



# Movesj

## Roundabout Strategy



SAINT JOHN

October 26, 2020

# MoveSJ: What it is and is not

## **It is not a plan that:**

- Is series of independent strategies
- Will serve only one transportation mode at the expense of all others
- Only relies on really expensive initiatives

## **It is a plan that:**

- Aims for balance
- Is flexible to align with other City priorities
- Includes both simple, realistic solutions and aspirational goals
- Uses data and best practices
- Builds on past successes and lessons learned
- Authentically responds to input



# Themes of MoveSJ

- Holistic
  - Growth
  - Asset management
  - Regulations and roles of Province
  - Relationships between transportation modes
- Data Driven and Risk Management Approach
- Shared Responsibility
  - Three “E’s” of Transportation Safety
- Short and Long Term Improvements
- Living Document

\$41,000 annual O&M costs budgeted for 2 bike routes

## Usage:

- Approx. 0.3%-0.4% of trips by bicycle
- Counts underway
- Partnership re: demand

“20,000” rule guides Road Diet decisions

3 of 5 priority bike routes and at least 9 of 19 recommendations from 2010 trails plan in progress or substantially complete

# Context

## Phase 1

- Background Review
- Community Engagement
  - Policy guidance
  - Travel behaviour
- Goals Development
- Model Maintenance Assessment
- Neighbourhood and Structure Plan Guidelines

## Phase 2

- Pedestrian Strategy
- Transit Strategy
- Parking Strategy
- Goods Movement Strategy
- Transportation Demand Model Development
- Community Engagement

## Phase 3

- Cycling Strategy
- Modern Roundabouts
- Road Safety Strategy
- Road System Classification
- Community Engagement
- Comprehensive System Improvement Plan



# Traffic Circles Versus Roundabouts

## Traffic Circles

- Neighbourhood streets
- Traffic calming
- Centre object to encourage use of yield or stop signs



## Roundabouts

- Arterial or collector streets
- Maintain (and slow) traffic
- Lanes constructed to encourage flow



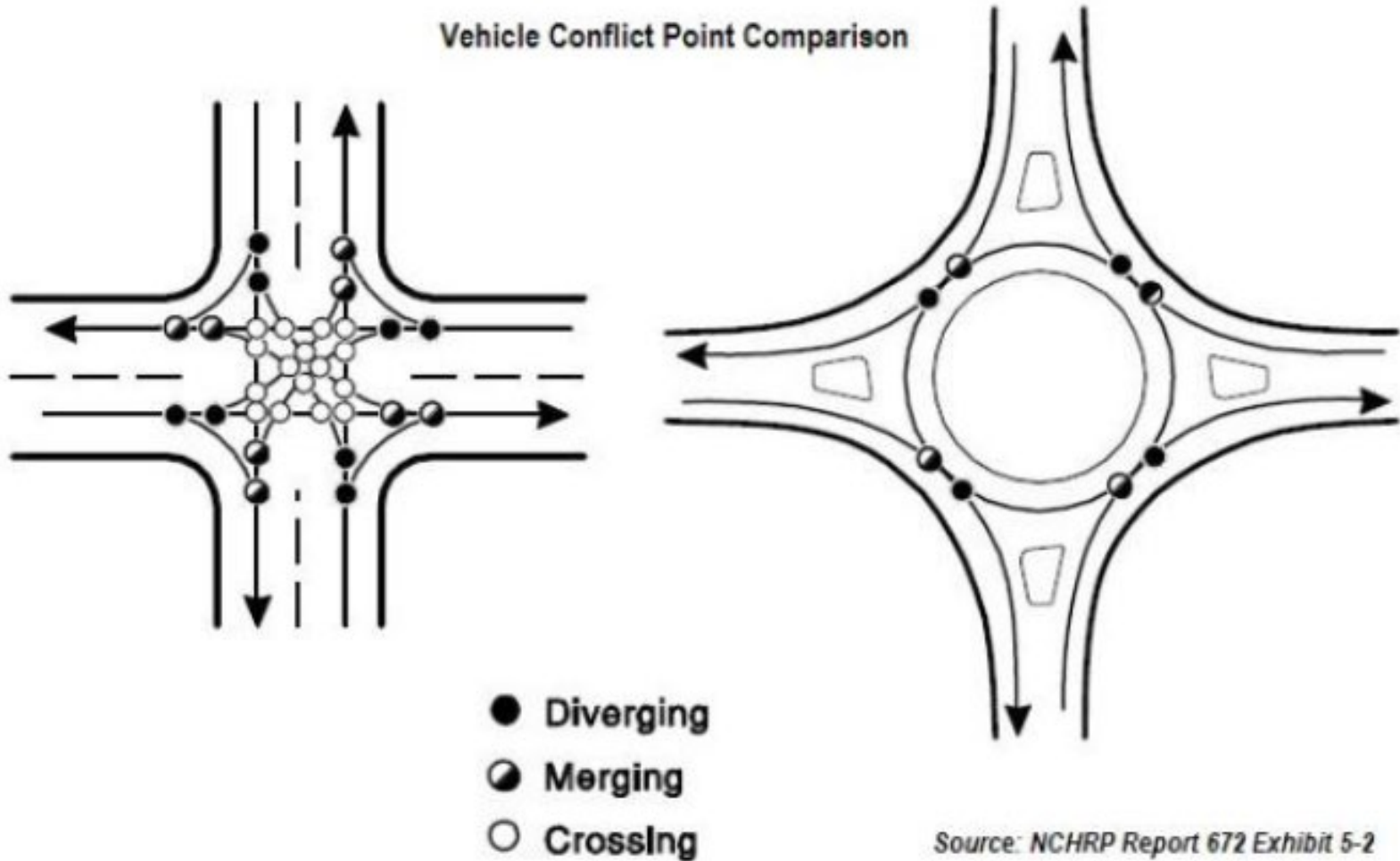
# Past Attempts at Installing Roundabouts

- Intersections previously assessed for roundabouts
  - Simms Corner
  - Grandview/Bayside
  - Rothesay Avenue/Ashburn Lake
  - Somerset/Churchill
- Typically only assessed when intersections were planned for renewal
- Most assessments 10+ years old
- None installed
  - Inadvertent “Anti-Roundabout” sentiment



# Benefits of Modern Roundabouts

Vehicle Conflict Point Comparison



Source: NCHRP Report 672 Exhibit 5-2

# Benefits of Modern Roundabouts

- Reduced speeds (benefit to motorists, pedestrian, cyclists)
- T-bone accidents avoided
- Safer crosswalks (crossings shorter, left-turns avoided)
- 71% accident reduction compared to stop-controlled
- 48% accident reduction compared to signals
- Reduced fuel consumption (environmental)
- Manage imperfect connecting streets
- Comparable lifecycle costs





# MoveSJ: A New Approach to Roundabouts

- Updated best practices
  - Actively sought good candidate sites
    - Past community input received
    - Upgrading traffic control needed
    - Wide and complicated intersections
    - Documented speeding issues
  - Level of Service Analysis for each site
1. ~~Woodward Avenue/ Boars Head Road~~
  2. Ashburn Road/ Rothesay Road
  3. Manawagonish Road/ Gault Road
  4. Simms Corner
  5. Sandy Point Road/ Foster Thurston Road
  6. Millidge Avenue/ Somerset Street



Existing Manawagonish / Gault intersection

# Rothesay Road at Ashburn Road

- Delays from Ashburn Road are significant
- Provincial Highway
- On “The Great Trail”
- Close to “The Crossing” development



# Sandy Point Road at Foster Thurston Drive

- Access from Sandy Point Road a concern with speeds and sight line limitations
  - Topic of a 2010 Council resolution
  - Measured average speeds almost 10 KM/H over speed limit
- Offset access to Rockwood Park trail parking lot
- Provincial Highway



# Manawagonish Road at Gault Road

- Complicated intersection
  - Multiple conflict points
  - Mix of Stop and Yield sign use
  - Community concerns
  - Resembles roundabout now but traffic speeds and conflict zones an issue
- Access from Highway 7
  - Abrupt change in speed limit

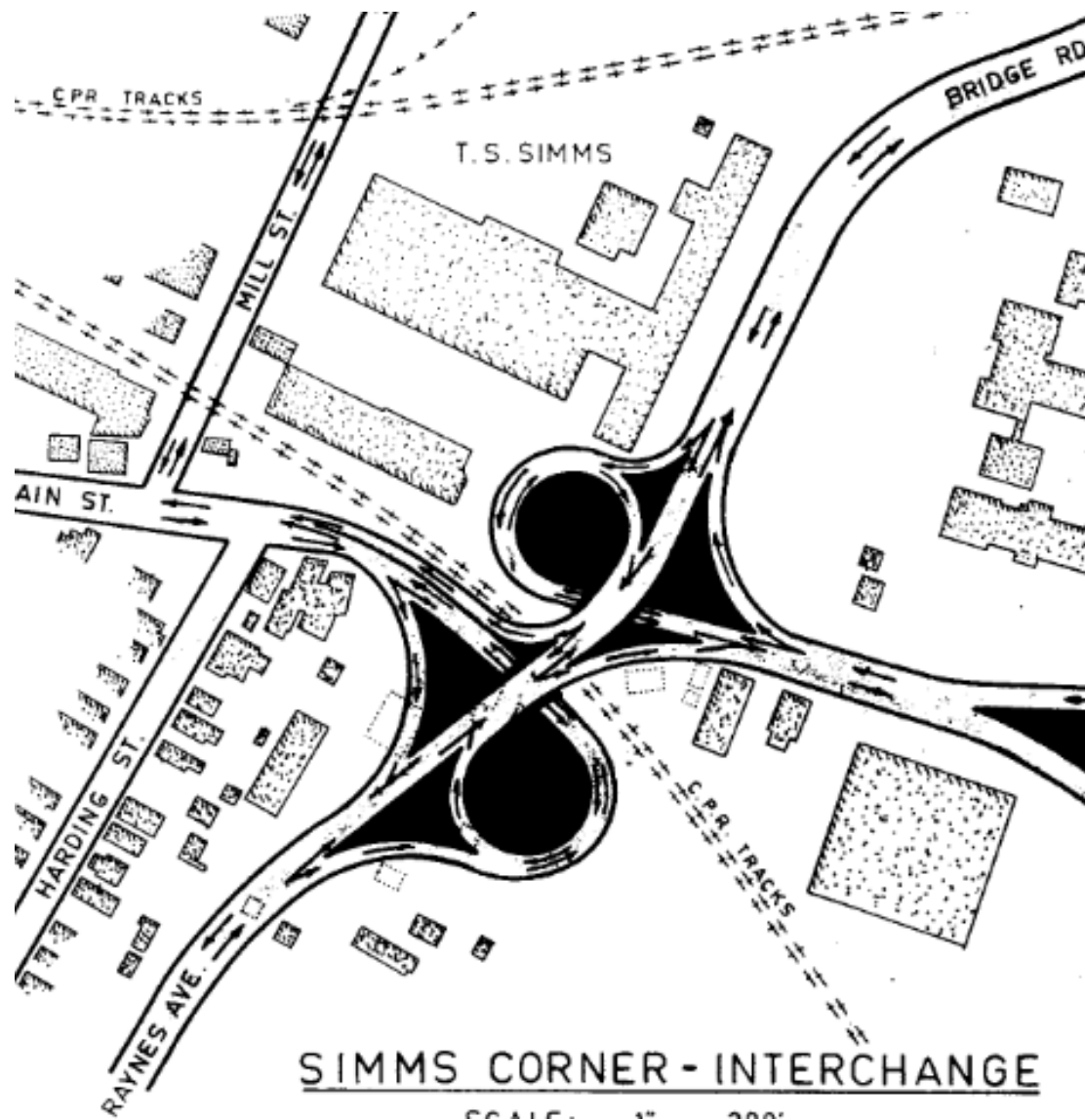


# Millidge Avenue at Somerset Street

- Complicated intersection
  - Multiple conflict points
- On Campus Harbour Connection
- Consider nearby new development



# Simms Corner



# Simms Corner

- Updates from 2007 analysis
- Would provide direct access to Fairville Blvd.
- Improves pedestrian safety
- Overcomes offset between Bridge and Fairville
- Accommodates long trucks
- Multi-lane
- Rail crossing and driveway on Main Street West
- Provincial Highway



# Stakeholder Engagement

- Saint John Ability Advisory Committee
- Canadian National Institute for the Blind
- Provincial Department of Transportation & Infrastructure
- Nearby Property Owners
  
- Education with sequencing simpler projects first





# Recommendation and Next Steps

- Recommendation: Receive and file
- Next Steps:
  - Presentation of remaining draft strategies to Common Council
  - Stakeholder and public input
  - Recommendation to Council for adoption of Phase 3 strategies

## QUESTIONS

