



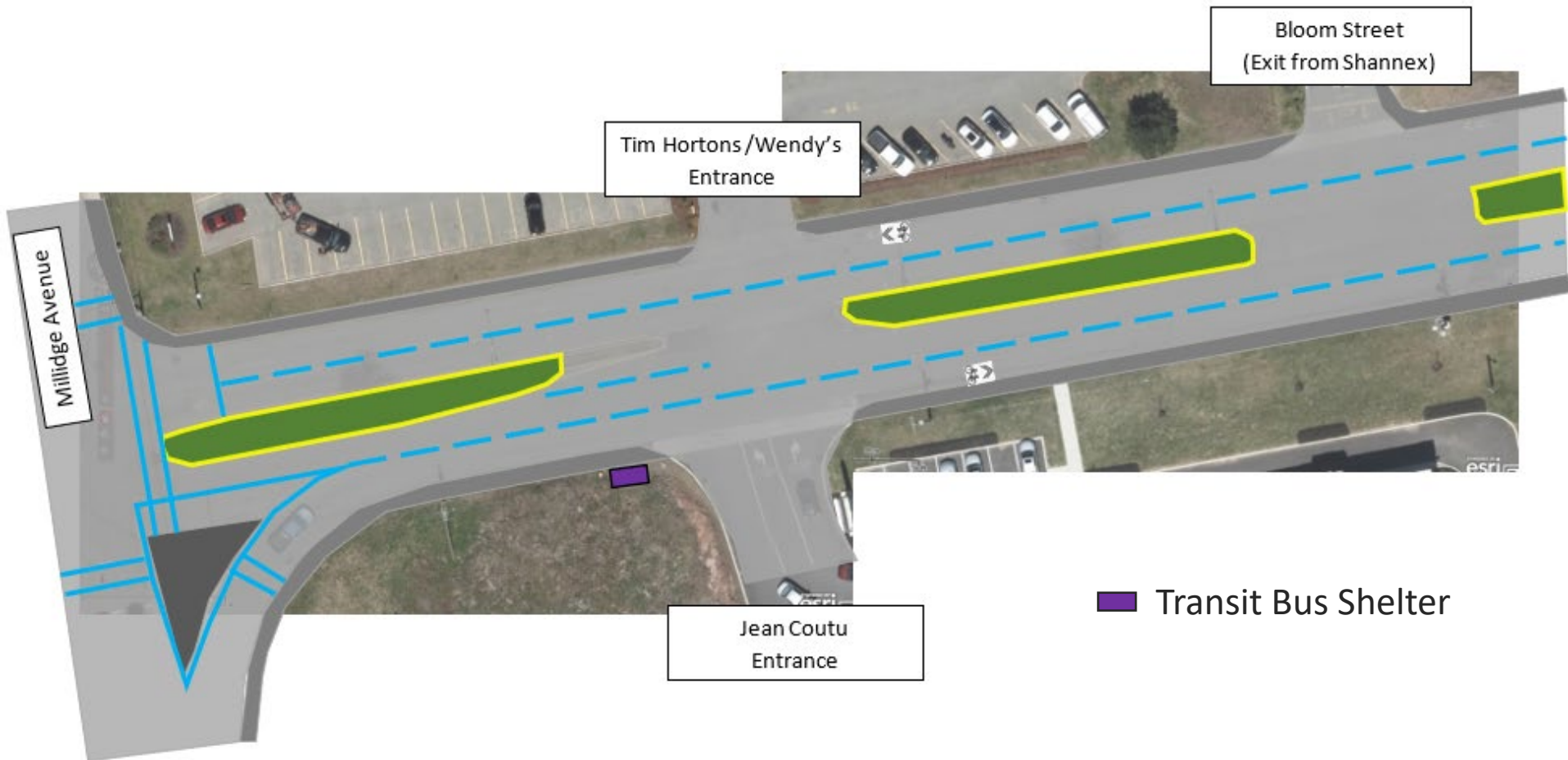
# University Avenue Traffic Safety and Active Transportation Presentation to Common Council



SAINT JOHN

June 14, 2021

# Context: Current Design (2019)



Cross Section:  
Current Roadway Use

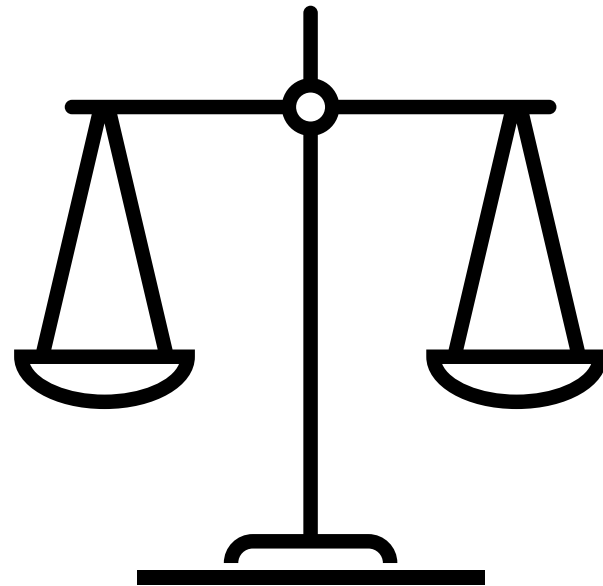


Cross Section:  
Current Roadway Use

# Opportunities to Respond to Community Feedback

1. Motorist safety at western end of street
2. Pedestrian crossing safety
3. Cycling safety, access, MoveSJ alignment

“It’s about balance”



# Other Opportunities

- University Avenue part of Campus Harbour Connection Bike Route
- Wide road to work with (caveat being centre medians)
- Busy Transit area
- Nearby land uses
- Focus of Municipal Plan
- Project funding opportunity

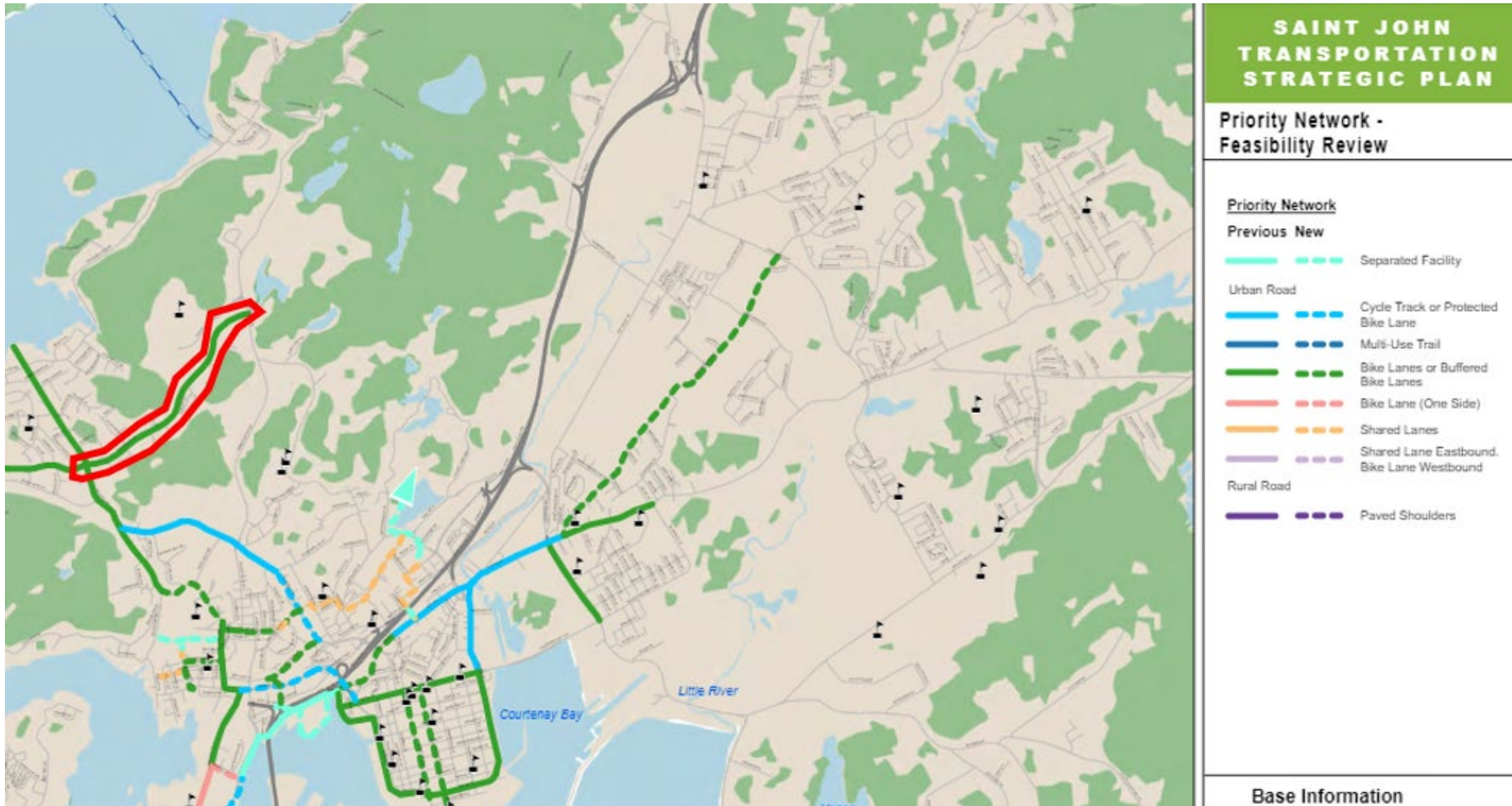


# Use of Data, Best Practices, and Experience

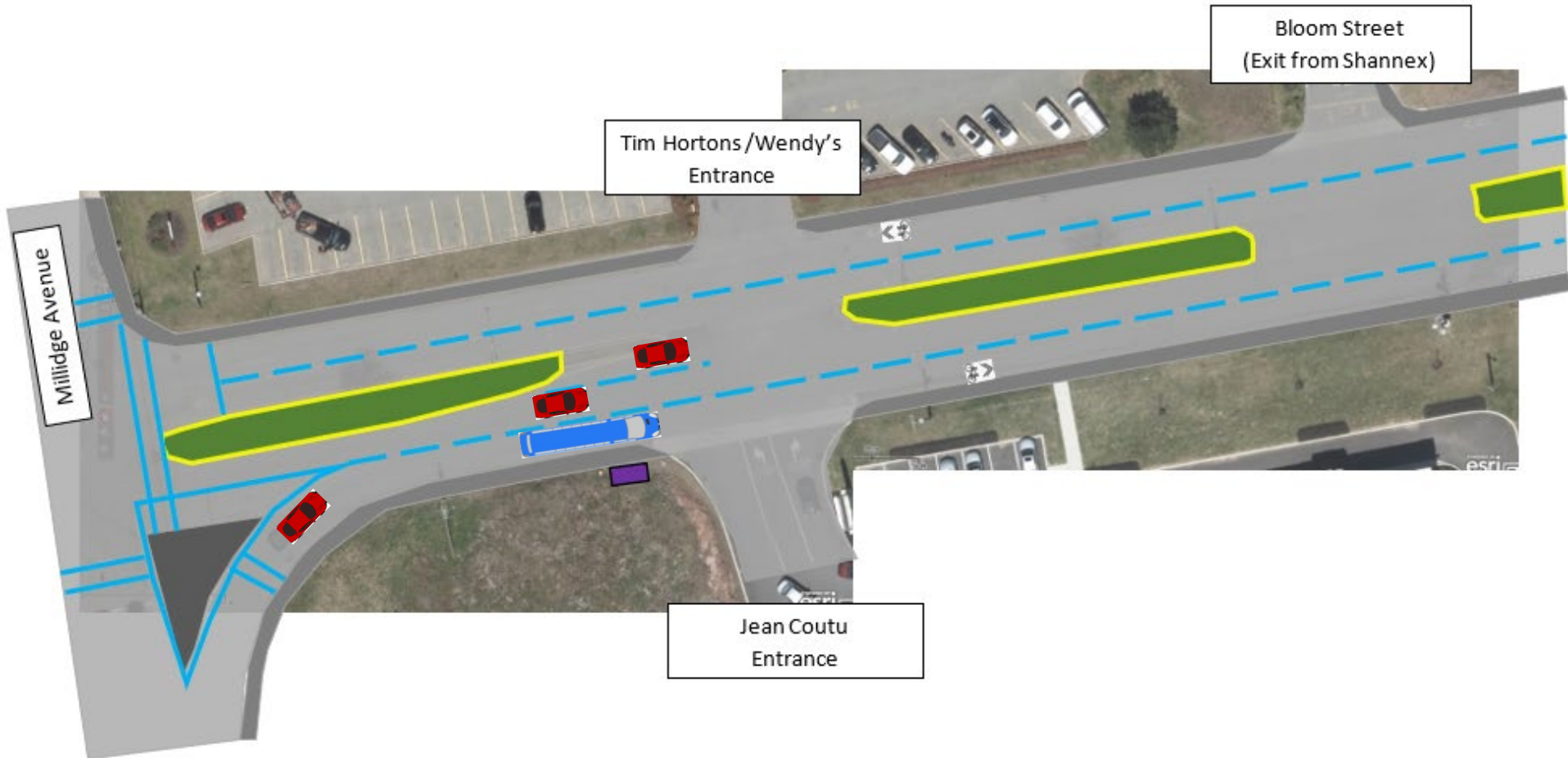
- Community and Stakeholder Feedback
- Review of traffic volume data
  - 20,000 vehicles per day is typical threshold for requiring two vehicle lanes per direction (Road Diet)
  - 6,200 daily vehicles estimated on University with 2012 count (at Millidge)
  - 3,500 daily vehicles estimated on University with 2020-2021 count (COVID)
- Review of speed data
  - 55 KM/H average speed measured on University Avenue (2020-2021 count)
  - 60 KM/H current speed limit
- Review of collision data
- Transportation Best Practices
- Successes and Lessons Learned in similar projects



# Alignment with MoveSJ Draft Cycling Strategy



# Motorist Safety Concerns West End of Street

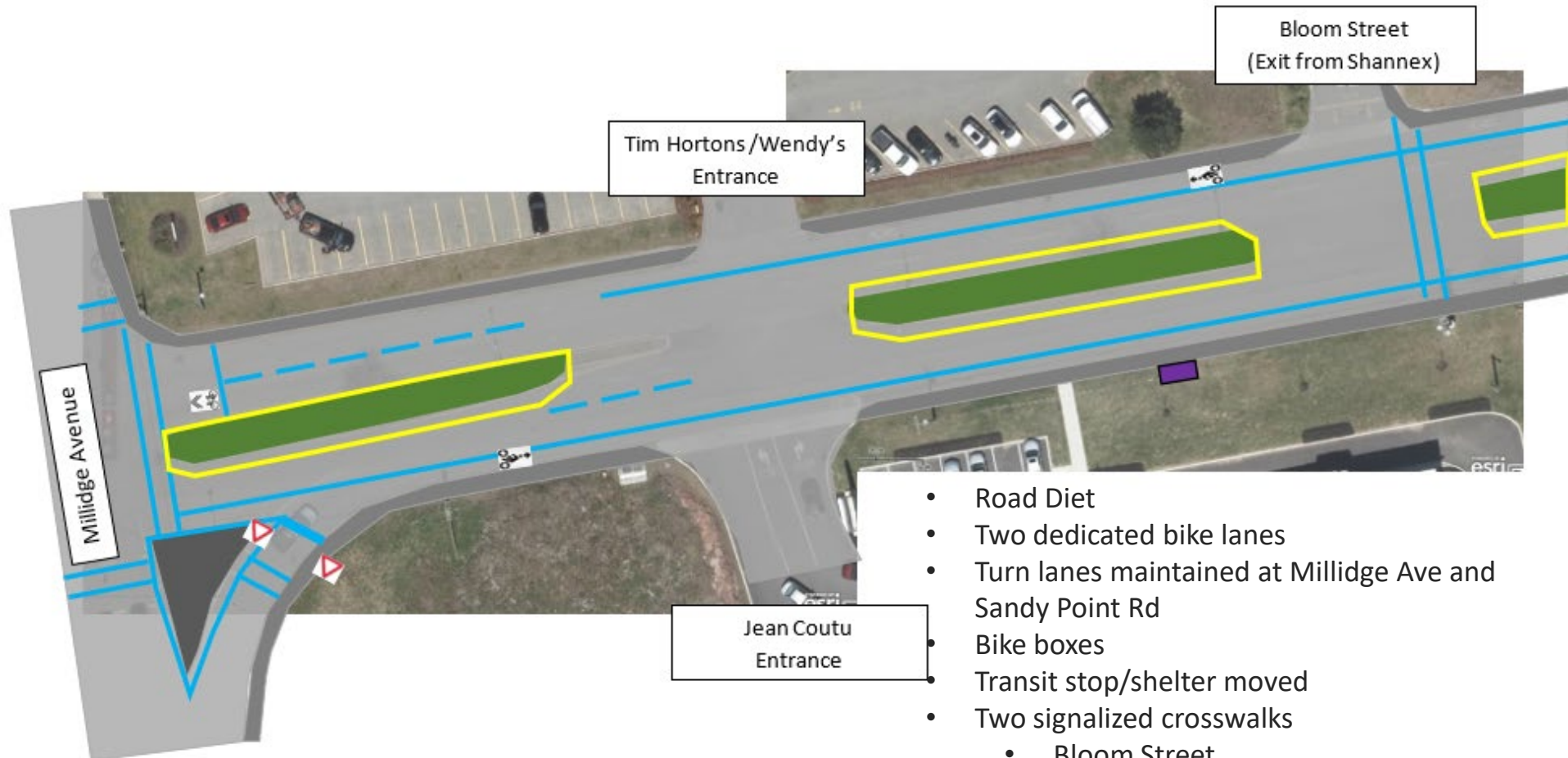


Cross Section:  
Current Roadway Use



Cross Section:  
Current Roadway Use

# Initial Plan



- Road Diet
- Two dedicated bike lanes
- Turn lanes maintained at Millidge Ave and Sandy Point Rd
- Bike boxes
- Transit stop/shelter moved
- Two signalized crosswalks
  - Bloom Street
  - Varsity Street/Hospital
- Reduced vehicle lanes across crosswalks
- Yield signs and loss of free flow lane from Millidge Avenue



Cross Section:  
Proposed Roadway Use



# Design Details



Signalized Crosswalk Design  
at Bloom and at Varsity/Hospital



Buffered Bike Lanes

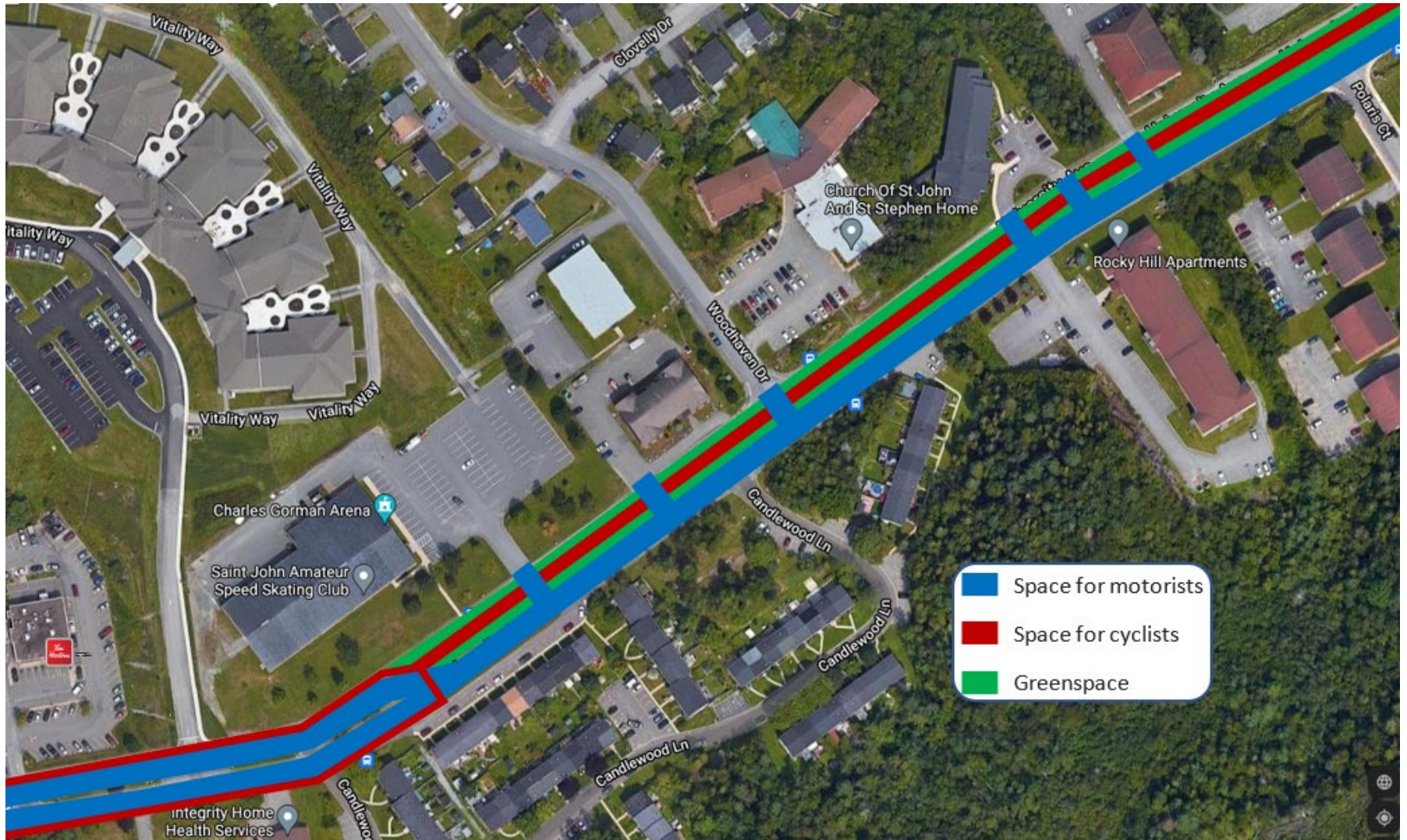


Buffered Bike Lanes  
with Bollards

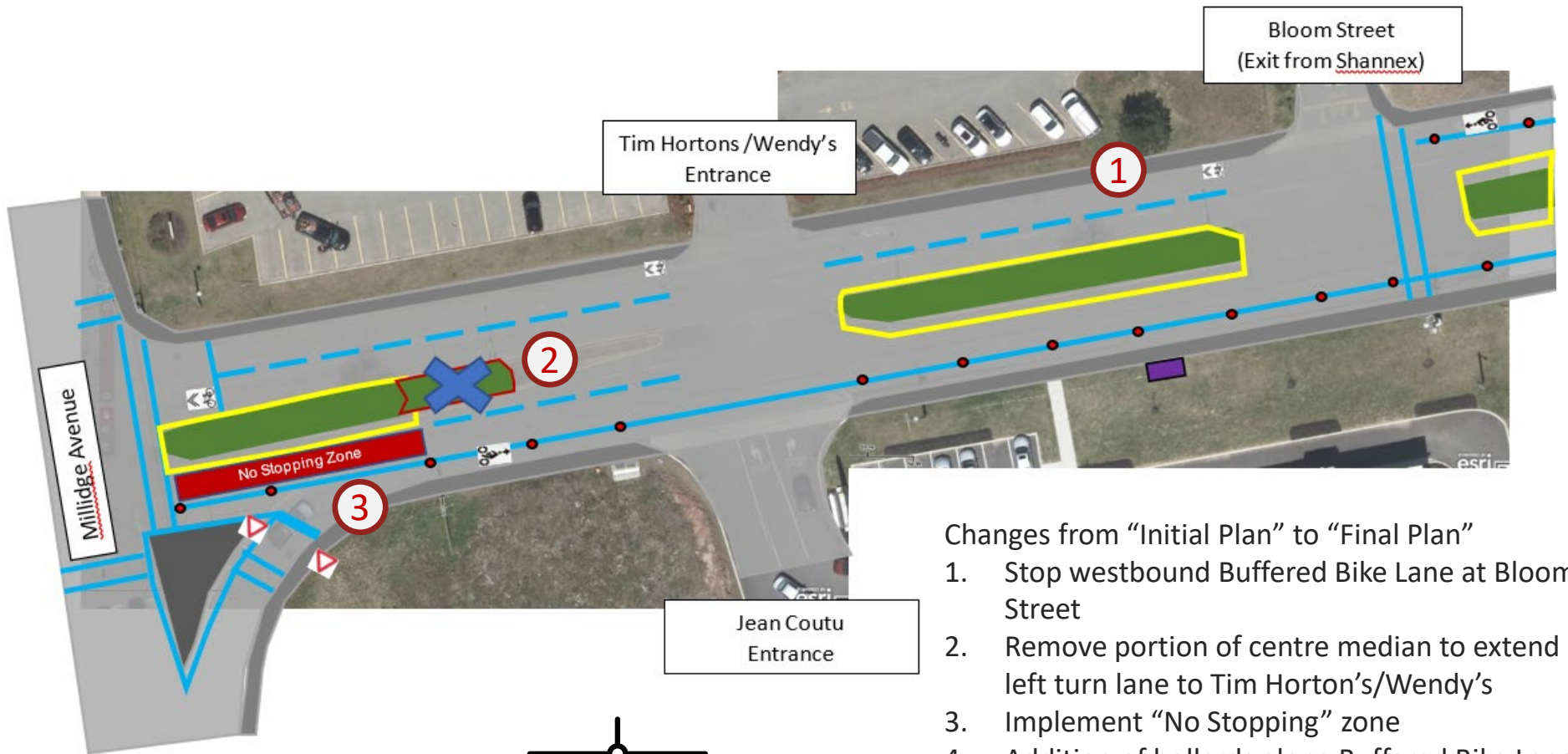
# Consultations

- 21 community participants in April 28 virtual community meeting
- 37 written (e-mail) feedback submissions from community
- Phone calls between City staff and community members
- Saint John Cycling Club
- Saint John Transit
- Saint John Fire and Police Force
- Representative of Tim Horton's/Wendy's
  
- Various feedback demonstrates need for balanced approach to design

# Option Suggested During Consultations

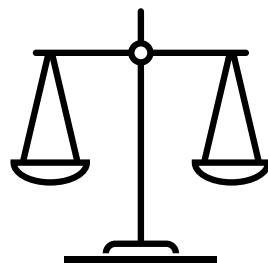


# Final Plan Incorporating Community Feedback



## Changes from "Initial Plan" to "Final Plan"

1. Stop westbound Buffered Bike Lane at Bloom Street
2. Remove portion of centre median to extend left turn lane to Tim Horton's/Wendy's
3. Implement "No Stopping" zone
4. Addition of bollards along Buffered Bike Lanes
  - Becomes first Protected Bike Lane in City
5. Reduce speed limit from 60 KM/H to 50 KM/H



# Recommendations to Common Council

- Endorse “Final” Plan
- Traffic By-Law Amendments recommended at a later date

