



# Community Meeting University Avenue Traffic Safety and Active Transportation



SAINT JOHN

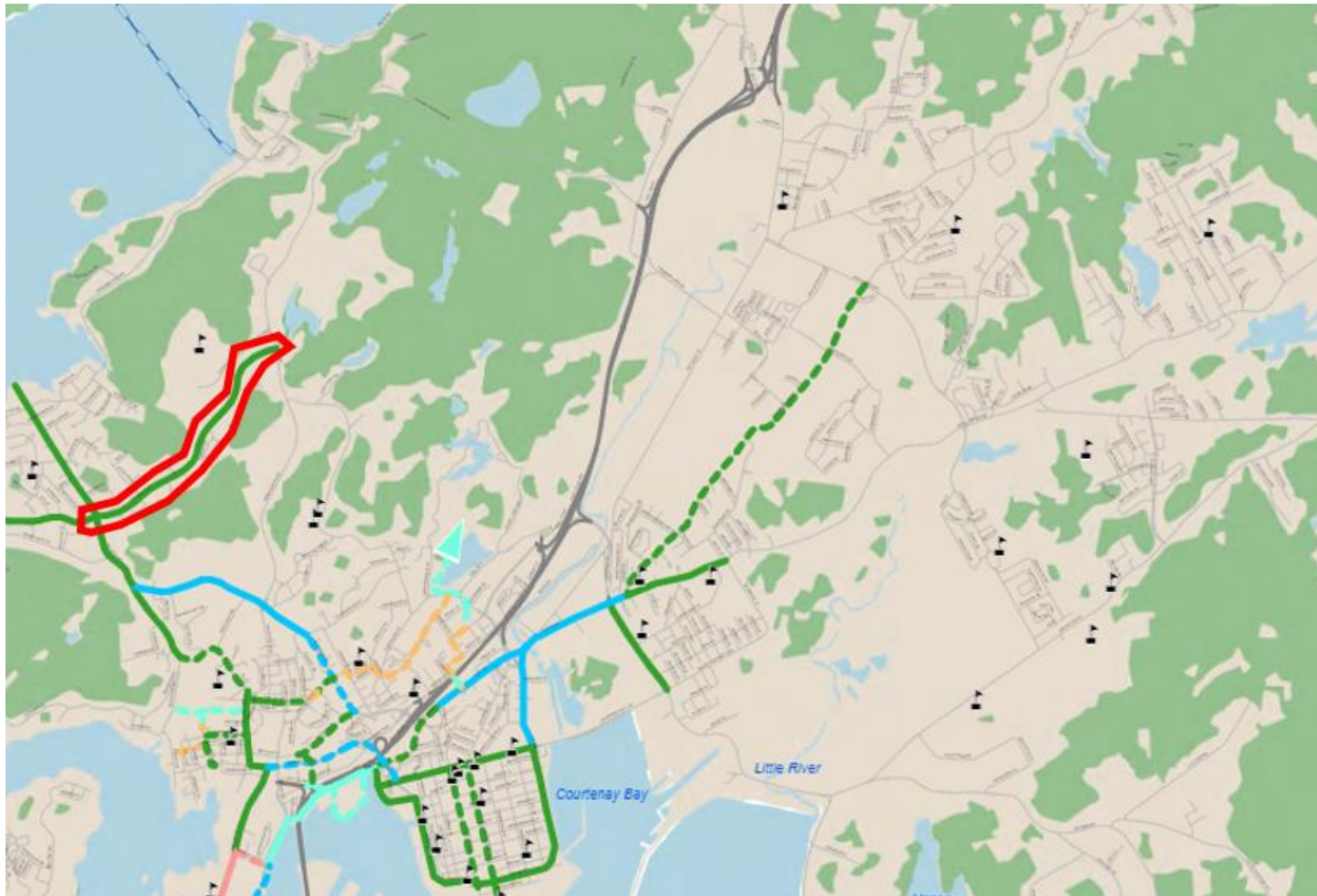
April 28, 2021

# Agenda

1. Introductions
2. Notice that meeting is being recorded
3. Suggestions for an effective Virtual Meeting
4. Suggested ideas for improvements to University Avenue
5. Round table discussion
6. Ways to provide added feedback



# University Avenue



## SAINT JOHN TRANSPORTATION STRATEGIC PLAN

### Priority Network - Feasibility Review

#### Priority Network

##### Previous New

- |            |  |  |
|------------|--|--|
|            |  | Separated Facility                         |
|            |  | Cycle Track or Protected Bike Lane         |
|            |  | Multi-Use Trail                            |
|            |  | Bike Lanes or Buffered Bike Lanes          |
|            |  | Bike Lane (One Side)                       |
|            |  | Shared Lanes                               |
|            |  | Shared Lane Eastbound, Bike Lane Westbound |
| Rural Road |  |  |
|            |  | Paved Shoulders                            |

#### Base Information

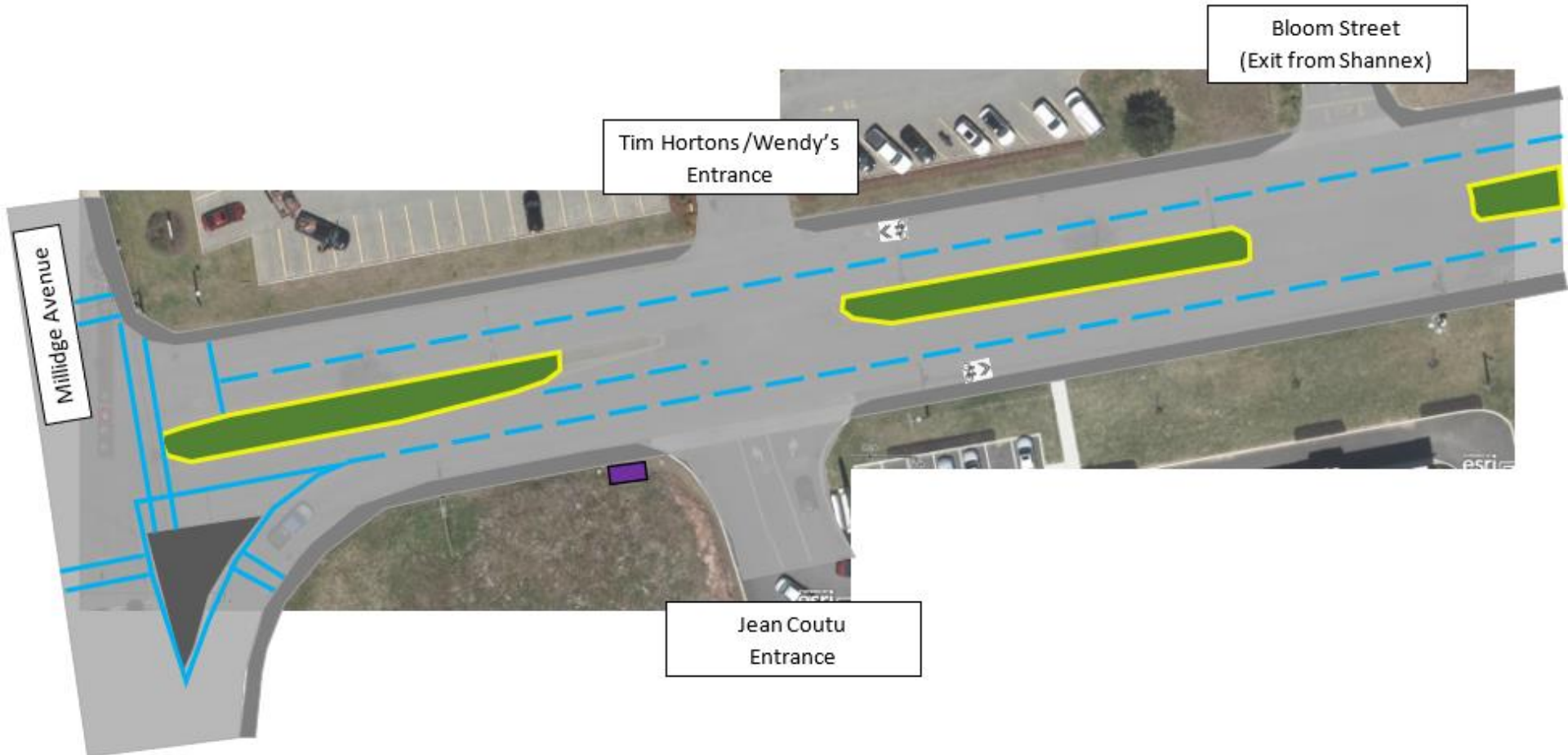


# Context: Location and Hard Infrastructure Available



Cross Section:  
Current Hard Infrastructure

# Context: Current Traffic Components (2019)



Cross Section:  
Current Roadway Use

■ Transit Bus Shelter

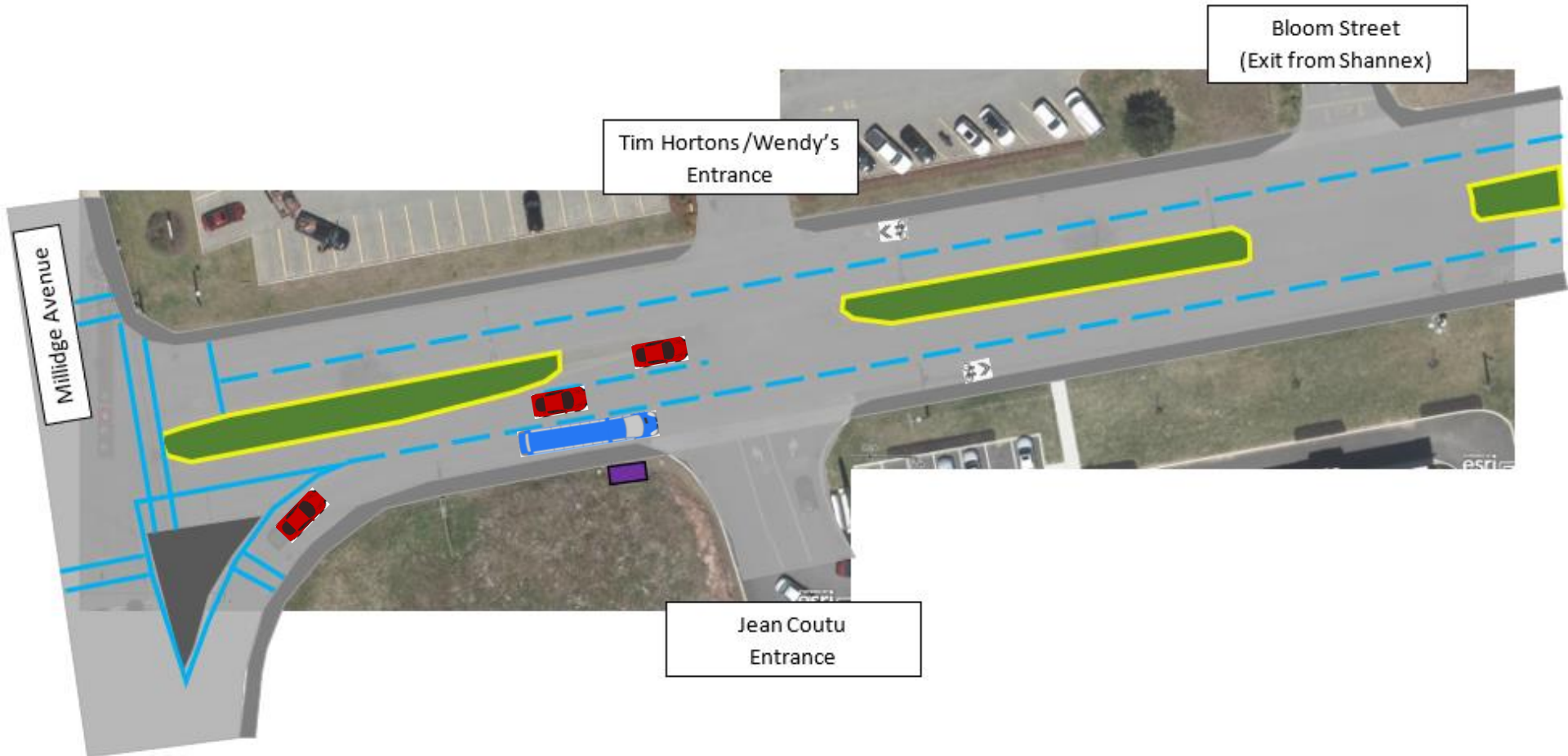
# Challenges and Opportunities

- Challenges Heard from the Community
  - Increased traffic congestion just east of Millidge Avenue
  - Transit stop/shelter too close to Millidge Avenue
  - Issues with safe pedestrian crossing options
- Opportunities
  - University Avenue part of Campus Harbour Connection Bike Route
  - Alignment with Municipal Plan
  - MoveSJ: New Transportation Plan for the City
  - Wide road to work with (caveat being centre medians)
  - Project Funding Opportunity
  - Partnerships
    - Community, Saint John Cycling Club, Saint John Transit, Police Force

# 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
  - 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
  - 48 KM/H average speed warrants traffic calming as per City policy
  - 55 KM/H average speed measured on University Avenue (2020-2021 count)
- Review of collision data
- TAC guidelines
- Successes and Lessons Learned in similar projects

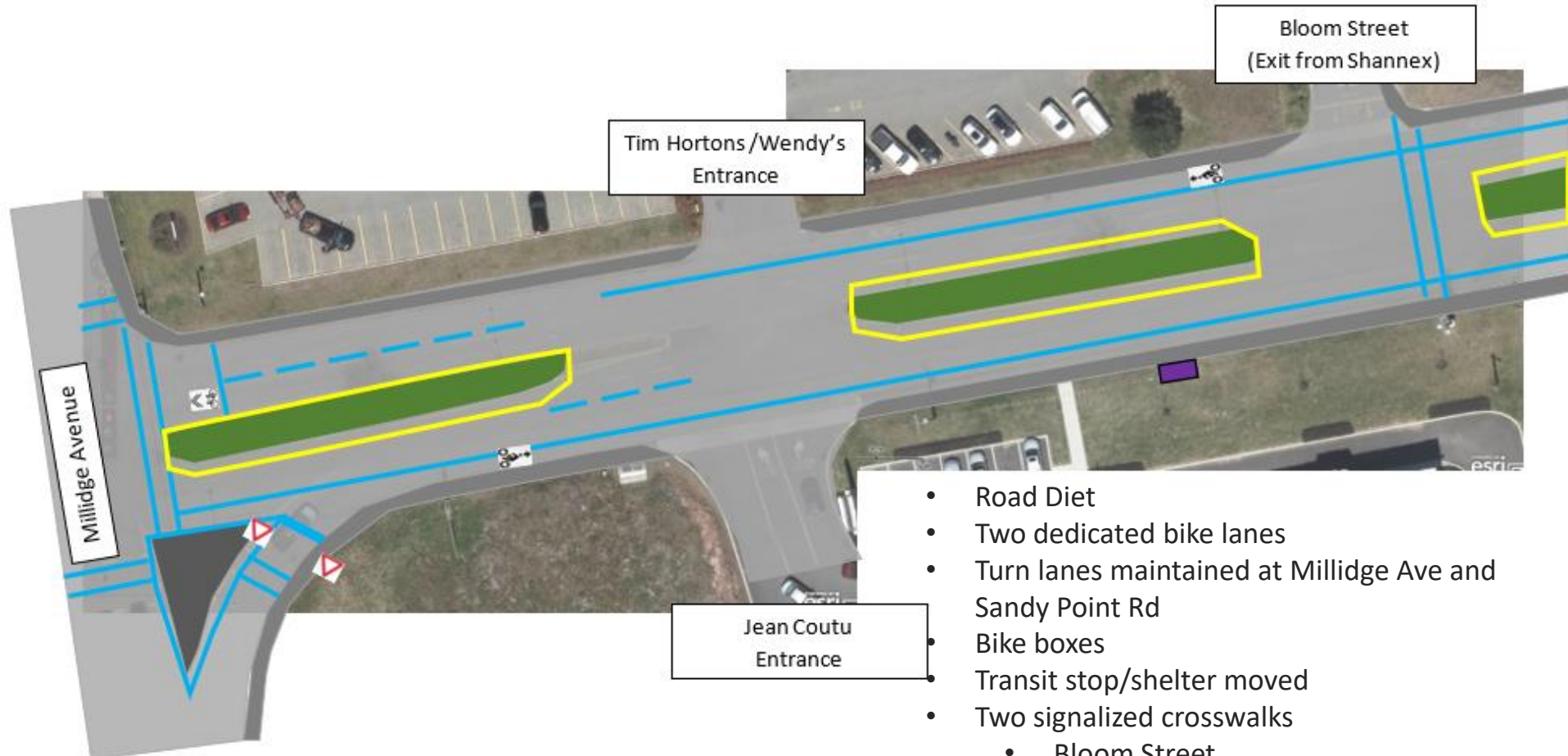
# Current Traffic Components (2019)



Cross Section:  
Current Roadway Use



# Proposed Solutions (2021 or 2022)



- 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 Varsity/Hospital



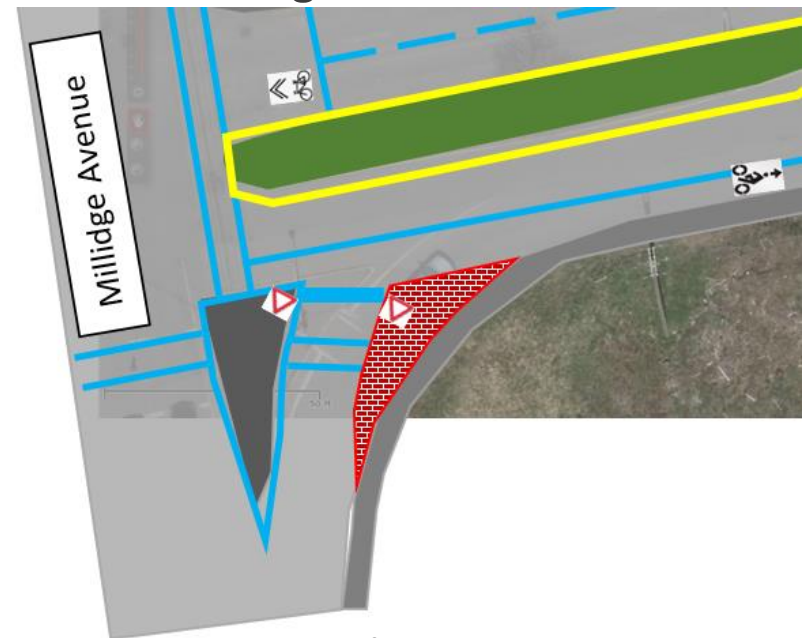
Buffered Bike Lanes

# Potential Future Improvement

- Smart Right Turn Channel
  - Consideration in future Capital project
  - Sharper turn lowers speeds and improves sight of pedestrians
  - Provisions for turning trucks with wider turning needs



2021-2022 Plan



Potential Future Improvement

# Example of a Smart Right Turn Channel



# Feedback

- Did we miss identifying any traffic safety concerns?
- Do you think the proposed solutions would solve raised traffic safety concerns?
- Are there any other solutions we haven't considered?
- Do you like the proposed Road Diet and plan for dedicated bike lanes?
- Do you like the proposed two signalized crosswalks?
- Do you think the overall plan will work?

Presentation will be posted on City website

Written feedback via e-mail to [feedback@saintjohn.ca](mailto:feedback@saintjohn.ca) by

May 7, 2021