



Community Meeting Future Use of Heather Way



SAINT JOHN

June 30, 2021

Agenda

1. Introduction
2. Notice that meeting is being recorded
3. Suggestions for an effective Virtual Meeting
4. Context and Options for Heather Way
5. Round table discussion
6. Consensus on option?
7. Ways to provide added feedback



Questions to ask ourselves

1. What is it we want Heather Way to be and do for the community?
 - Slow vehicle speeds?
 - Provide space for cyclists?
 - Create safer spaces for pedestrians?
 - Maintain current service standards for motorists?
 - Reduce infrastructure costs?
2. What is a feasible option to allow Heather Way to achieve this vision for the community?



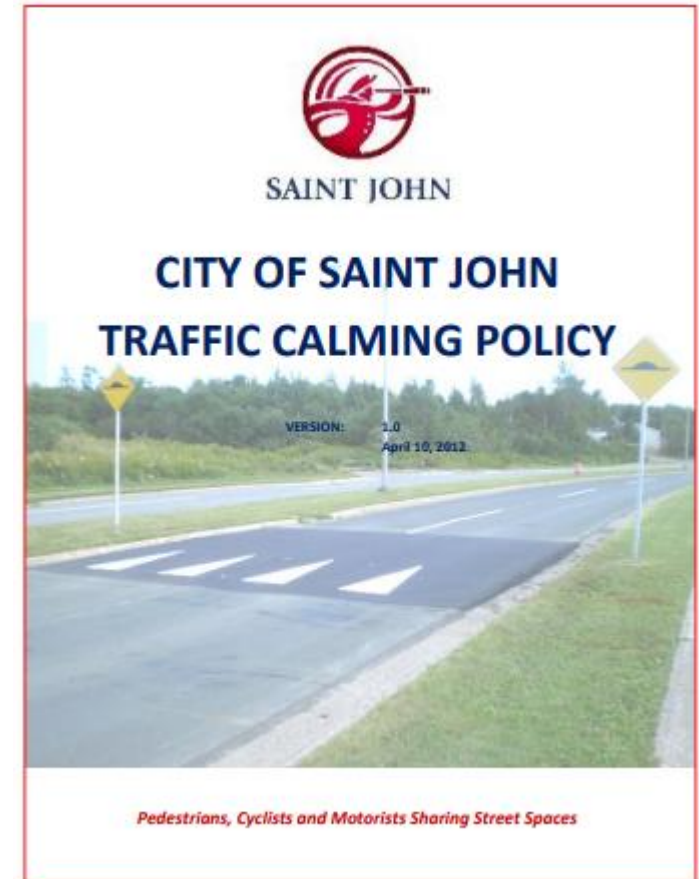
What Brings Us Together Now?

- Plan to repave in 2021
- Common Council requested rethink of use of the street before we repave
- Some “real estate” to work with
 - Four vehicle lanes
 - Shared centre boulevard/ 5th lane
- Support for “rethinking” of Saint John streets
 - Growing community emphasis on Active Transportation and Roadway Safety
 - Municipal Plan (PlansSJ)
 - New City of Saint John Transportation Plan (MoveSJ)
- 2009 Traffic Calming Plan



Test Case for Current Traffic Calming Policy

- 2008 death of pedestrian on Heather Way
- Traffic calming plan developed
 - Collaboration with Police Force
 - Consultations
 - Speed humps installed one side
 - Reduced speed limit
 - Potential future Road Diet (closing one side of the street)
- Experience contributed to current Traffic Calming Policy, 2012



Context: Hard Infrastructure Available



Cross Section:
Current Hard Infrastructure



Context: Location and Hard Infrastructure Available



Cross Section:
Current Hard Infrastructure



Context: Location and Hard Infrastructure Available



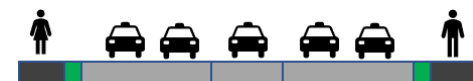
Cross Section:
Current Hard Infrastructure



Context: Location and Hard Infrastructure Available



Cross Section:
Current Hard Infrastructure



Different Approach from University Avenue

- A lot of ideas “lined up” for University Avenue
 - Staff brought a fairly defined concept forward
- No pre-convened preferred option for Heather Way
 - More of an “all-options” approach



Impact of Traffic Calming on Vehicle Speeds

- 2009 (before speed humps and 60 KM/H speed limit)
 - 58.25 KM/H Northbound (no speed humps, 60 KM/H speed limit)
 - 53.43 KM/H Southbound (no speed humps, 60 KM/H speed limit)
- 2020-2021 (speed humps Southbound and 50 KM/H speed limit)
 - 50.70 KM/H Northbound (no speed humps, 50 KM/H speed limit)
 - 46.59 KM/H Southbound (speed humps, 50 KM/H speed limit)
- Conclusions from available data
 - 7 KM/H speed reduction with implemented traffic calming measures

All speeds are averages

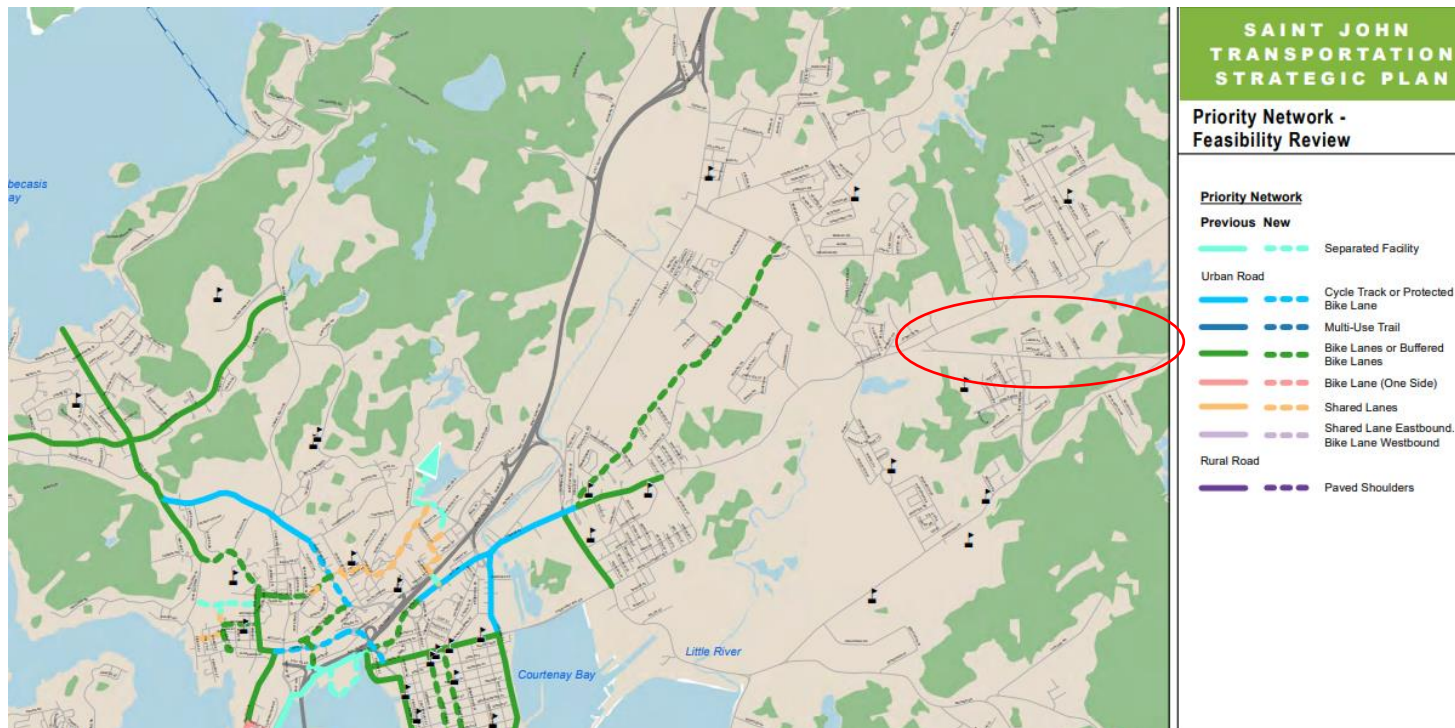
Need Two Vehicle Lanes Per Direction?

- 20,000 vehicles per day is typical threshold for requiring two vehicle lanes per direction
- 2009 Traffic count:
 - 1964 daily vehicles Northbound
 - 2212 daily vehicles Southbound
 - **4176** daily vehicles Total
- 2020-2021 Traffic count:
 - 1288 daily vehicles Northbound
 - 1544 daily vehicles Southbound
 - **2832** daily vehicles Total
- Short answer is “no”



Alignment with MoveSJ Cycling Strategy

Heather Way is not identified as a street proposed for cycling facilities



Approach to Road Safety

- Engineering changes in road design, traffic control, etc.
- Enforcement of road rules
- Education/Compliance of roadway users
 - What if posted speed limits were respected more?
 - What if pedestrians were provided Right-of-Way at crosswalks more?
 - What if Ellen's Law was followed more?



Where is Heather Way in its Lifecycle?

Roadway's Lifecycle

1. Design
2. Build
3. "Spot" Maintenance and Operations
4. **Major Maintenance** • • •
5. Reconstruction
 - Most opportunity for transformational changes to a street



Options to Consider

1. Status quo
2. Reduce from 5 to 3 vehicle lanes, add 2 buffered bike lanes, keep existing cross section,
3. Reduce from 5 to 3 vehicle lanes, add 2 buffered bike lanes, reduce road width by approx. 1 vehicle lane width, replace sidewalk, centre median, and median on one side
4. Close one side of Heather Way to vehicle traffic, only one lane per direction for vehicles, except re-establish 3 lanes at Hickey and Grandview, AT path and green space on closed side



Option 1: Status Quo

Status Quo Cross Section



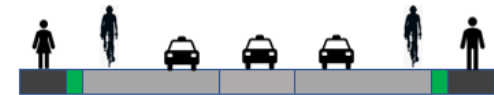
- Pros
 - Motorists served to high standard
 - No hard infrastructure change costs required
 - Some alignment with MoveSJ (no dedicated cycling space)
 - Left turn lane maintained
- Cons
 - No dedicated space for cyclists
 - No traffic calming
 - No asphalt reduction

Option 2: Buffered Bike Lanes Added

Status Quo Cross Section

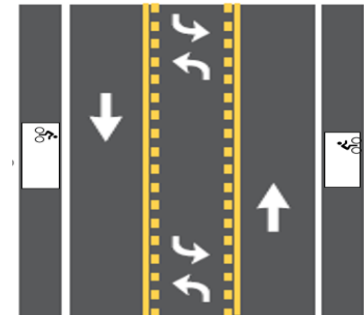


Option 2 Cross Section



- Pros

- No hard infrastructure change costs
- Left turn lane maintained
- Buffered bike lanes added
- Acceptable service level for motorists expected



- Cons

- No asphalt reduction
- Adding cycling infrastructure not considered in MoveSJ

Option 3: Bike Lanes and Road Narrowing

Status Quo Cross Section

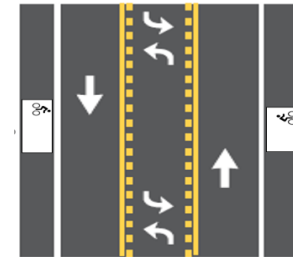


Option 3 Cross Section



- Pros

- Asphalt reduced (but greenspace costs increased)
- Left turn lane maintained
- Buffered bike lanes added



- Cons

- Substantial hard infrastructure change costs required ahead of point of “Reconstruction”
 - Rebuilding sidewalk, grass median one side, and centre grass median
- No great opportunities to sell “left over” greenspace

Option 4: Dedicate One Side for AT

Status Quo Cross Section



Option 4 Cross Section



- Pros
 - Asphalt costs reduced (but greenspace and path costs increased)
 - Separated cycle space added
- Cons
 - Left turn lane lost at connecting streets
 - Potential non-compliance with Motor Vehicle Act (cyclists driving on left side of “street” or on a “sidewalk”)
 - Hard infrastructure change costs required ahead of point of “Reconstruction”
 - Replace asphalt and sidewalk with greenspace and path
 - Side street extensions
 - Turn lanes re-established at two ends of street
 - Crossings between path and side streets
 - No great opportunities to sell “left over” greenspace

Option 4 Detail at Grandview Avenue



Feedback

1. What is it we want Heather Way to be and do for the community?
 - Slow vehicle speeds?
 - Provide space for cyclists?
 - Create safer spaces for pedestrians?
 - Maintain current service standards for motorists?
 - Reduce infrastructure costs?
2. Which of the 4 options (or another option) would allow Heather Way to achieve this vision for the community?

Presentation and recording of this meeting will be posted on City website

Written feedback via e-mail to feedback@saintjohn.ca by July 9, 2021

