



North End Traffic Management Study

Community Advisory Meeting #1





Meeting Purpose

- Review of First PIC
- Results of Data Collection
- Future Traffic Projections
- Potential Options to Address Stated/Observed Issues
- Next Steps



Overview of PIC #1

- **53 people signed in**
- **Wide ranging interests, issues and opinions**
- **Lots of specific issues**
- **Some confusion/mis-information on future transportation plans**
- **Desire to protect positive attributes of neighbourhood**

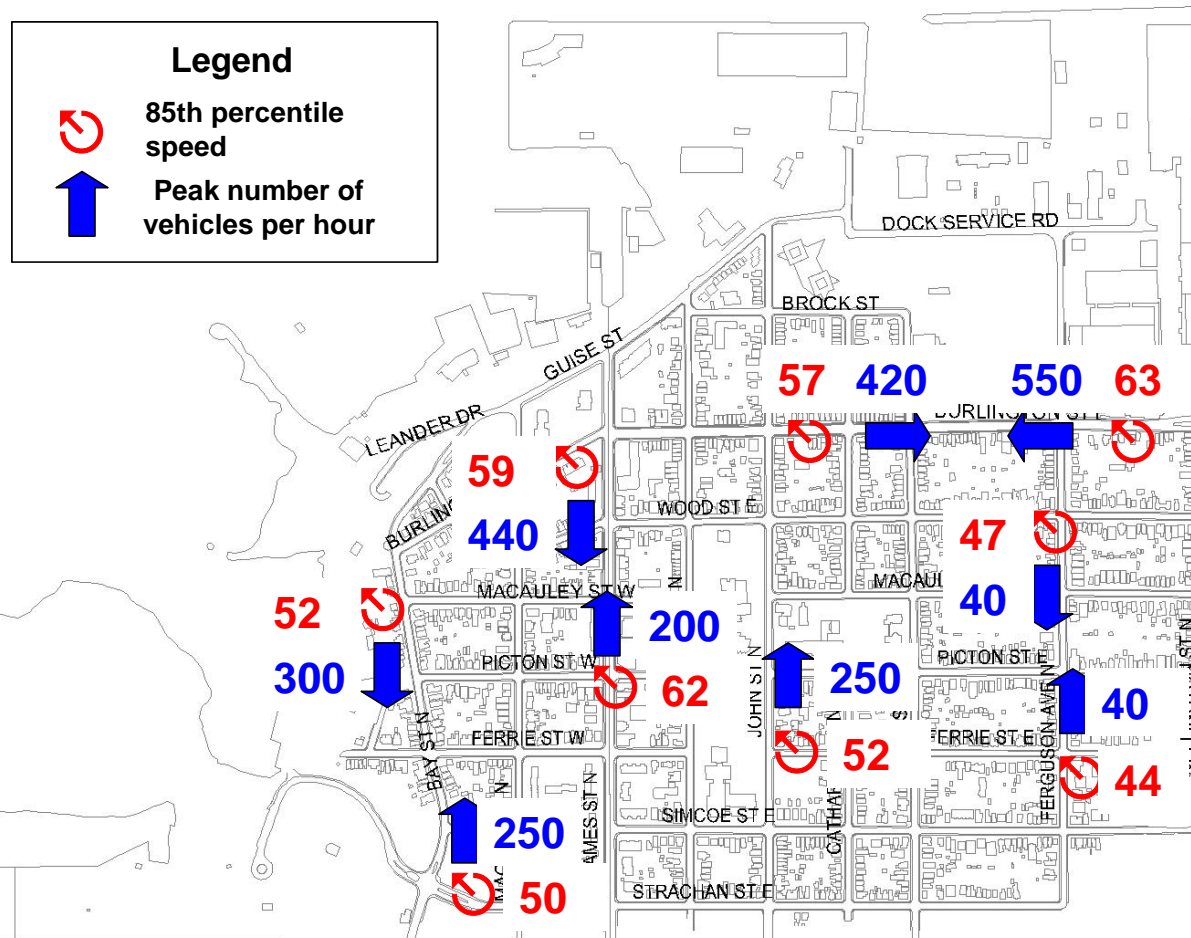


Key Issues and Frequently Asked Questions

- **MacNab Street Bridge**
 - Will it be two way?
 - Will it be pedestrian only?
- **Mary Street Bridge vs. Ferguson Avenue Bridge**
 - Why is a Ferguson Bridge needed and what will it look like?
 - What will the Mary Street Bridge look like?
- **Pier 8 traffic and Special Event traffic on neighbourhood roads**
 - What will the impacts be and how can they be mitigated?



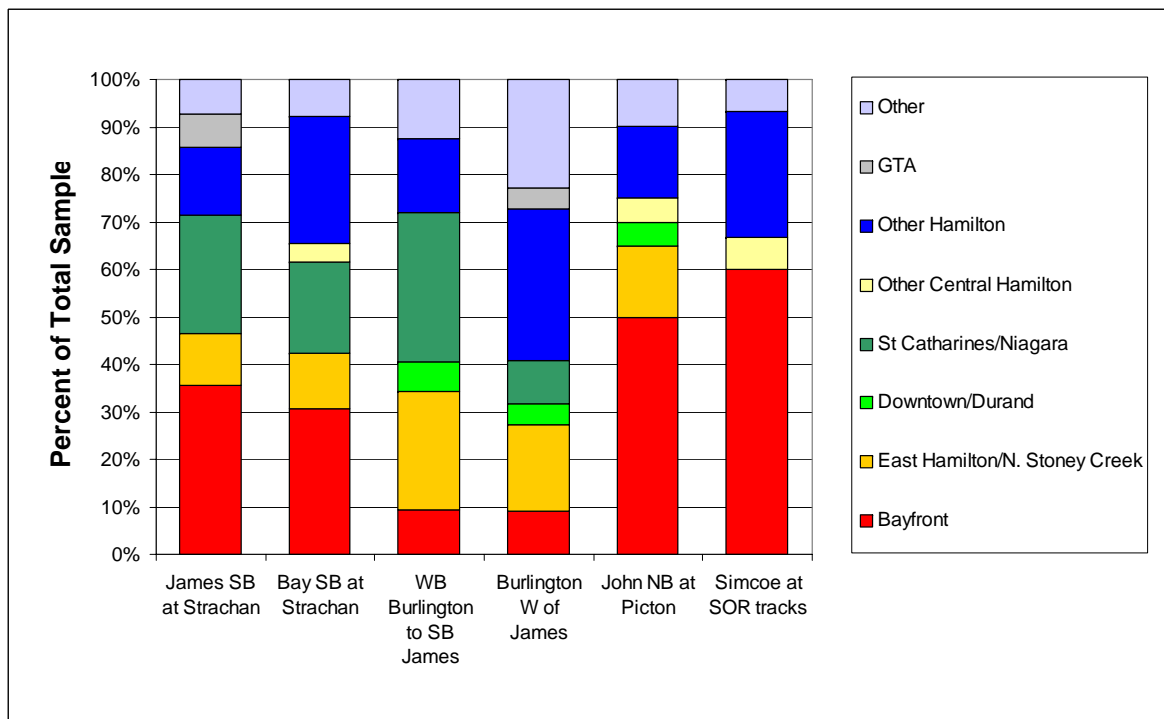
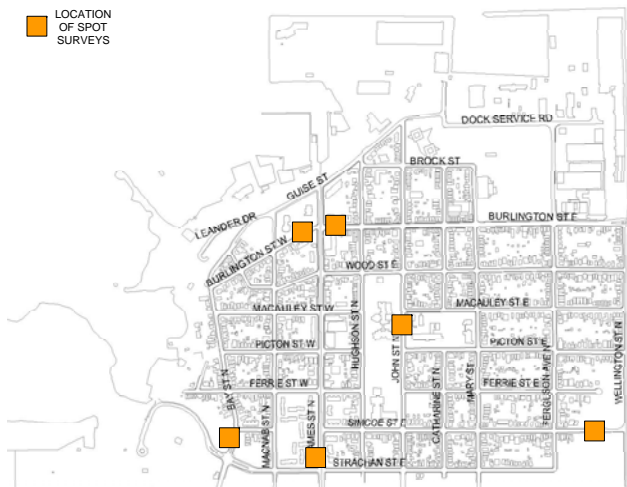
Existing Volumes and Speeds





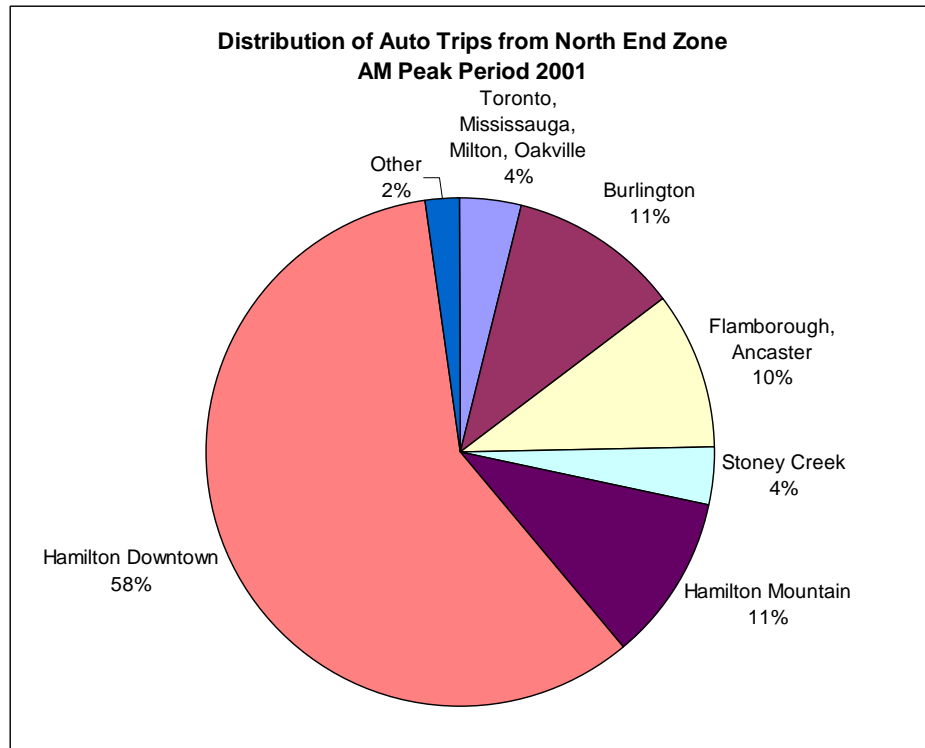
Results of License Plate Survey

LOCATION OF SPOT SURVEYS





Existing Travel Characteristics



AM Peak Period Auto driver trips/capita = 0.26 trips/person

AM Peak Period Transit Mode Share for trip origins = 15%

AM Peak Period Auto Mode Share = 79%



Collision Data

- **Field investigation carried out at locations where reported collision rates higher than expected in City's network screening report**

Type	Main Street	Cross Street	Collisions (Jan 2000-Dec 2004)	Above Expected Collision Rate	City-wide Rank*
Signal	Burlington	John	10	N	1192
Signal	Burlington	Mary	2	N	1578
Ped Signal	James	Picton	1	N	1393
Ped Signal	James	Simcoe	1	N	1394
Two-way stop	Macnab	Strachan	5	Y	109
Two-way stop	James	Strachan	10	Y	163
Two-way stop	Mary	Strachan	4	N	466
Two-way stop	James	Ferrie	6	Y	698
Two-way stop	Burlington	Ferguson	3	N	1500
All-way stop	Bay	Burlington	0	N	1845

*Rank is based on a total of 2080 intersections contained in the City's database



Field Investigations – High Collision Locations

Southbound James Approaching Strachan

Looking North on James Street from Ferrie Street





Field Investigations – John Street

- Concerns raised by residents include:
 - On-street pick-up and drop-off activities by parents; and
 - Students crossing at unsignalized and mid-block locations





Field Investigations - Other

Bay Street – Lack of bike facilities



Bay/Guise – Accessibility issues





Field Investigations - Other

Burlington Street at Wellington
– wide cross-section approaching NEN



Burlington Street at James
– Information overload





Future Traffic Projections - Preliminary

Potential Development	Typical Trip Rate ¹	Estimated Peak Hour Trips	% Inbound in PM Peak	PM Inbound Trips
Pier 8				
750-1000 medium density residential units	0.4 /unit	400	75%	300
5,200 m ² commercial	1.6 /100 m ²	83	20%	17
1,500 m ² retail	2.2 /100 m ²	32	50%	16
10,800 m ² institutional	2.0 /100 m ²	216	50%	108
TOTAL		732		441
Barton-Tiffany				
85 low density residential units	0.5 /unit	42.5	75%	32
1790 medium density residential units	0.4 /unit	698	75%	524
2,000 m ² retail	2.2 /100 m ²	43	50%	22
TOTAL		784		577
Ferguson-Wellington				
85 low density residential units	0.5 /unit	25	75%	19
1000 medium density residential units	0.4 /unit	400	75%	300
s.f retail	2.2 /100 m ²	205	50%	103
TOTAL		630		421

¹ Two-way peak hour trip rate. Institutional rates will vary depending on use. Retail trip rates assume 20% pass-by



Implications of Future Trips

- Pier 8
 - Approximately 500 trips entering neighbourhood in PM peak hour
 - Similar to peak direction volumes on James (440) and Burlington (550)
- Next step is to look at where these trips will go



Initial Issues Raised by Residents

- Traffic infiltration
- Overall increase in traffic in neighbourhood
- Possible loss of on-street parking on local and mobility streets
- Extension of grid network into Waterfront (Pier 8)
- Traffic from special events
- Traffic safety and speeding



Broader Issues Raised

- Air quality and health Impacts
- Maintaining and improving child-friendly aspects of community
- Concern that north-end will become “core to shore” conduit
- Generating local interest and grass-roots changes



Scoping of Potential Options/Solutions

ISSUES/CONCERNS	POSSIBLE OPTIONS								
	Road Closures or Restrictions	Traffic Calming	Safety Improvements	On-street Parking	Bike Facilities	Travel Demand Management	Enforcement	Community Initiatives	Policies and Guidelines
Traffic infiltration	●	●		●			●	●	
Overall increase in traffic in neighbourhood	●				●	●		●	
Possible loss of on-street parking		●		●			●		●
Extension of grid network into Waterfront (Pier 8)	●								●
Traffic from special events	●	●		●		●			
Traffic safety and speeding		●	●	●	●		●	●	
Air quality and health Impacts	●	●			●	●		●	●
Child-friendly streets	●	●	●		●		●	●	●
Avoid "core to shore" conduit	●	●				●		●	●
Generating local interest and grass-roots changes					●			●	●



Road Closures or Restrictions

- Turn restrictions
- Physical restrictions
 - Partial Closure
 - Full Closure



Road Closures/Restrictions - Examples



Partial Closure



Full Closure

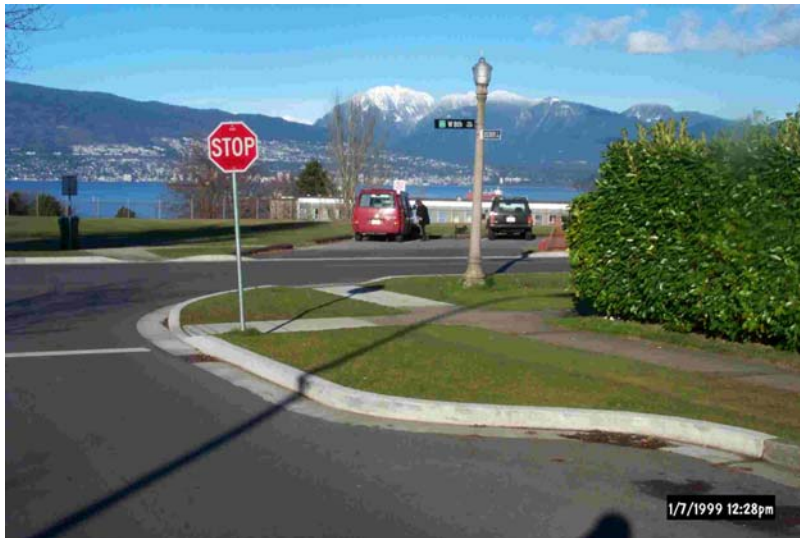


Traffic Calming

- Horizontal Deflections
 - Curb extensions
 - Traffic circles
 - Chicane
- Vertical Deflections
 - Speed humps
 - Raised Cross-walks/Intersections
- Lane Reductions/Lane Narrowing
- Speed limit reductions
- One-way to two-way conversions
- Additional On-street parking



Traffic Calming - Examples



Curb Extension



Raised Intersection



Safety Improvements

- Traffic control changes
- Signage
- Pavement markings
- Delineated pedestrian areas
- Traffic calming
- Education programs (e.g. schools)



On-street parking

- Reallocate vehicle lanes
- Change/Reduce parking restrictions
- Implement permit parking



Bay Street Before



Bay Street After



Bike facilities

- On-street bike lanes
- Off-street bike paths
- Bike parking in key areas (parks, school)
- Community facilities
- End-use facilities (outside neighbourhood)



Travel Demand Management

- Increase use of transit by residents
 - Increased service levels
 - Neighbourhood transit pass
- Increase use of transit by others
 - Improved service to employment areas
 - Transit for special events
- Options to promote carpooling, ride sharing, etc
- Walk to school programs



Enforcement

- Increased police presence overall
- Increased enforcement of specific locations/issues (e.g. turn restrictions)
 - Effects tend to be short-lived



Community Initiatives

- Speed watch and similar programs
- Neighbourhood associations
- User groups (bikes, accessibility committee, transit users)
- Community meetings
- School-related programs



Policies and Guidelines

- Streetscaping Guidelines
- Urban Design Guidelines
- Traffic Impact Study Guidelines
- Various City-wide TMP policy papers

Key is to make these known and lobby for their enforcement



Next Steps

- Confirm study directions
- Refine future traffic projections
 - Look at where traffic will go
- Work with residents to define what their “ideal vision” is for specific streets
- Apply potential solutions to specific locations and evaluate impacts
- Neighbourhood walk-about
- Generate community interest/involvement