. The street and trail corridors enhanced for cycling provide an opportunity for residents to recreationally bike as individuals, families, or in group formats. This approach to network enhancements supports opportunities to convert recreational bike riders into commuter bike riders; therefore, the network must support movement city-wide.

#### 9.4.5 Equity

Cycling is an activity that must be available to all residents; therefore, physical and programmatic assets that support cycling must, wherever possible, provide network access opportunities within all neighbourhoods.

## 10 Appendix #. Public Engagement

The public engagement process took a ground-up approach to plan building and was organized into two phases. During the initial phase, three core questions were considered:

1. Where are St. John's essential cycling routes?
2. What are St. John's essential destinations?
3. What are the physical and programmatic road bumps keeping St. John's from working for people on bikes... what are their solutions?

As the preliminary network and vision solidified in the later stages of the project, the focus of public engagement shifted to refining and prioritizing the facilities and routes making up the bike network, plan vision, and policy and program recommendations.

The results of public engagement are analyzed and used to create a single network of street and trail-based links. At its core, the network must achieve the resident-developed vision to ensure meaningful participation and shared opportunity to access combined recreational and commuter cycling assets.

Public engagement was a vital component of the Bike St. John's Master Planning process. Planning for public engagement was guided by the City of St. John's public engagement framework policy and principles. An estimated 900 people participated through the various engagement formats.

### 10.1 Phase 1: Essential Destinations, Routes, and Road Bumps

- Invited Urban Cyclists' Session (September 5, 2018; 8 people)
- Bike Fest (September 14, 2018; face to face discussion engaged with about 100 of 1,000 attendees)

- City Hall Public Open House (September 18, 2018; 52 people)
- Student Sessions
  - Two elementary school sessions (September 18 and 19, 2018; grade 5 and 20 graders)
  - University session (October 1, 2018; 100 people)
- Survey #1 (236 responses)

### 10.2 Phase 2: Refining and Prioritizing Facilities and Vision

- St. John's All Advisory Committee Meeting (January 22, 2019; 21 people)
- Drop-In Community Sessions
  - Cowan Heights United Church (January 24, 2019; 45 people)
  - City Hall (January 24, 2019; 100 people)
  - Paul Reynolds Centre (January 24, 2019; 60 people)
  - St. John's Farmers' Market (January 24, 2019; 100 people)
- Survey #2 Public Engagement (January 22 to February 12, 2019; 1,000 responses)

### 10.3 Phase 1 Results: Essential Destinations, Routes, and Road Bumps

The first phase of public engagement focused on gathering resident feedback about essential destinations, routes, and 'road bumps' or challenges from cycling or made it difficult to cycle.

- Urban bike riders were invited to participate in a mapping that described the essential corridors, as well as 'local knowledge' challenges.
- At Bike Fest approximately 100 people participated in a downtown mapping activity. A portion of Water Street was closed for the event.

destination, route, and ‘road bump’ data was solicited from attendees.

- The public open house at City Hall included a fact-finding workshop focused on collecting resident input about essential routes, essential destinations, road bumps, and considerations for St. John’s downtown.
- During classroom sessions, elementary school students shared where they go when they bike, who they go with, their purposes for cycling, and explored the material and spatial criteria that should be applied to street and trail routes to achieve ideal comfort and safety.
- MUN faculty and students spoke to the needs of those travelling to and from the university, and the desire for university-led campus integration into the city network.

Over the same period of time that these consultation events occurred, residents were invited to complete an online survey capturing more specific, detailed information concerning essential destinations, routes, and road bumps. The adjacent infographic summarize the results of the 236 survey responses.

## 10.4 Survey #1

### 10.4.1 [Phase 2 Results: Refining and Prioritizing Network and Vision](#)

The results of Phase 1 Consultation, considered in conjunction with network platforms, informed the creation of a draft vision and network. Following Bike St. John’s Advisory Committee review, the draft vision and network were presented to a combined St. John’s all-advisory committee session as well as the public during four drop-in community sessions located at Cowan Heights United Church, City Hall, the Paul Reynolds Centre, and the St. John’s Farmers’ Market.

## 10.4.2 [Common Ideas](#)

In addition to comments related to route design during the various public engagement events, residents shared numerous programmatic insights, design, procedure, or culture than general. These common ideas can be applied across the city, evolving practice and perspectives to inform future infrastructure investment. The ideas are summarized in adjacent figure X.

## 10.5 Survey #2

Like the first phase of consultation, more resident feedback was gathered using a second public survey. In this survey, 449 residents responded to the proposed draft vision and indicated their preferences for several alternative route options, bike lane surface materials for shared-use paths, and other. The second phase of public input was intended to establish prioritization criteria to develop the final Bike Network. A copy of the survey is included in the adjacent pages.

## 10.6 FAQ: Why Cycling?

Throughout the public engagement process, residents frequently asked several key questions related to the broader question of “Why a bike network?” The following answers address these questions, including the desire for, benefits of, and potential for a bike network in St. John’s.

### 10.6.1 [Q: “Do the people of St. John’s want a bike network?”](#)

- A: Yes. As part of their review of the draft vision for St. John’s, the Bike St. John’s Advisory Committee conducted a public opinion poll that received 449 responses. In their final report, the committee concluded: “Residents of the

desire to see safe, comfortable, and convenient cycling facilities available to them.”

#### 10.6.2 Q: “Do people ride bikes in St. John’s?”

- A: Yes. There are people living in all parts of the city who already bike for a variety of reasons. Some commute by bike, some ride bikes as transportation for other types of trips, and many ride bikes for recreation. There are also people who would like to bike but do not presently feel comfortable riding the existing limited and disconnected bike network. For example, St. John’s first “Bike Fest” brought 1,000 people on their bikes to Water Street when that section of the street was car-free for the day. Once cities build protected bike lanes and/or separated shared-use paths, bike ridership increases significantly.

#### 10.6.3 Q: “Are bike facilities a worthwhile investment?”

- A: Yes. There is strong evidence that adding bike facilities contributes to the economic well-being of cities. Adding bike facilities improves the performance of adjacent businesses<sup>79</sup>, provides a

cycling tourism attraction, and spending on transportation. Benefits include the health associated with having a more active lifestyle, the reduction of environmental impacts with air pollution and greenhouse gas emissions, and the reduced personal costs of owning a vehicle (or as many vehicles as needed). The increase in property values of homes located near transit systems.<sup>80</sup>

#### 10.6.4 Q: “Is our weather too unkind for cycling?”

- A: No. There are many cities with year-round cycling seasons. Lake City, Chicago, Cambridge, and Portland have extensive, well-used bike networks. Harsh winter weather challenges winter cycling facility maintenance. Transit hubs complete with protected bike lanes are just two examples of successful year-round cycling seasons.

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<sup>79</sup> Trottenberg, Polly. September 2014. “Protected Bike Lanes in NYC”. New York City Department of Transportation. Accessed 13 February 2019. <http://www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf>

<sup>80</sup> Share the Road Cycling Coalition. “What are the Benefits to Government When They Invest in Cycling?” Accessed 13 February 2019. <https://www.sharetheroad.ca/what-are-the-benefits-to-government-when-they-invest-in-cycling--p128284>

<sup>81</sup> Suh, Jungho. “Chapter 6: Economics of Everyday Cycling and Cycling Facilities.” Cycling Futures, edited by Bonham, J. and Johnson, M. 2015. University of Adelaide Press, pp. 107-130.

<sup>82</sup> Headwaters Economics. Spring 2016. “Measuring Trails Benefits: Property Value.” Accessed 13 February 2019.

<http://headwaterseconomics.org/wp-content/uploads/trails-library-property-value-overview.pdf>

<sup>83</sup> Buffalo Bicycle Master Plan Update. January 2016. Pp. 3-10. Accessed 13 February 2019. <https://www.dot.ny.gov/divisions/engineering/technical-services/trans-r-and-d-repository/C-13-51.pdf>

### 10.6.5 Q: “Is our topography too difficult to bike?”

- A: No. Although St. John’s has a lot of steep hills, there are many relatively flat routes. The east-west corridors follow the city’s natural contours and do not require as much person-power. When travelling from the southeast to the northwest (e.g., out of downtown), this plan’s network recommends routes that are less steep and provides for well-integrated transit hubs allowing people to “bike down, bus up.” For example, the City of Hamilton offers a pilot program that allows people to secure their bike to a bus bike rack and take the bus up or down the escarpment for free, year round, at four designated stops.<sup>84</sup> Another option is electric-assist bikes (also called e-bikes), which increase the comfortable range a person riding a bike will travel and reduce the difficulty of riding uphill.<sup>85</sup>

### 10.6.6 Q: “Are shared-use paths safe for both pedestrians and people who bike?”

- A: Yes. Shared-use paths are designed to provide a safe environment for all; as such they often have a wider corridor, are paved, and/or have dividing lines. When sharing a path, all people using the space have responsibilities that maintain each

others’ safety. There are many ways to help to minimize user conflicts, such as appropriate speed, using a leash at night, keeping dogs under control (especially more vulnerable users).<sup>86</sup>

### 10.6.7 Q: “Can the City require traffic licenses or insurance to operate cars?”

- A: No. It is unlikely that the City has the legal authority to introduce licensing for bikes, as driver licensing and registration is a provincial responsibility. Furthermore, requiring licensing for owning and using bicycles is expensive, requires significant bureaucracy, is often an ineffective solution to the issue (e.g., pedestrian safety, commercial laws, bike theft).<sup>87</sup> Toronto (a Canadian city that used to have licensing in 1935), but repealed this measure

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<sup>84</sup>City of Hamilton. “Integration with Transit.” Date modified 14 August 2018. Accessed 5 March 2019. <https://www.hamilton.ca/streets-transportation/biking-cyclists/integration-transit>

<sup>85</sup> Bruntlett, M. and Bruntlett, C. 2018. Building the Cycling City: The Dutch Blueprint for Urban Vitality. Island Press, Washington, DC.

<sup>86</sup>Sustrans. “Advice on using shared-use paths.” Accessed 13 February 2019. <https://www.sustrans.org.uk/what-you-can-do/cycling/cycling-safety-and-rules/advice-using-shared-use-paths>

<sup>87</sup>Bike Calgary. “Licensing.” Bike Calgary. Accessed 5 March 2019. <http://bikecalgary.org/licensing/>

<sup>88</sup>City of Toronto. “Bicycle Licensing.” Accessed 5 March 2019. <https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycling-and-the-law/bicycle-licensing/>

#### 10.6.8 Q: “Why is a new bike master plan being created?”

- A: The 2019 Bike St. John’s Master Plan replaces the 2009 Cycling Master Plan. This master plan builds on the experience and branding of Bike St. John’s, as well as the findings and recommendations of the Bike St. John’s Task Force (2017). It is a long-term plan to guide cycling infrastructure and programming in St. John’s.

### 10.7 **From Consultation to Network Development**

As mentioned in the previous sections, concepts gathered during community consultation contributed to the iterative development and refinement of the Bike Network. The first phase of consultation expanded understandings of where, when, how, and why people ride (or don’t ride) bikes in St. John’s. These initial opportunities for public engagement identified and located important destinations, potential routes, and challenges to be overcome. Phase 2 of consultation tested the draft vision and network, adding the dimension of public preference to route and facility evaluation. This public input was taken into account along with other route design considerations to determine the final network design, explained in more detail in Chapter 4.0 The St. John’s Bike Network and Chapter 5.0 The Network Toolbox.

## 11 Appendix #. Essential Destinations

The people of St. John's live in varied neighbourhoods that have unique histories, identities, and socio-economic conditions. These neighbourhoods are home to important destinations for work, play, and learning. The St. John's Bike Network prioritizes connections to these major trip generators, and the movement of people within and beyond their neighbourhood to the following essential destinations within the city (located on the adjacent map). Consideration is also given to eventual connection to regional destinations outside of city bounds.

### 11.1 Neighbourhood Destinations

- Green spaces and neighbourhood parks
- Grocery stores
- Ponds, lakes and rivers
- Schools

### 11.2 Community Destinations

- Churchill Square
- Lester's Farm Market
- YMCA of Newfoundland and Labrador
- Paul Reynolds Community Centre

### 11.3 Regional Destinations

- Arts and Culture Centre / AC Hunter Adult Public Library
- Avalon Mall
- Bannerman Park
- Bowring Park
- Confederation Building
- Downtown
- Fort Amherst
- Health Sciences Centre
- Memorial University of Newfoundland / The Works
- MUN - Signal Hill Campus / Accommodations

- Pippy Park / Three Pond Bay
- Signal Hill
- St. Clare's Mercy Hospital
- St. John's Farmers' Market
- T'Railway - Trans Canada
- Village Mall
- East White Hills

### 11.4 Essential Destinations

- Bay Bulls
- Cape Spear
- Conception Bay South
- Holyrood
- Marine Drive
- Mount Pearl
- Paradise
- Petty Harbour-Maddox Cove
- Portugal Cove-St. Phillip's

## **12      Appendix #. The Extended Network**

The Extended Network map shows potential routes that are not prioritized as part of the 2019 Bike St. John's Master Plan. They connect to rural areas within the municipality and essential destinations located outside of the City's boundaries. These routes should be evaluated for implementation on a case-by-case basis when construction opportunities arise.



## 13 Appendix #. Envision St. John's Amendments

This appendix identifies text within the draft Municipal Plan that mentions cycling, corresponds with the priorities of this master plan (highlighted in yellow), and recommends amendments (underlined) to strengthen municipal policy commitments to cycling network development.

### 13.1 City of St. John's, Envision St. John's Municipal Plan, pp. 2-6 to 2-8

#### 13.1.1 City Vision

The vision for the City of St. John's that emerged during public consultation for the Municipal Plan review is:

*St. John's will have a future of continued economic prosperity and diversity, where citizens have a strong sense of identity and appreciation for their cultural, natural and built heritage and the arts. This city has active, healthy citizens, living in affordable, accessible, complete neighbourhoods. St. John's attracts and welcomes investment, residents and visitors from the region, the province, and around the world.*

The growth and development strategy and vision of this Municipal Plan are consistent with the vision set out in City's Roadmap 2021: A Strategic Economic Plan for St. John's:

*"St. John's is a vibrant city capitalizing on its energy, creativity and distinctiveness to embrace economic progress and enhance quality of life".*

#### 13.1.2 Key Themes

The vision of this Municipal Plan reflects five key themes which have emerged from the public consultation process:

- Valuing Environmental Systems

- Vibrant, Complete Neighbourhoods
- Strong, Diversified Economy
- Quality Neighbourhood Design
- Investment in Transportation

The following sections outline the content of these themes, identifying a set of goals, objectives and actions presented in Chapters III to VII, which correspond to the themes according to the key theme and support the City's vision.

#### 13.1.3 Valuing Environmental Systems

The City of St. John's identified environmental values, waterways and wetlands in the report. Over the following decades, these areas will be maintained as an important component of the open space system. This Plan continues to protect waterways and wetland systems and recognizes their ecological functions.

Windsor Lake, Broad Cove, Petty Harbour, Bulls Big Pond and Thomas Pond, and their watersheds, are recognized and protected as sources of potable water for the city and region. Continued protection of these watersheds is essential for the long-term sustainability of the quantity and quality of the water supply.

The City's Open Space Master Plan (OSMP) defines an integrated system of linked green spaces which encompasses a network of parks, waterways, wetlands and woodlands that are incorporated and expanded through future development throughout the city. **Trails in these corridors provide opportunities for development of active recreation offering safety and amenity in unspoiled areas from the vehicle-serving road network.**

The impacts of global climate change are increasing. More intense and more frequent storms

expanding flood zones along our rivers and streams. The Plan recognizes the need to anticipate and adapt to climate change impacts. Lands within the city support a stable, prosperous agricultural industry. As concerns over availability of and access to locally produced food increases, the importance of protecting this finite resource becomes more important. Agricultural areas contribute to the city's open space, enhance the rural landscape and natural heritage areas by providing environmental benefits, and contribute to the local economy and food production.

#### 13.1.4 Vibrant, Complete Neighbourhoods

Input from public consultations on the Plan indicate a desire for a city of **healthy, walkable neighbourhoods with access to local services**. There was also recognition that a greater mix of uses and higher density residential development will be required to support such initiatives. At the same time, there are concerns about how such development could be achieved and how it might affect established residential neighbourhoods.

Many of the City's neighbourhoods, with the exception of the downtown area, are traditionally low density, with consistent building size, height and lot size. Neighbourhoods change and evolve over time, therefore it is the City's intent to implement policies that maintain the essential character of the neighbourhood, while allowing appropriate growth and development. The City will re-invest in planning at the neighbourhood level to identify ways to improve the built environment for better mobility, access to goods, services, open space, employment and opportunities to increase the assortment of housing **forms**. New areas identified for development will be planned in a manner that provides for neighbourhood services within walking distance of where people live. This will be achieved through quality urban design, **Complete Street planning, incorporation of active transportation infrastructure**, and a mixture of housing forms, at densities that can support neighbourhood commercial services.

The City's goal is to increase the number of people who live and work within the city and to "re-capitalize" the city and to "re-capitalize" the city and to "re-capitalize" the city and to "re-capitalize" the city. This will be accomplished by increasing the density of residential areas and their accessibility to services through mixed-use, pedestrian-friendly development around commercial centres. The aim is to reduce the need for support transit, and improve quality of life.

Sustainable communities have a range of housing options that people of all ages, abilities and incomes can afford. Affordable shelter. While the range of housing options is expanding, further steps are required to ensure affordability. By encouraging housing opportunities in close proximity, the City can support higher density, mixed-use development and intensification along transit corridors.

Increasing the supply of affordable housing is a key goal for the planning period is an important goal for the City. Housing units have been developed to require new housing developments to include a variety of housing options that are affordable to people with a range of incomes.

*City of St. John's, Envision St. John's 2016-2021, 10 to 2-11*

#### 13.1.5 Quality Neighbourhood Development

The ability to achieve intensification and higher density development encompasses a mix of land uses with a variety of housing options. The city requires high quality urban development. Secondary Plans for identified Planning Areas will be developed with citizens to develop a community vision and guidelines to support the local development. This includes multi-use buildings, pedestrian-friendly development, parks, trails and public spaces. Areas identified for intensification in the city will be characterized by high density development that provides a variety of housing options for working, living, and enjoying the local environment. Quality public spaces and pedestrian-friendly development will provide additional amenities. Careful planning and design will be required to ensure that intensification is achieved in a manner that maintains the essential character of the neighbourhood.

design of new buildings to provide appropriate buffers and design solutions to minimize the impact on adjoining established residential neighbourhoods. Opportunities for new retail and services will be provided for in areas identified for intensification.

In new neighbourhoods, development will be planned around the parks and open space network, with an emphasis on compact, walkable residential neighbourhoods, with a mix of uses and employment areas along primary transportation corridors. The city's Heritage Area (including the Ecclesiastical Precinct set out by the Historic Sites and Monuments Board) will continue to be protected under the new St. John's Heritage Bylaw. Residential districts in the downtown will be preserved to retain the blocks of row housing, streetscapes, laneways and public spaces that are unique to the city. Urban Design Guidelines will be prepared for commercial areas in the downtown, addressing such things as site specific parameters for height, bulk and form of buildings, as well as exterior design elements.

### 13.1.6 Investment in Transportation and Services

Since the 1970s when the regional road network was established, it has facilitated outward growth in the region. Today, that growth has placed pressure on regional roads and city streets. The City will work with the Province and the region's municipalities to review the regional network and develop a transportation plan to address regional transportation issues.

The St. John's International Airport is a critical piece of transportation infrastructure for both the city and the province. The City will work with the Airport Authority to ensure land use and development around the airport will not negatively impact operations so the airport can continue to provide service for the movement of people and goods to, from, and within the province.

The Port of St. John's also plays an important role in the city's transportation infrastructure, particularly as a gateway for the movement of goods to and from the province. Ensuring that the Port continues to have convenient access to the regional road network is a priority. Great streets make great communities. **Complete streets are for everyone, and**

**are designed and operated to enable for all users; automobiles, pedestrians.** The City will work towards improving to incorporate **Complete Street guidelines** retrofits or new construction is underway investment in transportation and transit directed to nodes and corridors targeted these areas, **planning will emphasize are walkable, safe, provide pedestrian neighbourhoods, cycling routes, and transit** development areas will also be designed initiatives. In the Downtown, improved other **transportation demand management** will be considered as a way to reduce downtown parking.

Over the next decade, the City will continue and replacing aging municipal infrastructure improving the water distribution system upgrades to water treatment plants, the where necessary the replacement of stormwater detention infrastructure. As upgraded or replaced, the opportunity any affected streets **to improve walkability, bicycle infrastructure and enhance overall**

City of St. John's, Envision St. John's pp. 7-2 to 7-6

### 13.1.7 CHAPTER 7 Transportation 13.1.7.1 **GOAL**

Support growth and development in the efficient and effective transportation network in municipal infrastructure.

The provision of infrastructure is a key planning. Municipal infrastructure – transportation water and wastewater systems and transit the underlying building blocks that support livability of the city. How these services developed affects the daily lives of residents and where new growth in the city can

Within the city, efforts to integrate transportation planning and land use are needed to support more balanced mobility, while increasing **alternative modes of transportation such as walking, cycling, transit and other innovations**. The City's objective is to increase mobility options for all users by addressing the imbalance that exists, which emphasizes and accommodates the car. In some contexts, this will mean less vehicle access in favour of providing safer, more active and attractive streets.

Today, more and more cities are re-imagining the street as an important component of increasing mobility options. This can be accomplished by creating walkable streets surrounded by higher density, mixed-use development at key nodes along major transportation corridors, and ensuring that neighbourhoods are connected to these areas by the network of local streets, sidewalks, paths, trails, **bicycle links** and transit service. The City recognizes the important role that transportation networks play in community building, and that streets are an important component of "place making."

Over the past decade, the City has undertaken a number of measures to improve stormwater management, wastewater collection and treatment throughout the city. Significant upgrades to water treatment plants at Bay Bulls Big Pond, Windsor Lake and Petty Harbour Long Pond have been undertaken, while significant efforts have also been taken to conserve water, including an analysis of the water distribution system to reduce leaks. Upgrades have been made to increase the capacity of the storm sewer system to accommodate increased flows and to upgrade and maintain older sanitary sewers in the city.

Over the 10-year planning period, the City will focus investment on renewal and maintenance of existing infrastructure. At the same time, monitoring and planning for future needs will also be undertaken, particularly with respect to regional systems.

### 13.1.7.2 Strategic Objectives

- Support public transit through development, mixed-use and options along main transit corridors
  - Ensure that areas for urban expansion have supportive design.
  - Update the 1998 St. John's Urban Form and Structure Plan
  - Participate with the region's other municipalities to undertake a regional transportation strategy
  - Facilitate the creation of transportation options that support and connect neighbourhoods and provide quality options for **active transportation**, transit, and prioritize user safety
  - Focus infrastructure investment on the repair and replacement of aging infrastructure, including water (potable water, wastewater, stormwater), recreation and streets.
  - Ensure that urban expansion occurs in a manner that does not add to the city's infrastructure burden.
4. Work with other regional municipalities and the Province to undertake a Regional Transportation Plan that will:
- Identify regional traffic patterns
  - Include a regional traffic model for evaluating the impact of proposed changes on regional transportation and land use
  - Evaluate the potential for **improving regional transportation** within the region, including reducing the reliance on the automobile as the primary mode of travel to, from and within the City; and
  - Identify necessary improvements to the regional road network.

5. Protected Roads as identified in Appendix A, P-4 (Road Classifications) are designated by the Province for the purpose of controlling development within an established building control line, measured perpendicular from the centre line of the roadway 100 metres, and an application must be obtained from Service NL prior to any development being permitted within this defined area.
6. Scenic Roads, Appendix A, P-4 (Road Classifications), are designed for traffic and access, but were developed as leisurely routes, where the scenic potential is of a greater value, and any proposed development is subject to the policies of the St. John's Urban Region Regional Plan.

### 13.1.7.3 Transportation Network

The major roadway elements of the city's transportation network are identified in Appendix A, P-4 (Road Classifications). These include freeways, major and minor arterial roads, collector roads, local streets and protected roads. Over the planning period, emphasis will be placed on developing Complete Streets, where the emphasis is on the movement of people instead of vehicles, increasing safety for all users, and the creation of attractive streetscapes. Complete Streets will be achieved through new street standards for new development, as well as retrofitting existing streets as part of the city's ongoing capital works programs. City streets will be completed by a network of active transportation links and transit service.

7. Revise standards for the development of new streets and rights-of-way, to improve the balance of safety, accessibility, convenience and comfort of all street users.
8. Ensure that lands are acquired through the development approvals process for required street rights-of-way, lands required for features such as intersection widening, bicycle infrastructure, transit

infrastructure, improved signage, and improved identified streetscape improvements.

9. Improve the city's transportation network in accordance with a new Transportation Plan for St. John's.
10. Encourage development that recognizes the potential for street and pedestrian use in new residential development. Land use setbacks will be discouraged except where there is a demonstrated need for a setback to provide land access.
11. Develop and maintain a safe and convenient cycling network in accordance with the Bike St. John's Master Plan (Cycling Network Plan).
12. Ensure that all transportation infrastructure is accessible to the public and remains in good condition wherever possible.

### 13.1.7.4 Regional Transportation

As the City has grown, so has the city's regional road network, set out in a plan from the 1970s, will be completed with the final section of Gushue Highway. The regional road network provides convenient access into and out of the city, the harbour, and major employment centres, and facilitated the growth of communities within the region's boundaries. Within the region, travel remains entirely auto-dependent, resulting in a reliance on highway arterials and major collector roads. Transportation planning at the regional level requires collaboration between the region's municipalities and the Province to address growing regional transportation impacts on the city. Solutions need to be implemented that focus on people, as opposed to vehicles.

### 13.1.7.5 Active Transportation

13. Work with schools, the University of St. John's, and private educational institutions to

alternatives to car travel by improving conditions that encourage students to travel to school on foot, by public transit or by bicycle. Implement a network of safe, comfortable and convenient cycling facilities consistent with the Cycling St. John's Plan.

14. Create a more pedestrian-friendly environment that is inter-connected by a network of accessible, safe, comfortable and convenient routes.

### 13.1.7.6 Parking

15. Establish parking standards that:

- Address requirements for parking in areas identified for intensification;
- Permit reduced levels of parking in new mixed-use development projects where shared parking among compatible uses is possible and desirable;
- Address the design and placement of off-street parking and loading facilities for delivery vehicles; and
- Include provisions for bicycle parking areas and facilities.

16. Require that the planning and design for parking in large, commercial and mixed-use developments incorporate measures that facilitate the safe movement of pedestrians within and between retail sites, including the provision of appropriately sited facilities to support transit.

17. Encourage design and construction of parking facilities including parking lots and above-grade parking garages or other parking structures that enhance the visual quality of the streetscape and are pedestrian friendly and reflect the human scale.

18. Work with owners of private parking facilities to provide public parking during non-peak hours.

19. Develop active transportation infrastructure and work with Metrobus and major employers in the

city's employment centres to reduce the demand for all-cars, particularly in the downtown

### 13.1.7.7 Development

20. Create Transportation Impact Guidelines for the creation of infrastructure required to support development.

21. Require new development to implement traffic calming measures with the principles and objectives of the Traffic Calming Policy, so that they can be applied before traffic

22. Encourage the design and construction of streets and the retrofit of existing streets, where appropriate, that incorporate measures to accommodate pedestrians, cyclists, and public transit to create a transportation network that is accessible, safe, comfortable and convenient for all users.

### 13.1.7.8 Intensification Nodes and Corridors

Key nodes and corridors provide focal points for neighbourhoods and connections between them in the city. Increased density, a mix of uses and connectivity establish these areas as vibrant community.

23. Develop a system of nodes and corridors throughout the city that will be linked by transportation facilities and

### 13.1.7.9 Public Transit

The City recognizes the role that an efficient public transit system contributes to personal mobility for its residents. Increasing ridership both within and around the city, is one way of reducing the number of

vehicle trips and the number of vehicles on city streets. Investment in the Metrobus transit system has been made in the development of a new bus depot on Messenger Drive and purchase of additional buses for the fleet.

24. Increase ridership on public transit by the following means:

- Work closely with Metrobus on transit supportive planning;
- Improve transit infrastructure to support an efficient and effective transit service;
- Provide increased development density and a mix of land uses in identified areas along main transportation corridors and nodes;
- Reduce parking requirements that take advantage of alternate travel modes;
- Work with the region's municipalities to develop park-and-ride lots in appropriate locations to encourage ride sharing and transit use;
- Continue to support a regional ParaTransit service; and
- Support **Traffic Transportation Demand Management (TDM) policies.**

## 14 Appendix #. Specifications Book (2011) Updates

ITEM XXX

### CYCLING FACILITY DESIGN

#### X.01 DETAILED DESIGN REFERENCE

Cycling facility design occurs in both on and off-street settings. Sample components include the shared-use path, the Traffic Calmed Bike Boulevard, the Protected Bike Lane as well as contextually appropriate intersection and crossing design approaches. This master plan illustrates the varied route types and approaches to component design based on the varied locational contexts.

General specifications are provided for the shared-use path for excavation, trail construction and apron remediation. All other components are to be designed relative to the 2019 Bike St. John's Master Plan as well as Transportation Association of Canada (TAC) documents for Geometric Design Guide for Canadian Roads and the Bikeway Traffic Control Guidelines for Canada (latest editions).

ITEM XXX

### SHARED-USE-PATH EXCAVATION

#### X.01 SCOPE OF WORK

The work to be done consists of the construction of subgrade for shared-use paths located within street right-of-ways, or within natural corridors. Shared-use path excavation for the purpose of creating a new trail or

renovating an existing trail may form part of new street or trail-only construction or

The bottom of all excavation and the top of all fill completed, shall be known as the subgrade. Excavation to lines and grades as set by the Engineer or Landscape Architect. Excavation and fill are to be done to such a depth that the compacted subgrade is at the required depth below the elevation of

#### X.02 CLASSIFICATION

These are the classifications of relevant materials, unless otherwise noted:

Unsuitable Material (USM) - shall be any material (other than solid rock) which is unsuitable for use as subgrade.

#### X.03 STRIPPING

All topsoil on the streets or natural corridors which will be cut or filled shall be removed and stored as per above for use in trail's edge reinstatement or other approved by the Engineer or Landscape Architect. The depth of allowable materials to remain in place shall be approved by the Engineer or Landscape Architect. Materials excavated below the approved depth shall be retained and stored as per above for



approved by the Engineer or Landscape Architect. All non-used fill materials will be treated to the section X.05 requirements (note: this section).

#### X.04 BLASTING

The Contractor shall design a blasting pattern for solid rock so that the blasted rock will meet the requirements of Item 322.02(b) - Rock Borrow.

#### X.05 OTHER MATERIAL CUTS

Where the work is in cut the Contractor will be generally expected to excavate material to the true surface of the subgrade. Should the Contractor excavate below the true surface of the subgrade he shall place and compact other material as necessary to restore the excavation to subgrade. There shall be no payment for this work except where unsuitable material is excavated below the subgrade.

The Contractor shall remove stones larger than 150mm in greatest dimension from the top 300mm of subgrade.

#### X.06 ROCK CUTS

All rock cuts shall be excavated and mucked out fully to 300mm below subgrade.

In rock cuts where pockets, which will be below the sub-grade by blasting, the Contractor shall, at his own expense, provide drainage by ditching, as ordered, and then backfill and compact to a minimum Density both the pockets and the trench to a depth of 300mm below subgrade. Backfill material shall be rock or coarse gravel.

Back slopes shall be carefully scaled to free of loose fragments, liable to slide or roll down, to the satisfaction of the Engineer or Landscape Architect.

#### X.07 FILL

Where fill material is required to raise the subgrade to the proper subgrade elevation such material shall be obtained from surplus excavation and compacted to meet the requirements of Item X.03 (note: this section).

The Contractor shall remove unsuitable material from the fill by the Engineer or Landscape Architect. The Contractor shall be placed until the area to be filled has been approved by the Engineer or Landscape Architect.

On no account will the Contractor be permitted to core through the fill and complete the work.

Fill material shall be deposited and spread in non-compacted layers not exceeding 500mm for the full width of the fill, except that the Engineer or Landscape Architect may order this thickness reduced, if such thickness does not respond to compaction methods.

The thickness of each successive layer shall be maintained uniform for the full width of the fill.

All stones larger than 150mm in greatest dimension shall be removed from the material comprising the top 300mm of the fill.

The moisture content of the material in the embankment shall be controlled at all stages of construction by ensuring that the top surface of each layer of fill material is suitably compacted and sloped with a cross-fall not to exceed 5% in order to shed surplus rain water.

Material shall be compacted to 95% Standard Proctor Density.

If the moisture content of the material is deficient, the Contractor shall add sufficient water to obtain the necessary compaction. The water shall be placed in controlled amounts and added uniformly. The placing of water shall be considered as included in the unit price bid for "shared-use path Excavation".

#### **X.08 RE-USE OF EXCAVATED OR BLASTED ROCK**

Excavated and/or blasted rock may, at the discretion of the Engineer or Landscape Architect, be used for landscape reinstatement for surface reinstatement and beautification purposes. Where required, the Contractor shall store hand-selected rock for these purposes at the Contractor's cost.

#### **X.09 DISPOSAL OF SURPLUS MATERIAL**

All surplus material is to be legally disposed of at a site provided by the Contractor.

#### **X.10 REMOVAL OF OBJECTS ABOVE GROUND**

Unless otherwise provided for by a separate item, the Contractor shall be deemed to have included the cost for shared-use path Excavation the removal of trees, shrubs, hedges, fences, signs, and other objects that rise above the original ground level.

#### **X.11 REMOVAL OF EXISTING ASPHALT AND CONCRETE WORKS**

Unless otherwise provided for by a separate item, existing asphalt and concrete works to be removed shall be classified as "shared-use path Excavation(USM)".

## X.12 FILL ADJACENT TO STEEP SLOPES

Where new fill is to be placed adjacent to an existing steep slope or embankment, the Contractor shall, concurrent with the placement of new fill, bench the existing slope as described herein to provide proper bonding of new work to existing.

Each bench shall be 2 metres in width, and at the same height above original ground (or above the next bench below it) as the thickness of the adjacent layer of new fill, such that the bench forms a 2 metres wide extension of the new fill layer into the existing slope.

Material cut out of the existing slope shall be placed in the fill area and compacted.

## X.X MEASUREMENT FOR PAYMENT

## X.X PAYMENT

## ITEM XXX

## SHARED USE PATH CONSTRUCTION

## X.01 SCOPE OF WORK

The work to be done consists of the s specified base granular material and construction of a shared-use path.

## X.02 SPECIFIC MATERIAL ONLY CO

At a minimum, the following Items dir sections described in this Item. All oth where required by contract specificati structures, etc).

## ITEM 332 - GRAVEL FOR STREETS

## ITEM 325 - SCARIFYING AND RESH SURFACES

## ITEM 351 - HOT MIX ASPHALTIC CO

## X.03 MATERIALS

All materials shall be supplied and pla to specified requirements.

Granular sub-base and base material shall be pit run gravel meeting the requirements of Item 332 - Gravel for Streets. For shared-use path purposes, base granulars shall be 0-31.5mm crushed rock.

Asphalt paving shall be Base and Surface Course supplied and placed as per Specification 351.

#### X.04. GENERAL

It is the sole responsibility of the Contractor to become familiar with and understand the nature and extent of all work to be executed, and well as the nature of all soil, surface water drainage and the general form of the surface of the ground. More specifically to natural corridors that often border residential and other private property, the contractor must understand all physical and cultural aspects of all matters which can in any way influence the works to be undertaken in completing works. It is the sole responsibility of the contractor to understand this context to, as much as possible, limit visual and noise impacts and to ensure no physical impacts on adjacent properties.

#### X.05. LAYOUT

shared-use paths shall be constructed to the lines and grades in accordance with the location and typical cross-sections. For shared-use paths located within natural corridors or any areas not aligned with a street or highway corridor, the contractor will stake linear trail centre lines at a maximum of 100-meter intervals as well as all significant on trail positions or radii that influence the general shape and

location of the trail relative to its surroundings. The Engineer or Landscape Architect shall determine the location and elevation requirements prior to contractor staking. Stake locations will be approved by the Engineer or Landscape Architect prior to location and elevation. The cost of the contractor provided at the cost of the contractor) will be provided to the Engineer or Landscape Architect for confirmation prior to any site excavation.

All stake supply and installation shall be at the cost of the contractor. All wood and metal stake materials contained within the project shall be at the cost of the contractor. Contractors are required to restrict all staking to the specification to ensure injury prevention within all project limit of contracts.

#### X.06 GRANULAR shared-use path Base

All shared-use path base, unless otherwise specified, shall be 300mm Aggregate Base as per Compliance Item 351 Typical Cross Section. Depth to be determined by the Engineer as per detailed design. A layer of pit run gravel shall be placed under the Aggregate Base material, if required.

#### X.07 ASPHALTIC CONCRETE shared-use path

All shared-use path, unless otherwise specified, shall be asphalt concrete, Base Course, and Surface Course. Asphalt concrete, Surface Course. Asphalt concrete as per Compliance Items and Specifications Section.

## X.08 FAULT OR REPLACEMENT

Where raveling, shoving or other fault develops in the pavement as laid, all materials where indicated by the Engineer or Landscape Architect shall be removed, the edges of the joints cut square and painted with tack coat and fresh asphalt applied and compacted at the full expense of the Contractor.

## X.09 PAYMENT

Measurement. The work shall be measured in lineal metres of asphalted trail.

Payment. Payment shall be made at the respective unit price bid for each linear metre of material constructed trail.

Payment shall be made in full for all labour, equipment, and material necessary for excavation, supplant and placement, and compacting materials to fill sub-base, base, and trail surface areas, as well as edge and/or disturbed area remediation shall be considered included in the unit price bid for excavation.

## ITEM XXX

shared-use path EDGE AND DISTURBED AREA  
REINSTATEMENT

## X.01 SCOPE OF WORK

All areas within the limit of contract and adjacent areas affected in any way by operations shall be restored to their original condition, as per Division 5. All property to the construction area affected by the operations shall be restored to their original condition immediately after completion of consecutive portion of the work as directed by the Engineer or Landscape Architect. The Contractor shall remove from the site all unused materials, dirt, on or in the vicinity of the work, and leave the site in a neat and clean condition.

## X.02. GENERAL

The contractor is required to establish the dimensions described on the typical contract documents and specifications for the corridors, the apron will be a seasonal planted surface. Areas where natural materials will conform to contract specifications.

X.03 shared-use path PLANTED TURF  
MATERIALS

All materials shall be supplied and placed by the Contractor to specified requirements.

For shared-use path aprons, topsoil shall be as per specification and will be a friable loam that shall contain a minimum of 4% organic matter for clay loams and 2% for sandy loams to a maximum of 20% by volume, and having a pH of 6.0 to 7.0. Topsoil shall be free of admixture of subsoil, refuse, roots, stumps, sod, and stones larger than 20mm. Contractor to provide a sample of all topsoil materials as well as structural and chemical composition testing results to the Engineer or Landscape Architect prior to supply and installation.

For Shared-Use Path aprons, Hydraulically applied turf seed mixtures shall be Canada #1 lawn grass mixture to Government of Canada Seeds Regulations having a minimum germination of 75% with a purity of 95%.

The grass seed mixture shall be 245 kg/ha and shall include 40% Creeping Red Fescue, 20% Hard Fescue, 15% Canada Blue Grass, 10% White Clover, 10% Annual Ryegrass and 5% Red Top. Percentage are 'by-weight' measures.

## 15 Appendix # Website Content

The City of St. John's currently hosts [bikestjohns.ca](http://bikestjohns.ca) as a separate website from the city's official website. The Bike St John's website is the central source of information about cycling in the city but is not integrated in the City of St John's website, stjohns.ca.

The following content should be included when updating the City's cycling website.

### 15.1 Bike Routes & Maps

- Interactive bike network map
- Interactive map showing cycling amenities including bike parking, multimodal hubs, repair stations and local bike shops.
- PDF / printable Bike Network map
- Advertise locations where free printed maps can be found

### 15.2 Building a Bike Network

- PDF of the Bike St John's Master Plan and planned network map
- Review of bike network projects' statuses, linked to any related public engagement opportunities.
  - Timeline of projects completed
  - Projects in progress
  - Projects in planning
  - Projects not proceeding (with brief reason)
- Progress / monitoring reports

### 15.3 Cycling Education

- Introduce new traffic features
- Instructional videos, graphics, and/or photos

- E.g., Metrobus Rack
- Maintenance of bike facilities
  - Types of maintenance responsible

### 15.4 Riding Opportunities

- Cycling clubs

### 15.5 FAQs

- Frequently asked Question (included in Appendix #)
- Include what to do if ...
  - E.g., bike theft, incident

### 15.6 Communications

- Upcoming events calendar
- Notices of route disruption/
- Mailing list signup
- Contact information for

---

<sup>89</sup> <http://www.metrobus.com/bikeracks/xhtml/>

**From:** Garrett Donaher  
**Sent:** Wednesday, May 8, 2019 1:02 PM  
**To:** Karen Didham  
**Cc:** Steve Fagan  
**Subject:** FW: Case Closed

Good-day Karen,

Just wanted to give you a heads up about the complaint below. We don't have anything I am aware of to mitigate this behaviour.

Have a great day,

-Garrett

---

**From:** Access St. John's <AccessStJohns@stjohns.ca>  
**Sent:** Wednesday, May 8, 2019 13:00  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** Case Closed

Hi,

A case has been closed.

Details are as follows:

Case Id: **597782**

Subject: **Dirt bikes on residential streets and trails**

**Hi there, we saw several dirt bikes this weekend on the street on Eastbourne Crescent. No head lights or turn signals so not street legal. Later we heard (as they are quite loud) and saw the same bikes are using the berm located on the northern side of the street (adjacent to the outer ring road) and we discovered that they essentially have created a trail as well to access trails. It is well worn down and is becoming a popular street by pass. Yesterday there was a quad using the same trail behind the houses. . These vehicles are crossing roads and accessing pedestrian trails in the area and are become a danger to those that use the trails for walking. Not to mention the noise these things create. Requesting that someone look into this and see what can be done.**

Category: **Streets-Parking-Traffic**

Case Type: **Traffic Division - General Issues**

Closed By: **Garrett Donaher**

Reason Code: **Other**

Regards,  
Access St. John's

You can access the details of this case by clicking on the link below.

<http://appsrv07/acr/web/features/login/login.aspx?CaseId=597782>

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have received this email in error, please notify me immediately by return email and delete the original message.

**From:** Debbie Hanlon  
**Sent:** Friday, May 10, 2019 12:21 AM  
**To:** Karen Didham  
**Subject:** Re: Pottle center

Karen  
Thank you for letting me know ! We did just fine and really your presence while very welcomed was not really needed. Lol we only walked up and down waterstreet  
Thanks for letting me know

Regards

Debbie Hanlon  
Councillor at Large  
City of St. John's  
709-743-2567

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Tuesday, May 7, 2019 2:04:58 PM  
**To:** Debbie Hanlon  
**Subject:** Pottle center

Councillor Hanlon,

Please accept my apologies. The collision from the Manuals Access Road late yesterday , and late request for a funeral escort for the late [REDACTED] took my attention away and I overlooked your walk. I did not have the reminder put into my calendar.

Again, please extends my regrets to those in attendance; I feel horrible.

Respectfully,

A/Sgt Karen Didham  
Traffic Services/ Impaired Driving Coordinator  
Royal Newfoundland Constabulary  
1 Fort Townshend  
St. John's, A1C 2G2  
P. (709) 729-8044

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**From:** Sherry L. Colford  
**Sent:** Tuesday, May 14, 2019 11:14 AM  
**To:** Paul Didham  
**Subject:** RE: Traffic Control Manual - Appendix 1

Good morning Inspector Didham,

Thanks for the information. I will distribute this among the Management Team so they are also aware of the changes. If we have any questions, I will certainly contact you.

Thanks!

**SHERRY L. COLFORD**

Fire Chief

(Director of Regional Fire and Emergency Services)

St. John's Regional Fire Department

St. John's, Newfoundland and Labrador

709-576-8683 [www.sjrfd.ca](http://www.sjrfd.ca)

"There are two primary choices in life: to accept conditions as they exist, or accept responsibility for changing them"

---

**From:** Paul Didham <[pdidham@rnc.gov.nl.ca](mailto:pdidham@rnc.gov.nl.ca)>  
**Sent:** 2019/05/14 09:12  
**To:** Sherry L. Colford <[slcolford@stjohns.ca](mailto:slcolford@stjohns.ca)>  
**Subject:** Traffic Control Manual - Appendix 1

Good morning Chief Colford

Please see the attached "Appendix 1", taken from the new Province of NL Traffic Control Manual which outlines the responsibilities of First Responders, Transportation & Works (TW), and Municipal Public Works personnel when dealing with unplanned incidents/events that require road closures/traffic control.

The manual was released on April 1<sup>st</sup> 2019, and the requirements are also binding under Occupational Health & Safety (OH & S) Regulations.

If you would like to review the entire manual, it can be viewed by clicking on the following link:

<https://www.tw.gov.nl.ca/publications/Traffic%20Control%202018.pdf>

The Provincial Government is also in the process of putting together some training that First Responders may be required to complete.

You will notice that one of the biggest changes to current practices deals with the requirements for TW and/or Municipalities to assist First Responders with the control and direction of traffic at incidents that involve longer periods of traffic/road closure or disruption.

I have also attached a "Contact List" for TW and Municipalities within the North East Avalon Region, should you require the assistance of TW and/or a Municipality.

Please feel free to contact me if you have any questions.

Thanks

Paul

*Paul C. Didham  
Inspector – Reg. # 606  
Operational Patrol Services  
Royal Newfoundland Constabulary  
(709) 729-8616*

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**From:** Steve Fagan  
**Sent:** Friday, May 17, 2019 9:22 AM  
**To:** Special Events;Karen Didham  
**Subject:** RE: Government Traffic Control Manual

Yes but I don't have a copy yet.

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Sent:** Friday, May 17, 2019 8:50 AM  
**To:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Cc:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Government Traffic Control Manual

Copying Stephen as this would fall under his area.

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Thursday, May 16, 2019 6:09 PM  
**To:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Subject:** Re: Twist Your Wrist Ride

Hi,

I will have to look at our resources. I'll let you know early next week.

Do you know if the city has been made aware of the new Government Traffic Control Manual?

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

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**From:** Garrett Donaher  
**Sent:** Friday, May 17, 2019 2:21 PM  
**To:** Karen Didham  
**Subject:** Bike Plan

Good-day Karen,

The HTA Current has a section about collision reporting as follows:

*169. (6) Where an accident occurs by which a person or property is injured, directly or indirectly, owing to the presence or operation of a bicycle on a highway, the person in charge of the bicycle shall*  
*(a) remain at or immediately return to the scene of the accident;*  
*(b) give reasonable assistance; and*  
*(c) give to anyone sustaining loss or injury, and to a traffic officer who is present, his or her name and address and also the name and address of the owner of the bicycle, and, where the bicycle has been licensed and registered the licence or registration number of the bicycle.*

Is there any value in something similar in a by-law for trails in the City? Would that even be enforceable on your end?

Thanks,

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

**From:** Steve Fagan  
**Sent:** Monday, May 27, 2019 9:52 AM  
**To:** Karen Didham  
**Subject:** Pedestrian Accident Queens Road @ Bates Hill

Good morning Karen just wondering if you had an information on the pedestrian collision this past weekend.

Thanks

<https://www.thetelegram.com/news/local/pedestrian-struck-by-vehicle-in-downtown-st-johns-sunday-afternoon-315890/>

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
www.stjohns.ca

**From:** Steve Fagan  
**Sent:** Thursday, May 30, 2019 1:20 PM  
**To:** Karen Didham  
**Subject:** RE: Collision last night

Was it a hit and run. That's what we are hearing down here.

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
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(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Thursday, May 30, 2019 12:13 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Re: Collision last night

■ year old ■.

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Thursday, May 30, 2019 11:31 AM  
**To:** Karen Didham  
**Subject:** RE: Collision last night

Thanks Karen. Any details on gender/age of driver?

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Thursday, May 30, 2019 10:02 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Collision last night

Hi,

The collision at Kings Bridge Road last night appears to have been a driver error and that the pedestrian was in a marked and



activated crosswalk.

Driver entered intersection on a red light.

It's under investigation.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

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**From:** Steve Fagan  
**Sent:** Friday, May 31, 2019 3:49 PM  
**To:** Karen Didham  
**Subject:** FW: Costco  
**Attachments:** REZ1900001 - DSK-117A Francophone School - Location Plan - Jan 18, 2019.pdf

Karen here is an overall plan for Galway. You might want to refer to it for the Costco Opening.

Thanks

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Sent:** Friday, May 31, 2019 12:42 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Cc:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
**Subject:** Costco

Good-day Steve,

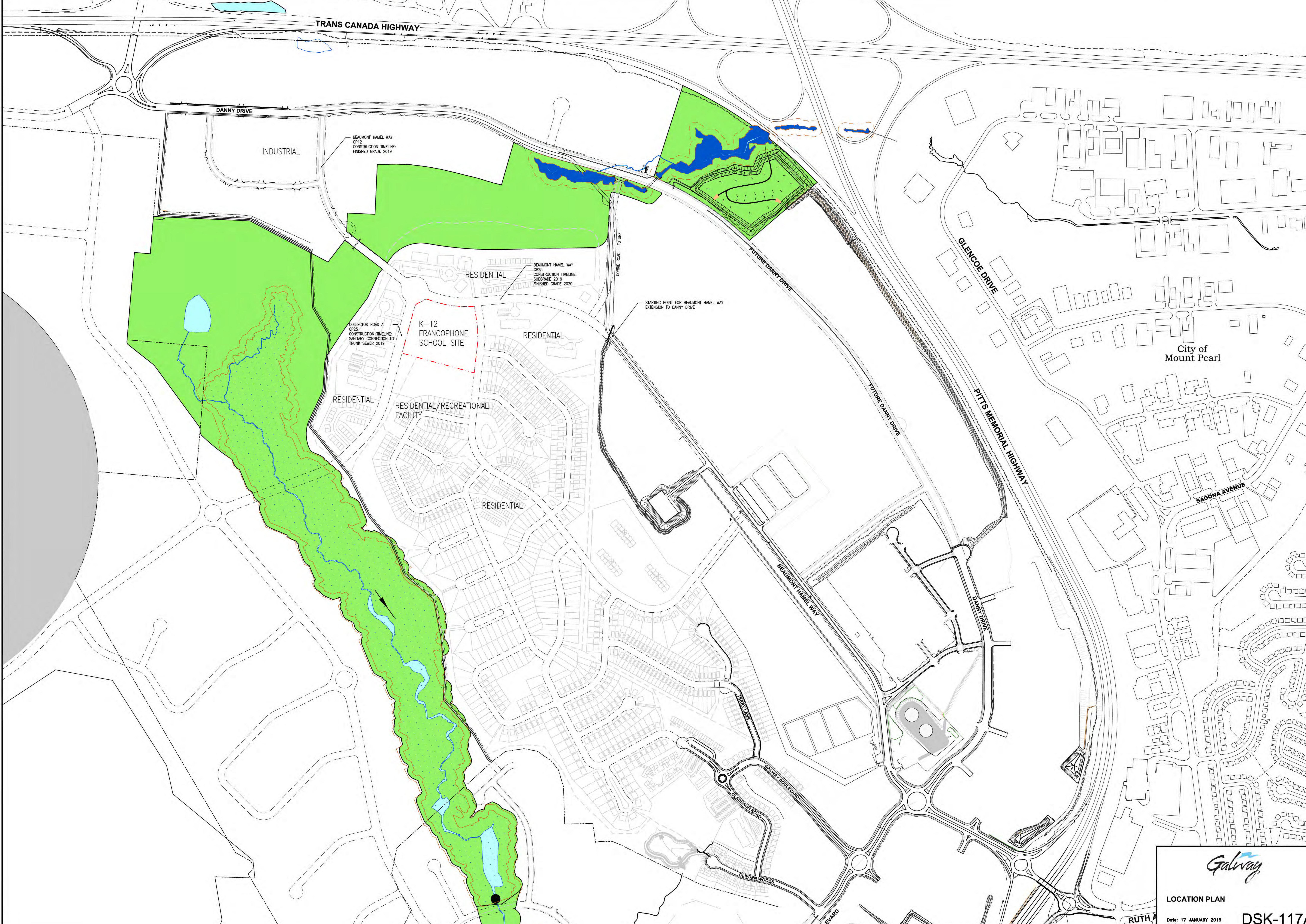
Here is a plan that shows the full area around Costco. It is from another job but should do for desk work with RNC.

Kelly, we are probably going to need some sort of advisory/release related to this. Maybe just traffic but could be roundabout stuff as well.

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

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TRANS CANADA HIGHWAY

DANNY DRIVE

INDUSTRIAL

BEAUMONT HAMEL WAY  
CP12  
CONSTRUCTION TIMELINE:  
FINISHED GRADE 2019

RESIDENTIAL

RESIDENTIAL

K-12  
FRANCOPHONE  
SCHOOL SITE

RESIDENTIAL

RESIDENTIAL/RECREATIONAL  
FACILITY

RESIDENTIAL

STARTING POINT FOR BEAUMONT HAMEL WAY  
EXTENSION TO DANNY DRIVE

GLENCE DRIVE

City of  
Mount Pearl

PITTS MEMORIAL HIGHWAY

SAGONA AVENUE

BEAUMONT HAMEL WAY

DANNY DRIVE

TRINITY LAKE

SALWAY BOULEVARD

CLIFFEN WOODS

BOULEVARD

RUTH A



LOCATION PLAN

Date: 17 JANUARY 2019  
Scale: 1 : 3000

DSK-117A

**From:** Kelly Maguire  
**Sent:** Tuesday, June 11, 2019 12:40 PM  
**To:** Roop, Jeremy (PC);, "James Cadigan (media@rnc.gov.nl.ca  
**Subject:** RE: Signal Hill Neighbourhood Meeting

Hi All,

Yes, I still have this in the calendar.

I have to check with Council and staff as there was a request from Signal Hill neighborhood to meet. I would like to know the outcome of that meeting before we get together. I will be in touch to confirm by end of week.

Kelly

---

**From:** Roop, Jeremy (PC) <jeremy.roop@canada.ca>  
**Sent:** Friday, June 7, 2019 2:44 PM  
**To:** Kelly Maguire <kmaguire@stjohns.ca>; , "James Cadigan (media@rnc.gov.nl.ca <media@rnc.gov.nl.ca>  
**Subject:** FW: Signal Hill Neighbourhood Meeting

Hi Kelly and James,

I hope this Friday finds you both well. Ray forwarded me the email below...I can attend this meeting but wanted to confirm the date and time...is it still June 17 at 11AM?

Thanks,  
Jeremy

Jeremy Roop, MMSt  
External Relations Manager | Gestionnaire, relations externes  
Newfoundland East Field Unit | Unité de gestion de l'est de Terre-Neuve  
Parks Canada Agency | Agence Parcs Canada  
P.O. Box 1268 | C.P. 1268  
St. John's, NL A1C 5M9 | St. John's (T-N-L) A1C 5M9  
Telephone / Téléphone 709-772-5800  
Facsimile / Télécopieur 709-772-6388  
[jeremy.roop@canada.ca](mailto:jeremy.roop@canada.ca)  
Government of Canada | Gouvernement du Canada

Parcs Canada - 450 000 km2 de souvenirs / Parks Canada - 450 000 km2 of memories

----- Original message -----

**From:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
**Date:** 2019-05-29 1:14 PM (GMT-03:30)  
**To:** "Kenny, Ray (PC)" <[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca)>, "James Cadigan ([media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca))" <[media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca)>  
**Cc:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Subject:** RE: Signal Hill Neighbourhood Meeting

Hi James & Ray-

The city has been approached by the Signal Hill Neighbourhood Association. They are requesting a meeting with city council members and staff. I expect the meeting will take place during early to mid June.

Below is an email they wrote outlining their concerns. Attached is an action plan I put forward (to RNC and Parks Canada) during September 2018 but did not have a chance to get the campaign off the ground before winter.

I would like to schedule a quick meeting or conference call to discuss.  
I suggest **Monday June 17 at 11 am.**

Please advise if you are available. I am also copying the city's transportation engineer Garrett Donaher.

Thanks,  
Kelly


## **Subject: Request for meeting: Signal Hill Neighbourhood Association**

The Signal Hill Neighbourhood Association met last week to discuss the ongoing excessive vehicle noise and speeding in the area - as well as issues associated with general pedestrian and resident safety and enjoyment of the Signal Hill Road-Quidi-Vidi Road- Battery Road-Duckworth Street East area.

We are writing to request a meeting next week - week of June 3 - to again discuss measures that can be taken to mitigate and alleviate the ongoing and increasing vehicle noise and speeding in the area. We have some ideas/measures we'd like to present and discuss with the City.

We are hopeful that further engagement with the City to work on this issue will help address this growing problem - which is seriously impacting the quality of life of residents and visitors and tourists who frequent the area.

Regards,

  
Signal Hill Neighbourhood Association

**From:** [ray.kenny@pc.gc.ca](mailto:ray.kenny@pc.gc.ca) <[ray.kenny@pc.gc.ca](mailto:ray.kenny@pc.gc.ca)>  
**Sent:** Thursday, September 13, 2018 3:22 PM  
**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
**Subject:** RE: Signal Hill Neighbourhood Meeting

Looks good to me Kelly - I have forwarded to other internal staff to review as well. I'll let you know what comes back.

Thanks

Ray

Ray Kenny

Public Relations & Communications Officer, Newfoundland East Field Unit  
Parcs Canada / Government of Canada  
John Cabot Building, 5th floor, 10 Barter's Hill, St. John's NL A1C 5M9  
[ray.kenny@pc.gc.ca](mailto:ray.kenny@pc.gc.ca) / Tel: 709-772-2587 / Cel: 709-764-4158

Agent des relations publique et communications, Unité de gestion l'est de Terre-Neuve  
Parcs Canada / Gouvernement du Canada  
Immeuble John Cabot, 5e étage, 10 Barter's Hill, St. John's (T.N.L.) A1C 5M9  
[ray.kenny@pc.gc.ca](mailto:ray.kenny@pc.gc.ca) / Tél. : 709-772-2587 / Tél. cell. : 709-764-4158

Parcs Canada - 450 000 km of memories / Parcs Canada - 450 000 km de souvenirs

From: Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
To: "Geoff Higdon ([media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca))" <[media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca)>, "[ray.kenny@pc.gc.ca](mailto:ray.kenny@pc.gc.ca)" <[ray.kenny@pc.gc.ca](mailto:ray.kenny@pc.gc.ca)>, Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
Date: 13/09/2018 11:55 AM  
Subject: RE: Signal Hill Neighbourhood Meeting

---

Hi Geoff, Ray and Garrett,

I apologize for the delay, we were really busy there for a few weeks with the water supply situation. Ready to re-group on signal hill.

I met with Ray Kenney from Parks and he expressed concern with the media release. Their goal is to attract more visitors to Signal Hill and the release did not line up with that mandate.

INSTEAD – we propose a soft approach, using social media to encourage people to be mindful, respectful and safe. We expanded this message to include more than SH, as we know Quidi Vidi Village and other areas are also seeing this increase in traffic and safety concerns.

Please look over the attached Action Plan. Think about what photos we need to accompany the messages, and we can start posting as early as next week.

Thanks!  
Kelly

**From:** Kelly Maguire  
**Sent:** Thursday, August 16, 2018 2:36 PM  
**To:** 'lauren.saunders@pc.gc.ca' <[lauren.saunders@pc.gc.ca](mailto:lauren.saunders@pc.gc.ca)>; Geoff Higdon ([media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca)) <[media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca)>  
**Cc:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>; 'MelonyONeill@gov.nl.ca' <[MelonyONeill@gov.nl.ca](mailto:MelonyONeill@gov.nl.ca)>; Scott Courage <[scourage@stjohns.ca](mailto:scourage@stjohns.ca)>; [glenn.keough@pc.gc.ca](mailto:glenn.keough@pc.gc.ca); [ray.kenny@pc.gc.ca](mailto:ray.kenny@pc.gc.ca)  
**Subject:** RE: Signal Hill Neighbourhood Meeting

First draft of the media release is attached.  
Please send feedback and quotes.

Thanks,  
Kelly

**From:** [lauren.saunders@pc.gc.ca](mailto:lauren.saunders@pc.gc.ca) <[lauren.saunders@pc.gc.ca](mailto:lauren.saunders@pc.gc.ca)>  
**Sent:** Thursday, August 16, 2018 10:52 AM  
**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
**Cc:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>; 'MelonyONeill@gov.nl.ca' <[MelonyONeill@gov.nl.ca](mailto:MelonyONeill@gov.nl.ca)>; Scott Courage <[scourage@stjohns.ca](mailto:scourage@stjohns.ca)>; [jeanette.cowen@pc.gc.ca](mailto:jeanette.cowen@pc.gc.ca); [glenn.keough@pc.gc.ca](mailto:glenn.keough@pc.gc.ca); [ray.kenny@pc.gc.ca](mailto:ray.kenny@pc.gc.ca)  
**Subject:** RE: Signal Hill Neighbourhood Meeting

Hi Kelly,

Thanks for keeping things moving. Will follow up re. Signal Hill stats.

Many thanks  
Lauren

Lauren Saunders, M.B.A.  
A/ External Relations Manager, Newfoundland East Field Unit  
Parks Canada / Government of Canada  
PO Box 1268, St. John's, NL, A1C 5M9  
[lauren.saunders@pc.gc.ca](mailto:lauren.saunders@pc.gc.ca) / Tel: 709 772-3266 Cell: 709 351-1496

Gestionnaire des relations externes par interim, Unité de gestion de l'est de Terre-Neuve  
Parcs Canada, Gouvernement du Canada  
C.P. 1268, St. John's, TNL, A1C 5M9  
[lauren.saunders@pc.gc.ca](mailto:lauren.saunders@pc.gc.ca) / Tel: 709 772-3266 Cel: 709 351-1496

Parks Canada - 450 000 km<sup>2</sup> of memories | Parcs Canada - 450 000 km<sup>2</sup> de souvenirs

From: Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
To: Media <[Media@rnc.gov.nl.ca](mailto:Media@rnc.gov.nl.ca)>, Scott Courage <[scourage@stjohns.ca](mailto:scourage@stjohns.ca)>, "lauren.saunders@pc.gc.ca" <[lauren.saunders@pc.gc.ca](mailto:lauren.saunders@pc.gc.ca)>, "Jeanette.cowen@pc.gc.ca" <[Jeanette.cowen@pc.gc.ca](mailto:Jeanette.cowen@pc.gc.ca)>, Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>, "MelonyONeill@gov.nl.ca" <[MelonyONeill@gov.nl.ca](mailto:MelonyONeill@gov.nl.ca)>  
Date: 15/08/2018 11:40 AM  
Subject: RE: Signal Hill Neighbourhood Meeting

---

Hi All,

I am going to circulate a draft media release this week. Requesting a quote from Parks and RNC. Also, if you have any stats regarding number of visitors to signal hill, or any other info that will support the message please share with the group.

Thanks,  
Kelly

**From:** Media <[Media@rnc.gov.nl.ca](mailto:Media@rnc.gov.nl.ca)>  
**Sent:** Monday, August 6, 2018 3:11 PM  
**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>; Scott Courage <[scourage@stjohns.ca](mailto:scourage@stjohns.ca)>; 'lauren.saunders@pc.gc.ca' <[lauren.saunders@pc.gc.ca](mailto:lauren.saunders@pc.gc.ca)>; 'Jeanette.cowen@pc.gc.ca' <[Jeanette.cowen@pc.gc.ca](mailto:Jeanette.cowen@pc.gc.ca)>; Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>; 'MelonyONeill@gov.nl.ca' <[MelonyONeill@gov.nl.ca](mailto:MelonyONeill@gov.nl.ca)>  
**Subject:** RE: Signal Hill Neighbourhood Meeting

Hi Kelly,

Thank you for sending out these notes – my apologies for my absence from the meeting as something came up last minute that I couldn't leave. I think some sort of public awareness campaign would be appropriate but I think it should be more informational and focus on working together with the community to work on solutions to noise complaints in that area. Enforcement will continue by both our Traffic Services and by HEOs with MRD but will center solely on modified equipment. In the past, the problem seems to have gotten worse when efforts MC drivers were told to not go up there due to noise.

Cst. Geoffrey G. Higdon #819  
Media Relations / Social Media Officer  
Royal Newfoundland Constabulary  
1 Fort Townshend, St. John's, NL, A1C-2G2  
Twitter: @RNC\_PoliceNL  
Facebook: RoyalNewfoundlandConstabulary  
709-729-8658

**From:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
**Sent:** Monday, August 06, 2018 2:25 PM  
**To:** Scott Courage <[scourage@stjohns.ca](mailto:scourage@stjohns.ca)>; [lauren.saunders@pc.gc.ca](mailto:lauren.saunders@pc.gc.ca); Media <[Media@rnc.gov.nl.ca](mailto:Media@rnc.gov.nl.ca)>; [Jeanette.cowen@pc.gc.ca](mailto:Jeanette.cowen@pc.gc.ca); Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Subject:** Signal Hill Neighbourhood Meeting

Hi All,

Following up on our meeting last week here are a few notes.

Issue– Loud vehicle noise in the neighbourhood of Signal Hill Road. Residents, tourists and visitors need to be aware that while they visit the

National Historic Site, they are passing through a neighborhood where people live.

Notes from Meeting:

- A social media campaign targeting tourists and visitors
- Partnership between City, RNC, Parks Canada and the residents
- Use soft, general language so as not to provoke any specific groups (i.e. motorcycle groups)
- Joint media release, back it up with some statistics about the large increase in number of visitors to the area
- Social media image to share (see draft attached)

Key Messages to consider:

- Signal Hill is a National Historic site with x number of visitors per week/month/year
- Please be mindful and respectful when you are in the neighbourhood
- Please enjoy the area with respect for residents, children and seniors that live here

Next steps – finalize an image a draft a media release by Friday.

Any feedback to add to the notes?

Kelly

*Kelly Maguire*

Communications & Public Relations Officer

City of St. John's

709-576-8491

[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)

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**From:** Bill MacDonald  
**Sent:** Wednesday, June 12, 2019 4:32 PM  
**To:** Karen Didham  
**Subject:** RE: Torbay Rd @ Highland dr - traffic signals flashing red

Thanks Karen,

No expecting traffic direction, its just that when the RNC are around, people seem to be much more courteous and civilized.

Thanks  
Bill

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Wednesday, June 12, 2019 4:28 PM  
**To:** Bill MacDonald <bmacdonald@stjohns.ca>  
**Subject:** Re: Torbay Rd @ Highland dr - traffic signals flashing red

Hi,

To be honest I find less collisions when it's s 4 way stop, but if course I just cursed myself!

I'll see what I can do.

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Bill MacDonald  
**Sent:** Wednesday, June 12, 2019 3:41 PM  
**To:** Karen Didham  
**Subject:** Torbay Rd @ Highland dr - traffic signals flashing red

Good day Karen,

We have a bit of a situation where the traffic signals are currently in flash and it has come to the point where we have to replace the traffic controller. WE have crews working on a replacement in our shop as I type. If possible some presence of your crews in the area would be great to ensure that drivers are being courteous and treating as 4 way stop and yielding to pedestrians.

I also understand if there are no resources in the area, c'est la vie...

Best Regards,

Bill MacDonald  
Supervisor - Traffic Signals  
Planning, Engineering & Regulatory Services  
City of St.John's  
(709) 576-6125 Phone  
(709) 576-8305 Fax

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**From:** Bill MacDonald  
**Sent:** Wednesday, June 12, 2019 4:33 PM  
**To:** Karen Didham  
**Subject:** RE: Torbay Rd @ Highland dr - traffic signals flashing red

Great thanks

Bill

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Wednesday, June 12, 2019 4:32 PM  
**To:** Bill MacDonald <bmacdonald@stjohns.ca>  
**Subject:** Re: Torbay Rd @ Highland dr - traffic signals flashing red

I've notified our communication center to have someone go and assess as needed.

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Karen Didham  
**Sent:** Wednesday, June 12, 2019 4:28 PM  
**To:** Bill MacDonald  
**Subject:** Re: Torbay Rd @ Highland dr - traffic signals flashing red

Hi,

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I'll see what I can do.

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---

**From:** Bill MacDonald  
**Sent:** Wednesday, June 12, 2019 3:41 PM  
**To:** Karen Didham  
**Subject:** Torbay Rd @ Highland dr - traffic signals flashing red

Good day Karen,

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I also understand if there are no resources in the area, c'est la vie...

Best Regards,

Bill MacDonald  
Supervisor - Traffic Signals  
Planning, Engineering & Regulatory Services  
City of St. John's  
(709) 576-6125 Phone  
(709) 576-8305 Fax

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**From:** Scott Winsor  
**Sent:** Friday, June 14, 2019 9:15 AM  
**To:** Karen Didham;Legislative Services Meetings; [REDACTED] Debbie Hanlon;Maggie Burton;Garrett Donaher;Hope Jamieson;Jason Sinyard;Paul Didham  
**Subject:** RE: Signal Hill Neighborhood Association.

Hi Karen,

Will you be sending along a replacement to participate in todays meeting at 2:00pm? Policing issues related to speeding and vehicle noise will be discussed. Please advise.

Thanks,

Scott Winsor, P.Eng.  
Director of Engineering  
Planning, Engineering & Regulatory Services  
City of St. John's

(Tel. ) 709-576-8258  
(Fax) 709-576-8625  
(Email) [swinsor@stjohns.ca](mailto:swinsor@stjohns.ca)

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---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Thursday, June 13, 2019 10:15 AM  
**To:** Legislative Services Meetings <legislativemeetings@stjohns.ca>; [REDACTED] Debbie Hanlon <dhanlon@stjohns.ca>; Maggie Burton <mburton@stjohns.ca>; Garrett Donaher <gdonaher@stjohns.ca>; Hope Jamieson <hjamieson@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>; Scott Winsor <swinsor@stjohns.ca>; Paul Didham <pdidham@rnc.gov.nl.ca>  
**Subject:** RE: Signal Hill Neighborhood Association.

Hi,

Sorry, I have the Law Enforcement Torch Run "running" into the afternoon.

Karen

-----Original Appointment-----

**From:** Paul Didham **On Behalf Of** Legislative Services Meetings  
**Sent:** Thursday, June 13, 2019 9:21 AM  
**To:** Karen Didham  
**Subject:** FW: Signal Hill Neighborhood Association.  
**When:** Friday, June 14, 2019 2:00 PM-2:30 PM (UTC-03:30) Newfoundland.  
**Where:** Carnell Room-Planning Board Room

-----Original Appointment-----

**From:** Legislative Services Meetings [<mailto:legislativemeetings@stjohns.ca>]

**Sent:** Thursday, June 13, 2019 9:20 AM

**To:** Legislative Services Meetings; [REDACTED] Debbie Hanlon; Maggie Burton; Garrett Donaher; Hope Jamieson; Jason Sinyard; Scott Winsor; Paul Didham

**Subject:** Signal Hill Neighborhood Association.

**When:** Friday, June 14, 2019 2:00 PM-2:30 PM (UTC-03:30) Newfoundland.

**Where:** Carnell Room-Planning Board Room

Replaces previous invitation.

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**From:** Kelly Maguire  
**Sent:** Monday, June 17, 2019 1:28 PM  
**To:** James Cadigan (media@rnc.gov.nl.ca)  
**Cc:** Kenny, Ray (PC)  
**Subject:** RE: Summary of Discussion and Actions: Signal Hill Neighbourhood Association Meeting

Monday July 8<sup>th</sup> is a Council meeting date – so let's aim for the to launch our Respectful Driving/Visiting Campaign. Council meeting starts at 4:30 pm and we will hope to launch this off the top.

---

**From:** Kelly Maguire  
**Sent:** Monday, June 17, 2019 1:19 PM  
**To:** James Cadigan (media@rnc.gov.nl.ca) <media@rnc.gov.nl.ca>  
**Cc:** Kenny, Ray (PC) <ray.kenny@canada.ca>  
**Subject:** FW: Summary of Discussion and Actions: Signal Hill Neighbourhood Association Meeting

Hi James,  
Please see below.  
Kelly

---

**From:** Kenny, Ray (PC) <[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca)>  
**Sent:** Monday, June 17, 2019 12:33 PM  
**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
**Subject:** FW: Summary of Discussion and Actions: Signal Hill Neighbourhood Association Meeting

FYI – see attached. Thanks for the meeting this morning. Can you forward to James as well and cc me – I don't have his email contact info.

Ray

Ray Kenny

Public Relations & Communications Officer, Newfoundland East Field Unit  
Parks Canada / Government of Canada  
John Cabot Building, 5th floor, 10 Barter's Hill, St. John's NL A1C 5M9  
[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca) / Tel: 709-772-2587 / Cel: 709-764-4158

Agent des relations publique et communications, Unité de gestion l'est de Terre-Neuve  
Parcs Canada / Gouvernement du Canada  
Immeuble John Cabot, 5e étage, 10 Barter's Hill, St. John's (T.N.L.) A1C 5M9  
[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca) / Tél. : 709-772-2587 / Tél. cell. : 709-764-4158

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---

**From:** Roop, Jeremy (PC)  
**Sent:** June-17-19 11:00 AM  
**To:** Kenny, Ray (PC) <[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca)>  
**Subject:** Fw: Summary of Discussion and Actions: Signal Hill Neighbourhood Association Meeting

Manager, External Relations  
Parks Canada, Newfoundland East  
(709) 772-5800

Gestionnaire, relations externes  
Parcs Canada, l'est de Terre-Neuve  
(709) 772-5800

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** Monday, June 17, 2019 10:52  
**To:** Maggie Burton; Debbie Hanlon; Scott Winsor; Jason Sinyard; Roop, Jeremy (PC); Cromwell, Tom (PC); [abauditz@stjohns.ca](mailto:abauditz@stjohns.ca)  
**Cc:** Sister Patricia March; Michelle Furlong; Diana Daly; Sheila Coleman; Tim Rosenberg; Hope Jamieson; Garrett Donaher  
**Subject:** Summary of Discussion and Actions: Signal Hill Neighbourhood Association Meeting

Thank you for taking the time to meet with representatives of the Signal Hill Neighbourhood Association on Friday, June 14, 2019 to discuss measures that can be taken by the City, Parks Canada, and the RNC (Note: no representative of the RNC was in attendance) to mitigate and/or alleviate the ongoing excessive vehicle noise, and aggressive driving and speeding in the area - as well as issues associated with general pedestrian and resident safety and enjoyment of the Signal Hill Road and surrounding neighbourhood streets.

As promised - here's a brief summary of the items that the City, Parks Canada and our Neighbourhood Association discussed - and the items we agreed to work on. If I have missed anything - or not captured anything correctly - please let me know and I will amend and re-send.

Our Neighbourhood Association would appreciate being re-engaged on items before any changes or decisions are taken. We want to be a partner in the solutions, and to understand why certain measures may or may not be able to be taken.

Please keep in mind that the summer season is upon us - and as residents we have been experiencing the noise and aggressive driving issues now since April. It gets worse as the weather improves and does not abate until October or November. We have been raising these issues and looking for help for several years. We are hopeful that our meeting will produce some immediate measures and that we'll all work together on longer term solutions.

Regards,

[REDACTED]  
Signal Hill Neighbourhood Association

#### **SUMMARY:**

- **City Staff will investigate posting speed limit signs** on Signal Hill Road. Currently there are no speed limit signs from the bottom of Signal Hill Road up to the entrance to Signal Hill National Historic Site. Residents would like to see Signal Hill Road a 30 km speed limit. Other roads in the area may benefit from lower speed limits. City will investigate what's possible.
- **City will conduct a table-top exercise** into the benefits/drawbacks of widening the sidewalks on Signal Hill Road. This was proposed as a way to make the neighbourhood more pedestrian friendly - and less car-centric. There are areas on Signal Hill Road where currently there is no sidewalk - or it is too narrow to accommodate a pedestrian with a stroller - and the walker is forced out into the street with the baby stroller. Any changes to sidewalks - raises the issue of narrowing the street - and possibly taking away existing parking. All of this will need to be looked at. City will re-engage the residents before any actions are taken.
- **City will investigate placement of a crosswalk** on Signal Hill Road. It was pointed out by residents in attendance that there is no cross walk between the bottom of Signal Hill Road and the Geo Center. Getting across the street is difficult for residents in the area and visitors. City staff pointed out that this may or may not be possible - but it will be looked at.
- **City will investigate possible use of a temporary road sign** at bottom of Signal Hill Road - to draw motorists attention

to their speed and fact they are entering a neighbourhood.

- **City will look at “no parking” signage where it is hard to see around cars** (i.e. - when existing Walsh’s Square). Pedestrians and cars existing Walsh’s Square - have to inch out before you can see cars coming up the hill.
- **Parks Canada and RNC are meeting next week ( week of June 17) to develop a public awareness campaign.** Parks Canada advised that no action was taken on a public awareness campaign following the June 2018 joint meeting of RNC, City and Parks Canada. Currently Parks Canada has an MOU in place with the RNC to patrol and ticket the Park. Some discussion was held around making that MOU more robust. Parks Canada also has a Park Warden able to deal with aggressive driving and other violations within the Park. Parks Canada recognized that our Neighbourhood is on the doorstep to the Park and will work with the RNC and the City to help mitigate the issues being experienced as a result of the traffic heading to the National Historic Site.
- **Neighbourhood Association raise the issue of closing the National Historic Site to vehicle traffic after a certain hour.** The neighbourhood experiences nightly disturbances. There are families with children, elderly with health conditions, etc. - all of whom are often awoken from sleep from excessive noise& speeding from vehicles - many of which are motorcycles or modified vehicles - at all hours of the overnight. No action decided.
- **The issue of installing video/traffic cameras in the Signal Hill area was raised.** The Neighbourhood would like to be a pilot project for this initiative. We need to see more RNC patrols and ticketing in the area. In 2018 the RNC advised they would increase patrols in the area. Statistics received from the RNC Crime research division showed no increase in the tickets issued in the Signal Hill Road area in 2018 when compared with 2015-2017. I will forward the data in a separate email.
- **Discussed the general state of parking in the area.** A lot of overflow parking on Signal Hill Road from the HomeTel business. This takes away resident parking. This needs to be looked into. No direct action was decided - but non-resident parking in the area is becoming a problem for the neighbourhood - and further discussion is needed.
- **Discussed the re-design of the 5-way intersection at Signal Hill Raod - Quidi-Vidi Road.** City is proceeding with this plan - and feels it will help with traffic management and safety in the area. Residents raised some concerns about the re-design. Traffic coming down Duckworth Street east still has a run-way up Signal Hill Road. City representative reminded everyone that implementation of changes is longer term project.
- **Discussed more road-markings, larger stop signs speed bumps.** City advised that evidence shows that these types of measures do not necessarily help slow traffic - and may in fact be a further distraction to drivers, or create other issues. The grade son Signal Hill Road are an issue for speed bumps. City did not commit to any actions on road markings or speed bumps either on Signal Hill Road - or leading to the area.
- **Neighbourhood Association agreed to lobby the Provincial Government and the MHAs** for SJE-QV ( along with other MHAs - i.e. Virginia Waters Pleasantville MHA) for action on improving the Highway Traffic Act.
- **Neighbourhood Association agreed to circulate a petition** in the neighbourhood asking for changes to Highway Traffic Act + other measures to help the neighbourhood. A draft of the petition wording will be shared with Councillors for input before it is circulated.
- **Neighbourhood Association advised that it will be continuing to raise the profile** of the issues we are facing. Planning a video, a day of action, etc.
- **Neighbourhood Association asked about the Police and Traffic Committee** - does it meet and should our neighbourhood issues be bought to this forum. Councillor Hanlon advised the Committee does meet - a couple of times a year. No action recorded.

On Jun 4, 2019, at 2:59 PM, Maggie Burton <[mburton@stjohns.ca](mailto:mburton@stjohns.ca)> wrote:

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** Monday, June 3, 2019 7:13 PM  
**To:** Debbie Hanlon; Maggie Burton; Garrett Donaher  
**Cc:** Hope Jamieson; Jason Sinyard; Scott Winsor



**Subject:** Re: Request for meeting: Signal Hill Neighbourhood Association

Debbie - thank you for getting back to us. Given you are not available this week to meet with our neighbourhood association - could we try for next week - week of June 10th perhaps.

And Garrett - would next week be possible for you? Maggie - would you be available and interested in attending? I know Hope is on maternity leave. In her out of office - she suggested to her constituents that we reach out to other Councillors - like you and Debbie on issues.

We are really struggling as a neighbourhood to get some traction on the issues we are facing with the noise and speeding. It would be so helpful to us to keep the dialogue going - so we might find some ideas and even some small measures to help alleviate the constant aggressive driving behaviours in a dense and heavily used neighbourhood.

Please let me know.

I have to coordinate with others in our group to attend - so hearing from you as soon as possible on a likely day/time next week will give me time to speak to members of the group about attending.

Regards,

[REDACTED]  
Signal Hill Neighbourhood Association

On May 30, 2019, at 7:43 AM, Debbie Hanlon <[DHanlon@stjohns.ca](mailto:DHanlon@stjohns.ca)> wrote:

[REDACTED]  
I am out of town until the following week  
Debbie

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** Wednesday, May 29, 2019 9:34:56 AM  
**To:** Garrett Donaher; Debbie Hanlon  
**Cc:** Hope Jamieson; Jason Sinyard; Scott Winsor; Maggie Burton  
**Subject:** Request for meeting: Signal Hill Neighbourhood Association

The Signal Hill Neighbourhood Association met last week to discuss the ongoing excessive vehicle noise and speeding in the area - as well as issues associated with general pedestrian and resident safety and enjoyment of the Signal Hill Road-Quidi-Vidi Road-Battery Road-Duckworth Street East area.

We are writing to request a meeting next week - week of June 3 - to again discuss measures that can be taken to mitigate and alleviate the ongoing and increasing vehicle noise and speeding in the area. We have some ideas/measures we'd like to present and discuss with the City.

We are hopeful that further engagement with the City to work on this issue will help address this growing problem - which is seriously impacting the quality of life of residents and visitors and tourists who frequent the area.

Regards,

[REDACTED]  
Signal Hill Neighbourhood Association

[REDACTED]

On May 21, 2019, at 10:53 AM, Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)> wrote:

Good-day Debbie and [REDACTED]

We're headed out to review traffic control signs and pavement markings to ensure everything is in good order.

In partnership with Parks Canada and RNC, the City has been developing social media messaging that will encourage the public to be mindful and respectful while visiting local parks and tourist destinations. This is still in progress as we try to find something that will both communicate our message and respect the mandate of all three organizations.

-Garrett

---

**From:** Steve Fagan  
**Sent:** Tuesday, June 25, 2019 2:57 PM  
**To:** Karen Didham  
**Subject:** RE: Costco

No planning on it. Lol

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Tuesday, June 25, 2019 2:54 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Re: Costco

Will you be around?

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Karen Didham  
**Sent:** Tuesday, June 25, 2019 2:53 PM  
**To:** Steve Fagan  
**Subject:** Re: Costco

Correct. We'll have someone there in case it gets backed up.

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Tuesday, June 25, 2019 2:17 PM  
**To:** Karen Didham  
**Subject:** RE: Costco

Perfect thanks. So as traffic leaves Costco on they can make the left turn onto Beaumont Hamell?

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>

**Sent:** Tuesday, June 25, 2019 2:02 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Re: Costco

Hi,

We've been asked to act as "information officers" at the roundabouts so when people go around for the 10th time we can assist!

Also at the signed intersections if/as needed.

All Traffic turns right off the parking lots and only one entrance/exit from gas bar.

They have 6 officers for 5 days (paid duty) ; Subject to change of course.

Wish me luck!

Karen  
Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Tuesday, June 25, 2019 1:03 PM  
**To:** Karen Didham  
**Subject:** Costco

Karen could you provide details of the RNC involvement for Costco. I assume you will let traffic takes it normal flow and just have a presence on site.

Please advise.

Thanks

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

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**From:** Kelly Maguire  
**Sent:** Monday, July 8, 2019 9:59 AM  
**To:** James Cadigan (media@rnc.gov.nl.ca)  
**Subject:** Traffic calming  
**Attachments:** Traffic Calming Information 2019.pdf

FYI attached

Kelly Maguire  
Communications & Public Relations Officer  
City of St. John's  
709-576-8491  
[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)

## What is traffic calming?

Traffic calming is the process of changing driver behaviour to improve safety for everyone. In most cases, the goal of traffic calming is to slow drivers down.

## How is it done?

Physical changes to a roadway are made to make the street feel different. Drivers respond to these changes by slowing down or choosing other routes.

## Traffic calming tools

Some tools are more effective than others. Every roadway is unique and not every traffic calming tool is suitable for all situations. Deciding which tool to use requires careful consideration for each location.

Most tools used for traffic calming fall under three main categories: vertical, horizontal, and restrictions.



**VERTICAL:** A “bump” designed to make driving fast uncomfortable.

Common tools include:

- speed humps,
- speed cushions, and
- raised crosswalks.



**HORIZONTAL:** Moving the edge of the driving lane to communicate a slower environment to drivers. Common tools include:

- creating a ‘jog’ in the roadway
- tightening corners at intersections,
- specially designed roundabouts,
- concrete islands, and
- moving the curb toward the center of the road (curb extension).



**RESTRICTIONS:** Banning possible driver movements at intersections or closing a road partially or fully to disrupt driver travel patterns. These restrictions are used to redirect traffic as well as to improve safety on a street.

## How does the City determine where to do traffic calming?

Requests can be submitted to the City and are considered according to the City's Traffic Calming Policy. Key factors are speed, number of vehicles per day, collision history, and pedestrian need.

The City may also employ tools proactively as part of a road construction project or as part of a special initiative.

## What locations do not qualify for traffic calming?

While streets are assessed on a case by case basis, major streets or streets in industrial or commercial uses are not good candidates. Primary emergency response routes or streets that are too steep may also be ineligible.

## Priority Order for Projects

- The City receives on average over 50 requests per year to assess streets for traffic calming.
- The policy sets guidelines that determine what streets qualify for traffic calming.
- After a street or area qualifies for traffic calming, it is addressed in order of priority.
- Since 2016 there have been over 200 streets assessed and approximately 50 streets qualified for traffic calming.
- The City currently dedicates \$50,000 each year to complete traffic calming projects.
- In 2018 the City constructed permanent traffic calming measures on three streets.
- As the city grows and traffic patterns change, the need and priority order for completion of traffic calming projects is adjusted.
- If a street or area does not meet the policy guidelines to warrant traffic calming, there is a two-year waiting period before it can be re-assessed.

## Policy online



The traffic policy is available at **stjohns.ca**:

- ▶ Living in St. Johns
- ▶ Streets Traffic and Parking
- ▶ Traffic calming



## Contact the City

For further information contact:

Transportation Engineering  
Planning, Engineering and Regulatory Services  
P.O. Box 908, St. John's, NL A1C 5M2  
[trafficalming@stjohns.ca](mailto:trafficalming@stjohns.ca)





**From:** Garrett Donaher  
**Sent:** Tuesday, July 9, 2019 10:36 AM  
**To:** Paul Didham  
**Cc:** Bill MacDonald;Steve Fagan;Karen Didham  
**Subject:** RE: Road/Street Art

Thanks Paul, I appreciate the concerns the RNC has on this. The safety of our streets is paramount in all our work so we took a careful look at other projects of this nature and the technical literature available before we gained confidence that this would not have a negative effect on safety.

-Garrett

---

**From:** Paul Didham <pdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, July 9, 2019 10:31  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Cc:** Bill MacDonald <bmacdonald@stjohns.ca>; Steve Fagan <sfagan@stjohns.ca>; Karen Didham <kdidham@rnc.gov.nl.ca>  
**Subject:** Road/Street Art

Hi Garrett,

I spoke with Bill this morning regarding the Road/Street Art (Painting) that was reported in yesterday's NTV News, and he suggested that I send you a message.

Although the RNC has no governance over city streets, I wanted to let you know that we have some concerns over paintings/artwork being placed on roads/streets.

Our concerns are basically that these types of artwork and their particular locations can be distracting to motorists, which could increase the risk to motorists or pedestrians.

Further, I am not sure what type of paint is being used, as some paints can alter the coefficient of friction of the asphalt, which again could affect the safety of motorists and pedestrians.

We certainly appreciate and support "community" improvements, and diversity, but we also want to ensure that public safety isn't being compromised.

I wanted to send this along to you for further consideration.

Thanks

Paul

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**From:** Kelly Maguire  
**Sent:** Tuesday, July 30, 2019 12:33 PM  
**To:** James Cadigan (media@rnc.gov.nl.ca)  
**Subject:** FW: Most dangerous intersections in SJ?

Hi James - Thinking of sending info below to Ryan – any concerns with this?  
Or I can leave it alone all together as I already responded saying that he should check with RNC on the stats.

The RNC publishes a report with top ten intersections for number of collisions. Most recent is here:  
<https://www.rnc.gov.nl.ca/statistical-reports/>

However, this report does not consider the amount of traffic relative to the number of collisions. As such it DOES NOT list 'most dangerous' intersections, just those with the most collisions in one year. This type of listing is not considered to be an appropriate indication of safety.

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**From:** RYAN COOKE <[ryan.cooke@cbc.ca](mailto:ryan.cooke@cbc.ca)>  
**Sent:** Tuesday, July 30, 2019 9:55:26 AM  
**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
**Subject:** Most dangerous intersections in SJ?

Hey Kelly.

A few years ago we did a story in the top 10 dangerous intersections in the city. I'm wondering if we could revisit that today. Is there a more recent list?

--

Ryan Cooke  
CBC Newfoundland and Labrador  
709-699-9677

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**From:** Kenny, Ray (PC) <ray.kenny@canada.ca>  
**Sent:** Wednesday, July 31, 2019 11:22 AM  
**To:** Kelly Maguire; James Cadigan (media@rnc.gov.nl.ca)  
**Subject:** RE: Signal Hill

Looks good Kelly – when you get a chance forward along final version of the NR once [REDACTED] provides quote and also estimated timeline for posting of initial social media content.

Thanks again,

Ray

Ray Kenny

Public Relations & Communications Officer, Newfoundland East Field Unit  
Parks Canada / Government of Canada  
John Cabot Building, 5th floor, 10 Barter's Hill, St. John's NL A1C 5M9  
[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca) / Tel: 709-772-2587 / Cel: 709-764-4158

Agent des relations publique et communications, Unité de gestion l'est de Terre-Neuve  
Parcs Canada / Gouvernement du Canada  
Immeuble John Cabot, 5e étage, 10 Barter's Hill, St. John's (T.N.L.) A1C 5M9  
[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca) / Tél. : 709-772-2587 / Tél. cell. : 709-764-4158

Parks Canada - 450 000 km of memories / Parcs Canada - 450 000 km de souvenirs

---

**From:** Kelly Maguire [mailto:kmaguire@stjohns.ca]  
**Sent:** July-31-19 11:03 AM  
**To:** James Cadigan (media@rnc.gov.nl.ca) <media@rnc.gov.nl.ca>; Kenny, Ray (PC) <ray.kenny@canada.ca>  
**Subject:** FW: Signal Hill

FYI- see attached and email to [REDACTED] below. I've mentioned both RNC and Parks.  
When I hear back from her, I will let you know the next steps.

We may use #drivesafeNL

TY,  
Kelly

---

**From:** Kelly Maguire  
**Sent:** Wednesday, July 31, 2019 10:48 AM  
**To:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>; [REDACTED] <[REDACTED]>  
**Cc:** Susan Bonnell <[sbonnell@stjohns.ca](mailto:sbonnell@stjohns.ca)>  
**Subject:** RE: Signal Hill

Good Morning Debbie and [REDACTED]

Sorry for the confusion- we are not doing videos. We are focused on a social media safety campaign.

I have attached a draft media release that can go out as early as tomorrow or Friday. We have created a social media graphic to share throughout the summer and fall.

Our key message is "treat each neighbourhood like it is your own". The RNC, and Parks Canada will be encouraged to share our

social media messages as well. I know they are keen to support this. I will loop them back in after I hear your thoughts on this, [REDACTED]

In the graphic attached- the white text is a message that can change. The lower message in green stays the same. The one attached says "Obey posted speed limits when travelling through the city".

Here are some ideas we have for the interchangeable white text:

*'Please watch out for pedestrians at crosswalks.'*

*'Please remember the one-meter rule when passing cyclists.'*

*'Children at play. Please drive safe.'*

We are open to your suggestions and welcome a quote in the media release.

When browsing twitter for #drivesafeNL, the NL coalition for injury prevention has used it once in 2018 – I wonder could we get that hashtag to pick up steam again? Just a thought. They will likely support us as well.

[REDACTED] feel free to call me! I recall we met a few years back through East Coast Trail Association.

Thanks,  
Kelly

Kelly Maguire  
Communications & Public Relations Officer  
City of St.John's  
709-576-8491  
[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)

---

**From:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>

**Sent:** Wednesday, July 31, 2019 9:52 AM

**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>; [REDACTED] <[REDACTED]>

**Subject:** Signal Hill

Kelly

I've spoken to [REDACTED], she is aware it is a city wide awareness neighbourhood campaign and is willing to be in the video for her area

Please send [REDACTED] the campaign to date

We would love to see this pushed out on Friday  
Debbie

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# ST. JOHN'S

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## Media Release

Kelly Maguire, Media Relations  
709-576-8491  
[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)

August 1, 2019

### **Respectful Driving in City Neighbourhoods**

With the summer in full swing, children out of school, and increased activity throughout St. John's, the City is reminding motorists to be mindful and respectful when driving, especially through residential neighborhoods.

"This time of year, we see an increase in the number of people on our roads – especially pedestrians and cyclists," said Councillor Debbie Hanlon, lead for Traffic and Parking. "We are reminding the public, and visitors to our city, to please drive respectfully and keep safety top of mind, especially when driving through residential areas."

Many areas of the city experience a significant traffic increase in the summer months. Popular tourist destinations such as Quidi Vidi, The Battery, Signal Hill, and city Parks are all wonderful places to visit, and they are also located in and near neighborhoods where people live, work and play.

"Traffic safety is a concern for many areas in the city, especially areas like Signal Hill Road where hundreds of people commute every day," said Councillor Hanlon. "We are asking drivers to please treat each neighborhood like your own, respect the speed limit and watch out for pedestrians and cyclists."

**Insert Quote from Signal Hill Neighbourhood Association.**

The City will be encouraging respectful driving on social media. Neighbourhood associations and safety related organizations are invited to share similar messages and help promote the importance of safety this summer.



*Obey posted speed limits  
when travelling through the city.*  
**TREAT MY NEIGHBOURHOOD  
LIKE YOUR OWN.**

ST. JOHN'S

**From:** Kelly Maguire  
**Sent:** Wednesday, July 31, 2019 3:30 PM  
**To:** James Cadigan (media@rnc.gov.nl.ca); ray.kenny@pc.gc.ca  
**Subject:** FW: Signal Hill

FYI – Ill let you know when we plan to send the release.

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** Wednesday, July 31, 2019 3:26 PM  
**To:** Kelly Maguire <kmaguire@stjohns.ca>  
**Cc:** Debbie Hanlon <dhanlon@stjohns.ca>; Susan Bonnell <sbonnell@stjohns.ca>  
**Subject:** Re: Signal Hill

Thank you Kelly and Debbie for reaching out for input from me - as a representative of the Signal Hill Neighbourhood Association.

We very much appreciate the efforts to raise awareness around driving issues.

One thing that I think is not touched on enough in your news release nor in the interchangeable white text quotes - is the aggressive driving and noise aspects we are experiencing in our neighbourhood - and the City more generally. I realize the City is trying not to be too heavy-handed - but I do think it merits mention - and perhaps that's where my quote could come in and possibly a few other interchangeable quotes devoted to that aspect of this issue.

“Speeding and aggressive driving contributes to noise levels and otherwise disrupts normally quiet and peaceful neighbourhoods”, says [REDACTED] of the Signal Hill Neighbourhood Association. “All we ask is that drivers respect the fact that they are passing through our neighbourhood on the way to scenic views of the City from Signal Hill National Historic Site”.

Please - slow down - you are passing through a neighbourhood  
You're only passing through - we live here - please drive respectfully

Looking forward to seeing the online campaign begin - and certainly our neighbourhood association is happy to speak to the issues further if media want to engage on this issue.

Regards,

[REDACTED]

On Jul 31, 2019, at 2:35 PM, Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)> wrote:

Hi [REDACTED]

I spoke with Debbie – a video had been discussed for overall traffic calming measures in the city. But we are not planning on doing a video specific to any one neighbourhood.

Sorry for the confusion on that part!

Kelly

---

**From:** Kelly Maguire  
**Sent:** Wednesday, July 31, 2019 10:48 AM  
**To:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>; [REDACTED] <[REDACTED]>

**Cc:** Susan Bonnell <[sbonnell@stjohns.ca](mailto:sbonnell@stjohns.ca)>

**Subject:** RE: Signal Hill

Good Morning Debbie and [REDACTED]

Sorry for the confusion- we are not doing videos. We are focused on a social media safety campaign.

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Our key message is "treat each neighbourhood like it is your own". The RNC, and Parks Canada will be encouraged to share our social media messages as well. I know they are keen to support this.

I will loop them back in after I hear your thoughts on this, [REDACTED]

In the graphic attached- the white text is a message that can change. The lower message in green stays the same. The one attached says "Obey posted speed limits when travelling through the city".

Here are some ideas we have for the interchangeable white text:

*'Please watch out for pedestrians at crosswalks.'*

*'Please remember the one-meter rule when passing cyclists.'*

*'Children at play. Please drive safe.'*

We are open to your suggestions and welcome a quote in the media release.

When browsing twitter for #drivesafeNL, the NL coalition for injury prevention has used it once in 2018 – I wonder could we get that hashtag to pick up steam again? Just a thought. They will likely support us as well.

[REDACTED] feel free to call me! I recall we met a few years back through East Coast Trail Association.

Thanks,  
Kelly

Kelly Maguire  
Communications & Public Relations Officer  
City of St.John's  
709-576-8491  
[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)

---

**From:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>

**Sent:** Wednesday, July 31, 2019 9:52 AM

**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>; [REDACTED] <[REDACTED]>

**Subject:** Signal Hill

Kelly

I've spoken to [REDACTED], she is aware it is a city wide awareness neighbourhood campaign and is willing to be in the video for her area

Please send [REDACTED] the campaign to date



We would love to see this pushed out on Friday  
Debbie

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**From:** Kenny, Ray (PC) <ray.kenny@canada.ca>  
**Sent:** Friday, August 2, 2019 11:18 AM  
**To:** Kelly Maguire; James Cadigan (media@rnc.gov.nl.ca)  
**Cc:** Roop, Jeremy (PC); Parsons, Ashley (PC)  
**Subject:** RE: Signal Hill

Hey Kelly – all looks great. When you get a chance can you send along the social media plan / expected dates for posting as we will share on our platforms as well.

Cheers

Ray

Ray Kenny

Public Relations & Communications Officer, Newfoundland East Field Unit  
Parks Canada / Government of Canada  
John Cabot Building, 5th floor, 10 Barter's Hill, St. John's NL A1C 5M9  
[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca) / Tel: 709-772-2587 / Cel: 709-764-4158

Agent des relations publique et communications, Unité de gestion l'est de Terre-Neuve  
Parcs Canada / Gouvernement du Canada  
Immeuble John Cabot, 5e étage, 10 Barter's Hill, St. John's (T.N.L.) A1C 5M9  
[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca) / Tél. : 709-772-2587 / Tél. cell. : 709-764-4158

Parks Canada - 450 000 km of memories / Parcs Canada - 450 000 km de souvenirs

---

**From:** Kelly Maguire [mailto:kmaguire@stjohns.ca]  
**Sent:** August-01-19 2:40 PM  
**To:** Kenny, Ray (PC) <ray.kenny@canada.ca>; James Cadigan (media@rnc.gov.nl.ca) <media@rnc.gov.nl.ca>  
**Subject:** RE: Signal Hill

The attached is the latest version of the release. Looks like it will go on Monday.

A few sample social media images are attached FYI only.

I am off until August 12 but I will have access to email. When I see that this is going public, I will shoot you a message. If you need to contact someone at the city, my manager will be here next week – Susan Bonnell 576-3906.

Thanks,  
Kelly

---

**From:** Kenny, Ray (PC) <[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca)>  
**Sent:** Wednesday, July 31, 2019 11:22 AM  
**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>; James Cadigan ([media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca)) <[media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca)>  
**Subject:** RE: Signal Hill

Looks good Kelly – when you get a chance forward along final version of the NR once [REDACTED] provides quote and also estimated timeline for posting of initial social media content.

Thanks again,

Ray

Ray Kenny

Public Relations & Communications Officer, Newfoundland East Field Unit  
Parks Canada / Government of Canada  
John Cabot Building, 5th floor, 10 Barter's Hill, St. John's NL A1C 5M9  
[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca) / Tel: 709-772-2587 / Cel: 709-764-4158

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[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca) / Tél. : 709-772-2587 / Tél. cell. : 709-764-4158

Parks Canada - 450 000 km of memories / Parcs Canada - 450 000 km de souvenirs

---

**From:** Kelly Maguire [<mailto:kmaguire@stjohns.ca>]  
**Sent:** July-31-19 11:03 AM  
**To:** James Cadigan ([media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca)) <[media@rnc.gov.nl.ca](mailto:media@rnc.gov.nl.ca)>; Kenny, Ray (PC) <[ray.kenny@canada.ca](mailto:ray.kenny@canada.ca)>  
**Subject:** FW: Signal Hill

FYI- see attached and email to [REDACTED] below. I've mentioned both RNC and Parks.  
When I hear back from her, I will let you know the next steps.

We may use #drivesafeNL

TY,  
Kelly

---

**From:** Kelly Maguire  
**Sent:** Wednesday, July 31, 2019 10:48 AM  
**To:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>; [REDACTED] <[REDACTED]>  
**Cc:** Susan Bonnell <[sbonnell@stjohns.ca](mailto:sbonnell@stjohns.ca)>  
**Subject:** RE: Signal Hill

Good Morning Debbie and [REDACTED]

Sorry for the confusion- we are not doing videos. We are focused on a social media safety campaign.

I have attached a draft media release that can go out as early as tomorrow or Friday. We have created a social media graphic to share throughout the summer and fall.

Our key message is "treat each neighbourhood like it is your own". The RNC, and Parks Canada will be encouraged to share our social media messages as well. I know they are keen to support this.

I will loop them back in after I hear your thoughts on this, [REDACTED]

In the graphic attached- the white text is a message that can change. The lower message in green stays the same. The one attached says "Obey posted speed limits when travelling through the city".

Here are some ideas we have for the interchangeable white text:

*'Please watch out for pedestrians at crosswalks.'*

*'Please remember the one-meter rule when passing cyclists.'*

*'Children at play. Please drive safe.'*

We are open to your suggestions and welcome a quote in the media release.

When browsing twitter for #drivesafeNL, the NL coalition for injury prevention has used it once in 2018 – I wonder could we get that hashtag to pick up steam again? Just a thought. They will likely support us as well.

██████ feel free to call me! I recall we met a few years back through East Coast Trail Association.

Thanks,  
Kelly

Kelly Maguire  
Communications & Public Relations Officer  
City of St.John's  
709-576-8491  
[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)

---

**From:** Debbie Hanlon <[dhanlon@stjohns.ca](mailto:dhanlon@stjohns.ca)>

**Sent:** Wednesday, July 31, 2019 9:52 AM

**To:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>; ████████ <████████████████████>

**Subject:** Signal Hill

Kelly

I've spoken to ████████, she is aware it is a city wide awareness neighbourhood campaign and is willing to be in the video for her area

Please send ████████ the campaign to date

We would love to see this pushed out on Friday  
Debbie

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# ST. JOHN'S

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## Media Release

August 5, 2019

### **Respectful Driving in City Neighbourhoods**

With the summer in full swing, children out of school, and increased activity throughout St. John's, the City is reminding motorists to be mindful and respectful when driving, especially through residential neighborhoods.

"This time of year, we see an increase in the number of people on our roads – especially pedestrians and cyclists," said Councillor Debbie Hanlon, lead for Traffic and Parking. "We are reminding the public, and visitors to our city, to please drive respectfully and keep safety top of mind, especially when driving through residential areas."

Many areas of the city experience a significant traffic increase in the summer months. Popular tourist destinations such as Quidi Vidi, The Battery, Signal Hill, and city Parks are all wonderful places to visit, and they are also located in and near neighborhoods where people live, work and play.

"Traffic safety is a concern for many areas in the city, especially areas like Signal Hill Road where hundreds of people commute every day," said Councillor Hanlon. "We are asking drivers to please treat each neighborhood like your own, respect the speed limit and watch out for pedestrians and cyclists."

"Speeding and aggressive driving contributes to noise levels and otherwise disrupts normally quiet and peaceful neighbourhoods", says [REDACTED] of the Signal Hill Neighbourhood Association. "All we ask is that drivers respect the fact that they are passing through our neighbourhood on the way to scenic views of the City from Signal Hill National Historic Site".

The City will be encouraging respectful driving on social media. Neighbourhood associations and safety related organizations are invited to share similar messages and help promote the importance of safety this summer.

#### **Media Contacts:**

Kelly Maguire  
City of St. John's  
Media Relations  
709-576-8491  
[kmaquire@stjohns.ca](mailto:kmaquire@stjohns.ca)

[REDACTED]  
Signal Hill Neighbourhood Association  
709-771-2083  
[signalhillassociation@gmail.com](mailto:signalhillassociation@gmail.com)



*Children at play,  
please drive safe.*  
**TREAT MY NEIGHBORHOOD  
LIKE YOUR OWN.**

ST. JOHN'S



*Watch out for  
pedestrians at crosswalks.*  
**TREAT MY NEIGHBORHOOD  
LIKE YOUR OWN.**

ST. JOHN'S



ST. JOHN'S



**From:** Jennifer Langmead  
**Sent:** Tuesday, August 13, 2019 2:20 PM  
**To:** Karen Didham  
**Subject:** Re: Mary Brown's



---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, August 13, 2019 2:04 PM  
**To:** Special Events <specialevents@stjohns.ca>  
**Subject:** RE: Mary Brown's

Thanks, I'll get out my needles. Didn't know how valuable knitting was when my grandmother taught me!

---

**From:** Special Events [mailto:specialevents@stjohns.ca]  
**Sent:** Tuesday, August 13, 2019 1:46 PM  
**To:** Karen Didham  
**Cc:** 'gene@rooftopagency.com'  
**Subject:** Re: Mary Brown's

It's been sent to a Council E-Poll  
As soon as I have an answer, I will advise.

Get [Outlook for iOS](#)

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, August 13, 2019 1:25:52 PM  
**To:** Special Events <specialevents@stjohns.ca>  
**Cc:** 'gene@rooftopagency.com' <gene@rooftopagency.com>  
**Subject:** RE: Mary Brown's

Hi,

If the city has approved the road closure, I will provide the two officers as a paid duty. I have had two phone conversations with Gene and they are prepared to pay for the officers.

Just need confirmation from you so I can arrange the shifts.

Thanks,  
Karen

---

**From:** Karen Didham  
**Sent:** Monday, July 29, 2019 10:19 AM  
**To:** Special Events  
**Subject:** Re: Mary Brown's

Cheers,  
Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Special Events  
**Sent:** Monday, July 29, 2019 10:18 AM  
**To:** Karen Didham  
**Subject:** RE: Mary Brown's

Sounds good.

The application for the event has not yet been received. Once I have on hand, I will relay.  
The other option to hire a traffic control company, which I can try to push given the availability of your officers.

Will follow up as soon as I have more detail.

Thanks

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Monday, July 29, 2019 10:12 AM  
**To:** Special Events <specialevents@stjohns.ca>  
**Subject:** Re: Mary Brown's

OK, I would have to bring people back on overtime for this long as I have members on Annual Leave.

Hence, it would have to be a paid duty.

The cost is \$100 per hour per officer and \$25 per police unit. However, the problem is that I have to adhere to the collective agreement and pay the officers a minimum of 3 hours which raises the cost for them.

If it was a fund raiser or charity it would be different and we could absorb some of the costs associated.

Please let me know asap. It is difficult to get officers I'm the middle of the day for a short time.

Thanks,  
Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Special Events  
**Sent:** Monday, July 29, 2019 9:43 AM  
**To:** Karen Didham  
**Subject:** RE: Mary Brown's

Unsure at the moment, however the organizer felt it may be approximately 2 hours.

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Monday, July 29, 2019 6:54 AM  
**To:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Subject:** Re: Mary Brown's

Good Morning,

How long is the event to last?

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Special Events  
**Sent:** Friday, July 26, 2019 2:00 PM  
**To:** Karen Didham  
**Subject:** Mary Brown's

Hey Karen,

I was just in a meeting with a gentleman who is organizing the reveal of a (yet to be completed) building mural on the new Mary Brown's downtown.

We discussed the road closure, and Stephen has yet to determine if this can occur via volunteer or if a traffic control company is required. The organizer is wondering if this is something the RNC could handle.

Anticipated date for the event is August 17.

Time not yet determined, however late morning/early afternoon.

Once the details are finalized and application submitted, I will be sure to pass along.

As a business, would this come at a cost or would they fall under the 'one officer free'?  
If they do not qualify for the one officer free, would there be a minimum charge out?



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and/or confidential information. Any distribution, use or copying by any means of this information is strictly prohibited. If you received this email in error, please delete it immediately and notify the sender.”

**From:** Steve Fagan  
**Sent:** Thursday, September 19, 2019 1:52 PM  
**To:** Karen Didham  
**Subject:** Shea Heights - Whitty Place

Karen I have a staff member doing a crosswalk study near Whitty Place of Blackhead Road in Shea Heights. Usually I don't hear complaints from my guys regarding speeding but he did indicated that the speeds in the area seem excessive. He said on a few occasions drivers were travelling at high rates of speed on being over the center line.

This may already be on your radar. I just wanted to pass it along.



Thanks

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305

**From:** Steve Fagan  
**Sent:** Monday, September 23, 2019 3:16 PM  
**To:** Karen Didham  
**Subject:** Race regulations  
**Attachments:** Road Race Requirements 2016.docx

Karen please see the attached regulations that we developed a number of years ago. We may need to reevaluate our regulations.

Thanks

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

The Organizer is responsible to ensure the event is run in as safe a manner as possible and that inconvenience to residents and motorists is minimized.

Access must be maintained at all times for emergency vehicles and local residents unless permission is obtained otherwise.

The Organizer is responsible to ensure that the runners do not obstruct traffic. A 3.5 m unobstructed travel lane for traffic must be maintained at all times on roads that are not closed for the event. If the Organizer cannot maintain a 3.5 m driving lane they will have to submit a request for a road closure. This should be done with traffic cones.

Organizer is responsible for the implementation and cost for traffic control for the event, including approved lane and road closures. All traffic control, including any warning signage for drivers posted during or before the event, must comply with Division 7 of the City's Specification Manual, which is available on the City's website at <http://www.stjohns.ca/publications/construction-specifications-book>. Then search for Specifications for Temporary Signs & Devices. Traffic control plans must be submitted a minimum of four weeks prior to the event for approval. If further information is required please contact the Traffic Division at 576-8978 or email [sfagan@stjohns.ca](mailto:sfagan@stjohns.ca).

Participants must obey the rules of the road except where the road is closed or where traffic is controlled by the RNC or a race marshall following an approved traffic control plan.

On those parts of the event route where the roads are not closed the Organizer is responsible to ensure that participants and spectators do not obstruct or impede the flow of traffic or stand in the roadway. A 3.5 m traffic lane must be maintained at all times.

If parking restrictions are required the organizer will have to submit the request with their traffic control plan. Organizers should note that Council approval may be required for parking restrictions. Downtown St. John's approval will be required for parking restrictions in the downtown. The Organizer will be responsible for the cost of any temporary parking restriction signage or meter bagging.

The Organizer is responsible to ensure that adequate parking is available for the event. Parking should be identified on the traffic control plan.

Any barricades placed in the roadway must be manned at all times by a trained race marshal.

Race marshalls may "hold" or stop traffic from entering a leg at a signalized intersection, but they MAY NOT direct traffic.

All race marshalls must be at least 18 years of age, have a driver's licence, and be properly trained in traffic control. Any race marshalls assigned to a traffic signal must be properly qualified flag persons.

All race marshalls and event volunteers stationed in the vicinity of the roadway must wear reflective safety vests.

Access must be maintained for emergency vehicles at all times.

Strollers and pets are not permitted on the route.

Organizer may borrow Do Not Enter and Road Race Ahead Warning signs and barricades from the Depot on Blackmarsh Road. The equipment may be picked up anytime after 4:00 pm the Friday before the event and must be returned immediately after the event. The Organizer will be responsible for the replacement of any lost or damaged equipment. A list of what is required must be submitted at least one week prior to the event.



**From:** Kelly Maguire  
**Sent:** Thursday, October 3, 2019 3:24 PM  
**To:** James Cadigan (media@rnc.gov.nl.ca)  
**Subject:** Noise complaint Q&A

Info we shared with Telegram.  
FYI only

**Basically, I'd like to know, if someone has a noise complaint about a neighbour, what should they do?**

Residents can contact Access St. John's (311) with any municipal question or complaint (including noise). There are several ways to connect with Access (via app, online submission, by calling or visiting front counter): <http://stjohns.ca/contact-us>

Matters which require immediate attention (water and sewer issues ) must be reported by calling Access St. John's at 311 or 754-CITY (2489).

For emergency situations residents should contact RNC or 911.

**Who do they call – before 11 p.m. and after 11 p.m.?**

Access St. John's is available by phone 24/7/365, by calling 311 or 709-754-CITY (2489)

The front counter hours are: M-F 8 am to 4:30pm

**What is the penalty when the city's involved? When does the RNC get notified?**

The noise by-law is available online: <http://www.stjohns.ca/city-hall/about-city-hall/laws-and-regulations>

After a resident calls/contacts the city to file a concern about noise, the details of the complaint and their contact information is then forwarded to City staff in Inspection Services for follow up. Issues are addressed on a case by case basis. Information is received by the Inspections division on the next business day.

The maximum ticket/fine that staff an issue for a noise by-law violation is \$100.

If a by-law violation is referred to legal action a Judge can impose a fine up to \$5000 (Staff indicate this is rare and is usually reserved for serious life safety matters and covers any by-law violation not just noise).

If a resident is threatened, they should contact the police.

**311, when it was implemented and what it's used for?**

Access 311 was first implemented in 2004.

[Access St. John's](#) provides residents, businesses and visitors with access to **non-emergency** City services, programs and information.

Kelly Maguire  
Communications & Public Relations Officer  
City of St. John's  
709-576-8491  
[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)

**From:** Jennifer Langmead  
**Sent:** Tuesday, October 22, 2019 11:14 AM  
**To:** Karen Didham  
**Subject:** RE: Meeting Tomorrow

Ugh!!

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, October 22, 2019 11:09 AM  
**To:** Jennifer Langmead <jlangmead@stjohns.ca>  
**Subject:** RE: Meeting Tomorrow

Thanks, YOU should see our policy ! Brutal.

---

**From:** Jennifer Langmead [<mailto:jlangmead@stjohns.ca>]  
**Sent:** Tuesday, October 22, 2019 10:48 AM  
**To:** Karen Didham  
**Subject:** RE: Meeting Tomorrow

Hi Karen,

Sound good. I will arrange a meeting for January/February to discuss. After that time, hopefully we will have something solidified that we can implement on a go forward basis.

Thanks  
-Jen

Supervisor – Tourism & Events  
City of St. John's  
709-570-2194  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Sent:** Tuesday, October 22, 2019 10:46 AM  
**To:** Jennifer Langmead <[jlangmead@stjohns.ca](mailto:jlangmead@stjohns.ca)>  
**Subject:** Fw: Meeting Tomorrow

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Tuesday, October 22, 2019 10:40 AM  
**To:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Subject:** Meeting Tomorrow

Hi,

I've been completing some research and have engaged the RNC Strategic Planning Section in hopes of modifying how we conduct escorts. I would like to give them an opportunity to revise our policy, before we meet as a committee.

If you have nothing urgent to discuss tomorrow, perhaps I can ask to reschedule until the new year and we can focus on events going forward?

Thoughts?

Sgt Karen Didham  
Traffic Services/ Impaired Driving Coordinator  
Royal Newfoundland Constabulary  
1 Fort Townshend  
St. John's, A1C 2G2  
P. (709) 729-8044

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**From:** Garrett Donaher  
**Sent:** Tuesday, November 19, 2019 4:45 PM  
**To:** Karen Didham  
**Cc:** Anna Snook; Steve Fagan; Marianne Alacoque  
**Subject:** RE: Traffic Tuesdays

Thanks for looking into it Karen.

I agree with you on 125 about not needing to yield to ped still standing on the sidewalk. Not very friendly to pedestrians but that is the way it is written. The part that worried me in that post is about waiting for the ped to complete their crossing before the driver can proceed.

Have a good evening!

-Garrett

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, November 19, 2019 16:40  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Cc:** Anna Snook <abauditz@stjohns.ca>; Steve Fagan <sfagan@stjohns.ca>; Marianne Alacoque <malacoque@stjohns.ca>  
**Subject:** Re: Traffic Tuesdays

Hi,

Thanks,

Although, I disagree with your interpretation of 125. It reads " where a pedestrian is crossing the road within a crosswalk". The context was that as I am standing on the sidewalk the vehicle does not have to stop as I'm not " within a crosswalk". I've lost tickets in court due to this.

I'll double check the other one as I'm sure I had read it somewhere, but quite some time ago.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Garrett Donaher  
**Sent:** Tuesday, November 19, 2019 4:11 PM  
**To:** Karen Didham  
**Cc:** Anna Snook; Steve Fagan; Marianne Alacoque  
**Subject:** Traffic Tuesdays

Good-day Karen,

We're getting a lot of feedback on the new Traffic Tuesdays feature on Twitter. We're concerned that some of the guidance provided by the RNC is not supported by the HTA and could result in confusion rather than improved safety. Perhaps a better way to frame these messages would be as a safe driving practice rather than requirements under the HTA.

For example:

- Requiring a vehicle to wait until a pedestrian has fully crossed at a crosswalk does not appear to be supported by [Section 125](#).
- Prohibiting a turning vehicle from entering an intersection until they are certain they can complete the maneuver appears to contradict [Section 119](#).

Just some food for thought based on what we've heard, I'm by no means a lawyer.

All the best,

-Garrett

---

Garrett Donaher P.Eng.  
Manager, Transportation Engineering  
Planning, Engineering & Regulatory Services  
576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

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**From:** Steve Fagan  
**Sent:** Thursday, November 28, 2019 9:24 AM  
**To:** Karen Didham  
**Subject:** RE: Ped last night

Thanks I assume it was right after the concert?

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Thursday, November 28, 2019 9:16 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Ped last night

FYI

Pedestrian Collision in front of mile one; not on a crosswalk  
No speed involved.

Car in curb lane stopped to allow crossing and they got struck by car in left lane.

Pedestrian Error

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

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**From:** Steve Fagan  
**Sent:** Thursday, November 28, 2019 11:18 AM  
**To:** Karen Didham  
**Cc:** Garrett Donaher  
**Subject:** FW: Crosswalk at Waterford Bridge and Cowan Avenue

Karen was there a Police report filled for the complaint below? The resident indicates that the were struck by a vehicle at this intersection.

Thanks

Stephen Fagan

Supervisor Traffic Analysis  
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---

**From:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Sent:** Thursday, November 28, 2019 9:39 AM  
**To:** Sandy Hickman <[shickman@stjohns.ca](mailto:shickman@stjohns.ca)>; Jamie Korab <[jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)>; Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Cc:** Jason Sinyard <[jsinyard@stjohns.ca](mailto:jsinyard@stjohns.ca)>; Scott Winsor <[swinsor@stjohns.ca](mailto:swinsor@stjohns.ca)>  
**Subject:** RE: Crosswalk at Waterford Bridge and Cowan Avenue

This is a well established hedge that has been there for a long time.

Steve, can you have someone visit the site to see if there are issues with overgrowth?



-Garrett

---

**From:** Sandy Hickman <[shickman@stjohns.ca](mailto:shickman@stjohns.ca)>  
**Sent:** Wednesday, November 27, 2019 18:15  
**To:** Jamie Korab <[jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)>; Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Cc:** Jason Sinyard <[jsinyard@stjohns.ca](mailto:jsinyard@stjohns.ca)>  
**Subject:** Re: Crosswalk at Waterford Bridge and Cowan Avenue

The hedge obviously has to go!

Get [Outlook for iOS](#)

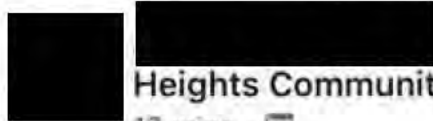
---

**From:** Jamie Korab <[jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)>  
**Sent:** Wednesday, November 27, 2019 6:13:32 PM  
**To:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Cc:** Jason Sinyard <[jsinyard@stjohns.ca](mailto:jsinyard@stjohns.ca)>; Sandy Hickman <[shickman@stjohns.ca](mailto:shickman@stjohns.ca)>  
**Subject:** Re: Crosswalk at Waterford Bridge and Cowan Avenue

Hello again,

I just checked Facebook and seen this post. Someone's dog and stroller were hit at this intersection.





Cowan

Heights Community Group



17 mins ·

A warning to pedestrians and drivers; this evening at just after 4pm on the crosswalk of Cowan avenue and Waterford bridge road, my stroller and dog were struck by a car turning right onto Waterford bridge rd. Luckily I am already wary of crossing the road there and the driver proceeded slowly so nobody was hurt but a HUGE factor in why he didn't see me (other than being an irresponsible driver) is the massive hedge only a few feet from the edge of the sidewalk on that corner. It makes that corner completely blind for drivers and pedestrians. I live on Cowan avenue and this is not the first time I have seen close calls as a driver and walker in this particular area. I'm unsure where to turn next to address this dangerous intersection but I'm assuming **Jamie Korab** can lead me in the right direction.

Like

Comment

1



I have to agree that it is a completely blind corner. I take this road sometimes to get to work and you'd



Write a comment,...



Jamie Korab - Ward 3 Councillor - City of St. John's - 576.8643 - [jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)

**From:** Jamie Korab <[jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)>

**Sent:** Wednesday, November 27, 2019 6:11:58 PM

**To:** Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>

**Cc:** Jason Sinyard <[jsinyard@stjohns.ca](mailto:jsinyard@stjohns.ca)>; Sandy Hickman <[shickman@stjohns.ca](mailto:shickman@stjohns.ca)>

**Subject:** Fwd: Crosswalk at Waterford Bridge and Cowan Avenue

Hello,

Can we look into this area/request?

Jamie

Jamie Korab - Ward 3 Councillor - City of St. John's - 576.8643 - [jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)

---

**From:** [REDACTED]  
**Sent:** Monday, November 25, 2019 1:53 PM  
**To:** Jamie Korab  
**Subject:** Crosswalk at Waterford Bridge and Cowan Avenue

Hi,

As I mentioned in my tweets, my spouse and I are concerned about the safety of pedestrians that use the crosswalk located at Waterford Bridge Road and Cowan Avenue into Bowring Park. We use that particular crosswalk multiple times a day as we walk our dog in the morning, after work, and usually again after supper. We constantly have to 1) wait for speeding cars to blast through the intersection before we can even attempt to cross (the highest number of cars that have gone through without stopping to date is eight) or 2) almost get struck while using the crosswalk. As I mentioned, this is a daily occurrence and the time of year or day does not matter. Summer, evening, winter, morning, it is the same. Drivers do not pay attention to that crosswalk and the people waiting to use it or, for that matter, those who are actually using it. There have been multiple occasions where we've had to jump back (when we've been at least 1/4 to 1/2 way across) or could have reached out and touched a car that decided to go through the crosswalk while we were using it. Now in the winter, both of us have reflective and lightup gear on, our dog has a light up collar and a reflective vest AND we have a flashlight on and we still have daily incidents at that cross walk. I should note that it's from cars going straight and those that turn right onto Cowan from Waterbridge which do not slow down at all when they do so. My favorite is when they blow through the cross walk, see us waving our arms at them and then mouth 'sorry' as they continue to drive through.

It's not just us, it's basically anyone trying to use that crosswalk. And it's not like 1) the crosswalk is new or 2) no one uses it - it's a busy entry into the park.

We'd really appreciate the city looking into this issue before someone actually is injured. It's only been because the people that use that crosswalk are super cautious that someone has not been hurt.

Regards,

[REDACTED]

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**From:** Garrett Donaher  
**Sent:** Wednesday, December 11, 2019 10:48 AM  
**To:** Karen Didham  
**Subject:** Re: Elderly Pedestrian Struck at Crosswalk

Thanks Karen I appreciate the information.

-Garrett

---

**From:** Karen Didham <kdidham@mc.gov.nl.ca>  
**Sent:** Wednesday, December 11, 2019 10:43:39 AM  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** RE: Elderly Pedestrian Struck at Crosswalk

Hi,

Accident Investigation is at the scene. Both the pedestrian and driver were elderly. The pedestrian ( ) has what appears to be non-life threatening.

It was driver ( ) error as ( ) was within the crosswalk, walking towards Holy Heart.

Karen

---

**From:** Garrett Donaher [mailto:gdonaher@stjohns.ca]  
**Sent:** Wednesday, December 11, 2019 10:38 AM  
**To:** Steve Fagan; Karen Didham  
**Subject:** Fwd: Elderly Pedestrian Struck at Crosswalk

Are any details available?

Thanks,

-Garrett

---

**From:** ( )  
**Sent:** Wednesday, December 11, 2019 10:29:32 AM  
**To:** Debbie Hanlon <dhanlon@stjohns.ca>; Garrett Donaher <gdonaher@stjohns.ca>; Sheldon Barry <sheldonbarry@ntes.ca>  
**Subject:** Elderly Pedestrian Struck at Crosswalk

Hello,

Approximately ten minutes ago an ( ) pedestrian was struck at the Holy Heart Theatre crosswalk. Police, Fire and Paramedics have been at the scene after I called 911.

Unfortunately after recent changes to street and crosswalk alignment the problems remain. This is the third person struck at this location in 12 to 18 months.

Kind regards,

( )

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**From:** Steve Fagan  
**Sent:** Tuesday, January 7, 2020 11:27 AM  
**To:** Karen Didham  
**Subject:** FW: Unsafe turn on Forbes Street  
**Attachments:** 20200104\_233709.jpg; 20200104\_235522.jpg; 20200104\_233659.jpg; IMAG0300.jpg; IMAG0298.jpg; IMAG0299.jpg

Hi Karen would you know if there was a Police Report filed on this or even if an officer showed up to the scene. I believe the incident happened on Jan 4<sup>th</sup>.

Thanks

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
www.stjohns.ca

**From:** [REDACTED]  
**Sent:** Sunday, January 5, 2020 10:07 AM  
**To:** Steve Fagan <sfagan@stjohns.ca>; Jamie Korab <jkorab@stjohns.ca>  
**Cc:** Mayor <mayor@stjohns.ca>  
**Subject:** Unsafe turn on Forbes Street

Hello,

I will be following up by phone Monday morning, but wanted to send this now so you have the necessary information.

My name is [REDACTED] and I live at [REDACTED]. At this location there is an extremely sharp turn where Anspach Street meets Forbes that has to be dealt with.

On at least 3 separate occasions vehicles have missed the turn running into either our fence or the front of our house (not to mention the countless near misses). Last night a car lost control and ran through our fence. Luckily nobody was hurt and luckily it wasn't in the daytime when my two small children ([REDACTED]) would be out in the yard playing.

Our nextdoor neighbors have sent an email in the past with no response and this same turn was in the news a few months ago because a dog was hit and killed there (again luckily it wasn't a child or one of the countless pedestrians that walk in that area).

Right now I do not feel safe in my home with that turn as it is....our kids can't play in the yard because we're afraid of them getting hit. Something needs to be done here before somebody is hurt or killed. Attached are pictures of the last two accidents: the first 3 pictures are of last night and the others are the accident before that where the car ended up by our living room window.

If somebody could contact me regarding this it would be appreciated.

Thank you,

[REDACTED]

**From:** Steve Fagan  
**Sent:** Tuesday, January 14, 2020 9:45 AM  
**To:** Karen Didham  
**Subject:** RE: Pedestrian Accident Ropewalk Lane

Thanks

Any idea on what type of clothing was worn, If they were on the Pepsi side there are no sidewalks at that point. Would this be attributed to driver error? There are existing light standards on the utility poles on the west side of Ropewalk Lane.

Thanks



Stephen Fagan

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---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, January 14, 2020 9:26 AM  
**To:** Steve Fagan <sfagan@stjohns.ca>  
**Subject:** RE: Pedestrian Accident Ropewalk Lane

Morning,

Two Pedestrians ( [REDACTED] ) walking North on Ropewalk near Pepsi; back on to traffic. Struck by [REDACTED] driving North in a pick-up truck; Speed not a factor.

They are hospitalized with what is believed to be non-life threatening injuries; both alert and responding to questions.

Karen

---

**From:** Steve Fagan [<mailto:sfagan@stjohns.ca>]  
**Sent:** Tuesday, January 14, 2020 9:10 AM  
**To:** Karen Didham  
**Subject:** Pedestrian Accident Ropewalk Lane

Hi Karen just wondering if you had any details on the pedestrian accident on Ropewalk lane last night.

Thanks

Stephen Fagan

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**From:** Steve Fagan  
**Sent:** Wednesday, January 15, 2020 9:58 AM  
**To:** Special Events;Karen Didham  
**Subject:** RE: Hypo Half Marathon

There will be no closure within the City Limits for this race. If conditions are not satisfactory we reserve the right to cancel the portion within our jurisdiction. The only race that we will permit a closure for is the Tele 10. The organizer may want to revise the route that takes them outside City Limits. This race in its current configuration serves no benefit for the City. It is a Mount Pearl Race for the most part.

Stephen Fagan

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---

**From:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Sent:** Wednesday, January 15, 2020 9:25 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>; Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Cc:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Subject:** Re: Hypo Half Marathon

Good morning,

I had a good question from Tanya on this:

Wondering what will happen if we continue to get excessive amounts of snow that cause already reduced lanes? Will this potentially lead to a road closure?

Thoughts?

Thank you,

Christa

---

**From:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Sent:** Tuesday, January 7, 2020 10:23 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>; Chris Pitcher <[cpitcher@stjohns.ca](mailto:cpitcher@stjohns.ca)>; Elizabeth Clarke <[eclarke@stjohns.ca](mailto:eclarke@stjohns.ca)>; Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>; David Day <[dday@stjohns.ca](mailto:dday@stjohns.ca)>  
**Cc:** Special Events <[specialevents@stjohns.ca](mailto:specialevents@stjohns.ca)>  
**Subject:** Hypo Half Marathon

Please see attached application and route map for the Hypo Half Marathon.

[Q:\SEAC\2020\Hypo Half](#)

Stephen - please advise if route is acceptable, Marshal and Race plan is located in the file

Betty - COI in file

David - Emergency Plan in file

Karen - please see request in the application

Thank you,

Christa

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**From:** Kelly Maguire  
**Sent:** Friday, January 24, 2020 1:37 PM  
**To:** James Cadigan  
**Subject:** Re: RNC Quote

I made some edits to fit with our message once its approved ill send you copy asap

“Our members on patrol and traffic services are reminding motorists to drive to the conditions on the road with the low visibility and impediments due to the large volume of snow,” says RNC Constable James Cadigan. “Our community truly rallied together in the face of adversity, and as we reach the next stage of this process, we are asking for the continued support of the community.”

---

**From:** James Cadigan <JamesCadigan@rnc.gov.nl.ca>  
**Sent:** January 24, 2020 1:24 PM  
**To:** Kelly Maguire <kmaguire@stjohns.ca>  
**Subject:** RNC Quote

“Our community truly rallied together in the face of adversity, and as we reach the next stage of this process, we are asking for the continued support of the community. We want to thank snow removal staff for their tireless efforts, and recognize the amazing work being done throughout the community to assist those in need. Our members on patrol and traffic services are reminding motorists to drive to the conditions on the road with the low visibility and impediments due to the large volume of snow.”

Cst. James C. Cadigan #775  
Media Relations/Communications Officer  
Royal Newfoundland Constabulary  
media@rnc.gov.nl.ca  
(709)729-8658  
(709)728-9577

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**From:** Kelly Maguire  
**Sent:** Friday, January 24, 2020 3:03 PM  
**To:** James Cadigan (media@rnc.gov.nl.ca)  
**Subject:** Fw: For approval  
**Attachments:** DRAFT ONLY- MR\_State of Emergency\_Lifted with Exception of Parking Ban 2020\_01\_24.docx

FYI - we are sending this in the next hour, this is not FINAL.

---

**From:** Susan Bonnell <sbonnell@stjohns.ca>  
**Sent:** January 24, 2020 3:00 PM  
**To:** Kelly Maguire <kmaguire@stjohns.ca>; Shelley Pardy <spardy@stjohns.ca>  
**Subject:** FW: For approval

Susan Bonnell  
Manager, Communications & Office Services  
City of St. John's  
709-576-3906

stjohns.ca

---

**From:** Susan Bonnell  
**Sent:** Friday, January 24, 2020 3:00 PM  
**To:** Kevin Breen <kbreen@stjohns.ca>; Danny Breen <dbreen@stjohns.ca>; Judy Powell <judy.powell@metrobus.com>;  
Lynnann Winsor <lwinsor@stjohns.ca>  
**Subject:** For approval

Susan Bonnell  
Manager, Communications & Office Services  
City of St. John's  
709-576-3906

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# ST. JOHN'S

## Media Release

Kelly Maguire, Media Relations  
709-576-8491  
[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)

January 24, 2020

### State of Emergency Update: Restrictions Lifted, Parking Ban to Remain

Today, Mayor Danny Breen announced that the State of Emergency (SOE) is lifted as of **6 a.m. on Saturday, Jan. 25**. A 24-hour parking ban outside the designated downtown area remains in place.

“On behalf of Council, we thank the public for their cooperation and patience throughout this emergency, and I continue to encourage residents to stay home if you can, and to drive with extreme caution as we transition away from the State of Emergency,” said Mayor Danny Breen. “My biggest concern is for public safety, especially for pedestrians on our roads. Although we have lifted all restrictions outside of the parking ban, many of our residential and collector streets have yet to be widened, and the sidewalks around school zones are still being worked on.”

City officials and members of City Council are in constant communication with community and government partners including the RNC, the provincial government and the Newfoundland and Labrador English School District as streets improve and decisions are made.

“Our members on patrol and traffic services are reminding motorists to drive to the conditions on the road with the low visibility and impediments due to the large volume of snow,” says RNC Constable James Cadigan. “Our community truly rallied together in the face of adversity, and as we reach the next stage of this process, we are asking for the continued support of the community.”

Motorists are asked to reduce speeds significantly, drive according to conditions, watch for pedestrians and plan ahead to allow for extra time to get to your destination.

- **Metrobus and GoBus** will return to operations tomorrow with multiple detours in place; please check the [Metrobus website](#) for route information. Delays are anticipated; customers are encouraged to wait in safe areas near your regular stop and motion to drivers. From now until February 7, rides will be free for all users; we encourage commuters to try the bus and to leave their cars at home during this challenging period.
- **Garbage and Recycling** resumes Monday in Area 1A/B, weather-dependending. Residents may place up to four additional bags outside of their carts this week to compensate for last week.
- **City recreation facilities** will remain closed this weekend with an update on Sunday. All other city offices will open on Monday, Jan 27.

“Thank you to all of our municipal partners, the provincial and federal government as well as the military for their support during this emergency,” Mayor Danny Breen.

**From:** Steve Fagan  
**Sent:** Wednesday, February 5, 2020 8:56 AM  
**To:** Karen Didham  
**Subject:** RE: Ped on Harvey Road

Hopefully they are ok.

Stephen Fagan

Supervisor Traffic Analysis  
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---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Wednesday, February 5, 2020 8:55 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** RE: Ped on Harvey Road

Yes

---

**From:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Sent:** Wednesday, February 5, 2020 8:54 AM  
**To:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Subject:** RE: Ped on Harvey Road

Thanks for the information. An off-duty officer media is reporting?

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
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[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Tuesday, February 4, 2020 8:00 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Ped on Harvey Road

Hi,

FYI..

Pedestrian was walking on Harvey Road crossing the entrance to the RNC ( next to Tims). I'm not sure if they were walking East

or west yet.

Driver traveling East; turning left onto RNC parking lot from Harvey Road.

Driver struck pedestrian at slow rate of speed. No damage to vehicle; pedestrian walked to ambulance; minor injuries.

Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

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**From:** Garrett Donaher  
**Sent:** Monday, February 17, 2020 11:15 AM  
**To:** Karen Didham  
**Subject:** RE: Rawlin's Cross

Thanks again!

-Garrett

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Monday, February 17, 2020 11:14  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** RE: Rawlin's Cross

Sorry, adjacent to the Hungry Heart.

---

**From:** Garrett Donaher [<mailto:gdonaher@stjohns.ca>]  
**Sent:** Monday, February 17, 2020 11:12 AM  
**To:** Karen Didham  
**Subject:** RE: Rawlin's Cross

Thanks Karen! Do you know which crosswalk? Was it the one crossing Monkstown on the north side of Military?

-Garrett

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Monday, February 17, 2020 11:09  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** RE: Rawlin's Cross

Hi,

The collision was at the intersection of Monkstown and Military. The Ped was within the crosswalk when [REDACTED] arm was struck by a truck. Minor injurie.

Hope this helps,

Karen

---

**From:** Garrett Donaher [<mailto:gdonaher@stjohns.ca>]  
**Sent:** Friday, February 14, 2020 4:41 PM  
**To:** Karen Didham  
**Cc:** Anna Snook; Marianne Alacoque  
**Subject:** Rawlin's Cross

Good-day Karen,

Here is some summary info we have produced based on the collision database.

We'd also like to learn the details of a ped collision recorded for 2018/12/17 at 08:50. Collision number J189578



police file number is 2018-73686. Location ID is 7293 which is the intersection of Military and Monkstown. Vehicle was travelling south but I am not sure which crosswalk the pedestrian was in.

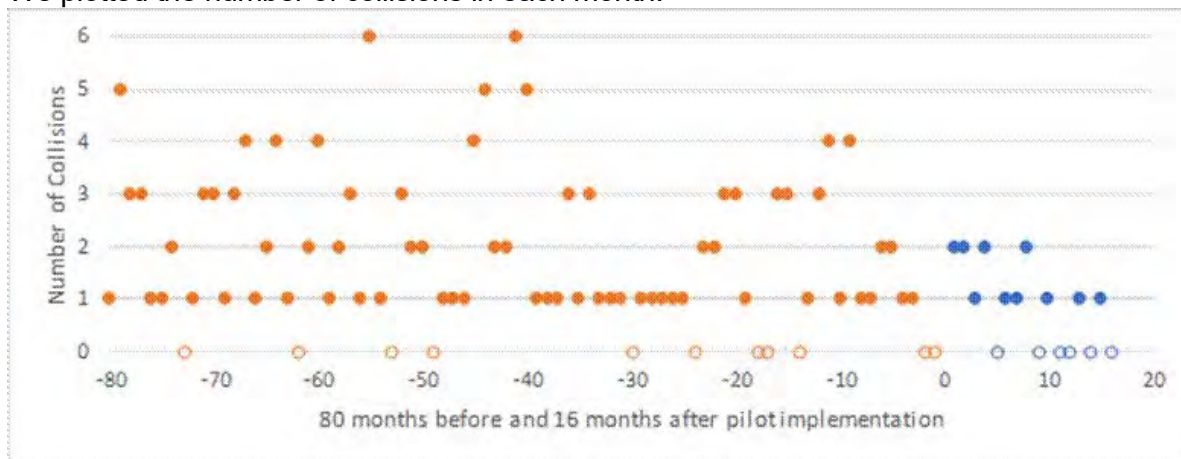
Thanks,

-Garrett

### Rawlin's Cross Collision Summary

We have 80 months of before data (January 2012 to August 2018) and 16 months of after data (September 2018 to December 2019). We have filtered through 35 adjacent segments and intersections that form the intersection of Rawlin's Cross as a whole. We pulled out 149 collisions for the before period and 16 for the after period. There were also a few other collisions within our scan that occurred near Rawlin's Cross but we excluded as not being related to Rawlin's Cross. For example, a vehicle struck a parked car on a nearby segment.

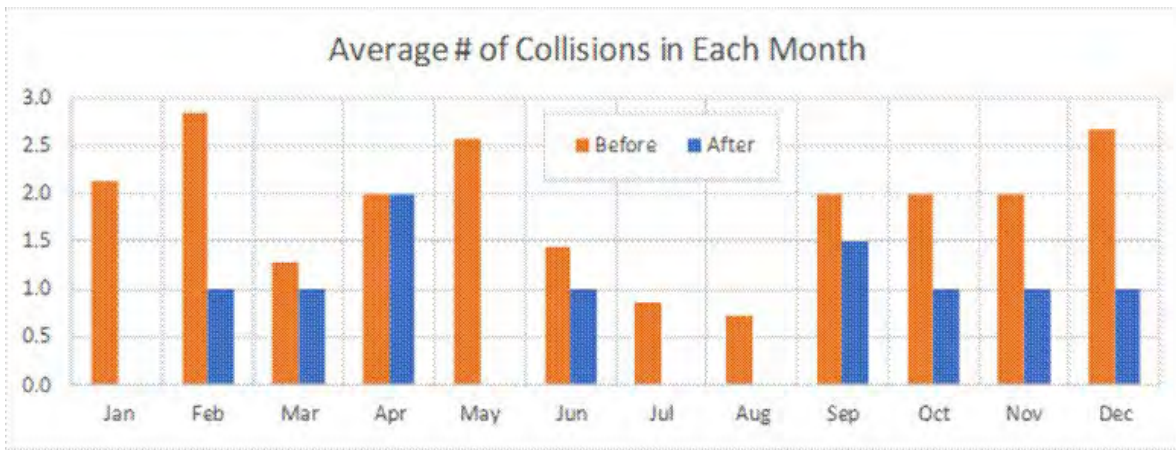
We plotted the number of collisions in each month:



Some rough stats are:

- 149 collisions over 80 'before' months is a rate of 1.8625 collisions per month.
- 14 collisions over 16 'after' months is a rate of 0.875 collisions per month.
- 11 months with zero collisions in the before period is 14% of months are collision free
- 6 months with zero collisions in the after period is 38% of months are collision free
- Apparent trend in the after period points to fewer collisions as people got more familiar with the configuration. Too early to say for sure but promising.

We also plotted the number of collisions occurring in each month. Again this is limited by the number of months of after data but the trend is promising.



Finally a quickish comparison to some peer intersections. Our search for peers was not exhaustive, just a few looked up quickly.

| Intersection             | AM Entering | PM Entering | AADT <sup>†</sup> | # Collisions <sup>‡</sup> | C per 100k <sup>*</sup> |
|--------------------------|-------------|-------------|-------------------|---------------------------|-------------------------|
| Rawling's Cross (Before) | 2,332       | 2,368       | 23,450            | 22                        | 96                      |
| Rawling's Cross (After)  | 2,039       | 2,084       | 20,813            | 11                        | 51                      |
| King's Bridge at Empire  | 2,093       | 2,287       | 21,300            | 12                        | 54                      |
| Thorburn at O'Leary      | 1,828       | 2,264       | 20,366            | 9                         | 42                      |

<sup>†</sup> rough conversion by (AM+PM)\*5

<sup>‡</sup> all data normalized to 1 year

<sup>\*</sup> Collisions per hundred thousand vehicles entering the intersection

---

Garrett Donaher P.Eng.  
 Manager, Transportation Engineering  
 Planning, Engineering & Regulatory Services  
 576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

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**From:** David Day  
**Sent:** Friday, February 21, 2020 9:09 AM  
**To:** Paul Didham  
**Subject:** RE: Motorized Vehicles on Quidi Vidi Lake

See Deer Park is blocked with the crowd up from St. Catherine's for the day!

David Day, B. Comm, CEM CBCP  
Manager, Emergency & Safety Services Division  
St. John's Regional Fire Department  
(709)576-2721

---

**From:** Paul Didham <[pdidham@rnc.gov.nl.ca](mailto:pdidham@rnc.gov.nl.ca)>  
**Sent:** 2020/02/21 08:49  
**To:** David Day <[dday@stjohns.ca](mailto:dday@stjohns.ca)>  
**Subject:** RE: Motorized Vehicles on Quidi Vidi Lake

God damn crowd from town....  
First day with the new bikes!  
Imagine if they had a place say...in Deer Park!?

---

**From:** David Day <[dday@stjohns.ca](mailto:dday@stjohns.ca)>  
**Sent:** Friday, February 21, 2020 8:47 AM  
**To:** Paul Didham <[pdidham@rnc.gov.nl.ca](mailto:pdidham@rnc.gov.nl.ca)>; Ed Oates <[edo@rnc.gov.nl.ca](mailto:edo@rnc.gov.nl.ca)>  
**Cc:** Darrell Long <[dlong@stjohns.ca](mailto:dlong@stjohns.ca)>; Brian Head <[bhead@stjohns.ca](mailto:bhead@stjohns.ca)>  
**Subject:** RE: Motorized Vehicles on Quidi Vidi Lake

Thank you sir, I see VOCCM has it on their site this morning as well.

David Day, B. Comm, CEM CBCP  
Manager, Emergency & Safety Services Division  
St. John's Regional Fire Department  
(709)576-2721

---

**From:** Paul Didham <[pdidham@rnc.gov.nl.ca](mailto:pdidham@rnc.gov.nl.ca)>  
**Sent:** 2020/02/21 08:46  
**To:** David Day <[dday@stjohns.ca](mailto:dday@stjohns.ca)>; Ed Oates <[edo@rnc.gov.nl.ca](mailto:edo@rnc.gov.nl.ca)>  
**Cc:** Darrell Long <[dlong@stjohns.ca](mailto:dlong@stjohns.ca)>; Brian Head <[bhead@stjohns.ca](mailto:bhead@stjohns.ca)>  
**Subject:** RE: Motorized Vehicles on Quidi Vidi Lake

Thanks David,  
I will ensure that our Patrol and Traffic Members are aware of this as well.

Paul

---

**From:** David Day <[dday@stjohns.ca](mailto:dday@stjohns.ca)>  
**Sent:** Thursday, February 20, 2020 4:34 PM  
**To:** Paul Didham <[pdidham@rnc.gov.nl.ca](mailto:pdidham@rnc.gov.nl.ca)>; Ed Oates <[edo@rnc.gov.nl.ca](mailto:edo@rnc.gov.nl.ca)>  
**Cc:** Darrell Long <[dlong@stjohns.ca](mailto:dlong@stjohns.ca)>; Brian Head <[bhead@stjohns.ca](mailto:bhead@stjohns.ca)>  
**Subject:** Motorized Vehicles on Quidi Vidi Lake

Gentleman,

Just want to make you aware that we have had reports of motorized vehicles on the ice surface of Quidi Vidi lake. Our concern

here is unsafe ice conditions of the lake and asking the assistance of the RNC to discourage this unsafe practice during patrols of the area. If it is of any assistance I have included our parks by-law which prohibits the use of motorized vehicles in parks and speaks to Quidi Vidi lake in particular. Our staff when in the area will discourage this activity as well.

Any questions or concerns please let me know,

Cheers,

David

BY-LAW NO. 1488

AMENDMENT NO.

**PARKS BY-LAW**

PASSED BY COUNCIL ON March 13, 2006

Pursuant to the powers vested in it under the City of St. John's Act, R.S.N.L. 1990 c.C-17, as amended and all other powers enabling it, the City of St. John's enacts the following By-Law related to the regulation of parks.

**ST. JOHN'S PARKS BY-LAW**

1. This By-Law may be cited as the "St. John's Parks By-Law".

2. In this By-Law:

(a) "all terrain vehicle" means a motorized vehicle designed and constructed for travel on or immediately over land, water, snow, ice, marsh, swampland, and other natural terrain, including a four-wheel drive or low-pressure-tire powered vehicle, low-pressure-tire motorcycle and related two-wheel vehicle, snowmobile, amphibious machine, ground effect or air-cushioned vehicle, but does not include a motor vehicle;

(b) "T'Railway" means the system of recreational trails which originally formed part of the railway;

(c) "Grand Concourse" means recreational trails constructed or maintained by the Grand Concourse Authority;

(d) "Motorized Watercraft" means full-size and model watercraft and personal motorized watercraft;

(e) "Parks" means Bowring Park, Bannerman Park, Victoria Park, Kent's Pond, Kenny's Pond, Rotary Park/Sunshine Camp, Long Pond, Mundy Pond, Quidi Vidi Lake, T'Railway and Grand Concourse and includes any land owned, leased or controlled by the City, designated or used as a park, playground, sport field, trail or public open space; and

(f) "Director" means the Director of Public Works & Parks.

**GENERAL/APPLICABLE TO ALL PARKS**

3. Parks shall open at 7:00 a.m. and shall, with the exception of the Bowring Park Bungalow and the Rotary Park/Sunshine Camp Chalet, close at 11:00 p.m., unless otherwise permitted by the Director.

4. (1) No person shall obstruct, litter or befoul any park, including waterbodies and watercourses therein, with any refuse, debris, litter, garbage or any unsanitary, offensive or injurious substance or article of any kind, or place, leave or keep in any park, including waterbodies and watercourses therein, any dilapidated or unsightly vehicle, machine, article or thing.

(2) No person shall remove, destroy, mutilate or deface any structure, monument, statue, fountain, wall, fence, railing, bridge, seat, vehicle, tree, shrub, plant, fern, flowers or any other property in a park.

(3) No person shall walk, stand, sit or climb on any border, flower bed, monument, statue, fountain, railing or parapet in a park.

(4) No person shall take or attempt to take any bird or bird's egg from a nest, nor set any trap, nor use any other means for taking any bird or animal or destroying or injuring same.

(5) No person shall wash any vehicle or article or thing in any water body or watercourse situate within a park.

5. (1) Camping is prohibited in a park, unless permitted by the Director.

(2) Open air fires, including open fire grills and barbecues are prohibited in a park, unless permitted by the Director; however propane stoves, grills and barbecues may be used in a park.

(3) Fireworks and rocket propelled devices are prohibited in a park.

6. (1) Except in a city operated dog park, all dogs or other animals shall be under effective control by means of a leash or harness in a park.

(2) Every owner of a dog or other animal present with the dog or animal at the time the dog or animal fouls with excrement any park property shall forthwith remove the excrement and place same in an appropriate receptacle.

7. Except at the Kenny's Pond mini-golf facility, golfing is prohibited in a park.

8. (1) Motor vehicles shall be operated in accordance with the signage posted.

(2) No person shall operate or cause to operate a motorized watercraft or all terrain vehicle in any park unless otherwise provided in this By-Law.

9. (1) No person shall sell or offer for sale in a park any commodity or thing whatsoever unless authorized by the Director.

(2) No person shall solicit or collect any money in a park except with permission of the Director.

#### **GRAND CONCOURSE**

10. Bicycles shall not be permitted on the Grand Concourse.

#### **QUIDI VIDI LAKE**

**11. No person shall operate a watercraft, motorized and non-motorized, or an all-terrain vehicle on Quidi Vidi Lake without the permission of the Regatta Committee.**

David Day, B. Comm, CEM CBCP  
Manager, Emergency & Safety Services Division  
St. John's Regional Fire Department  
(709)576-2721

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**From:** Garrett Donaher  
**Sent:** Wednesday, February 26, 2020 10:33 AM  
**To:** Karen Didham  
**Cc:** Anna Snook; Marianne Alacoque  
**Subject:** RE: Rawlin's Cross

No worries. Thanks as always Karen!

-Garrett

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Wednesday, February 26, 2020 10:28  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Cc:** Anna Snook <abauditz@stjohns.ca>; Marianne Alacoque <malacoque@stjohns.ca>  
**Subject:** RE: Rawlin's Cross

Hi,

I think that without doing an analysis of the RNC Stats, I'd be more comfortable not commenting as I do not know the calls for service as compared to actual incidents.

Thanks for asking,

Karen

---

**From:** Garrett Donaher [<mailto:gdonaher@stjohns.ca>]  
**Sent:** Monday, February 24, 2020 9:11 AM  
**To:** Karen Didham  
**Cc:** Anna Snook; Marianne Alacoque  
**Subject:** RE: Rawlin's Cross

Thanks Karen, that is understandable.

We are happy to use the numbers we've put together. Unless there is something mild like "anecdotally the RNC have noted fewer calls in the area of Rawlins Cross" then we'll just leave it at no comment.

Best,

-Garrett

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Saturday, February 22, 2020 08:48  
**To:** Garrett Donaher <gdonaher@stjohns.ca>  
**Cc:** Anna Snook <abauditz@stjohns.ca>; Marianne Alacoque <malacoque@stjohns.ca>  
**Subject:** Re: Rawlin's Cross

Good Morning,

I've spoken with the legal council for the RNC and unfortunately, as I suspected we would not provide an opinion with relation to the collisions in the Rawlin's Cross area.

We can provide the RNC statistics, if that's of additional value.

Please let me know if you would like this completed.

Kind Regards,  
Karen

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Garrett Donaher  
**Sent:** Friday, February 14, 2020 4:41 PM  
**To:** Karen Didham  
**Cc:** Anna Snook; Marianne Alacoque  
**Subject:** Rawlin's Cross

Good-day Karen,

Here is some summary info we have produced based on the collision database.

We'd also like to learn the details of a ped collision recorded for 2018/12/17 at 08:50. Collision number J189578 police file number is 2018-73686. Location ID is 7293 which is the intersection of Military and Monkstown. Vehicle was travelling south but I am not sure which crosswalk the pedestrian was in.

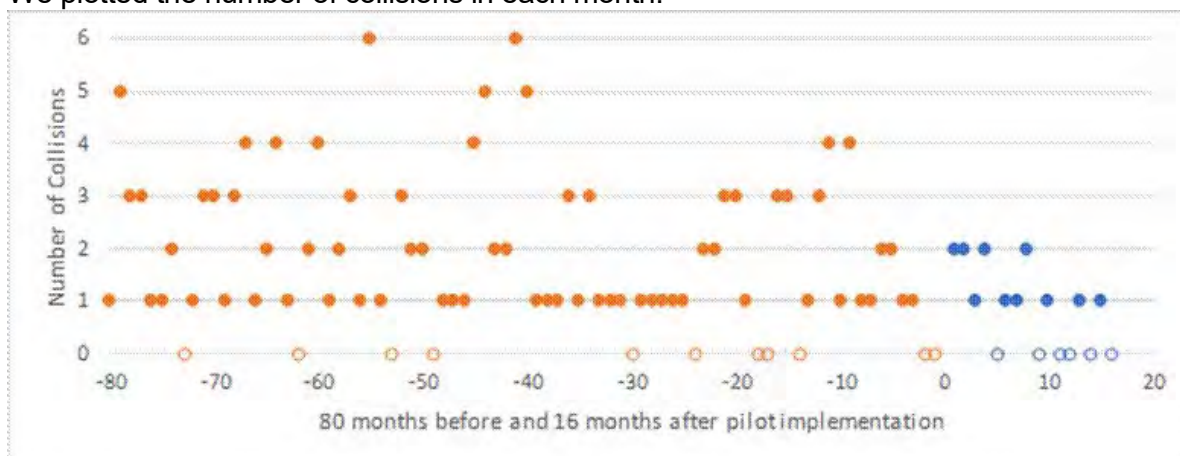
Thanks,

-Garrett

### Rawlin's Cross Collision Summary

We have 80 months of before data (January 2012 to August 2018) and 16 months of after data (September 2018 to December 2019). We have filtered through 35 adjacent segments and intersections that form the intersection of Rawlin's Cross as a whole. We pulled out 149 collisions for the before period and 16 for the after period. There were also a few other collisions within our scan that occurred near Rawlin's Cross but we excluded as not being related to Rawlin's Cross. For example, a vehicle struck a parked car on a nearby segment.

We plotted the number of collisions in each month:

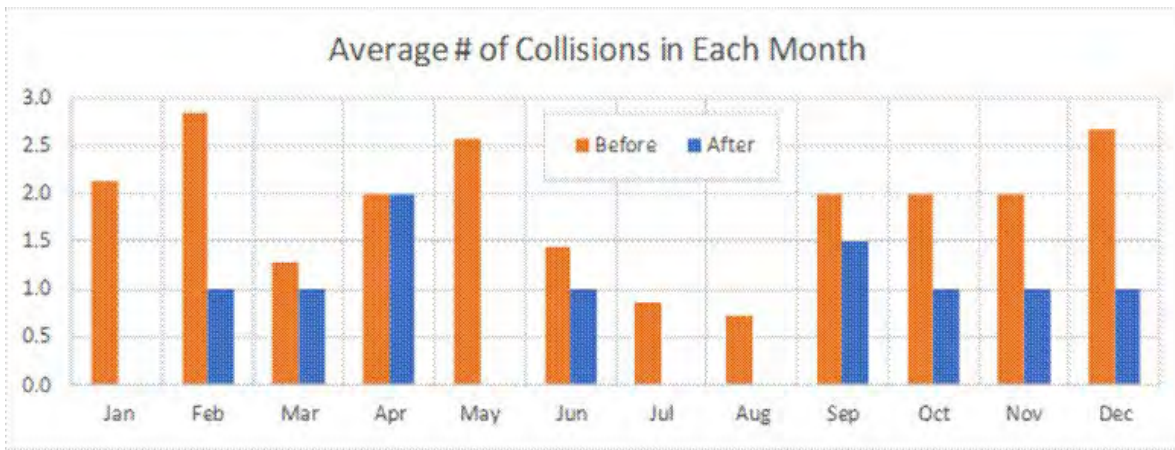


Some rough starts are:



- 149 collisions over 80 'before' months is a rate of 1.8625 collisions per month.
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- 11 months with zero collisions in the before period is 14% of months are collision free
- 6 months with zero collisions in the after period is 38% of months are collision free
- Apparent trend in the after period points to fewer collisions as people got more familiar with the configuration. Too early to say for sure but promising.

We also plotted the number of collisions occurring in each month. Again this is limited by the number of months of after data but the trend is promising.



Finally a quickish comparison to some peer intersections. Our search for peers was not exhaustive, just a few looked up quickly.

| Intersection             | AM Entering | PM Entering | AADT <sup>†</sup> | # Collisions <sup>‡</sup> | C per 100k <sup>*</sup> |
|--------------------------|-------------|-------------|-------------------|---------------------------|-------------------------|
| Rowling's Cross (Before) | 2,332       | 2,363       | 23,450            | 22                        | 96                      |
| Rowling's Cross (After)  | 2,039       | 2,084       | 20,613            | 11                        | 51                      |
| King's Bridge at Empire  | 2,093       | 2,207       | 21,900            | 12                        | 54                      |
| Thorburn at O'Leary      | 1,828       | 2,264       | 20,366            | 9                         | 42                      |

<sup>†</sup> rough conversion by (AM+PM)\*5

<sup>‡</sup> all data normalized to 1 year

<sup>\*</sup> Collisions per hundred thousand vehicles entering the intersection

---

Garrett Donaher P.Eng.  
 Manager, Transportation Engineering  
 Planning, Engineering & Regulatory Services  
 576.8350 | 725-0028 (m)  
[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

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**From:** Steve Fagan  
**Sent:** Monday, March 2, 2020 2:09 PM  
**To:** Karen Didham  
**Subject:** RE: Goulds

Tweet must have been removed.

Your earlier email said this was not an accident? Is the pedestrian(child?) OK?

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Monday, March 2, 2020 2:07 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Re: Goulds

The truck was not believed to be speeding.

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Monday, March 2, 2020 2:05 PM  
**To:** Karen Didham  
**Subject:** RE: Goulds

Seen a couple things on twitter about a plow truck potentially speeding, Trying to find it again. Typical twitter. See it then you can't find it again.

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Monday, March 2, 2020 1:59 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Re: Goulds

What are you hearing?

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Steve Fagan  
**Sent:** Monday, March 2, 2020 1:54 PM  
**To:** Karen Didham  
**Subject:** RE: Goulds

Seeing different reports speculation on social media.

What actually happened?

Thanks

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Karen Didham <[kdidham@rnc.gov.nl.ca](mailto:kdidham@rnc.gov.nl.ca)>  
**Sent:** Monday, March 2, 2020 9:07 AM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>  
**Subject:** Goulds

Good Morning,

Reaching out to let you know the collision in Goulds Saturday morning was not an accident.

Karen

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privileged and/or confidential information. Any distribution, use or copying by any means of this information is strictly prohibited. If you received this email in error, please delete it immediately and notify the sender.”

**From:** Steve Fagan  
**Sent:** Tuesday, April 21, 2020 11:23 AM  
**To:** Karen Didham  
**Subject:** RE: Topsail Road Accident, traffic calming



Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
www.stjohns.ca

---

**From:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Sent:** Tuesday, April 21, 2020 11:13 AM  
**To:** Steve Fagan <sfagan@stjohns.ca>  
**Subject:** RE: Topsail Road Accident, traffic calming

Hi,

Do you have the date and general time? My section did not respond, but the street patrol would have.

---

**From:** Steve Fagan <sfagan@stjohns.ca>  
**Sent:** Tuesday, April 21, 2020 11:11 AM  
**To:** Karen Didham <kdidham@rnc.gov.nl.ca>  
**Cc:** Garrett Donaher <gdonaher@stjohns.ca>

**Subject:** FW: Topsail Road Accident, traffic calming

Hi Karen there was an accident on Old Topsail Road last week. Do you happen to have the report back yet on the details? From media reports it seems like it may have been medical or an impairment?

Thanks

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
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(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

---

**From:** Jamie Korab <[jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)>  
**Sent:** Friday, April 17, 2020 1:05 PM  
**To:** Steve Fagan <[sfagan@stjohns.ca](mailto:sfagan@stjohns.ca)>; Garrett Donaher <[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)>  
**Cc:** Jason Sinyard <[jsinyard@stjohns.ca](mailto:jsinyard@stjohns.ca)>  
**Subject:** Fwd: Topsail Road Accident, traffic calming

Hi all,

There was an accident on (Old) Topsail Rd yesterday that took out a utility pole. The residents are asking for more traffic calming and the city to do something about it.

Have we done a traffic study since the current traffic calming measures have been put in place?

Jamie

Jamie Korab - Ward 3 Councillor - City of St. John's - 576.8643 - [jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)

---

**From:** [REDACTED]  
**Sent:** Friday, April 17, 2020 10:47:57 AM  
**To:** Jamie Korab <[jkorab@stjohns.ca](mailto:jkorab@stjohns.ca)>  
**Cc:** Jennifer McGrath <[jmcgrath@stjohns.ca](mailto:jmcgrath@stjohns.ca)>  
**Subject:** Topsail Road Accident, traffic calming

Good Morning Jamie,

It was a very serious accident that took place here on Topsail Road yesterday afternoon.

A speeding car travelling east on Topsail Road hit the speed bump at the cross walk at Tessiers Lane. The driver seemed to loose control, mounted the sidewalk, scraping along a fence, taking out a utility pole and forcing a pedestrian on the sidewalk to run for [REDACTED] and [REDACTED] dogs life. The car came within 10-12 feet of her on the sidewalk. The car continued on the sidewalk for the length of my front garden at 117 Topsail Road. The car continued to drive east and left the scene.

I was on my doorstep talking with my friend from the sidewalk before she had to run to avoid the car. You may be interested to speak with her for details, ironically, it is Jennifer McGrath, Neighborhood Services Fieldworker with the City of St. John's.

Topsail Road was the first area the city put traffic calming measures in place. Much time and money was put into consultants, surveys and research. Some measures were put in and taken out; some recommended measures were never installed.

Topsail Road remains a speed strip. Cars treat it like a drag strip to downtown. Yesterday's incident could have been much worse. We were lucky. I shudder to think if a child, my own [REDACTED], had been on the sidewalk, their reaction time might not have been the same.

To not even be safe on the sidewalk is a terrifying thought. Our neighborhood is filled with young children. We need to do better for them.

What can the city do to address This issue in both the long and short term? Good weather and pandemic restrictions are bringing increased pedestrians.

I am available if you would like to come see the logistics of where the accident happened, from a social distance of course. I can be reached at [REDACTED]. Unfortunately I remain without internet cable or home telephone service.

[REDACTED]

Sent from my iPhone

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**From:** Steve Fagan  
**Sent:** Wednesday, May 13, 2020 2:23 PM  
**To:** Karen Didham  
**Subject:** FW: Rawlins Cross Traffic Signals to be Activated  
**Attachments:** PSA\_Rawlins Cross Traffic Signals to be Activated Friday\_2020\_05\_13.pdf

Hi Karen I hope all is well. We will be re-activating the lights at Rawlins Cross Friday morning. If possible the area may need some extra patrols.

Thanks

Stephen Fagan

Supervisor Traffic Analysis  
Planning, Engineering & Regulatory Services  
City Of St. John's  
(709) 576 -8978  
(709) 576-8305  
[www.stjohns.ca](http://www.stjohns.ca)

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**From:** Kelly Maguire <[kmaguire@stjohns.ca](mailto:kmaguire@stjohns.ca)>  
**Sent:** Wednesday, May 13, 2020 1:47 PM  
**Subject:** Rawlins Cross Traffic Signals to be Activated

May 15, 2020

## Rawlins Cross Traffic Signals to be Activated

On Friday, May 15, the city will re-activate the traffic control signals at Rawlins Cross and remove the remaining infrastructure that is currently in place for the pilot project.

Recently, St. John's City Council voted to return the area of Rawlins Cross to traffic signal control. Work has been ongoing to prepare the area for the change from the pilot traffic circle to traffic control signals.

By approximately 8 a.m. on Friday, May 15, the yield-on-entry traffic circle flow will no longer be in place. The following changes will be made in the area:

- Traffic lights will resume operation on Military Road at the intersection of Monkstown Road and the intersection of King's Road.
- The yield sign at the top of Prescott Street will be removed, and drivers entering Rawlins Cross from Prescott will have the right-of-way.
- The yield sign southbound on Monkstown Road will be removed, drivers entering Rawlins Cross from Monkstown Road will have the right-of-way.
- Without the additional control offered by the pilot project configuration, the temporary crosswalk that crosses Monkstown Road near Rennie's Mill Road will be removed.
- The pilot project infrastructure at the intersection of Flavin Street and Prescott Street has been removed, and a stop sign remains in place at this location.

In the coming weeks, the city will be expanding the Key2Access pilot project to include all crosswalks served by the two traffic control signals at Rawlins Cross, along Military Road.

[Key2Access](#) is a new technology that breaks down barriers for persons with mobility and vision challenges. It offers an alternative for requesting a pedestrian crossing that does not require the user to reach a button on a pole. The system provides access to the pedestrian push button using a fob or free mobile app and ensures the audible signal is available for users.

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# Public Service Announcement

May 15, 2020

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**From:** Garrett Donaher  
**Sent:** Sunday, May 17, 2020 4:16 PM  
**To:** Karen Didham  
**Cc:** Steve Fagan  
**Subject:** Rawlins Cross Collision

Good-day Karen,

Are you able to respond to any of the questions below? I expect to be asked about this one and would like the best info possible at hand.

- Sedan proceeding eastbound along Military Road?
- SUV proceeding northbound along King's Road?
- Was either vehicle proceeding against a red light?
- Did northbound driver indicate they were not aware of the change from traffic circle and/or did not notice the traffic signal?
- Was one of the vehicles travelling above speed limit?
- Reports say no serious injuries but will this be reported as an injury collision?

Thanks for anything you can share,

-Garrett

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Garrett Donaher P.Eng.  
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Planning, Engineering & Regulatory Services  
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[gdonaher@stjohns.ca](mailto:gdonaher@stjohns.ca)

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**From:** Garrett Donaher  
**Sent:** Monday, June 8, 2020 12:25 PM  
**To:** Karen Didham  
**Cc:** Steve Fagan  
**Subject:** FW: (EXT) Desperate plea

Good-day Karen,

Can you provide any comment about speeding in the area of Blackmarsh and Captain Whelan as indicated below?

If available I am curious if there were any violations on Blackmarsh between Welland and Captain Whelan.

Thanks,

-Garrett

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**From:** Sheilagh O'Leary <soleary@stjohns.ca>  
**Sent:** Monday, June 8, 2020 08:52  
**To:** [REDACTED]  
**Cc:** Sandy Hickman <shickman@stjohns.ca>; Garrett Donaher <gdonaher@stjohns.ca>  
**Subject:** Re: (EXT) Desperate plea

[REDACTED]  
Good morning.

I am cc'ing our Council lead for Transportation and our Transportation Engineer for their assessment. Stay well.

Get [Outlook for iOS](#)

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**From:** [REDACTED]  
**Sent:** Sunday, June 7, 2020 10:31:56 PM  
**To:** Sheilagh O'Leary <[soleary@stjohns.ca](mailto:soleary@stjohns.ca)>  
**Subject:** (EXT) Desperate plea

Hi Sheilagh , I'm a resident of [REDACTED] ... I'm hoping you can help in the dangerous situation we are facing with the new extension blackmarsh rd to captain Whalen drive. Since the opening back fall of 2018, there has been major concerns... no sidewalks, no speed limit signs... traffic is crazy. we are taking out life in our hands just to cross the street. The speed of traffic is in unbelievable... Friday evening I called Rnc to have a cruiser monitor the area ..80 plus km traffic ..I was grateful to see they did and stopped traffic going over speed limit. Late night bikes raving their engines...2 am ... it's not good. We need speed bumps; sidewalks; it's seems someone has to loose their life to get action. I contacted city council and the member for our area... other residents did same but no response. I'm hoping you could help us. Thank you Sheilagh ... await your reply 🙏

Sent from my iPhone

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