TRANSPORTATION COMMITTEE
OPEN MEETING

Date: Tuesday, July 18, 2017, 12:00 p.m.
Location: Second Floor Committee Room, City Hall, Fredericton

1. Committee Membership
   Councillor Henri Mallet, Chair
   Councillor Kevin Darrah, Vice Chair
   Councillor Stephen Chase, Member
   Councillor Bruce Grandy, Member
   Councillor John MacDermid, Member
   Councillor Eric Megarity, Member

2. Agenda
   2.1 Fredericton Transit Accessibility Plan (30mins)
       PowerPoint Presentation by:
       • Dennis Kar, Dillon Consulting Limited
   2.2 York Street / King’s College Road Intersection (15 mins)
       Proposed Safety Improvements
       Administrative Report and PowerPoint Presentation by:
       • Jon Lewis, Traffic Engineer
   2.3 Upper Queen Parking Lot Restrictions (10 mins)
       Administrative Report by:
       • Darren Barker, Supervisor, Transit and Parking Services
   2.4 Construction Update - Major Traffic Impacts (5 mins)
       PowerPoint Presentation by:
       • Jon Lewis, Traffic Engineer
Fredericton Transit Accessibility Plan

JULY 18, 2017
CITY OF FREDERICTON

Dennis Kar,
Dillon Consulting Limited
Why Focus on Accessibility?

• Conventional transit service is currently not accessible for persons with disabilities

• Para Transit service is limited and expensive to provide

• Accessibility of conventional transit:
  – Improves equity and full participation in the community for persons with disabilities
  – Reduces stress on the existing Para Transit system by providing an alternative option for registered clients
  – Makes the system more accessible for all passengers
  – Reduces the potential for future human rights complaints
Purpose of the Plan

- Review existing accessibility legislation and best practices
- Develop a strategy to improve accessibility on Fredericton’s conventional transit services
- Identify and prioritize next steps to creating a fully accessible transit system in Fredericton
Planning Process

• Reviewed existing accessibility legislation (AODA and ADA) as well as other accessibility plans in other jurisdictions (Winnipeg, Halifax, St. John’s, Thunder Bay, etc.)
• Met with a number of key stakeholders in the City, as well as Fredericton accessibility groups
• Developed an accessibility vision, standards and guiding principles for Fredericton Transit conventional services
• Assessed existing services against the proposed vision and standards
• Developed a plan to move towards accessibility in Fredericton
Definitions

Disability:

• *Any impairment that may be visible and apparent, or non-visible.* The broad range of disabilities include physical, vision, deafness or being hard of hearing, intellectual or developmental, learning and mental health disabilities

Accessibility:

• The extent to which places and equipment, including transit vehicles, are *barrier free, and can be used by all persons with disabilities* – including (but not limited to) those with visual, cognitive, physical, or hearing impairments
Defining Accessibility for Fredericton Transit

Vehicle Accessibility
- Accessible Buses
- Mobility Aid Locations and Restraints
- Bus Accessibility Features
- On-Board Audible Announcements and Visual Displays
- Pre-boarding Announcements
- Operator Training
- Sensitivity Training
- Communications and Information

Physical Environment
- Sidewalk and curb cuts
- Bus stops, pads and shelters
- Signage
- Tactile or coloured pavement
- Snow removal
- Transit facilities

Operating Policies
- Priority and Courtesy Seating
- Passenger Fares
- Attendants/Companions, Service Animals
- Detours/Route Changes
Vision for Accessibility in Fredericton

The City of Fredericton is committed to moving towards a fully accessible transit system, implementing strategies that remove barriers and provide universal access to all customers. The goal is to achieve full accessibility by 2028, based on the implementation of the following strategies:

• Operate a fleet of **100 percent low-floor accessible buses** that meets the vehicle accessibility guidelines

• Clearly indicate and communicate bus stops which meet the **accessible bus stop** guidelines and develop a plan to retrofit additional bus stops

• Implement a standard for **barrier-free passenger amenities** located at terminals and bus stops. Develop a plan to retrofit existing passenger amenities
Vision for Accessibility in Fredericton

- **Remove barriers at terminals and other facilities** where passengers interact with Fredericton Transit customer service staff (e.g. pass/ticket sales agents)
- **Provide sensitivity training** to all Fredericton Transit staff that interact with transit customers
- Make **information on the use of transit available in accessible formats** (by design where feasible or at the request of a member of the public)
- Develop a **communications plan** that makes the public more fully aware and educated on accessibility needs on the transit system (e.g. use of priority seating)
- Form and fully engage with a **municipal Accessibility Advisory Committee** for the City of Fredericton responsible for identifying barriers and priorities for accessibility
Accessibility Bus Features
Guideline / Standard

- Use of low-floor vehicle with a functioning ramp that can be deployed to accommodate a person with a mobility aid
- Ability to accommodate two wheelchair positions
- Passenger features on the vehicles (e.g. stop request button) are designed to be usable for a person using a wheelchair
- Pre-boarding and on-board stop announcement systems are installed
Accessibility Bus Features

Existing Situation

- Fredericton Transit has been purchasing low-floor accessible vehicles with functioning ramps since 2006 (fleet fully accessible by 2018)
- Each of these low-floor buses includes the accessibility features identified in the guidelines
- Double seat behind driver may be an issue for persons with large mobility devices
- No system in place to announce next stops for persons with hearing loss or vision loss
- There is no formal Priority Seating policy currently in place beyond the courtesy stickers displayed on Fredericton Transit vehicles
Accessibility Bus Features

Recommendations

• Remove double seat behind driver and replace with single seat. Refine specifications on new vehicle purchases
• Install pre-boarding and on-board stop announcement systems
• Place a standard accessibility decal on each accessible bus
• Develop policy to describe priority seating
• Develop policy to define what to do if both wheelchair spots are already full
Accommodation of Mobility Aids
Guideline / Standard

- Clearly communicated to passengers type of mobility aids that can be accommodated on Fredericton Transit

Existing Situation

- No policy in place regarding the accommodation of mobility aids on transit buses

Recommendations

- Communicate the size, weight, and type of mobility aids accommodated on buses
- Develop policy to secure wheelchairs on accessible vehicles
- Develop policy and locate an area to store mobility aids
Accessible Transit Stops
Guideline / Standard

Fully Accessible Stops

• Adequate space for buses to pull up to the curb
• Bus doors align closely with the bus stop
• Accessible path/sidewalk with curb cuts at bus stop (minimum clear width of 1.1 metres; include curb cuts located where the path/sidewalk intersects with a road.)
• Adequate space for a ramp to be deployed from the side of a bus onto a landing area
• Sufficient space for a person using a wheelchair to wait in an area that is unobstructed and out of the flow of pedestrian traffic
• Landing and waiting area is hard-surfaced, flat, stable and free of obstructions
**Accessible Transit Stops**

**Guideline / Standard**

**Ramp Deployable Stops**

- Do not meet all the requirements of a fully accessible stop but provides an unobstructed, hard-surfaced area in which the ramp can be safely deployed
- May be on private driveways in areas with no sidewalks (hard paved surface)
- Bus drivers permitted to stop at the closest available safe location that is not the official stop at the request of a customer with a disability

**Other Accessible Features**

- Consider including tactile strips or paving stones to designate a waiting area that is lined up with the front door of the bus
- A continuous paved landing area accessible from both front and rear doors

Note: These features are important but do not need to be in place for a bus stop to defined as ‘fully accessible’
Accessible Transit Stops

Priority Setting

• Conventional transit stops in close proximity to pick-up and drop-off points used by Para Transit clients
• Consultation with stakeholders to identify priority destinations
• Creating routes that meet accessibility criteria
  – Minimum 25% of stops are fully accessible
  – Minimum 50% of stops are fully accessible or ramp deployable
  – On routes with bi-directional service, both stops at a given intersection are accessible
Accessible Transit Stops

Recommendations

- Upgrade priority stops to full accessibility as funding allows

<table>
<thead>
<tr>
<th>Route</th>
<th>Accessible Stop Upgrades</th>
<th># of Stops</th>
<th>% of Accessible Stops</th>
<th>% of Accessible and Ramp Deployable Stops</th>
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<td>14%</td>
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</table>
Accessible Transit Stops
Recommendations
Accessible Transit Signs at Stops
Guideline / Standard

• Identify accessible stops with the international symbol for accessibility
• Transit poles are a distinctive in design from other poles surrounding the transit stop
• Signage is visible and readable by all users at a height that is easily readable by both ambulatory passengers and those in a wheelchair or scooter
• Signage facing the sidewalk or road where a sidewalk is not present
• Transit stop poles are consistent in location and design throughout the system
Accessible Transit Signs at Stops

Existing Situation

- Many bus stop signs mounted on utility poles, varying heights and direction
- Sign itself does not meet accessibility standards
- Need identification of an accessible stop

Recommendations

- Update transit sign design
- Indicate stops that are Accessible and Ramp Deployable
- Replace all signs with the new design on metal signs
**Accessible Transit Shelters**

**Guideline / Standard**

- Seating is provided
- Shelter entrance provides easy entrance/exit of mobility aids
- Sufficient space inside the shelter for manoeuvring a wheelchair that meets the design standards

**Existing Situation**

- Existing Shelters are not accessible

**Recommendations**

- Initiate discussions with bus shelter provider
- Add ten new shelters per year for five years
Accessible Passenger Information
Guideline / Standard

- Tactile or braille stop IDs on bus stop poles
- Pre-boarding and on-board stop announcement systems installed on all buses
- Telephone information systems for persons with hearing disabilities (ex: TTY)
- Indications on timetables of which trips are operated by accessible vehicles
- All information should be made available in accessible formats where possible

Existing Situation

- Website is in accessible format and has a dedicated section on Accessibility
- Route maps and schedules are only in PDF format and not accessible with screen readers
Accessible Passenger Information

Recommendations

- Have Ability NB review website
- Add additional information on accessibility to website
- Update maps and schedules to identify accessible routes
- Identify stops that are Accessible and Ramp Deployable
- Provide information via TTY telephone service for a trial period
- Provide general transit information via accessible formats upon request
Bus Operator and Customer Service Staff Training

Guideline / Standard

- Communicate effectively and respectfully with customers with disabilities
- Stop the bus in a position that ensures safe boarding and exiting of customers
- Deploy the kneeling features, ramp or lift to assist passengers in safely boarding and exiting the bus
- Ensure to the best of their ability that mobility aids meet requirements
- Follow proper procedures at all times, while securing both the passenger and mobility aid safely
- Operate the bus in a manner that ensures the passengers’ safety and comfort at all times
Bus Operator and Customer Service Staff Training

Existing Situation

- Training is done in house, covering CUTA Ambassador, Worksafe NB, and Respectful Workplace training

Recommendations

- Provide sensitivity training to all staff through Ability NB
- Provide training on Q-straints for wheelchairs
- Update operator training to include accessibility measures
- Continue to use CUTA Transit Ambassador training
- Continue to offer Basic First Aid training
Travel Training
Guideline / Standard

• A program that allows people who are new to public transit or no longer use public transit to gain the knowledge and confidence to travel more independently

Existing Situation

• Not currently provided by Fredericton Transit

Recommendations

• Develop a travel training program in cooperation with Ability NB
• Target existing Para Transit clients, seniors, persons with disabilities, and people who are new to Fredericton
Transit Terminals and Facilities
Guideline / Standard

- Barrier-free accessible entrances are provided to all terminals and facilities
- Where a particular entrance is not accessible, clear signage indicates the closest accessible entrance
- Push-button automatic doors are provided at all building entrances
- All washroom facilities are accessible or a separate accessible washroom is provided in the facility
- Drinking water fountains are accessible by people using wheelchairs or scooters
Transit Terminals and Facilities

Existing Situation

• Kings Place terminal is accessible but interior space is privately owned
• Fredericton Transit is exploring the possibility of building a new downtown terminal
• Existing Fredericton Transit offices are not accessible

Recommendations

• Ensure that all accessibility requirements are met when redeveloping the downtown transit terminal
• Include a ground floor office space that meets all accessibility requirements in the expansion of the Fredericton Transit maintenance facility
Snow Clearing
Guideline / Standard

- All accessible transit stops and terminals are classified as the first priority for sidewalk plowing
- Set a 24-hour standard after a snowfall for clearing snow from accessible transit stops and terminals
- Set a 48-hour standard after a snowfall for clearing snow from all other transit stops
- Sidewalks along streets with accessible transit stops are cleared along with the stops
**Snow Clearing**

**Existing Situation**

- Snow required to be cleared within 24 hours of a snowfall
- 2016 trial program by City to clear snow from 21 primary bus stops at a cost of $3,200 per year

**Recommendations**

- Coordinate snow clearing policy with City staff and contractors to ensure that it meets the new accessibility criteria and prioritizes accessible stops as much as possible
- Continue the trial begun in 2016 to clear snow from primary bus stops
Phasing Plan

2017 Priorities

1. Develop policies for accommodating passengers with disabilities on conventional transit, including priority seating and mobility aids
2. Begin upgrading stops to be fully accessible based on priority list, continuing each year
3. Update signage and begin replacing signs at all stops
4. Update digital and print information explaining accessibility of conventional transit
5. Conduct sensitivity training for all staff, continuing as needed
6. Coordinate snow clearing policy with City and contract staff, continuing each year
Phasing Plan

2018 Priorities

1. Negotiate with Pattison to begin installing 10 new accessible bus shelters, continuing each year
2. Trial implementing TTY telephone information system for one year, continuing if effective
3. Send two employees to Q Straint Train the Trainer
4. Begin providing Travel Training to Fredericton Transit customers

2019 Priorities

1. Install pre-boarding and on-board stop announcement systems (based on available funding)
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York – King’s College Intersection

Proposed Safety Upgrade

Jon Lewis, P.Eng.
Traffic Engineer
City of Fredericton
Safety Concerns Identified

• Proportionately High Collision Rates for Traffic Turning From King’s College Road;
  – Relatively low volumes
• Concerns from residents on King’s College about High Traffic Speeds;
• Concerns from residents on King’s College about Cut-Through Traffic
  – 2015 Traffic Calming Request
Collision History

18 Angled Collisions involving King’s College Traffic
Potential Improvement Options Considered

- Do Nothing
- Roundabout
- Traffic Calming Circle
- Traffic Signals
- Turning Restrictions (Median Island)
Do Nothing

• Expect Angle Collisions to Continue along King’s College
• No change in cut through traffic or travel speeds along King’s College
Single Lane Roundabout

Pros
- Highest Level of Safety for All Users
- Negligible Impact on Emergency Services
- Improved Local Auto Mobility

Cons
- High Capital Cost
- Challenging Design with Approach Grades
- Significant ROW Impacts
- Increased Traffic on King’s College
- Small Increase in Speed on King’s College
Traffic Calming Circle

Pros
- Lower Capital Costs
- Reduced Speeds on York Street*
- Minimal impact on Local Auto Mobility

Cons
- Inappropriate Treatment Given Function of York Street
- Small Impact on Emergency Services
- Negatively Impact Transit
- Increased Traffic on King’s College
- Small Increase in Speed on King’s College
- Collision Impacts Unknown (Probably Negative)
## Traffic Signals

**Pros**
- Reduced Collisions on King’s College Approach
- Negligible Impact on Emergency Services
- Improved Local Auto Mobility

**Cons**
- Traffic Signals are not warranted based on National Standards (64 Points out of 100)
- Increased Collisions on York Approach
- High Capital Cost
- Increased Traffic on King’s College
- Larger Increase in Speed on King’s College

Traffic Signals are not recommended by City Staff – They are not warranted and likely won’t address the safety issue overall.

![Traffic Signal Diagram]
### Median Island

**Pros**
- Reduced Intersection Collisions
- Improved Pedestrian / Cycling Crossing
- Less Traffic on King’s College for Cycling
- Lower Speed on York Anticipated*
- Lower Cut-Through Traffic on King’s College
- Lower Speeds on King’s College
- Traffic Shift to Other Collector Streets (Dundonald/Montgomery)
- No Impact on Transit
- Low Capital Construction Cost

**Cons**
- Local Auto Mobility Decreased
- Traffic Shift to Other Residential Streets
Public Open House

• Meeting held June 15th;
• Residents most impacted invited;
• Agreement that there is an issue at the intersection; and
• Generally resistant to the median option as it will restrict some auto-mobility for some residents.
Options

Option 1
The Transportation Committee supports the installation of a median barrier on York Street at King’s College to improve the safety of this intersection.

The Transportation Committee supports the proposed amendment to By-law No. T-1, A By-law to Regulate Traffic, to implement the following changes:

– Prohibit left turn movements from York Street onto King’s College, bicycles excepted;
– Prohibit left turn movements from King’s College onto York Street, bicycles excepted; and
– Prohibit thru movements along King’s College at the York / King’s College intersection, bicycles excepted.

Option 2
The Transportation Committee does not support the installation of a median barrier on York Street at King’s College. No upgrades should be implemented at this intersection at this time.

Option 3
The Transportation Committee can give other direction to staff.
Proposed Plan Moving Forward

- Staff Recommend Option 1
- Construct Median Island in 2017
- Monitor Collisions Before / After; and
- Monitor Speeds on York Street Before / After.
Questions?
To: Councillor Henri Mallet, Chair, Transportation Committee and Members of the Transportation Committee

From: Jon Lewis, P.Eng.
Traffic Engineer

Date: June 30, 2017

Title: Proposed Safety Improvements to York Street – King’s College Road Intersection

Description:

OPEN OR CLOSED SESSION:

This issue is to be considered at an open session.

ISSUE:

Following a review of the collision history at the York / King’s College intersection, staff are of the opinion that a median should be constructed along York Street to improve safety.

BACKGROUND:

Engineering Services staff are committed to bring forward engineering improvements to improve public safety throughout the City. Staff identified the frequency, rate and severity of collisions at the York / King’s College intersection as a concern.

Figure 1 below shows the collision history over the previous 9 years at the York / King’s College intersection. There have been a total of 18 angle collisions involving vehicles from the King’s College approaches. This stands out as being over-represented given the relatively low volumes of traffic making thru or left turn movements from King's College.

Historically, residents along King’s College (Regent to Smythe) have expressed concerns about cut-through traffic and travel speeds between Regent Street and Smythe Street. There was a traffic calming petition signed by over 2/3 of the residents along King’s College (York Street to Smythe Street) expressing these concerns in 2015.
DISCUSSION:

A number of potential safety enhancements were reviewed as described in Table 1 below. The positive and negative attributes of each option are described.

As shown in Table 1, Engineering Services is recommending a centre island median as it would help address the safety issues identified. The thru and left turning traffic from King's College would be diverted to other collector streets and many of the left turn movements would become safer, right turn movements at adjacent intersections. A conceptual design of the proposed median is shown below in Figure 2.

Research shows that center medians typically help reduce travel speeds by physically narrowing travel lanes for drivers. Drivers will feel a 'squeeze' as they approach and travel by the median on York Street and should instinctively slow down. Engineering Services has collected 'before' travel speeds on York Street near King's College Road and intend to do follow-up speed studies if the median is installed to confirm the impact on travel speeds on York Street.

This intersection serves as an important connection point for the cycling network in Fredericton as York Street features north-south bike lanes and King's College Road features east-west bike lanes. Although all vehicular left turn movements will be restricted and thru movements along King's College will be restricted, gaps in the median and signage will be designed so that bikes will still be able to make all turning movements at this intersection. Overall safety for cyclists will be improved as a result of reduced conflicting movements at the intersection as a result of the vehicular turning restrictions.

The combination of reducing conflicts by removing all left turn movements at the intersection and thru movements from King's College as well as the anticipated reduced in travel speeds along York Street are intended to improve the level of safety for both pedestrians and cyclists traversing through this intersection.

Figure 1 – Historical Collision History at York / King’s College Intersection (red arrow signifies direction typically at fault)
The option of installing traffic signals was explored at this intersection. The Transportation Association of Canada (TAC) signal warrant score only resulted in 64 priority points, where typically 100 points are required to warrant traffic signals. While traffic signals will likely decrease the number of collisions on the King’s College approach, it is very likely that it would increase collisions on the York Street approaches. Given the low signal warrant score and with a comparison to collision history at other adjacent intersections, **traffic signals are not recommended** at this location by Engineering Services staff. An additional potential negative impact of traffic signals is that they would likely increase cut-through traffic on King’s College (between the Universities and Smythe Street) and likely increase travel speeds.
Table 1 – Potential Safety Improvements Explored

<table>
<thead>
<tr>
<th>Potential Safety Upgrade</th>
<th>Positive Attributes</th>
<th>Negative Attributes</th>
<th>Recommended</th>
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<td>• High Capital Cost</td>
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<td></td>
<td>• Negligible Impact on Emergency Services</td>
<td>• Challenging Design with Approach Grades</td>
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<td>• Improved Local Auto Mobility</td>
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<td>• Small Increase in Speed on King’s College</td>
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<tr>
<td>Traffic Calming Circle</td>
<td>• Lower Capital Costs</td>
<td>• Inappropriate Treatment Given Function of York Street</td>
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<td>• Reduced Speeds on York Street</td>
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<tr>
<td>Median Island</td>
<td>• Reduced Intersection Collisions</td>
<td>• Increased Traffic on King’s College</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>• Improved Pedestrian / Cycling Crossing</td>
<td>• Larger Increase in Speed on King’s College</td>
<td></td>
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<tr>
<td></td>
<td>• Less Traffic on King’s College for Cycling</td>
<td></td>
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<tr>
<td></td>
<td>• Lower Speed on York Anticipated</td>
<td></td>
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<tr>
<td></td>
<td>• Lower Cut-Through Traffic on King’s College</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• Lower Speeds on King’s College</td>
<td></td>
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<tr>
<td></td>
<td>• Traffic Shift to Other Collector Streets (Dundonald /Montgomery)</td>
<td></td>
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<tr>
<td></td>
<td>• No Impact on Transit</td>
<td></td>
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<tr>
<td></td>
<td>• Low Capital Construction Cost</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>
| Residents most impacted by the proposed centre median (residents on King's College, Mitchell, Pembroke, and Elgin) were invited to a public information session on June 15th to discuss the proposed project. The purpose of the proposed project was explained and the process for selecting a median barrier as the recommended improvement was described. In general, most of the residents that attended the meeting were against the median concept as it will reduce auto-mobility for those residents living closest to it. Some residents in attendance expressed interest in signalization at this intersection. As previously described, signals are not currently warranted at this location, their impact on safety is not clear given the low warrant score, and they would likely increase cut-through traffic volumes and speeds.
along King’s College. Traffic signals are not recommended at this location by Engineering Services staff

COUNCIL POLICY:

Staff are seeking direction from Council for the implementation of a centre median on York Street. It is anticipated that safety will be improved considerably as a result of this implementation; however, some local residents are opposed to the installation as it will negatively impact their auto-mobility (turning movements off King’s College would effectively become right-in / right-out only).


FINANCIAL CONSIDERATION (Immediate Impact on Approved Budget):

The cost associated with installing the median and appropriate signage is approximately $5000 and will be covered under the 2017 Neighbourhood Improvements fund.

LEGAL CONSIDERATION:

City of Fredericton By-law No. T-1, A By-law to Regulate Traffic, requires amendments to add turning restrictions to the York / King’s College intersection.

SUSTAINABILITY DUE DILIGENCE:

This section should identify and explain the issue’s impact on the economy, the environment and our community, as follows:

- the economic impact: Maintenance of the signage and the concrete median represents a small ongoing future maintenance cost.

- the environmental impact: There is no anticipated environmental impact.

- the social impact – This improvement is intended to increase the level of safety at this intersection. It is anticipated that collisions will be reduced and pedestrian and cyclist safety will be enhanced. The auto-mobility of some local residents will be negatively impacted.

COMMUNICATION PLAN:

It is not anticipated that a communication plan will be required from the City. The changes will be reiterated to the public using standard restriction signage.

SPOKESPERSON:

Jon Lewis, P.Eng. – Traffic Engineer

OPTIONS:

Option 1

The Transportation Committee supports the installation of a median barrier on York Street at King’s College to improve the safety of this intersection.
The Transportation Committee supports the proposed amendment to By-law No. T-1, A By-law to Regulate Traffic, to implement the following changes:

- Prohibit left turn movements from York Street onto King’s College, bicycles excepted;
- Prohibit left turn movements from King’s College onto York Street, bicycles excepted; and
- Prohibit thru movements along King’s College at the York / King’s College intersection, bicycles excepted.

**Option 2**

The Transportation Committee does not support the installation of a median barrier on York Street at King’s College. No upgrades should be implemented at this intersection at this time.

**Option 3**

The Transportation Committee can give other direction to staff.

**RECOMMENDATION:**

Staff recommend Option 1.

It is recommended that the following resolution be forwarded to City Council for consideration:

BE IT RESOLVED that the Council of the City of Fredericton supports the installation of a median barrier on York Street at King’s College to improve the safety of this intersection. This will result in left turn movements being prohibited at this intersection and the King’s College approaches being restricted to right-in / right-out.

BE IT FURTHER RESOLVED that the Council of the City of Fredericton authorizes and directs the Legal Division to draft the appropriate by-law to amend By-law No. T-1, A By-law to Regulate Traffic, to implement the following changes:

- Prohibit left turn movements from York Street onto King’s College, bicycles excepted;
- Prohibit left turn movements from King’s College onto York Street, bicycles excepted; and
- Prohibit thru movements along King’s College at the York / King’s College intersection, bicycles excepted.

**Prepared by:**

__________________
Jon Lewis, P.Eng.
Traffic Engineer

**Approved by:**

__________________
Dylan Gamble, P.Eng.
Director of Engineering & Operations
To: Councillor Henri Mallet, Chair, Transportation Committee and Members of Transportation Committee

From: Darren Barker
Supervisor, Transit and Parking Services

Date: June 13, 2017

Title: Parking Restrictions at Upper Queen Parking Lot

Description: Amendment to By-law No. T-1, A By-law to Regulate Traffic – Parking Restrictions at the entrance to Upper Queen Lot.

OPEN OR CLOSED SESSION:
Open Session

ISSUE:
Vehicles are parking on both sides of the entrance to the Upper Queen Lot restricting the flow of vehicles entering and exiting the lot.

BACKGROUND:
Development of a new building on Queen Street closed the entrance to the Upper Queen parking lot for the past two years. The entrance opened late in 2016 and shortly after vehicles started parking on both sides of the entrance. This narrows the entrance and restricts the flow of traffic creating a safety concern when vehicles are entering and exiting the lot.

DISCUSSION:
Staff is of the opinion that restricting parking as shown in Figure-1 will improve flow and increase overall safety.

COUNCIL POLICY:
FINANCIAL CONSIDERATION (Immediate Impact on Approved Budget):

The cost associated with installing the appropriate “No Parking” signage will be approximately $200.00 and will covered under the 2017 Parking Budget.

LEGAL CONSIDERATION:

City of Fredericton By-law No. T-1, A By-law to Regulate Traffic, requires an amendment in order to implement and enforce traffic controls on the public street system.

SUSTAINABILITY DUE DILIGENCE:

N/A

COMMUNICATION PLAN:

N/A

SPOKESPERSON:

Darren Barker, Supervisor, Transit/ Parking Services

OPTIONS:

Option 1

Transportation Committee supports the proposed amendment to By-law No. T-1, A By-law to Regulate Traffic, to remove parking on both sides of the entrance to the Upper Queen Lot as shown in Figure -1

Option 2

Transportation Committee can give other direction to staff.

RECOMMENDATION:

It is recommended that the following resolution be forwarded to City Council for consideration:

BE IT RESOLVED that the Council of the City of Fredericton authorizes the Legal Division to draft the appropriate by-law to amend By-law T-1, A By-law to Regulate Traffic, to remove parking on both sides of the entrance to the Upper Queen Lot as shown in Figure-1.

Prepared by: Darren Barker
Supervisor of Transit and Parking

Approved by: Ken Forrest
Director of Growth and Community Services
/Attachments: Figure-1
2017 Major Construction Traffic Impacts Update

Jon Lewis, P.Eng.
Traffic Engineer
**Ped Detour: Valley Trail**

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**WOODSTOCK ROAD CULVERT CLOSURE**

**WOODSTOCK CULVERT REPLACEMENT**

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**Full Closure Start Date:** June 26th

**Duration:** Estimated 4 weeks
Full Closure Start Date: June 26th
Duration: Estimated 4 to 6 weeks
Ped Access Maintained

**Full Closure Start Date:** July 24th  
**Duration:** Estimated 4 weeks
Phase 3 Construction
Lane Restriction Start Date: Mid-July
Duration: Estimated 6 weeks
Ped Access Maintained
Mitigation Strategies

– Schedule Vacations during Closure;
– Talk to Employer about Flex Time (Avoiding peak time trips if possible will help);
– Combine Trips;
– Carpooling – Find a Friend to Share the Ride with;
– Active Transportation; and
– Transit.

• Continue changing travel habits or there will be very heavy congestion on detour routes
Thank You for Continued Patience!