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Movesj

Final Report

City of Saint John Transportation Strategic Plan Phase 1

Submitted to City of Saint John
by IBI Group
March 2017

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Table of Contents

Table of Contents (continued)

Table of Contents (continued)

List of Exhibits

Table of Contents (continued)

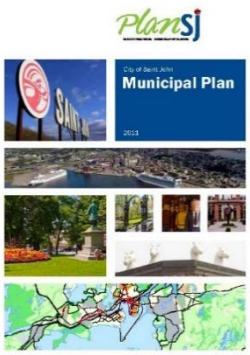
Table of Contents (continued)

Appendices

1 Project Background

1.1 Basis for Strategic Transportation Planning – PlanSJ

The basis for the new Saint John Strategic Transportation Plan is the 2012 Municipal Plan. It provides a clear vision of how the city will develop over the next 25 years, with elements that affect, and are affected by transportation and mobility in the City shown in Exhibit 1.1, namely:



Protecting the Natural Environment;

Committing to Smart Growth principles;

Building Complete Communities;

Planning for Strong Economies; and

Providing Choices for Getting Around.

Exhibit 1.1 PlanSJ Vision - City of Saint John

PlanSJ also includes goals for transportation and mobility that have been reviewed and incorporated into MoveSJ (see Section 4) shown on Exhibit 1.2. Policy TM-1 of the Municipal Plan sets the rationale for preparing the Transportation Strategic Plan by directing Council to:

Develop and maintain a comprehensive Transportation Strategic Plan for the City which advances the development of a multi-modal transportation system for the community.

Exhibit 1.2 PlanSJ Transportation Goals

1.2 Purpose of the Transportation Strategic Plan

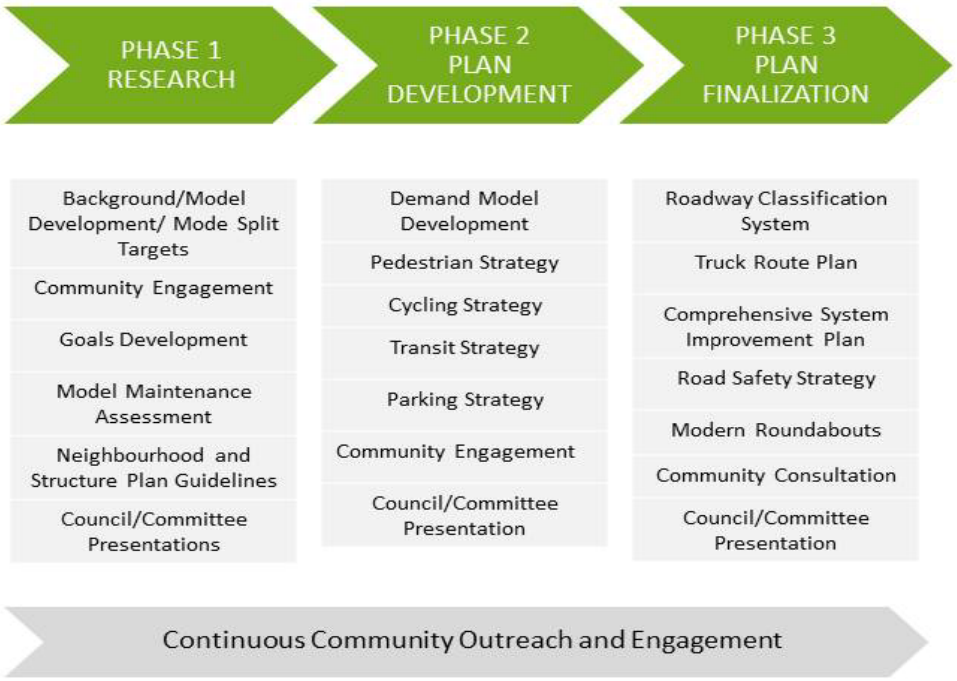
One of the key messages that came from the community in developing PlanSJ was that the City needs to "create a balanced transportation network to make public transit and active transportation more viable and desirable mobility options".[1] This goal needs support from Smart Growth policies that promote sustainable development, healthy communities and vibrant urban centres. The purpose of MoveSJ is to plan for active shared modes (cycling, walking) of transportation integrated with the City's existing street and highway networks.

This report covers Phase 1 of the planned 3-phase MoveSJ project. When all three phases of MoveSJ are completed, the results will provide the City with a complete Transportation Strategic Plan including recommendations for improvements in service to the various types of users of the transportation system over a 25 year period to the year 2040.

1.3 Planning Process

In response to the City's original MoveSJ Request For Proposal, IBI Group developed a planning process in response to the City's request that the project be conducted in the three phases shown on Exhibit 1.3. The intent was that Phase 1 would be completed by the end of 2015, and that the timing of completing Phases 2 and 3 would be confirmed after that.

Exhibit 1.3 Proposed 3-Phase MoveSJ Planning Process



1.4 Primary Transportation System Needs and Challenges

Age and Abundance of Infrastructure – Much of the City's transportation needs (and related complaints) involve aging infrastructure. Many streets and sidewalks have reached the end of their structural life and are in need of rehabilitation or replacement. In response, improvements have been made to roadway asphalt and sidewalk conditions in recent years. However, a challenge for the City in capital planning of improvements is the high amount of roadway infrastructure it has per capita. The City must work efficiently with the infrastructure it has, rather

1 Request For Proposal 2014-094401P Planning & Engineering Consulting Services – City of Saint John Transportation Strategic Plan (MoveSJ), September 8, 2014) reference to PlanSJ

than add new infrastructure. New infrastructure may be limited to improved highway access, adding strategic links to improve connectivity and serving new infill development areas.

Accessible Pedestrian Connections – Outside of the Uptown core (CBD) the City of Saint John has a sprawling layout with limited grid development. Being an old city that spread into the surrounding topography, many streets are hilly, curved, and have narrow ROWs. There are gaps in the sidewalk network and in some older parts of the City, many sidewalks are in poor condition. These conditions present challenges to provide accessible sidewalks and roadside paths along all streets in the City.

Active Transportation (AT) Routes – Until recently, the City of Saint John offered limited AT facilities. Route 1 bisects the City and is a barrier for continuous North-South AT facilities. The Harbour Bridge and Reversing Falls Bridge also present barriers to East-West connectivity in their current form. The centrepiece of the City for walking and cycling has been Harbour Passage, a paved multi-use pathway around the perimeter of the inner harbour. The City would benefit greatly from additional multi-use pathways where corridors can be identified. Within the last couple of years, the City has begun adding bike lanes, and shared lanes that connect to bike routes. The most recent priority route being developed are the “Campus-Harbour Connection” a north-south route from the University to the Uptown, and the Trans-Canada Trail that provides an east-west connection across the city. Progressive “road diets” have also been applied on a number of four-lane corridors to add bike lanes without road widening.

Traffic Signal Infrastructure – Many of the traffic signals in the City operate on old 4-phase controllers with pre-timed operation. In many cases, the controllers and supporting electrical systems have reached their maximum operational capabilities, so the opportunity to add new phases or additional signal heads is limited. There are also no bicycle signals. Signalized intersections for motorized traffic and pedestrians could be improved greatly by updating the signal equipment and adding detection. The City would require an implementation plan to replace its signal infrastructure over a multi-year period.

Localized Congestion – Phase 1 of MoveSJ has confirmed where congested traffic conditions exist today. At present, traffic flows are generally quite spread out, but there are a few critical ‘hot spot’ locations that are expected to be the focus of further investigation in Phase 2 and 3 of the Transportation Strategic Plan, such as:

- Rothesay Avenue/Ashburn Lake Road/Retail Drive;
- Wall Street Interchange (Somerset Street/Garden Street);
- Route 1/Rothesay Avenue Interchange;
- Loch Lomond Road;
- Bayside Drive/Courtenay Bay Causeway;
- Union Street/St. Patrick Street (planned for reconstruction in 2017); and
- Simms Corner (Bridge Road/Main Street/Lancaster Avenue).

Public Transit Service – The provision of convenient, affordable and effective public transit in Saint John is an essential tool in managing vehicular flow through the City, while helping to achieve the sustainability goals established in the Municipal Plan by replacing existing personal automobile trips with public transit. Support for enhanced ridership also comes from related transit-supportive measures involving parking supply and cost primarily in the core area, transit-supportive urban and subdivision design, and effective marketing of the transit services.

Truck Access – Being that Saint John is a very industrial city with Canada’s largest oil refinery, an LNG import terminal, active port, pulp and tissue mills, Moosehead brewery and other

manufacturing industries, truck movement is critical; but high truck volumes also impact streets and neighbourhoods. Completion of the One Mile House interchange has helped this issue to some degree, offering more direct highway access to the refinery and industrial parks, thus eliminating the need for through truck traffic on inner City streets.

Further work is required to update the City's truck routes considering changes since the 2002 Throughway Access and Truck Traffic Study, including potential industrial expansions, access to multi-modal transfer points (rail, port, MV Fundy Rose), changing design vehicles (e.g. LCV access), and future land use. This includes strategies needed to support the management and enforcement of designated truck routes.

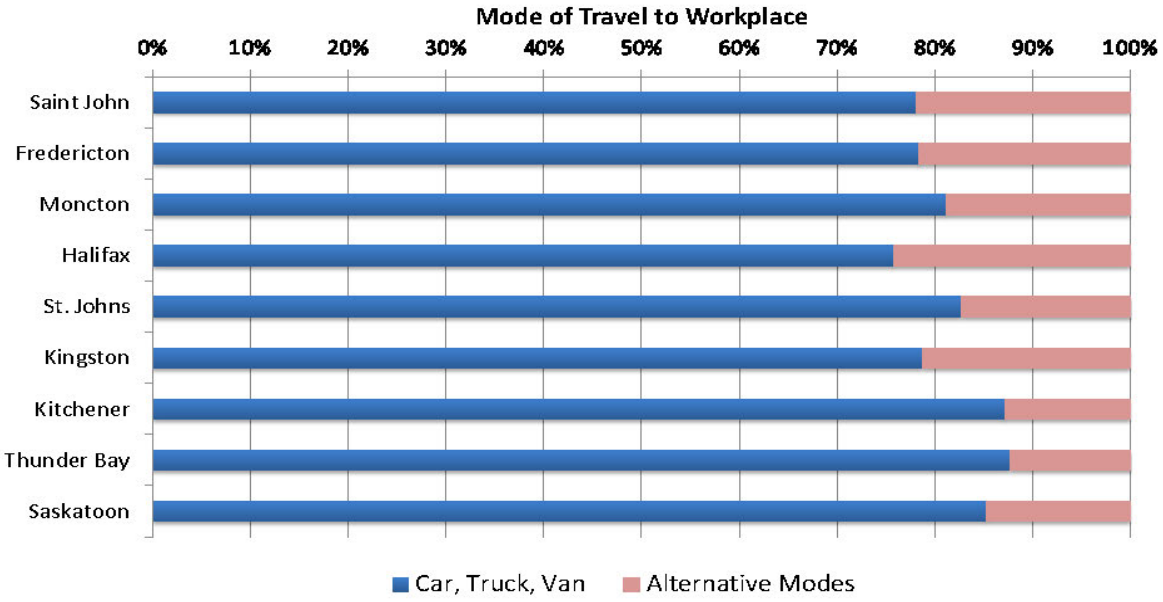
Neighbourhood Issues – As in most cities today, neighbourhood traffic issues include speeding, traffic intrusion, pedestrian and active transportation safety and calls for traffic calming. Aging infrastructure and poor quality of some streets and sidewalks add to the neighbourhood traffic management challenges, and this has been found to be a common concern of the public.

Impacts of External Commuter Traffic – Residential growth / sprawl outside the City of Saint John limits has far outpaced growth within. Out-migration has been a significant challenge for the City on many fronts, including transportation. A high proportion of commuting traffic originates outside the City, primarily from the east but some from the west.

An objective of PlanSJ is manage the investment and growth of the City in a sustainable manner that promotes development in identified priority areas close to the City core. This development objective will need to be supported by sustainable transportation strategies. Nevertheless, the impacts of external commuting is a major consideration for travel demand modeling and traffic forecasting, and has been raised by the public in the community engagements.

Auto Dependence – The combination of a spread-out low density urban form, geography and travel patterns naturally makes Saint John, like so many other smaller North American cities, auto dependent. This is shown by the StatsCan 2006 comparison of car, truck and van travel modes with alternative modes (transit, cycling, walking) shown in Exhibit 1.4.

Exhibit 1.4 Comparison of Saint John Travel Modes to Comparable Cities (StatsCan 2006)



Source: IBI Group

1.5 Project Direction – Primary Team

The Primary Team for MoveSJ Phase 1 comprised the following City staff and consultants:

CITY OF SAINT JOHN	
Mark Reade, P. Eng., MCIP, RPP	Senior Planner, Growth & Community Development Services
Timothy O'Reilly, P. Eng.	Traffic Engineer, Manager Pedestrian & Traffic Services
PRIMARY CONSULTANTS	
Don Drackley, MCIP, RPP	Consultant Project Manager, IBI Group
Peter Allaby, P. Eng.	Traffic Engineer, Crandall Engineering Ltd.
Suzette Chiu, P. Eng.	Transportation Planner, IBI Group
Karen Robichaud, P. Eng.	Transportation Planner, Opus International
Chris Prentice, B.A.	Transit Planner, IBI Group

2 STATE OF THE EXISTING SYSTEM

2.1 Road Network

The City of Saint John encompasses a land mass of approximately 316 km^2 and contains a roadway network of 760 linear km, the majority of which are municipal streets maintained by the City. This equates to approximately 11 km of roadway for every 100 residents. This is a higher ratio than similar cities and presents a significant challenge for maintenance, capital planning, and sustainability. The extensive roadway inventory came, in large part, as a result of a 1967 amalgamation of surrounding communities and subsequent urban sprawl which has expanded the urban boundary and resulted in low density development. Low density land use and ribbon development along long corridors present additional transportation planning challenges such as providing efficient transit service and cost effective active transportation facilities.

At the heart of the City's roadway network is the four-lane divided Saint John Throughway (provincial Route 1). Built in the 1960s, Route 1 has served as a major trade and travel route across Southern New Brunswick linking Atlantic Canada with markets in the Northeastern United States. Route 1 is part of Atlantic Gateway and has provided critical infrastructure for trade, economy and mobility of the region and City. The location of the Throughway within the City provides convenient vehicular access to the Port, city centre, and industrial areas. It also serves as an attractive route for local City traffic by providing quick access from east to west. With 13 interchange/access points over 20 km, the Throughway attracts traffic away from arterial and collector streets to help minimize traffic congestion throughout the City. As a result of this important roadway network function, the Throughway is often congested at peak periods.

Despite its convenience for motor vehicles, the Throughway bisects the City, dividing North from South, and separating once vibrant neighbourhoods from the Uptown city centre. The Throughway presents a major barrier to non-motorized movement in the heart of the City, with limited crossing opportunities for pedestrians and cyclists. The construction of the Throughway has also led to accelerated suburban and rural sprawl outside the City boundaries over the past few decades due to the ease of access in and out of the City. Today, it is estimated that over 50,000 vehicles per day enter and exit the City on the Throughway, 34,000 vehicles from the east and 20,000 vehicles from the west.

The Harbour Bridge (Route 1) and Reversing Falls Bridge (Route 100) are two other prominent features of the City's road network that cross the mouth of the St. John River and facilitate east-west movement both on a local and regional level. The Harbour Bridge was constructed as part of the Saint John Throughway in the 1960s and was a toll bridge up until 2010, at which point the tolls were removed and ownership of the bridge transferred from the Harbour Bridge Authority to the Province of New Brunswick. Today, Harbour Bridge carries daily volumes of 30,000 vehicles per day with a high flow of commuters originating from residential areas to the west. The Reversing Falls Bridge predates Harbour Bridge, being part of the old highway and the only east-west connection prior to the 1960s. Today, Reversing Falls Bridge serves mostly local traffic but does provide an important truck route connection to the Irving Pulp and Paper Mill and other nearby industries. Reversing Falls Bridge is the only option for east-west non-motorized movements across the St. John River given that Harbour Bridge does not provide any facilities for pedestrians or cyclists. However, the design of the Reversing Falls Bridge does not leave adequate space for a dedicated bike facilities, which creates a potentially hazardous link in the active transportation route from the Westside to the Uptown.

Adjacent to and extending out from the Throughway are a number of major arterials that form the skeleton of the Saint John roadway network. Combining for 55 km, these streets carry most of the local traffic in the City and provide access to major commercial centres, industrial areas,

employment areas and large neighbourhoods. Each arterial has its own character and is made distinct by the area of the City it serves. The most prominent arterials are:

- Fairville Boulevard (west)
- Main Street West (west)
- Lancaster Avenue (west)
- Main Street (north)
- Somerset Street (north)
- City Road/Station Street (south-central)
- Crown Street (south)
- Garden Street (south)
- Courtenay Bay Causeway (east)
- Thorne Avenue (east)
- Bayside Drive (east)
- Rothesay Avenue (east)
- McAllister Drive (east)
- Loch Lomond Road (east)
- Westmorland Road (east)

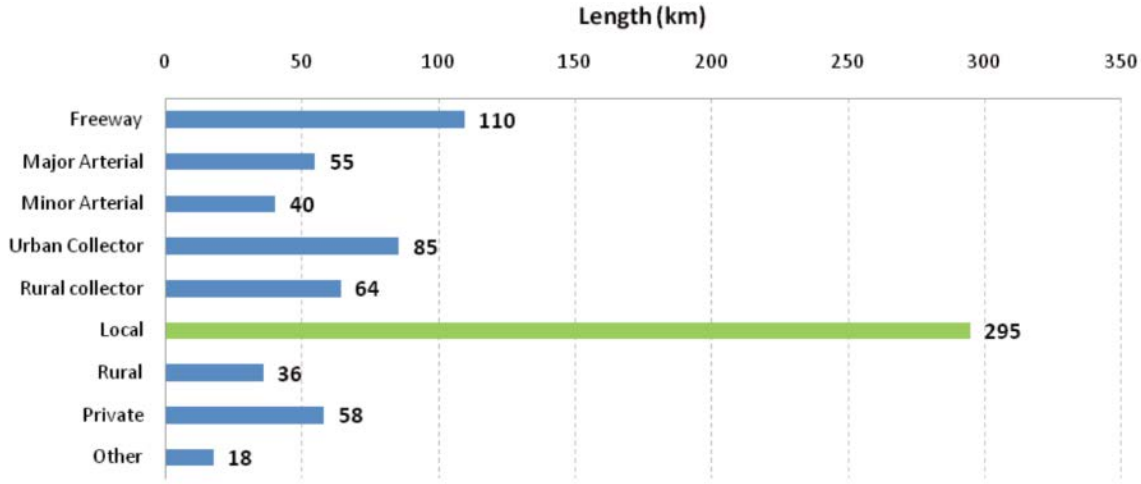
Most major arterials have four travel lanes and are part of the truck route system. Currently, active transportation facilities on most major arterials are limited to sidewalks. However, the city has recently begun implementing bike lanes such as on Somerset Street where the four lane street was reduced with a road diet to three lanes and bike lanes. The City will also be adding shared auto/bike lanes to appropriate arterials as part of the Trans-Canada Trail.

Minor arterials and urban collectors form the remaining core routes and combine for 125 km of roadway. These streets balance mobility with land access and form the fabric and structure of neighbourhoods and local commercial districts. Minor arterials and urban collectors generally provide attractive connections for pedestrians and cyclists and, in the older neighbourhoods, form tight localized grid networks allowing for compact development and higher densities.

The remaining components of the City's roadway network include rural collectors and local streets that comprise more than 350 km. Rural collectors are typically low volume, two-lane roadways that serve outlying areas of low density. Local streets are typically short streets that provide primarily land access both in urban and rural areas.

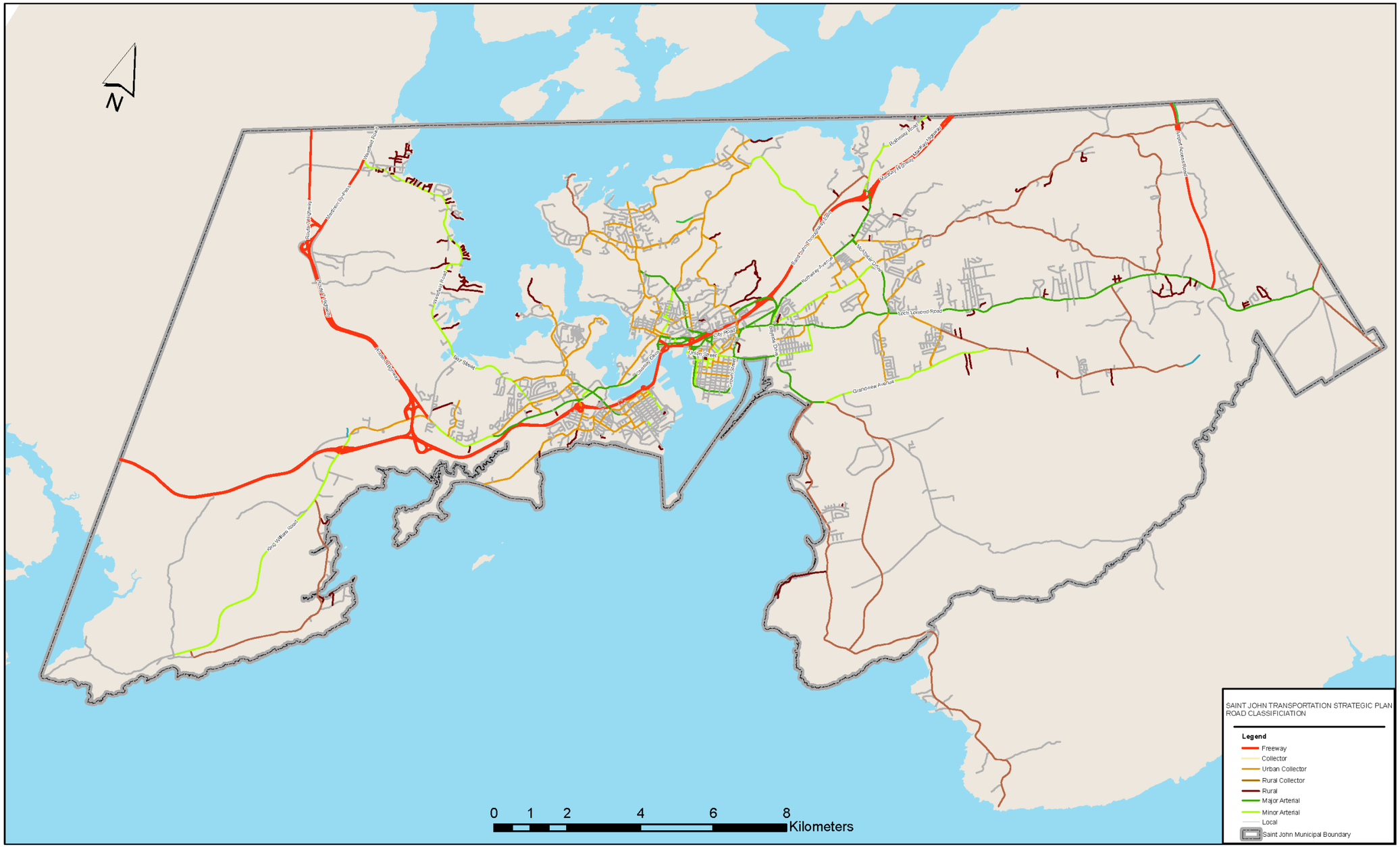
A breakdown of the roadway network by street composition is show in Exhibit 2.1. The City's road network and road classification map is provided in Exhibit 2.2. City streets also have 12 km of bike lanes and 34 km of shared lanes that are signed, painted and maintained. This includes sections of the Campus Harbour Connection and the Trans-Canada Trail.

Exhibit 2.1 Road Classification Breakdown



Source: PlanSJ: Technical Background Report

Exhibit 2.2 Saint John road Network Classification Map



2.1.1 Recent Transportation Infrastructure Improvements

The last major study of the City's transportation system was completed in 1999 in coordination with the 1997 Municipal Plan Update and produced a 20-year street and highway network improvement plan. Since that time, there have only been a few significant changes to the roadway network.

The most significant project to emerge from the recommendations of the 1999 Study was the One Mile House Interchange, which is the most significant piece of new infrastructure constructed in Saint John since the Throughway was completed. Opened in late 2013, One Mile House interchange connects Route 1 to Bayside Drive providing a direct route to the McAllister and Grandview Industrial Parks. The main objective of the interchange is to provide improved truck access between the highway and major industrial areas and remove truck traffic from other City streets. The interchange is viewed by many as a great success, and has even been called a "game changer" by those in the business community. In addition to serving truck traffic, the interchange is heavily utilized by general purpose traffic. The interchange currently carries estimated volume of approximately 30,000 vehicles per day and 2,000 trucks per day.

The expansion of the east end commercial centre has also been a notable change in the past 10-15 years that has had a significant impact on travel demands and transportation infrastructure. Several collector streets have been constructed to facilitate access to the development lands, including Commerce Drive, Consumers Drive, Majors Brook Drive, and Retail Drive. Big box retail developments such as Wal-Mart and Costco draw large volumes of traffic to this area. Congestion is most prevalent at the Rothesay Avenue and Ashburn Lake/Retail Drive intersections, and along Westmorland Road (see Section 2.1.3). Improvements at these locations have been identified as a priority.

The 6.5 km extension of Bayside Drive in 2007 was another significant investment in roadway infrastructure. The road was originally constructed by Canaport LNG for the primary purpose of providing a well-constructed access road to the Canaport LNG terminal as an alternative to the aging Red Head Road. Hewitt Road was also constructed, providing residents in Red Head access to Bayside Drive. The roadways were handed over to the City, with the exception of the final 2.5 km of Bayside Drive, east of Proud Road, which remains a gated private road for the use of Canaport LNG.

2.1.2 Traffic Volumes

2.1.2.1 Data Collection Program

The City of Saint John carried out a comprehensive traffic data collection program in 2014 comprising both corridor counts and intersection counts. These counts, combined with other traffic data collected within the last 5 years, created the following inventory:

- Corridor counts recorded over a 24-hour period at 35 locations, including highway ramps and screenline locations; and
- Intersection turning movement counts recorded at approximately 50 intersections.

In addition to these, traffic data were obtained from New Brunswick Department of Transportation and Infrastructure (NBDTI) at permanent and temporary count stations along Route 1, Route 7, Route 177 and Route 111.

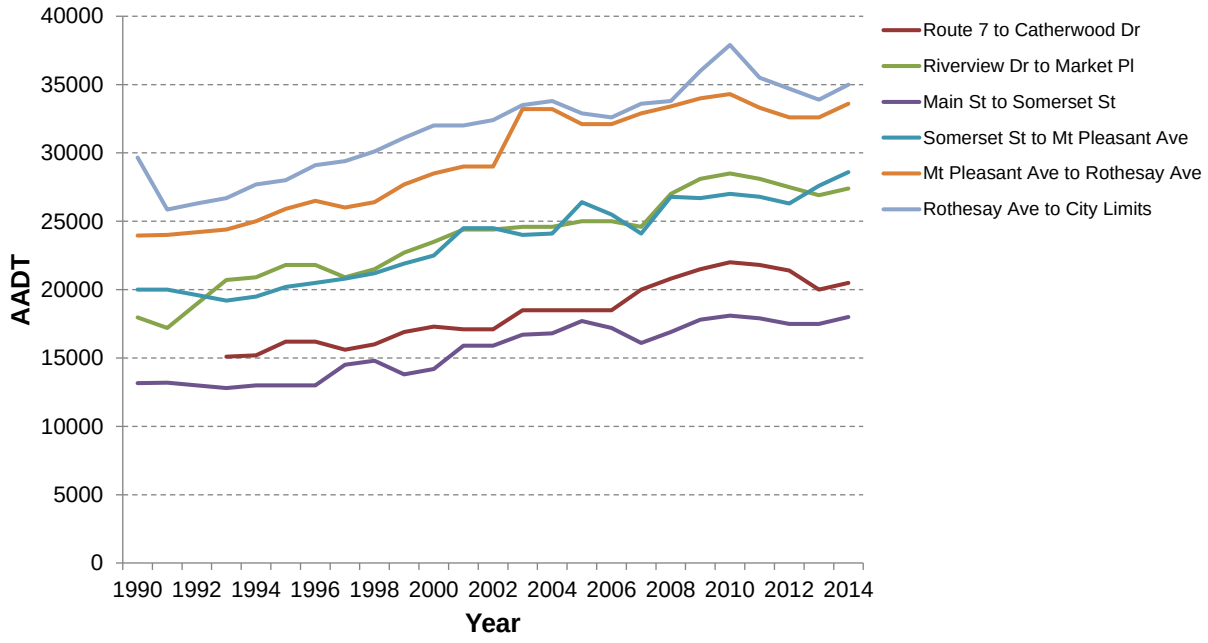
The above data were summarized by the consulting team to produce AM peak hour, PM peak hour, and daily traffic volume estimates for both intersections and corridor segments.

2.1.2.2 Historical Traffic Volume Trends

Traffic has grown steadily throughout the City over the past 25 years, as shown in Exhibit 2.3. On average, traffic volumes on Route 1 have grown at an average rate of 1.5% per year. With a relatively stagnant or decreasing population regionally over the same time period, this illustrates a common, but concerning growing dependence on personal automobiles as a primary mode of transportation. Traffic volumes appear to have peaked in 2009-2010. This is likely due to a healthy economy at the time, driven by large energy projects and infrastructure spending. Following 2010, there was a short term drop in traffic volume, but traffic levels appear to have stabilized by 2014 and begun increasing again. The drop in traffic volumes after 2010 is evident at two other NBDTI count stations on Route 7 and Route 111. Also, a scan of the intersection volumes collected in 2014 compared to older intersection counts completed prior to 2011 generally indicate a city-wide drop in volumes.

Exhibit 2.3 below shows these reduced traffic volumes on some key Saint John routes post 2010. It is important to note that this recent localized trend towards reduced traffic volumes may reflect a much larger North American trend. This trend reflects a number of recent factors, ranging from reduced drivers licence applications and more demand for alternative travel modes by the younger generation[2], through to increased costs to operate a private vehicle (fuel, insurance, maintenance, parking, etc.).

Exhibit 2.3 Historical Traffic Volumes on Route 1: 1990 to 2014



2.1.2.3 Traffic Volumes on Key Corridors

Existing daily traffic volumes along key corridors have been summarized and are displayed in Exhibit 2.4 Daily Traffic Volumes on Key Corridors

[2] Federal Highways Administration (2015), State Smart Transportation Initiative (2013)

Exhibit 2.4 Daily Traffic Volumes on Key Corridors

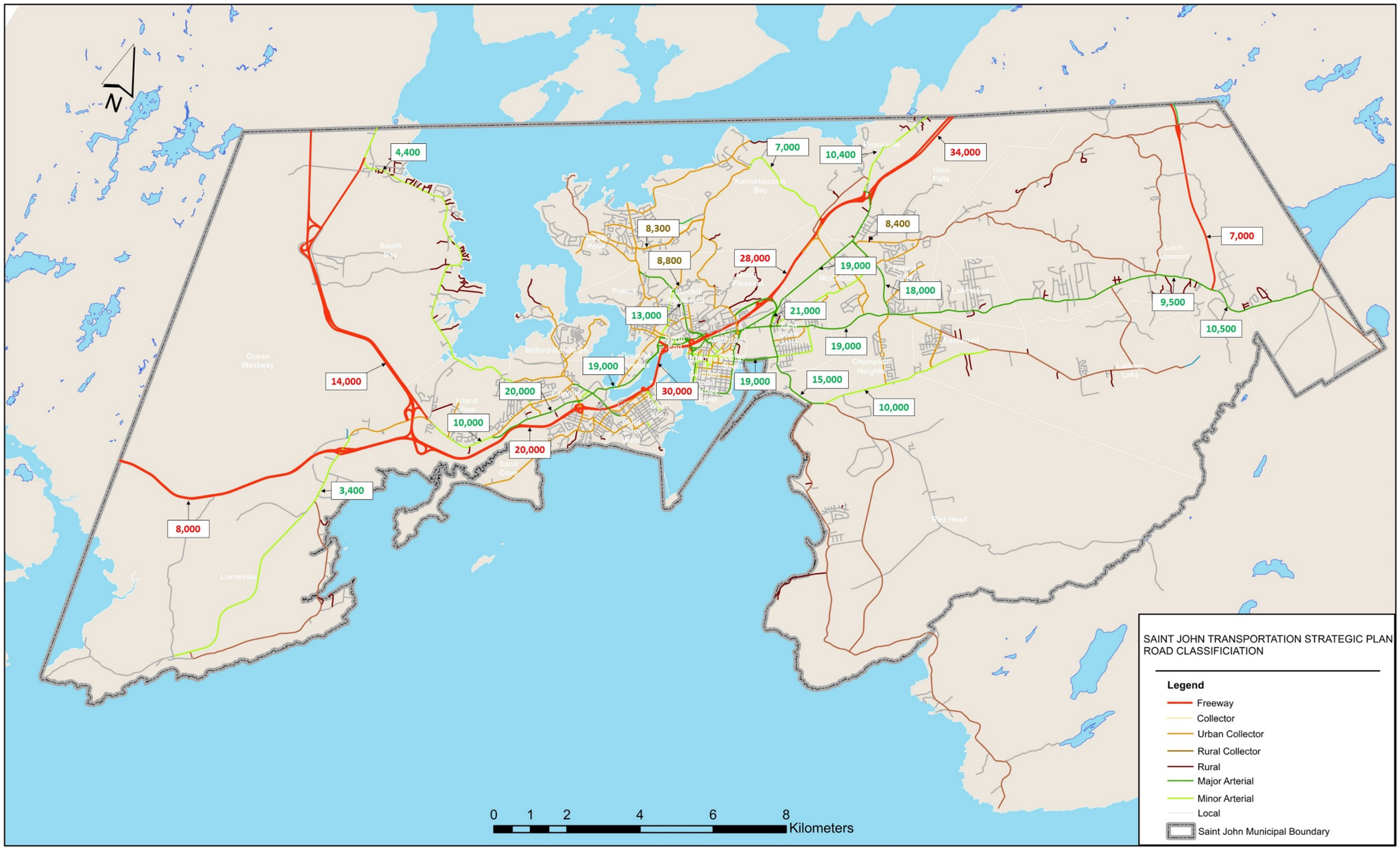


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Exhibit 2.5 Map of Screenline Locations

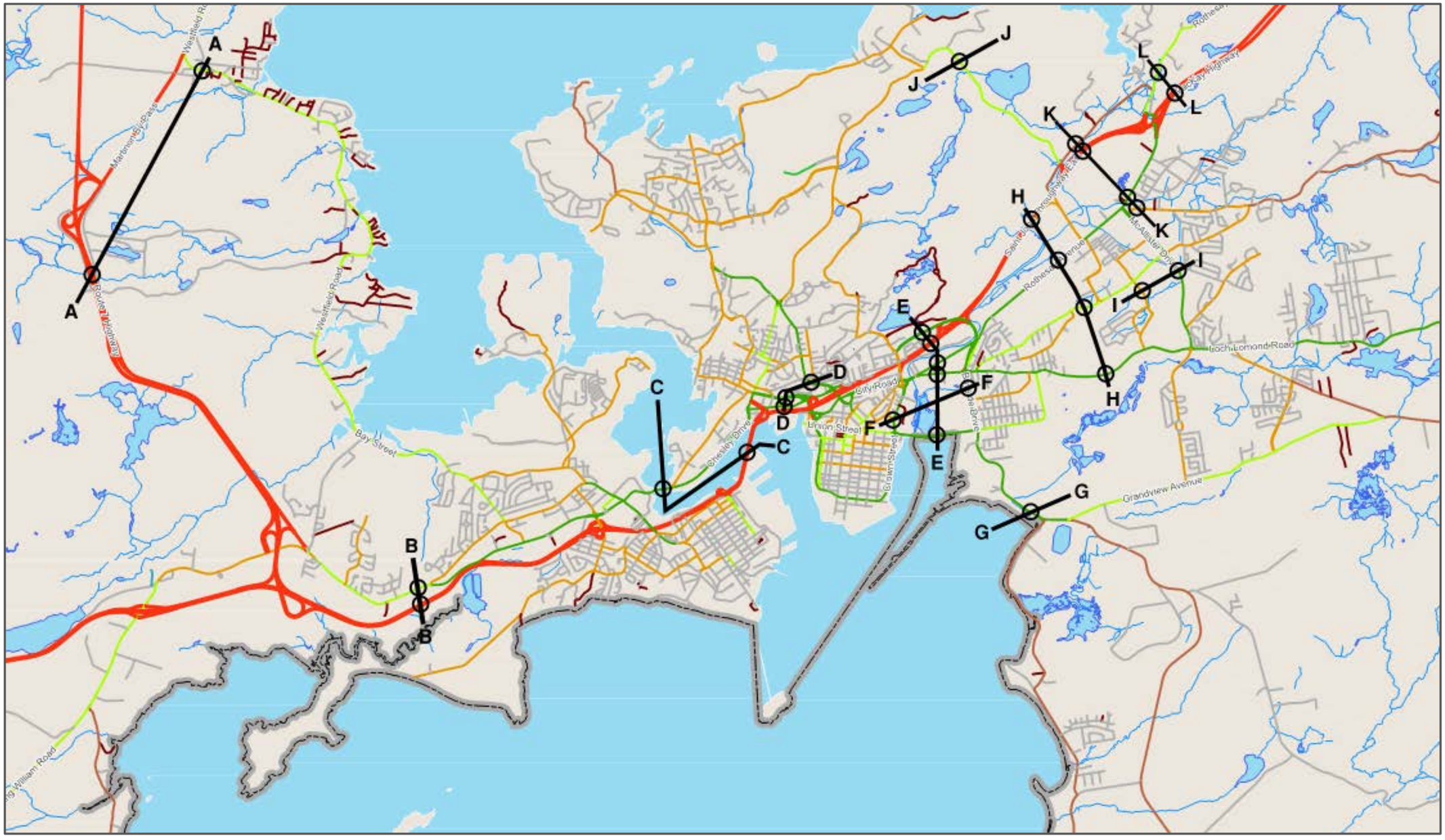


Exhibit 2.6 Screenline Volumes

Screenline	Roadway	Date	Location	24-Hour Traffic					AM Peak Hour Traffic					PM Peak Hour Traffic					AADTT
				Total	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	EB	WB	NB	SB	
WEST																			
A-A	Bay Street	2014	East of Station Road	**4,418**	2,223	2,195			**207**	109	98			**398**	199	199			
	NB Route 7	2013	South of Route 177	**13,600**			7,260	6,340	**1,293**			414	879	**1,218**			809	409	
B-B	NB Route 1	2013	East of Route 7	**20,010**	10,200	9,800			**1,950**	1,220	730			**1,864**	905	959			
	Manawagonish Road	2014	West of Fairville Boulevard	**9,785**	4,539	5,246			**729**	501	228			**915**	344	571			
CENTRAL																			
C-C	Harbour Bridge		East of Market Place I/C	**33,900**	16,500	17,400			**2,660**	1,550	1,110			**3,250**	1,330	1,920			1,700
	Reversing Falls Bridge	2012	East of Lancaster Avenue	**18,608**	10,485	8,123			**1,458**	1,018	440			**1,408**	600	808			690
D-D	Hilyard Street	2014	East of Chesley Drive	**9,513**	5,660	3,853			**605**	356	249			**770**	480	290			638
	Main Street	2014	East of Metcalf Street	**15,701**	6,298	9,403			**1,314**	462	852			**1,354**	527	827			605
	Somerset Street	2012	North of Paradise Row	**16,471**			7,483	8,988	**1,136**			608	528	**1,258**			511	747	340
E-E	Seely Street	2014	West of Route 1 Ramps	**10,333**	3,613	6,720			**1,027**	182	845			**840**	435	405			528
	Route 1	2014	East of Gilbert Street I/C	**31,370**	17,500	13,870			**2,557**	920	1,637			**3,250**	2,277	973			
	Rothesay Avenue	2014	West of Russell Street	**13,868**	6,200	7,668			**792**	257	535			**1,115**	608	507			385
	Thorne Avenue	2014	East of Rothesay Avenue	**11,595**	5,950	5,645			**706**	250	456			**1,022**	645	377			278
	Courtenay Bay Causeway	2014	West of Bayside Drive	**18,568**	9,185	9,383			**1,547**	610	937			**1,652**	946	706			633
F-F	Crown Street	2007	North of Union Street	**19,183**			10,175	9,008	**1,614**			580	1,034	**1,775**			1,139	636	
	Bayside Drive	2014	South of Loch Lomond Road	**14,476**			7,163	7,313	**1,076**			417	659	**1,175**			708	467	1,180
EAST																			
G-G	Bayside Drive	2014	West of Red Head Road	**14,453**	6,945	7,508			**1,278**	734	544			**1,184**	537	647			1,115
H-H	Route 1	2013	West of Asburn Lake Road	**28,000**	15,000	13,000			**2,894**	577	2,317			**2,879**	2,319	560			550
	Rothesay Avenue	2014	West of Asburn Lake Road	**19,001**	9,098	9,903			**1,038**	308	730			**1,542**	942	600			595
	Westmorland Road	2014	West of Retail Drive	**10,178**	4,968	5,210			**443**	183	260			**892**	493	399			195
	Loch Lomond Road	2011	East of McDonald Street	**19,178**	9,355	9,823			**1,432**	455	977			**1,588**	1,036	552			698
I-I	Consumers Drive	2014	South of Westmorland Road	**9,955**			5,030	4,925	**395**			196	199	**848**			441	407	268
	McAllister Drive	2011	South of Westmorland Road	**17,021**			7,973	9,048	**1,089**			486	603	**1,426**			680	746	660
J-J	Foster Thurston Road	2014	South of Crowley Road	**7,333**			3,913	3,420	**884**			738	146	**725**			175	550	
K-K	Ashburn Road	2015	East of Foster Thurston Road	**6,843**	4,718	2,125			**400**	164	236			**780**	663	117			75
	Route 1	2014	West of Rothesay Avenue	**29,510**	13,920	15,590			**3,190**	470	2,720			**2,950**	2,320	630			
	Rothesay Avenue	2012	East of McAllister Drive	**25,000**	12,500	12,500			**1,590**	456	1,134			**1,926**	1,136	790			
	Golden Grove Road	2014	East of Simpson Drive	**8,427**	3,158	5,269			**554**	290	264			**785**	218	567			
L-L	Rothesay Road	2015	East of Rothesay Avenue	**10,423**	4,700	5,723			**949**	132	817			**831**	607	224			190
	NB Route 1	2013	East of Route 100	**33,900**	16,000	17,900			**2,920**	300	3,100			**3,190**	2,780	730			1,960

2.1.2.4 Screenline Volumes

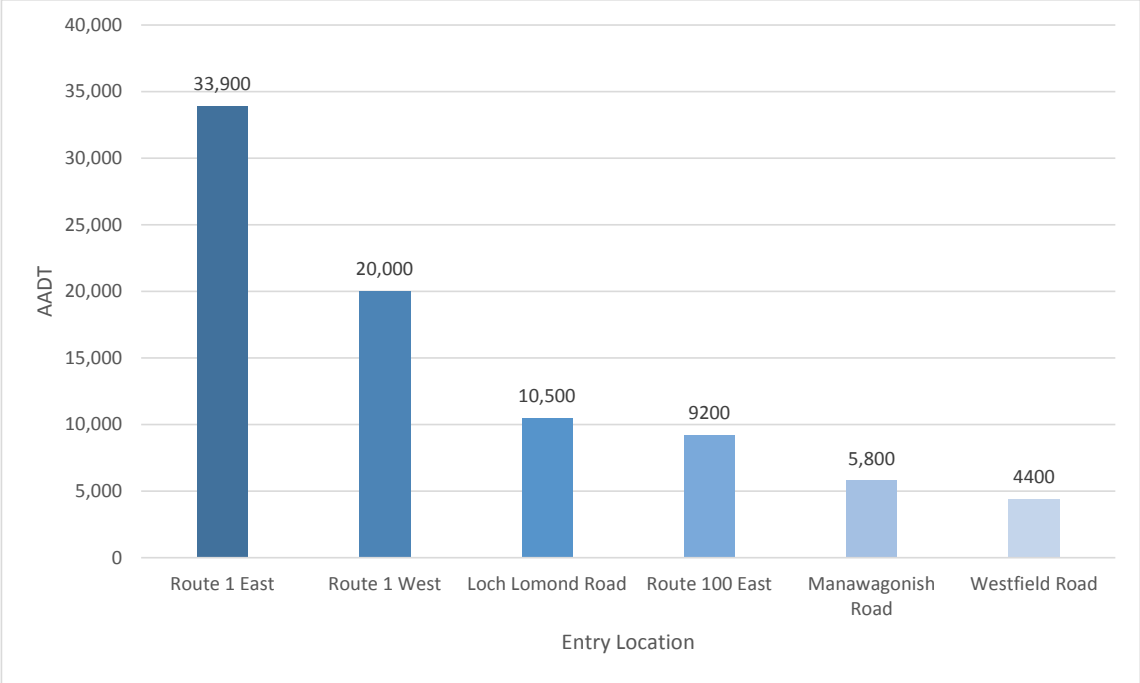
A screen line is a group of count stations along a strategically placed imaginary line. Summing traffic data along this line will indicate the volume of traffic passing through a particular area of the city. The screenline data can be used to detect changes in travel patterns due to growth, development or changes in land use.

An inventory of 2014 screenline volumes was produced based on screenline locations identified by the City and supplemented by the Consultant. A map of the screenline locations is shown in Exhibit 2.5. The screenline volumes shown in Exhibit 2.6 will be applied to the development of the travel demand model in Phase 2.

2.1.2.5 External Traffic

It is estimated that more than 80,000 vehicles cross the City's boundaries each day. The majority (65%) occurs on Route 1, and comprises regional through traffic and traffic originating from outlying communities destined to Saint John for work, shopping, amenities or entertainment. The high volume of external traffic is evidence of the urban sprawl that has occurred across the Saint John Region. Exhibit 2.7 shows the breakdown of external volumes by location.

Exhibit 2.7 External Daily Traffic by Entry Location



2.1.3 Network Operations / Level-of-Service

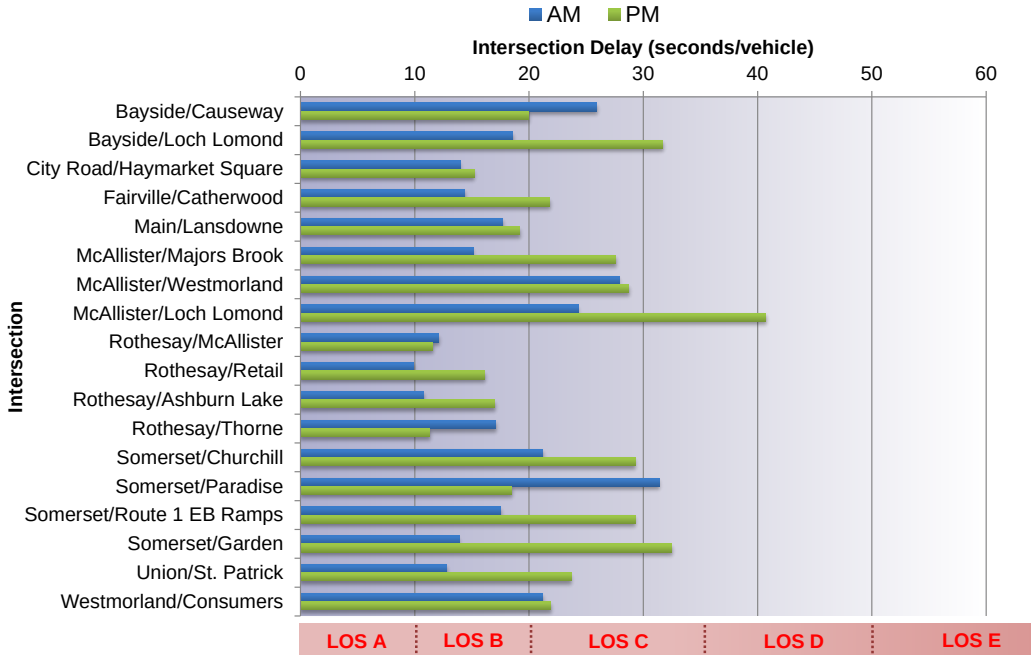
Traffic congestion is not a widespread issue in Saint John. Route 1 and its frequent interchanges disperse motorized traffic throughout the City, minimizing bottlenecks along arterial and collector corridors. A Level of Service (LOS) analysis was completed at a subset of the signalized intersections throughout the City, encompassing the most heavily travelled locations. Exhibit 2.8 summarizes the overall LOS at key intersections for existing (2015) traffic conditions during AM and PM peak travel hours.

Note that this LOS analysis was based on motorized vehicle counts and intersection controls, with vehicle-focused results. The intersections were modelled using existing traffic signal phasing and control, but with optimized timings. It was found that the majority of intersections operate at a good overall vehicle LOS (LOS A, B, C) without significant deficiencies. Capacity issues are generally limited to individual turning movements at higher volume intersections. Locations with the most concentrated congestion and noticeable deficiencies at individual turning movements include:

- McAllister Drive/Loch Lomond Road (associated with retail development – see Section 2.1.1);
- McAllister Drive/Westmorland Road (associated with retail development – see Section 2.1.1);
- McAllister Drive/Majors Brook Drive;
- Rothesay Avenue/Ashburn Lake Road;
- Bayside Drive/Loch Lomond Road (after opening of One Mile House);
- Somerset Street/Paradise Row (PM peak operates better in the model than in the field due to signal timing optimization and coordination).
- Somerset Street/Route 1 EB Ramps
- Somerset Street/Garden Street;
- Main Street/St. Patrick Street (Note: Main Street/Union Street/St. Patrick St. planned for reconstruction in 2017).

It should be noted that although many locations operate at an existing, acceptable vehicle LOS as shown in Exhibit 2.8 below, the volume/capacity assessment used to establish LOS is based on motorized vehicle traffic. A good vehicle LOS score sometimes results in a poor level of service for pedestrians and cyclists, creating built environments that are not suitable or desirable for alternative modes of transportation. A more comprehensive LOS analysis will be completed for existing and future traffic scenarios in later phases of the MoveSJ plan, and improvement options will be presented to address deficiencies for all modes in a network improvement plan.

Exhibit 2.8 Level of Service Results at Signalized Intersections (2015)



2.1.4 Public Perception of Roads and Traffic

A digital engagement process called MetroQuest was completed as part of MoveSJ Saint John's Strategic Transportation Plan, Phase 1. MetroQuest is a web-based public engagement tool that was used to gather feedback from the public in regards to MoveSJ. It involved an on-line survey to solicit input on priorities and values from the community as described in **Appendix 2** of this report.

The survey was available in both official languages. The English site went live on June 25, 2015 for a duration of three months, ending on September 25, 2015. The French version of the survey went live on July 15, 2015 and was also available until September 25, 2015. The following summarizes the survey results received from members of the public.

Regarding Saint John traffic issues, the following observations can be made from the results of the online public survey (over 400 respondents):

- 72% agree or are neutral that traffic congestion is not a problem in Saint John;
- 76% agree or are neutral that City streets are safe to travel on;
- 83% agree or are neutral that public amenities are easily accessible from the City's street network; and
- 76% disagree that the City's streets are well maintained.

The public perception about traffic congestion agrees with the analysis, which indicates that congestion is not a widespread issue in Saint John. The public also feels that City streets provide an adequate level of safety for vehicle traffic and provide adequate access to amenities. The public has the greatest concern regarding the condition and maintenance of City streets.

When asked to provide comment on specific issues, 170 mostly localized concerns and suggestions were submitted about roads and traffic. Specific locations that arose most frequently in the public comments were:

1. Main Street, regarding concerns of traffic speed, street character, and insufficient accommodation of pedestrians and cyclists.
2. Simms Corner – concerns with existing configuration and many requests for a roundabout;
3. Rothesay Avenue/Ashburn Lake Road/Retail Drive intersections concerns with traffic signal operation and request to address configuration;
4. Loch Lomond Road/Bayside Drive and Loch Lomond Road/Westmorland Road – concerns with weaving traffic, traffic signal operations, and train disruptions (some detection issues have been improved with recent upgrades).

2.2 Public Transit

Saint John Transit (SJT) operates 22 routes and 3 Comex routes. The regular routes operated approximately 18 hours a day from Monday to Saturday (8 hours on Sundays and Holidays) within the City of Saint John. The Comex routes provide service to/from Hampton, Kennebecasis Valley, and Quispamsis during the weekday peak hours only. Exhibit 2.9 Saint John Transit Routes shows the existing routing of Saint John Transit services.

Ridership in 2013 was 2,275,600 annual trips, approximately 18.6 riders per capita (this includes population in the external communities). In recent years, transit ridership has been on a downward trend, reflecting Saint John budget reductions for transit that have resulted in reduced transit service hours and higher fares. The local economy has also slowed since 2010, with a resulting decrease in overall travel demand and associated trip-making since then.

2.2.1 Benefits of Public Transit

Achieving the City's goal of increased transit use comes with many related benefits. Public transit provides a wide range of benefits to individuals, businesses and urban areas as a whole, beyond that of just being a mobility option to the automobile. The Canadian Urban Transit Association and the Federation of Canadian Municipalities have published Issues Papers which summarize the benefits of public transit pertaining to health, the natural environment, socio-cultural environment (quality of life) which can be found on their websites (www.cutaactu.ca/publicationsandresearch), www.fcm.ca/home/issues/transit-and-transportation) and in CUTA's Vision 2040 statement.

The benefits of public transit include:

- *Contributing to a strong community*. By providing mobility options, reduced transportation costs, accessibility to jobs, social activities and other benefits, reinforces the character, attractiveness and strength of the community.
- *Promoting/supporting a healthier lifestyle*. Walking to and from transit contributes to an active and healthier lifestyle as well as increased social interaction which lessens isolation, a key concern for older adults. It also provides independence for everyone.
- *Reducing the cost of transportation*. A good public transit system means that owning and operating a car, with an annual estimated cost of $9,000 or more, is not a necessity. People then have the option to reinvest this money in more tangible ways such as goods and services.
- *A cleaner environment*. Public health and safety benefits through more transit use and less private car use, include those derived from cleaner air, fewer traffic accidents and the corresponding health care and emergency services requirements.
- *Enhancing mobility.* Public transit increases personal mobility by providing options, both financial and physical, for everyone so they can choose not to drive a car to go to work, shop, access health care, social, education or other services. Mobility options for the aging population whose demands for a high quality of life will require a level of mobility equal to what they experience today.
- *Promoting economic development*. Economic activity and spending through transit industry supply chains, operations, research and new product development contribute to the local economy.
- *Helping to attract and retain employment*. Businesses/employers need to be assured of ready access to a labour force and to know that employees can reach their place of employment. Public transit can provide the assurance, combined with good urban planning, that people can access jobs.
- *Reinforcing community identity*. Public transit is a highly visible service which links the community and through a strong corporate identity visible on the vehicles and transit personnel and promotional materials, reinforces the community's identity. No other municipal service provides the visual impact transit does, day after day.
- *Increased labour mobility.* This is a vital influence on businesses locating or remaining within a community.
- *Mobility through reduced traffic congestion.* Lengthened trip times cost money. Public transit reduces traffic congestion which in turn reduces travel times and saves money. Even in smaller cities, good transit can reduce congestion on major corridors.
- *Safety and security*. Public transit is one of the safest modes of transportation, more so than the private auto, with fewer accidents per thousand kilometres or thousand trips than the

automobile. And, with bus operators providing personalized service and video and communications technology available on board buses, security is enhanced.

Business and economic growth will be essential to the future economic viability and vitality of Saint John. Enhanced transit service can help attract and retain businesses by improving accessibility and reducing employee recruitment and transportation costs for companies. For example, construction and maintenance costs can be significantly reduced for a business along a transit line if there was no need to construct a parking lot. Other advantages of public transit include:

- *Attracting and retaining residents*. An efficient and effective transit system enhances the image of a city to potential new residents, by providing options and choices in how to get around a city. Transit can help families reduce costs, access social, healthcare and education resources reinforcing the attractiveness of living in the city.
- *Serving new areas*. Providing quality transit into new areas early in their development has proven to increase transit use in residential and commercial areas while making the purchase of homes in these areas more attractive. In addition, transit can influence how a community develops by encouraging transit-oriented development.
- *Supporting local business* by providing access for residents in the region to work opportunities, particularly for lower wage earners that work in the service industry and who may not have access to a private vehicle.
- *Supporting the tourism industry* by providing transit access to key attractions and trip generators. This would make the city more attractive to tourists who do not have access to a car or for those unfamiliar with the city.

In view of these broad-ranging benefits, financial support for public transit by a municipality is an "investment" in the community, in the city's "infrastructure". It represents an on-going commitment to the community by recognizing that its transit service is valuable to not just those using it, but to everyone in the community. As such, it is appropriate that everyone within the community contributes to the cost to provide the service in addition to those who use the service.

2.2.2 Public Perception of Transit

The following observations can be made from the results of the online public survey summarized in **Appendix 2** regarding transit service in Saint John (~470 respondents):

- Respondents were split as to those who use SJT compared those who do not;
- Of those who do not currently use transit, 50% agreed they would use it if routes and schedules were more convenient;
- 66% agree or are neutral that transit buses and infrastructure (stops and shelters) are convenient for people to use;
- 89% agree with investment in transit infrastructure for social and environmental reasons (71% strongly agree).

Transit was the second most frequently ranked transportation priority in the MetroQuest on-line survey of more than 750 people.

2.2.3 Transit Peer Review

Exhibit 2.10 presents a summary of statistics for nine of Saint John's east coast transit peers including Fredericton, Moncton, St. John's, NL and Halifax along with Barrie, Brantford, Kingston, Thunder Bay in Ontario and Red Deer, Alberta for context with similar sized cities

elsewhere. The peer statistics are based on the 2013 Canadian Urban Transit Association Fact Book and list all of the key background data.

The purpose of the peer review is to quantify a broad range of transit service indicators that includes SJT, in order to better understand its performance. Because of a wide range of variables between communities, it is not intended that the peer review be a comparison, per se. but rather, a context. The peer review table in Exhibit 2.10, however, includes "Performance Indicators" which provide a common basis for interpreting the performance of a transit system.

Comments about the performance of SJT is discussed below for each of the primary Performance Indicators.

2.2.3.1 Financial

SJT achieved a 46% cost recovery (revenue divided by expenses) in 2013, compared to an average of 36% for the peer group. Compared to its neighbouring peers, Fredericton, Moncton and St. John's, it was comparable to Fredericton and higher than Moncton and St. John's.[3]

SJT's cost per revenue hour (expenditures divided by revenue hours) is $97.34 which is lower than its peers, comparable to Moncton but higher than Fredericton. Fredericton's cost is significantly lower than the peer group. As a result, it may not be a good comparator.

2.2.3.2 Average Fare

SJT's average fare (revenue divided by ridership) is significantly higher than its peers including its neighbouring peers. This reflects the difference in fare structure and higher fare levels with limited discounted fares.

2.2.3.3 Cost Effectiveness

SJT's cost per revenue service passenger (excluding transfers) is comparable to the peer group average although lower than Moncton and St. John's but higher than Fredericton. Ridership levels have a significant influence on this indicator.

2.2.3.4 Service Utilization

SJT's level of transit use (rides per capita) is significantly lower than SJT's peer group including Fredericton and St. John's but higher than Moncton. As discussed later, SJT's ridership and the population of its primary service area has declined which influences the rides per capita value.

In terms of productivity (passengers per revenue hour), SJT is comparable to its peers although lower than Fredericton. This indicates that SJT is providing a level of service consistent with ridership. However, this conclusion can be misleading as ridership generally reflects the level of service provided. As noted above, SJT's ridership is lower than its peers and, as noted below, so is the level of service provided.

2.2.3.5 Amount of Service

The amount of transit service or level of transit service provided, 0.84 revenue hours per capita (revenue hours divided by population served) is lower than SJT's peers but comparable to Fredericton and Brantford. However, SJT serves areas outside the city of Saint John with limited service yet includes the full population of these areas. As a result, the service indicator is

[3] Note that Fredericton differs from Moncton and Saint John in that transit is a city department in Fredericton, compared to an agency/commission.

lower than it should be. If adjusted to reflect the limited service outside Saint John, the indicator would be higher, possibly comparable to SJT's peers.

2.2.3.6 Summary of Peer Review

Depending on the focus of assessment (ridership, level of service, financial, productivity), Saint John Transit generally performs either well or poorly compared to its peers. It performs well, financially and from a productivity standpoint, while from a level of service, ridership and service utilization perspective, it performs poorly. There are structural reasons for the poor performance as discussed further below.

2.2.3.7 Historical Trend

To place the performance of Saint John Transit into context and particularly into the context of the community served and the Transportation Master Plan, Exhibit 2.11 provides a perspective on how Saint John Transit's performance has changed over the past 8 years, 2005 to 2013.

The number of revenue hours of service has increased by 17.6% which reflects new services into the communities surrounding Saint John. Operating expenditures have increased over the 8 year period reflecting general cost increases as well as the addition of new services, which is to be expected. Other statistics reflect the lapse of time.

Of significant note is the decline in total ridership, down 14.4%, with the rides per capita value declining even more, by 54.3%, while the population served has increased by 34.8%. But, these values do not reflect the actual service and operating environment for Saint John Transit because of the change in the CMA and population shift.

While the population served by Saint John Transit indicates an increase from 90,762 to 122,389, in actual fact, the situation is quite different. The Saint John Transit service area consists of two jurisdictions – the city of Saint John itself, and the neighbouring communities served by SJT (Hampton, Kennebecasis Valley, Quispamsis, and Grand Bay-Westfield). There are significant differences between the levels of service provided in each jurisdiction which belies the true situation facing Saint John Transit, the City of Saint John and public transit in general.

As an agency of the City, Saint John Transit and the service it provides is generally confined to the city's boundaries. Through agreements with the neighbouring communities, SJT does provide service into those municipalities but on a limited basis, weekday peak hours only and on a cost-recovery basis. In contrast, SJT provides regular service on 22 routes approximately 18 hours a day Monday to Saturday (8 hours on Sundays and Holidays) within the City of Saint John.

Exhibit 2.9 Saint John Transit Routes

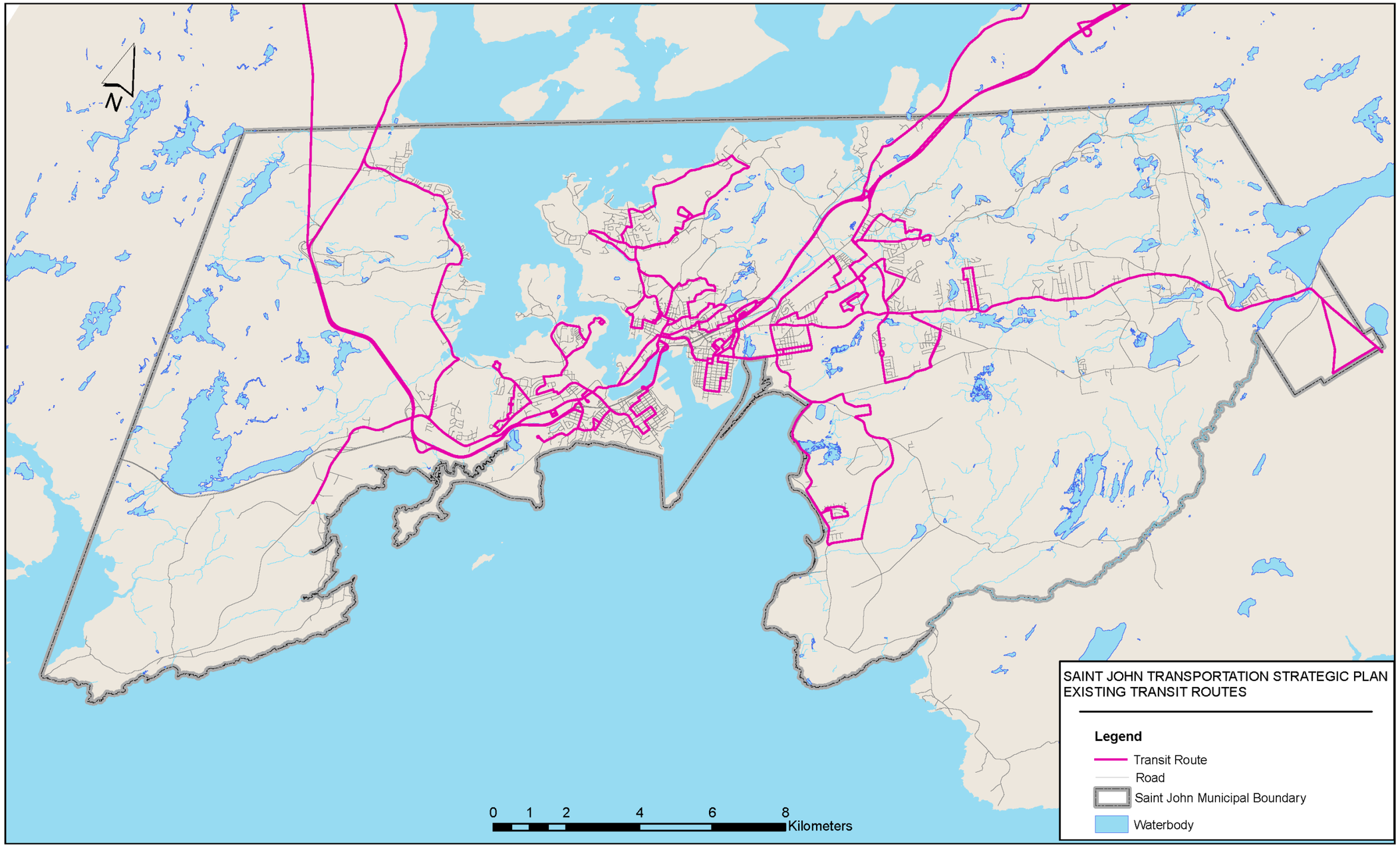


Exhibit 2.10 Peer Review of Saint John Transit

	St John	Barrie	Brantford	Fredericton	Halifax	Kingston	Moncton	Red Deer	St. John's	Thunder Bay	Average (w/o St. John)	Average (w/ St. John)
Service Characteristics												
Municipal Population	122,389	150,603	94,586	56,000	372,679	125,941	111,512	97,109	130,456	146,000	142,765	140,728
Service Area Population	122,389	135,542	94,586	56,000	312,400	113,931	111,512	97,109	125,034	109,000	128,346	127,750
Service Area Size (Sq.Km.)	316.0	113.0	75.1	132.0	250.0	131.7	229.1	71.0	-	256.0	157	174.9
Employee Statistics												
Bus Operators FT	56	138	43	28	580	87	52	73	71	104	131	123
PT	5	-	12	14	-	34	12	28	17	10	18	17
Other Transp. Oper. FT	5	10	8	2	84	7	-	8	17	9	18	17
PT	-	-	-	-	1	-	-	-	1	-	1	1
Veh. Maintenance FT	14	9	7	3	74	10	6	-	12	6	16	16
PT	-	-	-	-	-	-	-	-	1	-	1	1
Other Veh. Maint. & Serv. FT	5	8	2	2	65	7	7	5	15	15	14	13
PT	-	-	3	-	6	5	-	2	-	-	4	4
Plant & Other Maintenance FT	1	-	6	1	2	1	-	1	3	2	2	2
PT	-	-	1	-	-	-	-	-	-	-	1	1
General & Administration FT	3	8	1	4	31	8	15	7	8	7	10	9
PT	-		-	-	-	-	3	2	2	1	2	2
Total Employees (FT)	84	173	67	40	836	120	80	94	126	143	187	176
Total Employees (PT)	5	-	16	14	7	39	15	32	21	11	17	16
FTE per 1,000 capita	0.71	1.28	0.79	0.84	2.69	1.22	0.78	1.13	1.09	1.36	1.24	1
FTE per Active Veh.	1.63	4.12	2.42	1.68	2.67	2.41	2.19	2.08	2.58	3.09	2.58	2.49
Number of Fixed Routes	26	12	15	8	66	19	21	35	24	14	24	24
Routes per 1,000 capita	0.21	0.09	0.16	0.14	0.21	0.17	0.19	0.36	0.19	0.13	0.18	0.18
Routes per Active Veh.	0.49	0.29	0.48	0.29	0.21	0.33	0.53	0.66	0.45	0.29	0.39	0.40
Vehicles												
Active Vehicles: Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Standard Buses	51	41	31	28	264	52	40	53	53	48	68	66
Articulated/Double Decker Buses	2	-	-	-	47	-	-	-	-	-	24	16
Small Community Buses	-	1	-	-	-	6	-	-	-	-	2	2
Total Active Vehicles	53	42	31	28	314	58	40	53	53	48	74	72
Percentage of Accessible Transit Fleet	62%	100%	100%	61%	92%	100%	20%	100%	70%	100%	83%	81%
Ridership												
Ridership (Revenue Passengers)	2,275,609	2,563,123	1,571,812	1,560,000	19,604,998	3,702,877	1,843,075	3,818,917	3,012,954	3,639,243	4,590,778	4,359,261
Revenue Vehicle Kilometres	2,189,871	3,509,371	1,731,532	1,000,000	15,168,861	3,429,761	2,068,619	3,068,255	2,565,347	3,182,572	3,969,369	3,791,419
Revenue Vehicle Hours	102,607	150,176	76,149	46,000	750,775	176,037	100,367	142,054	127,208	139,151	189,769	181,052
Operating Revenue												
Regular Service Passenger Revenue	$ 4,391,798	$ 5,366,390	$ 2,916,822	$ 1,581,000	$ 32,257,069	$ 5,556,782	$ 2,058,576	$ 4,749,481	$ 5,200,925	$ 5,145,816	$ 7,203,651	$ 6,922,466
Total Operating Revenue	$ 4,600,720	$ 5,579,874	$ 3,080,067	$ 1,656,000	$ 32,920,177	$ 5,649,118	$ 2,158,599	$ 5,044,891	$ 5,554,401	$ 5,234,161	$ 7,430,810	$ 7,147,801
Total Revenue	$ 4,688,206	$ 5,579,874	$ 3,177,650	$ 1,656,000	$ 33,219,405	$ 6,363,544	$ 2,158,599	$ 5,044,891	$ 6,784,855	$ 5,236,005	$ 7,691,203	$ 7,390,903
Operating Expenses												
Transportation Operations	$ 5,031,219	$ 11,301,975	$ 4,681,957	$ 2,256,262	$ 47,710,640	$ 9,694,707	$ 3,931,063	$ 8,100,589	$ 7,819,138	$ 7,364,288	$ 11,428,958	$ 10,789,184
Fuel/Energy Exp. For Vehicles	$ 1,526,502	$ 977,839	$ 1,129,447	$ 859,717	$ 11,312,090	$ 2,537,239	$ 1,416,350	$ 1,665,005	$ 2,056,130	$ 2,083,948	$ 2,670,863	$ 2,556,427
Vehicle Maintenance	$ 2,140,879	$ 34,174	$ 1,479,220	$ 74,014	$ 18,095,956	$ 2,561,139	$ 1,842,769	$ 2,232,327	$ 3,440,378	$ 2,765,895	$ 3,613,986	$ 3,466,675
Plant Maintenance	$ 699,815	$ 886,030	$ 1,446,917	$ 43,873	$ 2,600,633	$ 635,114	$ 823,764	$ 638,521	$ 821,190	$ 901,049	$ 977,455	$ 949,691
Genera/Administration	$ 589,109	$ 773,306	$ 94,560	$ 422,455	$ 1,837,490	$ 480,692	$ 1,469,729	$ 942,176	$ 2,527,937	$ 2,344,106	$ 1,210,272	$ 1,148,156
Total Direct Operating Expenses	$ 9,987,524	$ 13,973,324	$ 8,832,101	$ 3,656,321	$ 81,556,809	$ 15,908,891	$ 9,483,675	$ 13,578,618	$ 16,664,773	$ 15,459,287	$ 19,901,533	$ 18,910,132
Net Cost/Capita	$ 43.30	$ 61.93	$ 59.78	$ 35.72	$ 154.73	$ 83.78	$ 65.69	$ 87.88	$ 79.02	$ 93.79	$ 80.26	$ 76.56
Performance Indicators												
Financial												
Total Oper. Rev. / Total Dir. Oper. Exp (R/C Ratio)	46%	40%	35%	45%	40%	36%	23%	37%	33%	34%	36%	37%
Municipal Operating Contribution / Capita												
Net Dir. Oper. Cost / Reg. Serv. Pass.	$ 2.33	$ 3.27	$ 3.60	$ 1.28	$ 2.47	$ 2.58	$ 3.97	$ 2.23	$ 3.28	$ 2.81	2.83	$ 2.78
Average Fare												
Reg. Serv. Pass. Rev. / Reg. Serv. Pass.	$ 1.93	$ 2.09	$ 1.86	$ 1.01	$ 1.65	$ 1.50	$ 1.12	$ 1.24	$ 1.73	$ 1.41	1.51	$ 1.55
Cost Effectiveness												
Tot. Dir. Oper. Exp. / Reg. Serv. Pass.	$ 4.39	$ 5.45	$ 5.62	$ 2.34	$ 4.16	$ 4.30	$ 5.15	$ 3.56	$ 5.53	$ 4.25	4.48	$ 4.47
Service Utilization												
Reg. Serv. Pass. / Capita	18.59	18.91	16.62	27.86	62.76	32.50	16.53	39.33	24.10	33.39	30.22	29.06
Reg. Serv. Pass. / Rev. Veh. Hr.	22.18	17.07	20.64	33.91	26.11	21.03	18.36	26.88	23.69	26.15	23.76	23.60
Amount of Service												
Rev. Veh. Hrs. / Capita	0.84	1.11	0.81	0.82	2.40	1.55	0.90	1.46	1.02	1.28	1.26	1.22
Average Speed												
Rev. Veh. Kms. / Rev. Veh. Hr.	21.34	23.37	22.74	21.74	20.20	19.48	20.61	21.60	20.17	22.87	21.42	21.41
Labour Productivity												
Rev. & Aux. Rev. Veh. Hrs. / Oper. Paid Hr.	0.82	0.57	0.70	0.57	0.62	0.76	0.82	0.71	0.74	0.64	0.68	0.70
Top Wage Rates												
Operators	$ 25.55	$ 22.84	$ 24.47	$ 20.88	$ 24.97	$ 27.40	$ 23.78	$ 27.51	$ 25.93	$ 24.15	$ 24.66	$ 24.75
Cost per Rev. Vehicle Hour												
Tot. Dir. Oper. Exp. / Rev. Hrs.	$ 97.34	$ 93.05	$ 115.98	$ 79.49	$ 108.63	$ 90.37	$ 94.49	$ 95.59	$ 131.00	$ 111.10	$ 102.19	$ 101.70

Exhibit 2.11 Comparison of Saint John Transit Statistics - 2013 and 2005

STATISTIC	2005	2013	CHANGE
Population Served*	90,762	122,389**	34.8%
Ridership	2,604,460	2,275,609	(14.4)%
Employees 9 (FT)	77	84	9.1%
Buses	49	53	8.1%
Revenue Hours	87,209	102,607	17.6%
Expenditure (Op)	$6,329,893	$9,987,524	%
Revenues	$3,703,819	$4,688,206	26.5%
Net Municipal Cost	$2,652,337	$3,700,682	39.5%
Rides Per Capita	28.7	18.6	(54.3)%
Revenue Hours per Capita	0.96	0.84	(14.3)%
Revenue/Cost Ratio	58%	46%	(26)%
Operating Cost/Revenue Hour	$72.58	$97.34	34%
Municipal Contribution/ capita	$29.22	$43.30	48.2%
Average Fare	$1.30	1.93	48.5%
Service Utilization (Passenger/rev hour)	29.86	22.18	(34.6)%

*Transit service area
**Includes areas with peak hour only service

According to planning data, the city's population has declined over the past 30 years from approximately 90,000 in 1976 to 68,000 by 2006 and is projected to decline further to 66,000 by 2017. In contrast, the population of the areas surrounding the city have been growing with their population increasing from approximately 24,000 in 1976 to 56,000 by 2006. Together, the combined population of the CMA (Census Metropolitan Area) grew to approximately 122,000 by 1996, although it appears to have declined slightly since then. Overall, City of Saint John residents account for 56% of the region's population compared to 83% in 1971.

With Saint John Transit services largely restricted to the city by governance mandate (SJT is an agency of the City, not the region), the transit market and SJT's ridership potential has been declining, and the future prospects are not positive. Demographic data indicates that the population as a whole is aging, and an aging population is not expected to increase transit ridership since they are usually not employed and so their daily local travel is reduced. Conversely, 1 in 5 Saint John residents are living in poverty, higher than in the surrounding communities and more dependent on alternative transportation options.

Under existing conditions, these demographics do not support high transit use potential in Saint John. Furthermore, with almost half of the CMA population living outside the SJT service governance area, the opportunity to increase transit use in this area is limited. In fact, this study concludes that the prospects are for further declines in transit ridership.

2.2.3.8 The Potential for Regional Transit

Because of historical municipal governance rules common across Canada, public transit service is generally restricted to the boundaries of and funded by municipalities individually. There is no ability to extend and fund transit service on a regional basis except by agreement between municipalities. It is the decision of individual municipalities whether or not to have and fund a

transit service. This contrasts sharply with the unrestricted nature of auto use – automobiles can travel anywhere and that includes "cross-boundary" and "regional" trips.

In the case of Saint John, the City is providing good public transit service within its municipal boundaries while its population and transit ridership is declining. Meanwhile, the areas with population growth and the potential for increased ridership lie outside the City's jurisdiction and are receiving minimal transit service levels.

For the transit share of overall transportation trips to increase in response to the City's PlanSJ goals, and improved transit service levels to be provided in the Saint John CMA, consideration should be given to delivering public transit on a regional basis, unconstrained by municipal boundaries. This has occurred in Moncton, Halifax (prior to amalgamation) and in other urban areas notably in Ontario and Quebec. This potential approach requires further consideration in Phase 2 and 3 of this study.

2.3 Active Transportation

Active transportation (AT) means using human-powered transportation (rather than cars or other motorized vehicles) as a means of moving around between travel origins and destinations. Active transportation also encourages recreational activity for healthy living and healthy communities. Today, Saint John's active transportation facilities mostly comprise of sidewalks and recreational nature trails, with limited sections of multi-use pathways and on-road cycling facilities. The existing AT facilities throughout Saint John are shown on the Active Transportation Network Map in Exhibit 2.12 Active Transportation Network.

During development of this MoveSJ Phase 1 plan, the City questioned whether cycling Level of Service (LOS) can be measured in a similar manner to vehicular traffic. While this is possible using the appropriate traffic software and required data, cycling LOS is very sensitive to roadway geometry such as lane widths. Also, the MetroQuest on-line survey collected responses on travel modes, but no actual travel data has been collected on the volume of cycling traffic in the City, so an accurate measure of cycling LOS would be difficult.

2.3.1 Sidewalks

The City installs and maintains sidewalks on one or both sides of most arterial and collector street, and generally on both sides of streets in dense urban areas such as the Uptown Peninsula, Lower West Side, and Old North End. In residential areas, sidewalks are generally provided on at least one side of the street, although some streets may not have any sidewalks (usually where vehicle volumes are low). The City has been making sidewalk renewal a capital priority in recent years to improve the condition and standard of sidewalks, replacing asphalt sidewalks with concrete, and adding accessibility features. Phase 2 of this Transportation Strategic Plan will provide updated policy direction on where sidewalks should be installed.

2.3.2 On-Road Bicycle Facilities

On-road bicycle facilities are gradually being implemented on City streets as part of infrastructure renewal projects and other strategic initiatives. The most recent initiative was the completion of an on-road cycling route from the University/Hospital area to the Uptown. The route follows University Avenue, Millidge Avenue, Somerset Street, Churchill Boulevard, Visart Street, Adelaide Street, Metcalf Street and Simonds Street to connect with Harbour Passage. This is an important AT connection in the City and was identified as a top priority in the 2010 *Trails and Bikeways Strategic Plan*. In addition to the Uptown-North End connection, designated on-road bicycle facilities can be found on sections of Manawagonish Road, Westfield Road, and Rothesay Road. The City currently has the following lengths of on-road cycling facilities:

- 12 km of bike lanes; and
- 34 km of shared lanes.

2.3.3 Pathways and Trails

The centrepiece of the City's active transportation system is Harbour Passage, a series of inter-connected waterfront parks, recreation spaces and heritage sites. Harbour Passage features over 3 km of multi-use pathways bordering the inner harbour from Bentley Street to the south end of Prince William Street as shown in Exhibit 2.13 Harbour Passage – Existing and Future Alignment.

Saint John Development Corp estimates that Harbour Passage serves over 2,500 users per day. The agency has plans to extend Harbour Passage around the perimeter of the South End peninsula over a multi-year construction program, with potential for eventual connection to Rockwood Park. There are also future plans to continue Harbour Passage to the west, with linkages to the future Reversing Rapids Lower River Passage.

Other significant networks of recreational trails are found in Rockwood Park and Irving Nature Park. Rockwood Park encompasses an area of 890 ha and is one of Canada's largest urban parks. Located in the heart of the City, Rockwood Park has a variety of recreational amenities including 55 trails and footpaths. Irving Nature Park is a 240 ha privately owned and maintained nature reserve, open to the public. Located in the City's west side, Irving Nature Park is situated directly on the Bay of Fundy and is a popular destination for residents and tourists.

2.3.4 Trans Canada Trail

The Trans Canada Trail (TCT) is one of the world's longest networks of trails and, when completed, will stretch nearly 24,000 kilometres across Canada. The TCT will pass through Saint John and nearby communities, providing a great opportunity to expand the local and regional AT network and promote active living. Cycling is the main transportation mode being considered along Saint John's portion of the TCT. The proposed route through Saint John is a combination of shared bike/vehicle Lanes, dedicated bike lanes, and off-road trails, over a total distance of approximately 27 km, allocated as follows:

- Shared Lanes = 16 km
- Bike Lanes = 5 km
- Off-Road Trails = 6 km

The route will utilize mostly existing infrastructure. Implementation is expected to be completed in 2017. The proposed TCT route is highlighted on the Active Transportation Network Map in Exhibit 2.12 - Active Transportation Network.

2.3.5 Previous Plans

The City of Saint John's *Trails and Bikeways Strategic Plan* was completed in 2010. The Plan focused on how to link the urban/suburban sidewalks and trails to bike routes to create a comprehensive trail and bikeways network. The overall goal of the network was to provide safe non-motorized access to key destinations around the City including the local trail and parks systems.

The *Trails and Bikeways Strategic Plan* proposed a network comprising four classifications of recreational and AT routes. These classifications are listed in 2.14, including a brief description and the total distance of recommended links.

Exhibit 2.12 Active Transportation Network

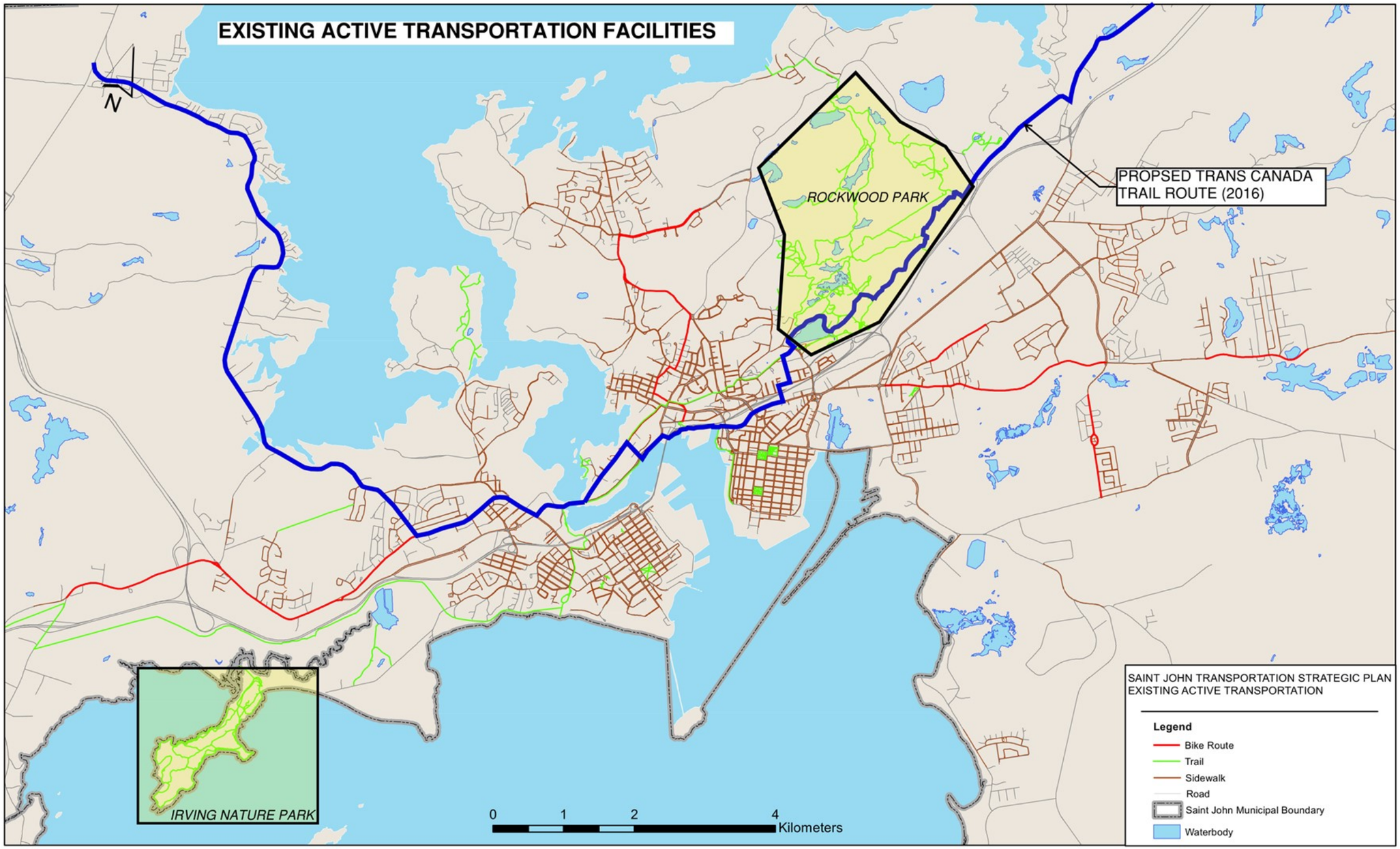


Exhibit 2.13 Harbour Passage - Existing and Future Alignment

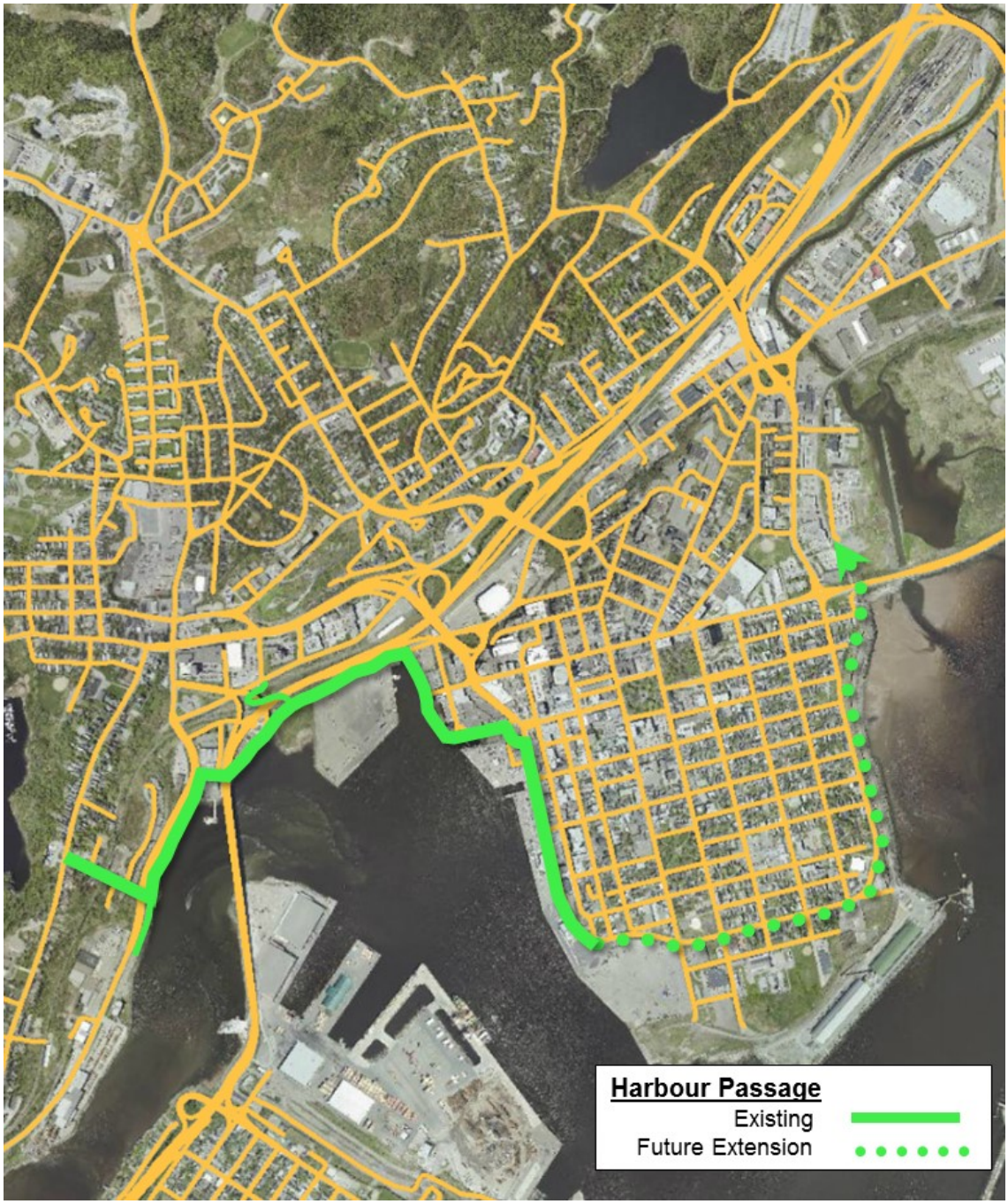


Exhibit 2.14 Trails and Bikeways Strategic Plan - Network Classification

ROUTE CLASSIFICATION	DESCRIPTION	TOTAL DISTANCE
Citywide Corridor	Intended to provide a central spine for active modes of transportation from one end of the city to the other.	37 km
Community Routes	Intended to provide connections from neighbourhoods to key destinations and to the rest of the connectivity network.	29 km
Neighbourhood Routes	Intended to promote a healthy and active lifestyle and to provide the opportunity for residents to move around their neighbourhood without a motorized vehicle.	68 km
Recreational Loops	Intended to identify potential riding loops for recreational and sport riders.	49 km

The *Trails and Bikeways Strategic Plan* included a prioritization of packaged projects for implementation. The top five priority packages encompass the Citywide Corridors and are described in Exhibit 2.15.

Exhibit 2.15 Trails and Bikeways Strategic Plan - Priorities

TRAILS AND BIKEWAYS STRATEGIC PLAN PRIORITY PROJECTS	PROJECT STATUS
Priority 1: Connect North End to the Uptown This package included painting bike lanes on Millidge Avenue, Woodward Avenue and University Avenue, Somerset Street, Churchill Boulevard, Visart Street, Adelaide Street, Main Street, Chesley Drive, and Latour Drive as well as Union Street. The intent was to establish an AT route through the North End that would connect to Union Street utilizing Harbour Passage. This would connect North End neighbourhoods as well as the University and Hospital to the Uptown. It was also recommended to add a sidewalk to streets with sidewalk on one side only.	Implementation of this cycling route, referred to as the Campus-Harbour Connection, has been completed utilizing on-road facilities to link the University/Hospital area to Harbour Passage and the Uptown. The project included a “road-diet” on Somerset Street, which reconfigured the street from four lanes to three-lanes with bicycle lanes from Millidge Avenue to Churchill Boulevard. A similar treatment was applied to a section of Millidge Avenue, which now features bike lanes from Somerset Street to University Avenue.
Priority 2: Connect Manawagonish Road to Douglas Avenue This package included painting bike lanes on Manawagonish Road, Main Street West, Bridge Road, and Douglas Avenue. The intent of this package was to link West Saint John to the North End Routes and the Uptown via Harbour Passage. A key constraint in this package is the Reversing Falls Bridge.	Manawagonish Road currently has bike lanes from Route 7 to Fairville Boulevard and a westbound bike lane from Fairville Boulevard to Main Street West. As part of the TCT route, shared bike lanes will be extended along Main Street West, Bridge Road, Douglas Avenue and Chesley Drive. Shared lanes are being implemented on Reversing Falls Bridge.
Priority 3: Rothesay Avenue This package included painting bike lanes on Rothesay Avenue and constructing paved	Bike Lanes have been installed on Rothesay Road from Brookville Quarry to the City Limits

TRAILS AND BIKEWAYS STRATEGIC PLAN PRIORITY PROJECTS	PROJECT STATUS
shoulders on Rothesay Road to the City Limits. Installing bike lanes on Rothesay Avenue would require a reduction in traffic lanes from four lanes to three lanes to avoid widening (i.e. a Road Diet). The Trails and Bikeways Plan noted this as a key constraint and recommended further study on the feasibility of the lane reduction.	(1.4 km). Shared lanes will be implemented on the remaining length of Rothesay Road as part of the TCT route. No bike facilities have been implemented on Rothesay Avenue to date. Rothesay Avenue continues to be a challenge due to limited right-of-way. The option of a road-diet requires further study to determine long term viability. Further phases of the Transportation Strategic Plan study will provide long term traffic volume projections in order to assess the feasibility of reducing vehicle lanes.
Priority 4: Loch Lomond This package included painting bike lanes on Thorne Avenue and Loch Lomond Road to Charles Street. It was also recommended to add a sidewalk to streets with sidewalk on one side only. The intent of the package is to connect residential neighbourhoods along Loch Lomond Road to the Uptown.	Sections of Loch Lomond Road are identified as Bicycle Routes. Designated bicycle facilities with lane markings and signage have not been implemented, but the changes are in progress. Roadway width and high traffic volumes is a challenge to implementation. Linking the areas off Loch Lomond Road to the City core is an important aspect of the AT network and requires further review.
Priority 5: Rockwood Connector This package would connect Rockwood Park to the Uptown by painting bike lanes on Sandy Point Road, Arrow Walk Road, Mount Pleasant Avenue, Seely Street, Gooderich Street, Wright Street and Stanley Street, and connecting to City Road using the existing pedestrian overpass on Route 1.	This project will be achieved once the TCT route is in place. The TCT route will include shared lanes on Mount Pleasant Avenue, Gooderich Street, Wright Street, and Stanley Street and will connect to City Road using the pedestrian bridge over Route 1.

2.3.6 Barriers to AT

Several key bottleneck areas were identified in the *Trails and Bikeways Strategic Plan* that present barriers to implementation and usage of the city-wide trails and bikeways network. These areas, described below, continue to present barriers today and would be candidate projects to focus on in the network improvement plan:

- Rothesay Avenue – Rothesay Avenue was proposed as an ideal east-west Citywide Corridor, linking east Saint John to the rest of the network; however, Rothesay Avenue is a four lane corridor serving high traffic volumes and with little to no space for addition of bike lanes or a multi-use trail within the public ROW. A road diet for Rothesay Avenue has been proposed as a possible solution, reducing the street from four lanes to three lanes with bike lanes. Traffic volumes on Rothesay Avenue have dropped following opening of the One Mile House interchange, but still remain at or above 20,000 vehicles per day which is a common upper threshold for a road diet. This issue requires further investigation to determine feasibility. Traffic modeling in further phases on MoveSJ will provide more accurate long term volume projections.

- Marco Polo Bridge Connection to Rothesay Avenue – This bridge was identified as a major barrier to cyclists due to its limited width.
- Reversing Falls Bridge – This bridge does not currently have dedicated cycling facilities, and therefore is a barrier to connecting the west side with the rest of the City. Although the bridge provides sidewalks on each side, and shared bikes lanes are being added, it would ultimately be desirable to have dedicated facilities for cyclists and pedestrians with physical separation from motorized traffic.
- Courtenay Bay Causeway – Traffic speeds were identified as the greatest issue along the Causeway. It was recommended that the Causeway be further studied for strategies to slow traffic and to integrate separated bike lanes by creating raised bike lanes on both sides of the roadway. A multi-use pathway on one side of the Causeway may also be an option.
- Main Street Viaduct – The Plan proposed the Main Street Viaduct as the long term route from the North End into the Uptown Core; however, the corridor has a six-lane cross-section with no space available for cyclists and features several on/off-ramp conflict zones. Traffic volumes do not appear to warrant the 6-lanes. It was proposed that the corridor be reduced to four traffic lanes and the remaining space be utilized as a multi-use trail/linear greenway.

2.3.7 Public Perception of Active Transportation

The following observations can be made from the results of the online public survey regarding walking in Saint John (over 550 respondents):

- Respondents are split as to whether they feel safe on City trails and sidewalks with respect to traffic speeds and location of walking facilities;
- 81% agree or are neutral that the amount of vehicle traffic in their neighbourhood is low enough that they feel safe walking;
- 76% disagree that Crosswalks are well marked and appropriately located for all users.
- 92% agree with investment in pedestrian infrastructure for health and environmental reasons (74% strongly agree).

The following observations can be made from the results of the online public survey regarding cycling in Saint John (over 330 respondents):

- 60% disagree that traffic is slow enough to feel safe cycling;
- 83% disagree that on-street cycling facilities are available where they want to cycle;
- 57% disagree that off-street cycling facilities are available where they want to cycle;
- 94% agree with investment in cycling infrastructure for health and environmental reasons (79% strongly agree).

The results suggest that the public has the greatest concerns about the location of crosswalks and the lack of on and off-street cycling facilities. The public is very strongly in favour of investment in walking and cycling infrastructure. Furthermore, walking was the most frequently ranked transportation priority in a survey of more than 750 people.

2.4 Travel Patterns – Household Travel Survey

As part of Phase 1 of MoveSJ, a telephone Household Travel Survey (HTS) was conducted in May to July 2015. The purpose of the HTS was to collect data on trip-making characteristics in and around the City of Saint John.

In total, 2,260 City of Saint John households or 5% were surveyed (1,681 households) and 2.5% in the surrounding communities (579 households). Trips for over 5,330 individuals were captured.

The survey relied on one respondent per household to provide trip data for all members of the household on the previous weekday. Due to the reliance of one respondent for all trip making in a household, under-reporting of trips for other members of the household is a known issue for this type of survey.

The data was expanded to represent the full population of Saint John and the surrounding area (Census Metropolitan Area) of 52,280 households / 127,800 persons based on 2011 Census and National Household Survey information. The data was iteratively balanced to household totals, male/female population totals, age cohorts, and employed labour force. Exhibit 2.16 provides a high-level summary of the expanded household travel survey data.

Exhibit 2.16 Household Travel Survey Summary

Location	Households	Persons	Trips	Persons/ Household	Trips/ Household	Trips/ Person
Saint John	30,820	73,820	239,560	2.40	7.77	3.25
External Communities	21,470	59,020	166,420	2.75	7.75	2.82
Total	52,290	132,840	405,980	2.54	7.77	3.06

Approximately one quarter of all trips are related to work, whether commuting to/from work, or travelling for work-related business, as summarized in Exhibit 2.17.The proportion of school trips is somewhat low. It is noted that the survey commenced during the school year, but continued after the school year had recessed for the summer. Thus school trips, for young children up to and including post-secondary students, would be under-represented for a “typical” weekday.

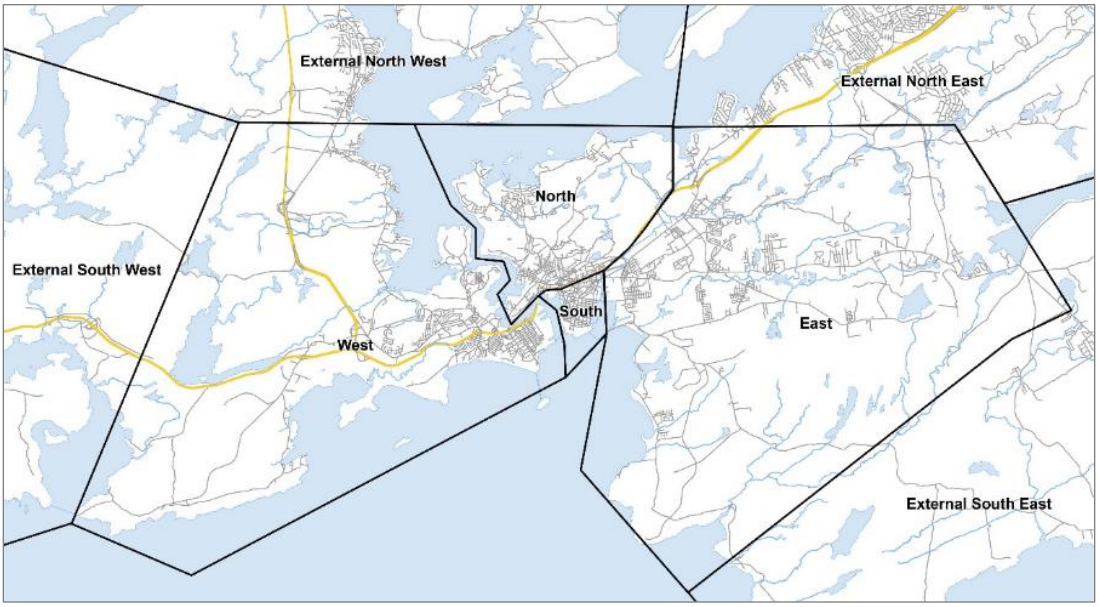
Exhibit 2.17 Household Travel Survey - Trips by Purpose

Home Location	To/From Work	To/From School	To/From Not Work/School	Total
Saint John	60,670	7,300	171,590	239,560
	25.3%	3.0%	71.6%	100%
External Communities	45,210	6,530	114,680	166,420
	27.2%	3.9%	68.9%	100%
Total	105,890	13,820	286,270	405,980
	26.1%	3.4%	70.5%	100%

Note: Work trips include trips to/from work, work-related trips, working on the road/no fixed address

To provide an overview of travel patterns observed in the survey, the trips were aggregated to eight districts – four within Saint John and four for the external areas as shown in Exhibit 2.18.

Exhibit 2.18 Household Travel Survey Districts



At the district level, travel patterns for Saint John and the surrounding area indicate a high level of self-containment for each district. That is, there is a high proportion of trips that stay within the district having both origin and destination within the same area, as shown in Exhibit 2.20. Sixty-one percent of work trips observed in the survey are made entirely within the City of Saint John. As conceptually shown in Exhibit 2.21, the areas of East Saint John and South Saint John have the most work trips reflecting the industrial/commercial areas in the east and Uptown in the south.

In Phase 2 of MoveSJ, the data collected through the Household Travel Survey will be utilized to build a travel demand forecasting model. This model will assist the City in transportation planning as it looks forward to 2040.

Exhibit 2.19 Origin and Destination of Work Related Trips

ORIGIN / DESTINATION		SAINT JOHN				EXTERNAL COMMUNITIES				TOTAL
		North	East	South	West	External North East	External South East	External South West	External North West	
Saint John	North	6,590	3,630	2,450	2,090	2,180	220	180	570	17,900
	East	3,120	9,980	4,020	2,420	2,520	570	210	580	23,420
	South	2,700	4,150	10,340	1,880	3,680	140	350	400	23,640
	West	2,230	2,250	2,340	4,060	1,200	60	340	680	13,170
Ext.	External Northeast	2,310	2,800	4,700	1,110	8,670	220	110	250	20,180
	External Southeast	400	920	180	70	300	320	0	30	2,230

	External Southwest	200	180	350	310	110	0	780	110	2,040
	External Northwest	670	420	490	590	270	100	140	630	3,300
	TOTAL	18,220	24,330	24,860	12,530	18,930	1,630	2,110	3,260	105,890

Note: Work trips includes trips to/from work, work-related trips, working on the road/no fixed address trips

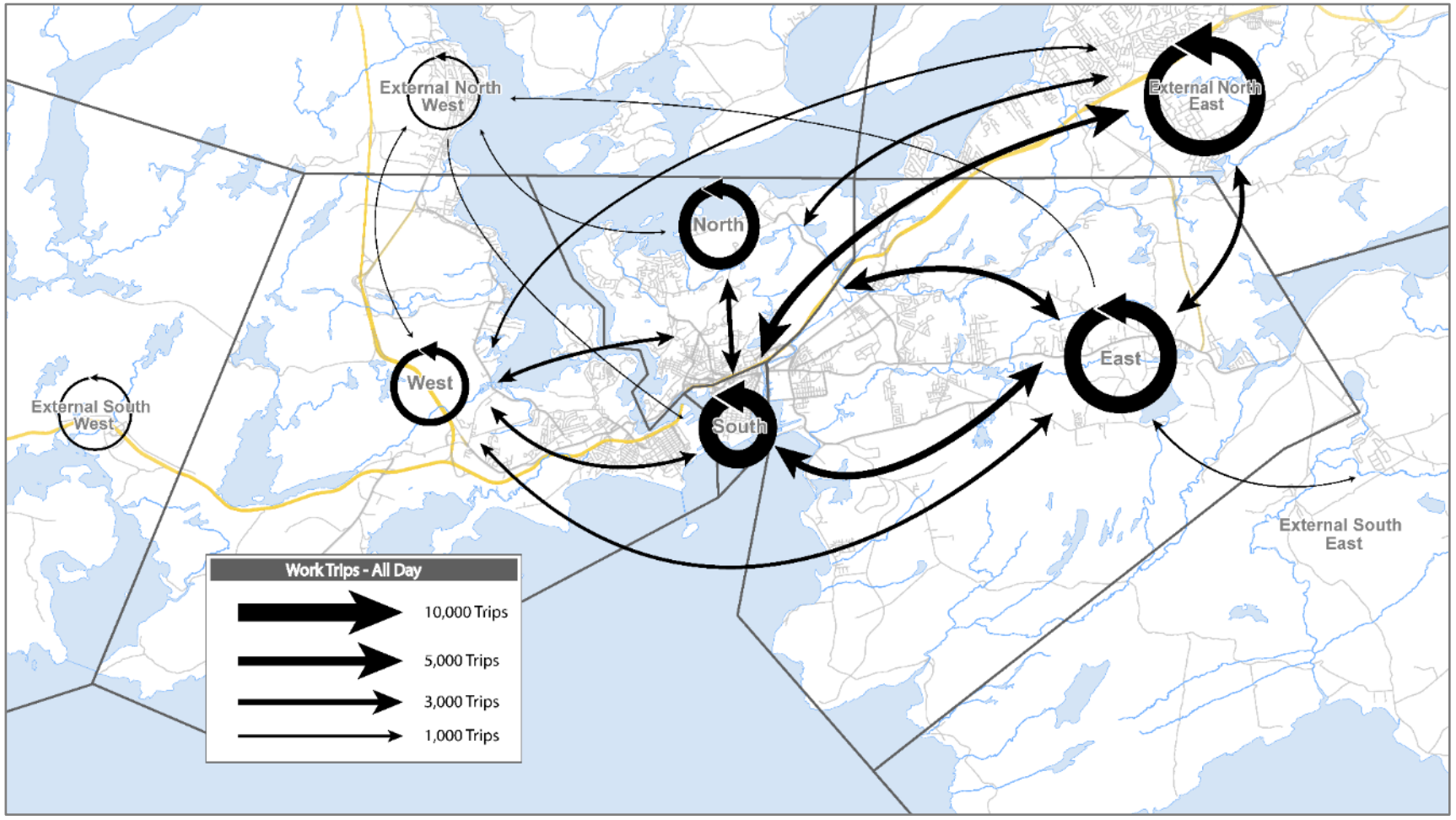
Exhibit 2.20 Origin and Destination of Work Related Trips (Percent of Origin)

ORIGIN / DESTINATION		SAINT JOHN				EXTERNAL COMMUNITIES				TOTAL
		North	East	South	West	External North East	External South East	External South West	External North West	
Saint John	North	37%	20%	14%	12%	12%	1%	1%	3%	100%
	East	13%	43%	17%	10%	11%	2%	1%	2%	100%
	South	11%	18%	44%	8%	16%	1%	1%	2%	100%
	West	17%	17%	18%	31%	9%	0%	3%	5%	100%
Ext. Communities	External Northeast	11%	14%	23%	5%	43%	1%	1%	1%	100%
	External Southeast	18%	41%	8%	3%	13%	14%	0%	2%	100%
	External Southwest	10%	9%	17%	15%	6%	0%	38%	5%	100%
	External Northwest	20%	13%	15%	18%	8%	3%	4%	19%	100%
	TOTAL	17%	23%	23%	12%	18%	2%	2%	3%	100%

2.4.1 Travel Behavior – Travel Mode

The Household Travel Survey was also used to estimate travel mode choices made by the residents of Saint John and the surrounding communities. The predominant mode of travel is the private automobile. For a typical day, 82% of trips in the region are made by car (driver or passenger). Within the City of Saint John, the use of automobile is lower, 78% compared to 88% outside of the City. This reflects the lack of all-day transit service in the outlying areas and suburban development that results in fewer walk trips. Exhibit. 2.21 presents a summary of trips by mode.

Exhibit 2.21 Work Trip Travel Patterns



For work trips (this includes commuting to work and travelling for work-related purposes), car driver is by far the most likely travel mode with a notable decrease in the share of car passenger trips as shown in Exhibit 2.22. Transit share within Saint John is over 5% for work trips. This is slightly lower than the 8% observed in the previous 1998 survey. However, walking and cycling has increased from 12% to 14% which could be reflective of the time of year the survey was undertaken. The current survey was undertaken in late spring / early summer when weather conditions are more favourable to walking and cycling.

Exhibit 2.23 graphically illustrates travel mode by purpose for Saint John and external residents.

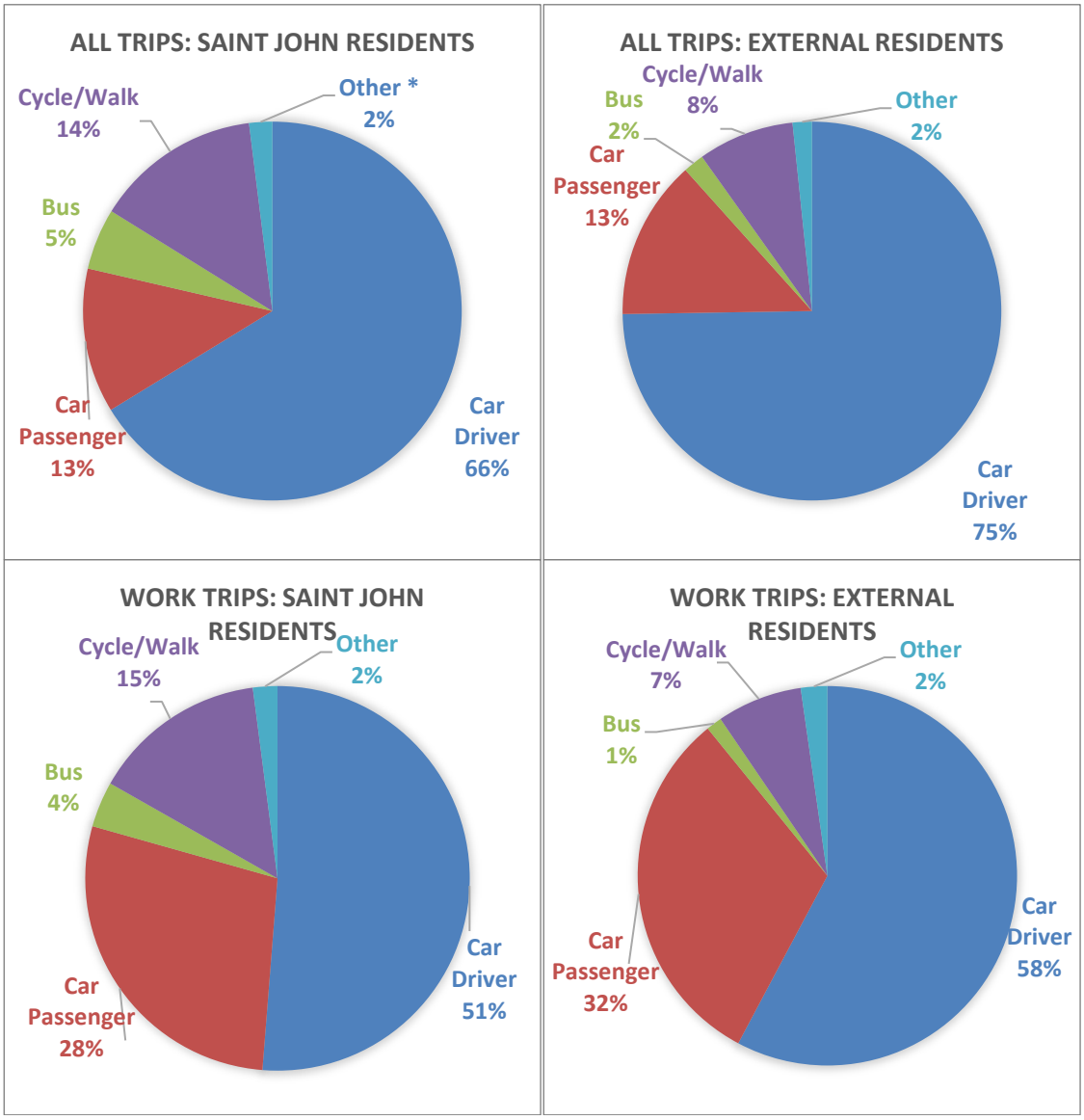
Exhibit 2.22 All Trips By Primary Travel Mode

LOCATION	MODE OF TRAVEL								
	Car Driver	Car Pass	Bus	Cycle	Walk	Sch. Bus	M-cycle	Other	All
Saint John residents	122,780	67,370	9,200	1,220	34,060	1,430	1,090	2,410	239,560
	51.3%	28.1%	3.8%	0.5%	14.2%	0.6%	0.5%	1.0%	100%
External residents	96,170	52,170	2,230	1,230	10,870	2,050	310	1,390	166,420
	57.8%	31.3%	1.3%	0.7%	6.5%	1.2%	0.2%	0.8%	100%
Total	218,950	119,540	11,430	2,450	44,930	3,480	1,400	3,800	405,980
	53.9%	29.4%	2.8%	0.6%	11.1%	0.9%	0.3%	0.9%	100%

Exhibit 2.23 Work Trips By Primary Travel Mode

LOCATION	MODE OF TRAVEL								
	Car Driver.	Car Pass	Bus	Cycle	Walk	Sch. bus	M-cycle	Other	All
Saint John residents	40,200	7,490	3,170	310	8,310	0	210	990	60,670
	66.3%	12.3%	5.2%	0.5%	13.7%	0.0%	0.3%	1.6%	100%
External residents	33,790	6,150	810	320	3,390	0	50	690	45,210
	74.7%	13.6%	1.8%	0.7%	7.5%	0.0%	0.1%	1.5%	100%
Total	74,000	13,640	3,980	630	11,700	0	260	1,680	105,890
	69.9%	12.9%	3.8%	0.6%	11.0%	0.0%	0.2%	1.6%	100%

Exhibit 2.24 All Trips and Work Trips by Primary Travel Mode



NOTE: * Other includes motorcycles and taxis

A secondary source of data for travel mode share is the Census / National Household Survey which summarizes the mode of transportation for trips between home and work made by the employed labour force over 15 years of age. The observed mode share from the 2006 Census and 2011 National Household Survey are presented in Exhibit 2.25 Census/National Household Survey Mode of Transportation

While these findings are similar to the observed travel modes from the household travel survey, both auto share and transit share are higher than in the City's household survey, while walking, cycling and other modes are lower.

Exhibit 2.25 Census/National Household Survey Mode of Transportation

Survey	Location	Mode Of Transportation						
		Driver	Passenger	Public Transit	Walk	Bicycle	Other	Total
2006 Census	Saint John (City)	20,145	3,600	2,325	3,500	120	720	30,410
		66.2%	11.8%	7.6%	11.5%	0.4%	2.4%	100%
	External Communities	21,995	2,700	135	615	35	230	25,730
		85.5%	10.5%	0.5%	2.4%	0.1%	0.9%	100%
	SJ Census Metropolitan Area	42,140	6,300	2,460	4,115	155	950	56,140
		75.1%	11.2%	4.4%	7.3%	0.3%	1.7%	100%
2011 National Household Survey	Saint John (City)	23,160	3,315	2,295	2,505	95	340	31,710
		73.0%	10.5%	7.2%	7.9%	0.3%	1.1%	100%
	External Communities	23,745	2,210	485	510	20	245	27,210
		87.3%	8.1%	1.8%	1.9%	0.1%	0.9%	100%
	SJ Census Metropolitan Area	46,905	5,525	2,780	3,015	115	585	58,920
		79.6%	9.4%	4.7%	5.1%	0.2%	1.0%	100%

Travel patterns for work-related trips by transit and by walking/cycling are presented in Exhibit 2.26 and Exhibit 2.27. As expected, the 80% of all transit work trips are made within the boundaries of the City of Saint John. Transit trips to the External North East (i.e. Rothesay and Quispamsis) reflect the peak period Comex transit service that connects those communities with the Uptown. For walking and cycling modes, 66% of active transportation work trips are in South Saint John, or more specifically, in and around the Uptown.

Exhibit 2.26 Origin and Destination of Work Related Transit Trips

ORIGIN / DESTINATION		SAINT JOHN				EXTERNAL COMMUNITIES				TOTAL
		North	East	South	West	External North East	External South East	External South West	External North West	
Saint John	North	430	150	330	70	0	0	0	0	980
	East	170	160	490	40	30	0	0	0	890
	South	360	460	70	110	220	70	0	0	1,290
	West	70	50	120	110	0	0	0	0	340
Ext. Communities	External North East	10	30	330	40	0	0	0	0	410
	External South East	0	0	70	0	0	0	0	0	70
	External South West	0	0	0	0	0	0	0	0	0
	External North West	0	0	0	0	0	0	0	0	0
	TOTAL	1,030	850	1,410	360	250	70	0	0	3,980

Note: Work trips includes trips to/from work, work-related trips, working on the road/no fixed address trips

Exhibit 2.27 Origin and Destination of Work Related Walk/Cycle Trips

ORIGIN / DESTINATION		SAINT JOHN				EXTERNAL COMMUNITIES				TOTAL
		North	East	South	West	External North East	External South East	External South West	External North West	
Saint John	North	1,520	20	110	100	70	0	0	0	1,810
	East	20	650	10	0	40	0	0	0	730
	South	150	120	8,150	100	30	0	0	0	8,550
	West	0	20	100	450	0	0	0	0	570
Ext. Communities	External North East	0	100	30	0	470	0	0	0	600
	External South East	0	0	0	0	0	0	0	0	0
	External South West	0	0	0	0	0	0	0	0	0
	External North West	0	0	40	0	0	0	0	30	70
	TOTAL	1,690	910	8,440	640	620	0	0	30	12,330

Note: Work trips includes trips to/from work, work-related trips, working on the road/no fixed address trips

2.5 Parking

The focus of the parking strategy in MoveSJ is in the Uptown Peninsula where parking is in high demand by residents, business patrons, and commuters.

The Saint John Parking Commission provides approximately 2,200 spaces located in over 30 surface parking lots situated throughout the Uptown area. In addition, there are 1,650 parking spaces in three centrally located parking garages and 2,000 on-street parking spaces in the Uptown area, including 750 metered on-street parking spaces serviced either by regular parking meters or pay and display parking machines. There is a maximum two hour on-street parking zone in the Uptown, and it is being expanded into the south part of the peninsula. Parking lots operated by the Saint John Parking Commission are shown in Exhibit 2.28 Uptown Parking Lots

Based on anecdotal evidence and discussion with the Parking Commission, adequate parking supply is available to meet current parking demands. The perception of inadequate parking supply occurs when parking is not available in close proximity to an individual's destination, or parking is available but at a price that is higher than the individual is willing to pay.

Exhibit 2.28 Uptown Parking Lots

A number of parking studies have been completed for the Uptown area in the last 15 years. The last comprehensive study of parking supply and demand in the Uptown Peninsula was completed in 2000. Several key findings from this study are likely still representative of today's situation:

- Commuters tend to use off-street parking lots in the commercial core and retail/bar/restaurant patrons tend to use metered street parking. Residents tend to park in unrestricted on-street areas.
- Overall, off-street parking demand peaks in the morning at about 52% capacity,
- Overall, on-street parking demand peaks in the evening at 65% capacity,
- On-street parking is "well-used" 24 hours a day, 7 days a week, but there is still excess capacity. The demand/supply ratios indicate a good balance overall, but there are number of isolated conflicts and pressures in specific on-street parking areas. The conflicts occur between commercial and residential parking, where patrons seek first to use free on-street residential parking near the commercial core as opposed to off-street pay lots and on-street meters. Even in the restricted zones, short term parking is legal for up to 2 hours.

A Strategic Parking Plan was also created for the City in 2006, and will be updated in Phase 2 of MoveSJ. The purpose of this plan was to assess future parking demands based on various development proposals and develop a prioritized strategy to increase parking supply and implement Transportation Demand Management strategies such as joint parking/transit planning initiatives (e.g. Comex). Although many of the development proposals have not materialized, it has been estimated that the Comex service, which is in operation and funded by external municipalities, has eliminated the need for several hundred parking stalls, saving the Parking Commission millions of dollars in capital infrastructure. Maintaining a coordinated approach between parking and transit planning is a priority for the Parking Commission when evaluating future parking needs and strategies.

Recently several development projects have been constructed on existing surface parking lots in the Uptown, including the Irving Oil headquarters and NB Liquor retail outlet on Wellington Row. As a result, parking supply has decreased and demand has increased. The loss of parking supply is expected to be offset when new private parking garages are constructed at the Irving Oil headquarters and JD Irving office, totaling nearly 800 parking spaces.

Another significant pending development proposal that would impact parking demand and supply is the development of the Coast Guard site. It has been estimated that the Coast Guard development project will result in a net loss of 300 parking spaces.

The City has also undertaken an enforcement program on unapproved commercial parking lots in the Uptown. This process has identified more than thirty private parking lots that do not comply with appropriate zoning or are not in compliance with existing by-laws. Although the City is working with lot owners to bring these lots into compliance, this process has resulted in a reduction in private lots, and subsequent increase in demand at existing regulated parking lots.

Furthermore, the City is interested in consolidating some of its existing surface lots to provide a more efficient use of land and a more organized urban structure for infill development.

With many recent and pending changes to the parking situation in Uptown Saint John, ta study of parking supply/demand will be an important consideration in the preparation of the Parking Strategy component of MoveSJ in Phase 2. The results will assist in defining an updated parking strategy for the City that seeks to support a more vibrant urban core and the goals of PlanSJ. A more efficient use of existing parking and increase of transit mode split may be preferred alternatives to increasing parking supply.

2.5.1 Public Perception of Parking

The following observations can be made from the results of the online public survey regarding parking in Saint John (~280 respondents):

- Respondents were split as to whether adequate parking is available where they need it, although slightly more disagreed than agreed;
- Respondents were split as to whether adequate accessible parking is available for people with mobility challenges, although more people agreed than disagreed;
- Respondents were split as to whether on-street parking interferes with any other uses on the street;
- Respondents were split as to whether the amount and location of surface level parking serves the city well and promotes vibrancy and development, although more people disagreed than agreed; and
- Respondents were split as to whether their neighbourhood needs on-street parking for local residents, although more people disagreed than agreed.

3 COMMUNITY ENGAGEMENT

Community engagement has been an important component of Move SJ Phase 1, and will continue through this strategic planning process. The City had community input on transportation from previous citizen surveys, the last being the Ipsos Reid Survey of 2012. Since then, Phase 1 of MoveSJ provided community engagement and input in the following four ways:

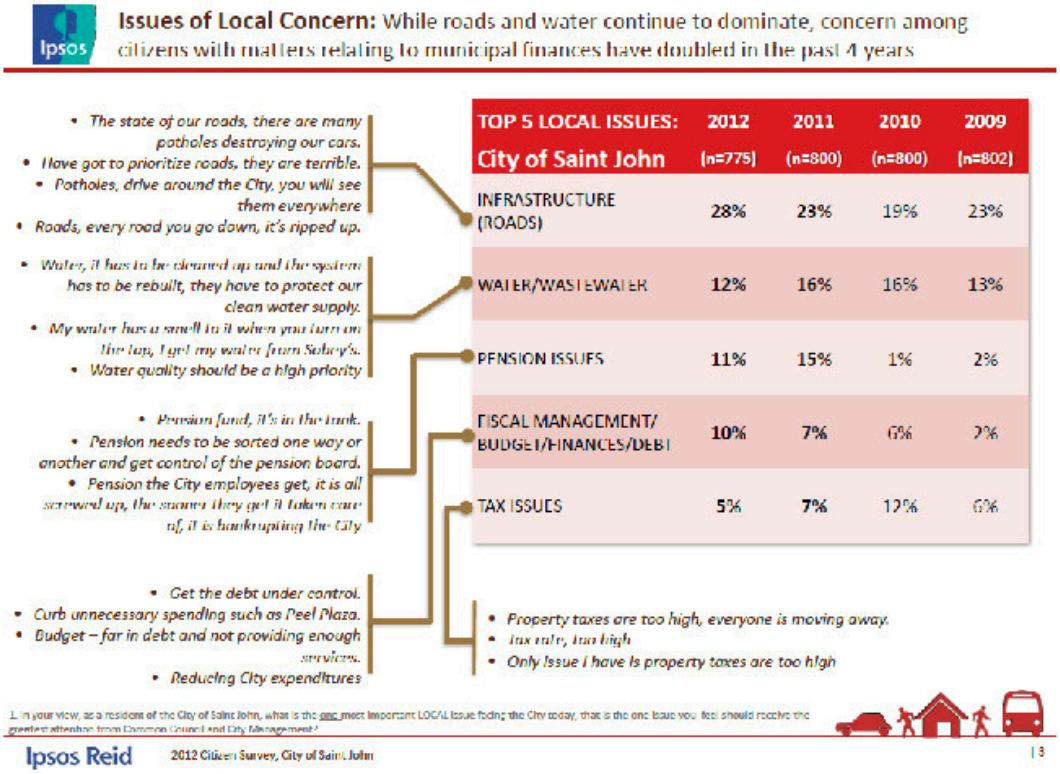
1. Community materials and engagement including on-line Digital Engagement site;
2. The public opinion survey component of the Household Travel Survey;
3. Stakeholder engagement; and
4. Public Meetings

3.1 Communication Materials and Engagement

3.1.1 Previous Public Input to the City

Transportation remains an important subject for the public in Saint John. The City has had public attitude surveys conducted in the recent past, for example as part of the PlanSJ preparation, and they continually show issues with the topics noted on Exhibit 3.1 from the 2012 Ipsos Reid survey.

Exhibit 3.1 2012 Ipsos Reid Public Survey Highlights



City staff also maintain a record on contacts from the public on transportation and related issues. Since 2010, this list of issues has focused on the following types of transportation topics of interest to the public:

- 22% street lighting mainly in rural areas and new subdivisions;
- 20% signage, markings, signals;
- 20% parking availability, cost and location especially in the Uptown;
- 17% speeding and need for traffic calming on residential streets;
- 10% school zones/crosswalks especially for students;
- 5% traffic problems/safety;
- 4% speed limit change, usually to reduce the limit;
- 1% truck routes/loading zones and truck impacts;
- 1% other; and
- 1% turning movements/LOS at specific intersections.

3.1.2 Notices

Preparation of the Phase 1 MoveSJ report involved three (3) main notices to the public and project stakeholders located in **Appendix 1** of this report:

1. Media Release in May 2015 providing introductory information on the project background, the upcoming Household Travel Survey and the project web site at:

   http://www.saintjohn.ca/movesj

2. Important Project and Open House Announcement in May 2015; and
3. Agency Notification letter with response form in April 2015.

3.1.3 Online Digital Engagement

For MoveSJ, the City had a digital engagement site developed for the project and placed on the city web site. The purpose of this site was to solicit public response to the following transportation-related subjects in Saint John. A total of 755 responses were received, with a summary provided in **Appendix 2** of this report:

1. Transportation Priority Ranking;
2. Comparison of Priorities;
   a. Trucking/Goods Movement
   b. Personal Vehicles
   c. Transit
   d. Parking
   e. Walking
   f. Cycling
   g. Land use
3. Opportunities – where are transportation system changes and improvements needed; and
4. Demographics of the respondent.

This online engagement was provided over a three-month period from June to September 2015 using the MetroQuest web-based public involvement software. The public was asked to rank their top four priorities out of seven aspects of transportation: trucking/goods movement, personal vehicles, transit, parking, walking, cycling and land use. The 755 responses were received – 24% chose transit as their first priority, 23% chose walking and 22% chose personal vehicles. This indicates support for a balanced transportation system that considers the wide-range of priorities of Saint John residents.

3.2 Household Travel Survey – Public Opinion Survey

In May-June 2015, the MoveSJ project had a new household travel survey conducted in the City of Saint John and surrounding area. The telephone survey target was to contact 1,677 households in the City and 581 households in the surrounding region for a total of 2,258 contacts. In the end, 2,261 surveys were completed on travel characteristics questions. The survey questions and results are summarized in **Appendix 3** for the following subjects:

- Household Information;
- Personal Information; and
- Trip Information
    - Trip start
    - Trip stop
    - Mode of travel

This Household travel survey was conducted to collect up to date travel characteristics data in and around the city that will be used in preparing a new Travel Demand Forecasting model for the City in Phase 2 of MoveSJ. This model will provide a tool the City can use for forecast trip-making throughout the city over the next 25 years based on the travel characteristics, plus the planned distribution of population and employment.

The survey also included the following short list of opinion questions, with results provided in **Appendix 3.**

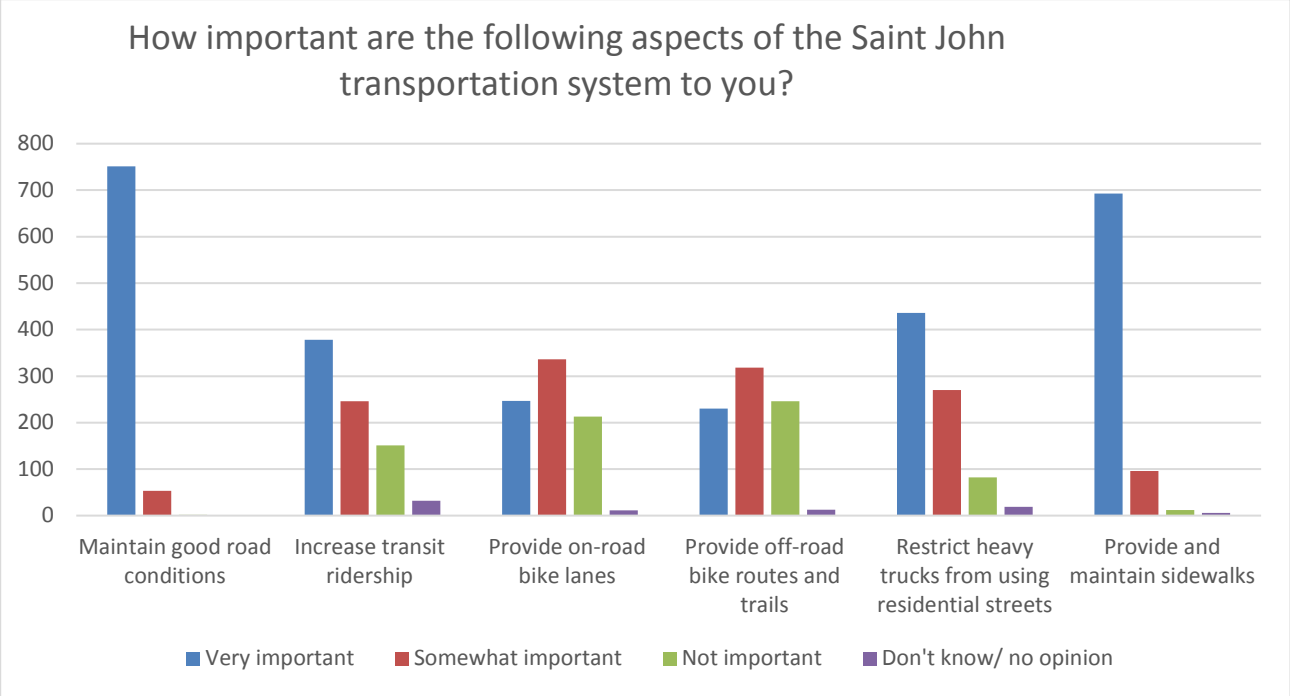
Opinion Information

Please indicate whether you think each of the following aspects of the Saint John transportation system is very important, somewhat important or not important to you.

1. Maintain good road conditions
2. Increase transit ridership
3. Provide on-road bike lanes
4. Provide off-road bike routes and trails
5. Restrict heavy trucks from using residential streets
6. Provide and maintain sidewalks
    a. Very important
    b. Somewhat important
    c. Not important

The results of the opinion survey are also included in **Appendix 3**, and summarized in Exhibit 3.2.

Exhibit 3.2 Household Travel Survey Opinion Questions - Summary



3.3 Stakeholder Engagement

A large number of local and provincial stakeholders in the Saint John transportation system were originally notified about MoveSJ so they could confirm interest. Their input was arranged in two ways for this Phase 1 plan; 1) in stakeholder workshops and 2) through individual stakeholder contacts.

3.3.1 Stakeholder Workshops

On May 21/22, 2015, stakeholder workshops were held at City hall with three groups of MoveSJ stakeholders:

STAKEHOLDER GROUP	DATE / TIME	# OF PARTICIPANTS
Economy / Business	May 21, afternoon	7
Environment / Community	May 21, evening	12
Municipal / Agency	May 22, morning	6

Comments and information provided by these workshops is summarized in **Appendix 4.**

3.3.2 Stakeholder Outreach Meetings

A number of individual meetings were also held with key transportation stakeholders who were not able to attend the workshops as an opportunity to collect their input. These included Irving Oil, Saint John Parking Commission and Saint John Transit Commission.

3.4 Public Meetings

Two public meetings were held in Saint John for Phase 1 of the MoveSJ plan development. They were on Wednesday, June 17, 2015 at the Hillcrest United Baptist Church, and Thursday, June 18, 2015 at Peel Plaza between 4:30 pm and 7:00 pm.

A total of about 50 people attended these two sessions. Project information displayed at the meetings is included in **Appendix 5** of this report. Most participants attended the June 18th session at Peel Plaza. Fifteen completed a comment sheets, but many were interested in the Digital Engagement site to provide input.

This public meeting input is low and offers no statically valid input compared to the 755 responses to digital engagement noted above. However, the public meetings in June 2015 were planned as an introduction to MoveSJ, with more community consultation events planned for 2017-18 in Phases 2 and 3 of this project.

4 STRATEGIC TRANSPORTATION GOALS

4.1 PlanSJ Land Use Vision and Transportation Goals

The PlanSJ Vision is to achieve a more urban focused City by prioritizing the transformation of key neighbourhoods through new investment, population and growth. At the same time, the PlanSJ Vision shown next on Exhibit 4.1 anticipates targeted suburban and rural development, recognizing the needs of a diverse and changing population.

More specifically, Exhibit 4.2 shows this Vision translated into the Future Land Use Plan for Saint John taken from PlanSJ. These Visions are also expressed in PlanSJ through its transportation goals listed in Exhibit 4.3 and related goals in Exhibit 4.4.

Exhibit 4.1 PlanSJ Vision

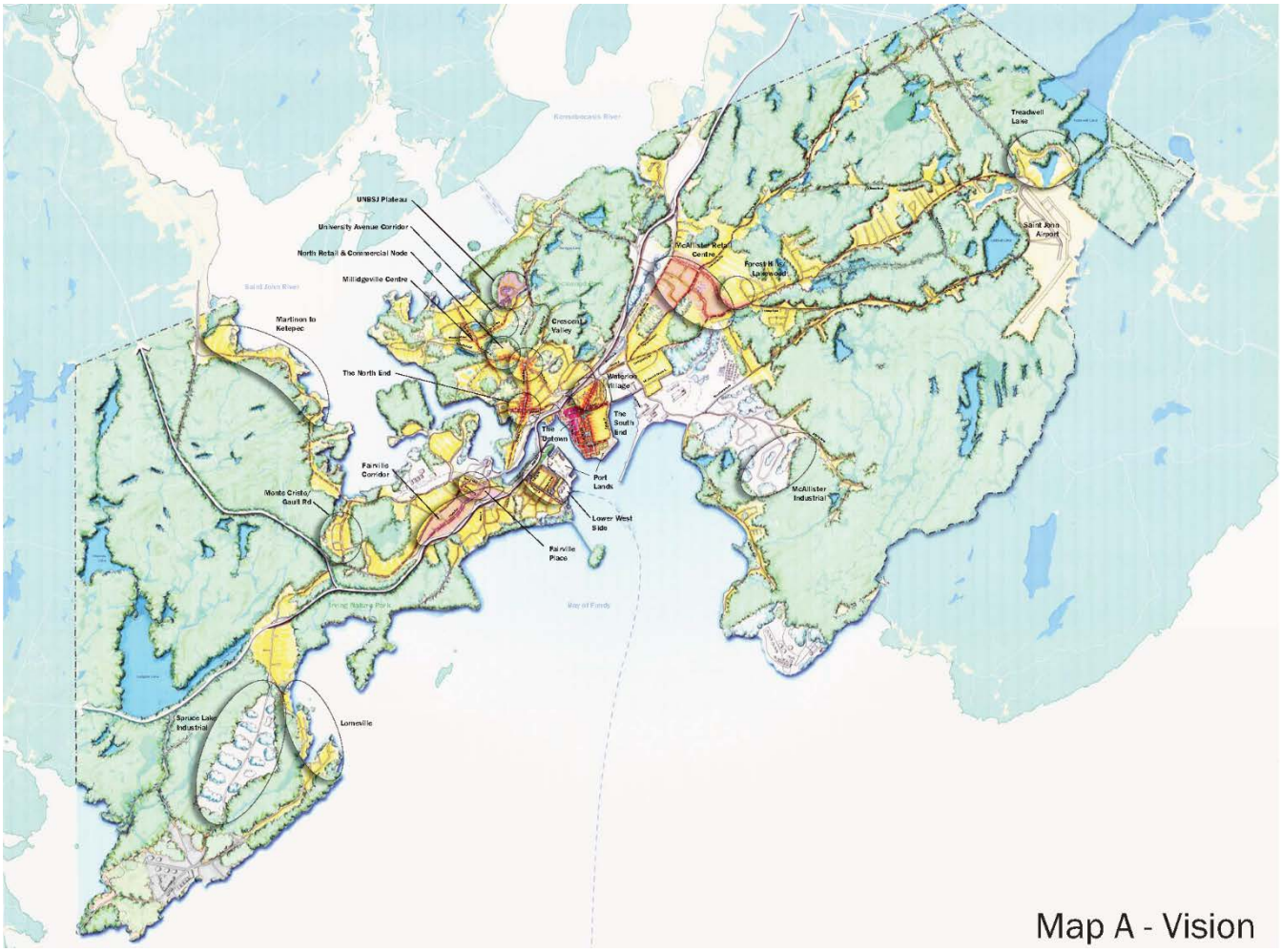
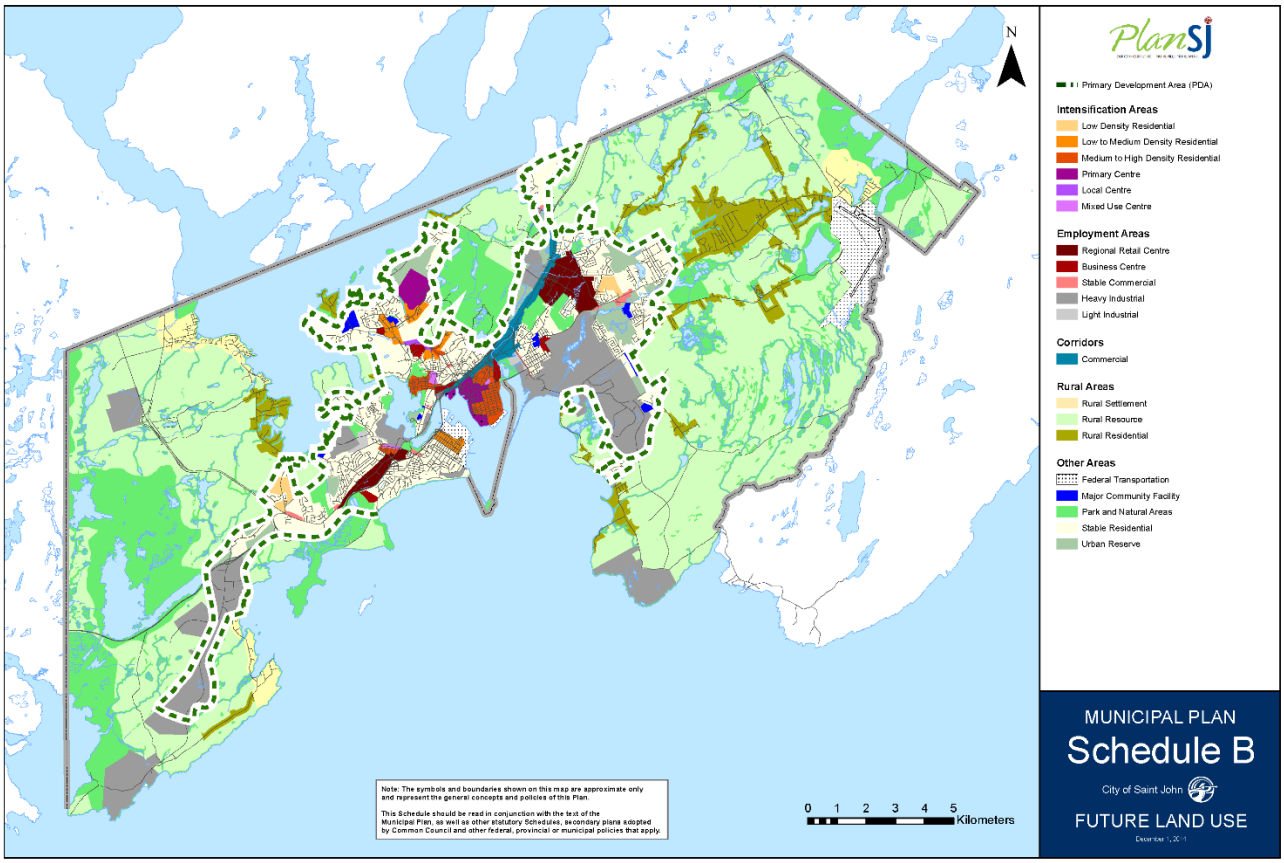


Exhibit 4.2 PlanSJ Future Land Use Plan



As previously reported in the introductory Section 1.1 of this report, PlanSJ provides the following strategic goals for the Saint John transportation system. Further transportation-related goals from PlanSJ are listed in Exhibit 4.4.

Exhibit 4.3 PlanSJ Transportation & Mobility Goals

PLANSJ TRANSPORTATION & MOBILITY GOALS	
1	Develop and maintain a balanced transportation system that meets the needs of all community members with a variety of options including active transportation opportunities such as cycling and walking, good public transit service to key destinations within the Primary Development Area, private automobiles, and taxis.
2	Maintain and enhance the City's roadway network.
3	Effectively regulate parking, particularly in the Uptown Primary Centre and Intensification Areas, to ensure an adequate supply and parking management approach that supports public transit.
4	Work with rail providers to maintain and develop adequate rail services to promote economic development within the City.
5	Recognize the importance of the Port to the regional economy and to work with the Saint John Port Authority to ensure continued marine traffic and marine-related uses at the Port.
6	Recognize the importance of air transportation to the regional economy and to work with the Saint John Airport Authority to ensure continued air travel and related air services at the Airport.
7	Maintain and develop an efficient transportation system for the movement of good within and through the City.

Exhibit 4.4 PlanSJ Transportation Related Goals

CHAPTER	PLANSJ TRANSPORTATION–RELATED GOALS
City Structure Goals	5 Connect Urban and Suburban Neighbourhood Intensification Areas and existing Stable Areas with Primary and Character Corridors.
City Structure Goals	6 Develop a compact built form that supports both a healthy lifestyle and efficient, convenient and viable alternative transportation choices, including transit, walking and cycling.
Land Use Goals	7 Foster complete communities at densities which support public transportation and active transportation and a range of services, employment, leisure and recreational choices to provide people with greater opportunities to live, work, play and learn in their neighbourhoods.
Urban Design Goals	4 Create inviting, accessible places and streetscapes that enhance people's safety, comfort and enjoyment of the public realm, and improve the human experience of the City by offering appropriate opportunities for year-round interaction and enjoyment.
Community Facility Goals	2 Support active living through the provision of active transportation and recreational infrastructure.
Community Facility Goals	4 Provide accessibility to neighbourhood parks by a variety of transportation options.

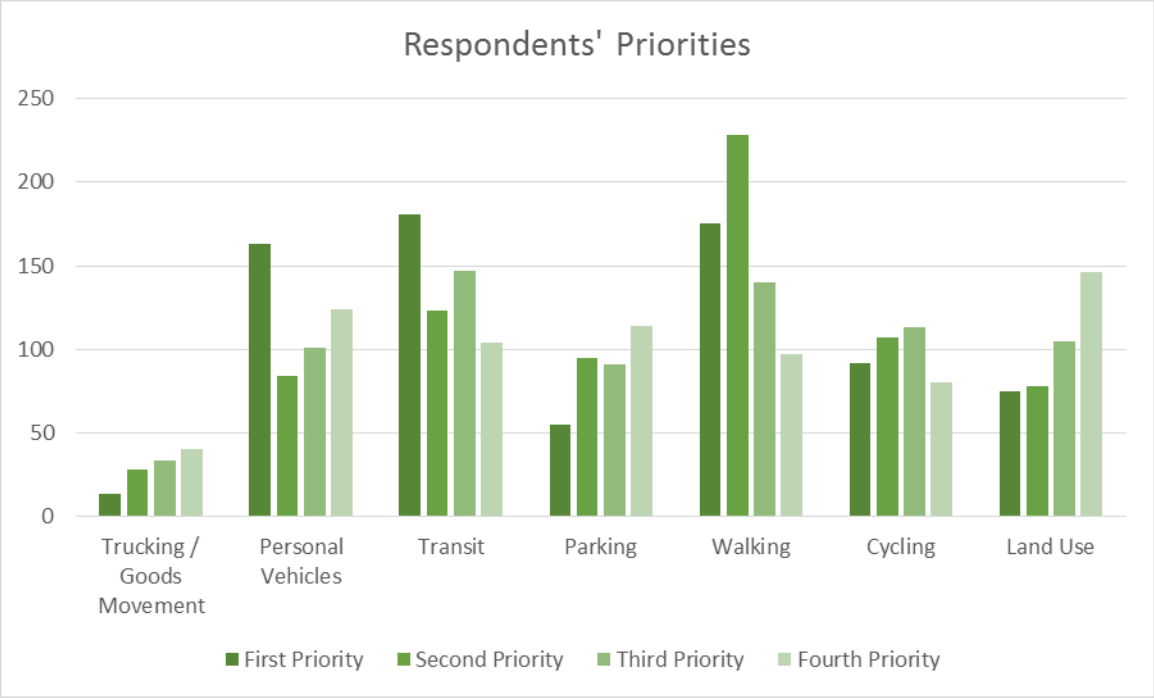
4.2 Community Input

Engaging the community was critical in developing a vision and strategic direction for MoveSJ that is fully supported by all stakeholders – citizens, businesses, community groups, municipal agencies and council. As reported in Section 3 of this report, several forums for initial stakeholder input into MoveSJ where held in Phase 1 during 2015, focused on its transportation successes, short-comings and goals for the future. Desirable characteristics of the future Saint John transportation network gained from this initial input includes:

- Full walkability of the Uptown area;
- Enhancing walking and cycling connections throughout the City;
- Public transit as a socio-economic service for city growth and development;
- Improving rail service for goods;
- Incorporating connections by other modes such as passenger rail service, ferry service,
- Environmentally conscious and sustainable choices;
- Improve highway access and goods movement;
- Options and services for vulnerable citizens;

Online engagement with 755 responses during Phase 1 shows public priorities illustrated in Exhibit 4.5, where 24% chose transit as their first priority, 23% chose walking and 22% chose personal vehicles. This indicates a need for a balanced transportation system that considers the wide-range of priorities of Saint John residents.

Exhibit 4.5 MoveSJ Online Engagement: Transportation Priorities



4.3 Best Practices

A scan of transportation vision statements and goals developed by other small cities in the Atlantic region and elsewhere identified the following strategic directions.

4.3.1 Moncton's Regional Sustainable Transportation Master Plan – Destination 2040

The Vision Statement for the tri-community of the City of Moncton, City of Dieppe and Town of Riverview developed through their Regional Sustainable Transportation Master Plan is as follows:

"Our communities will work together to deliver a transportation system by 2040 that connects people sustainably, safely and seamlessly across Moncton, Dieppe and Riverview, and to create a quality multimodal transportation system accessible by residents of all ages, abilities and economic levels, integrated with mixed use neighbourhoods. We will decrease automobile dependence, promote walking, cycling, car-sharing, transit and train travel, and enhance our residents' quality of life through improved health, economic benefits, reduced travel cost, and aesthetic enhancement of our environment."

The Regional Sustainable Transportation Master Plan set out the following four goals:

1. A vibrant mixed-use transportation network that includes residential, commercial, retail, recreational and other public spaces, together with cultural, entertainment, research, and learning opportunities that create a sustainable and livable community now and in the future.
2. An urban, pedestrian-oriented environment that is characterized by ease of access, attractive public realm, and manageable levels of congestion.

3. An interconnected, multi-modal transportation system that is not only sustainable, but enhances the region's character and appeal, including downtown centres and community wide while connecting to the larger region.
4. Lower regional carbon footprint through the use of alternative modes of transportation.

Additionally, seven priorities were defined to enable the above goals to be met:

A. Manage travel demand—encouraging people to make fewer trips, shorter trips, or more efficient trips;

B. Maximize network efficiency—improving the operation of existing infrastructure to enable better performance to be obtained without increasing road capacity;

C. Build a multimodal network—developing a transportation network that is suitable for and able to accommodate all users

D. Improve connections between communities— filling in the gaps in the network;

E. Provide for safety and ease of use— ensuring transportation services are delivered in a safe, accessible and equitable way for all members of the community to use;

F. Promote environmental sustainability and GHG reduction—reducing the number of long distance trips that need to be made, the time lost to congestion, and the proportion of trips made by single-occupant vehicles; and

G. Intensify land use patterns—densification and transit-oriented design along key corridors.

4.3.2 Fredericton Municipal Plan

The City of Fredericton completed its Municipal Plan in 2007. In it the following seven objectives were identified:

1. To create a balanced, multi-modal transportation system that provides the infrastructure necessary for residents to choose their preferred mode of transportation including driving, using public transit, walking, or cycling.
2. To manage a well-maintained system of public streets that balances the need for efficient traffic flow with safety, convenient access to existing and future areas of development, and an attractive urban environment.
3. To provide an adequate parking supply in all areas of the City and to promote the location of parking facilities and their continued use.
4. To facilitate and promote the use of public transit.
5. To provide a network of pedestrian and bicycle facilities throughout the City and to promote their use.
6. To maintain quality and convenient air service through the Fredericton Airport.
7. To encourage convenient surface inter-City transport between Fredericton and other communities.

In addition to Municipal Plan, Fredericton completed its Strategic Plan for Transit Services (2008) and Trails and Bikeways Master Plan (2007), which identified transit-oriented goals and active transportation goals, respectively.

<u>Transit goals:</u>

1. Promote the use of transit as an effective and sustainable alternative to the private automobile by providing a quality of transit service that is safe, convenient, and reliable.
2. Ensure affordable accessibility and mobility for residents within the urban area of Fredericton to major commercial, employment, recreational, medical, and educational opportunities.
3. Respond to growth and changing demographics in an effective manner, recognizing that transit is an integral part of urban development and environmental sustainability.
4. Provide an effective and efficient transit service with appropriate sharing of costs among passenger revenues, the general municipal tax base, and other subsidies.

Active transportation goal:

"To develop and promote a comprehensive active transportation (AT) network consisting of off-road facilities wherever possible and supported by key on-road links where needed and/or desired."

4.3.3 Charlottetown Official Plan

The Official Plan for the City of Charlottetown identified the following goal and supporting objectives for developing transportation modes:

"Our goal is to secure the maximum efficiency and safety of Charlottetown's existing and proposed transportation system, increase opportunities for other modes of travel, ensure that urban transportation decisions protect and enhance the environment, and strive to realize the full potential of the City's harbour and airport."

This goal will be achieved through the following five objectives:

1. To develop a transportation plan which co-ordinates roadways, parking, truck routes, transit, and the green space connector system as elements in a comprehensive transportation network for Charlottetown.
2. To complete a city-wide green space connector system composed of walking and cycling trails, boardwalks, public access points to the waterfront, and other green space elements.
3. To continuously monitor the City's transportation network to identify problems, and to devise ways and means of enhancing it.
4. To improve the urban goods distribution system.
5. To support the Port of Charlottetown in its efforts to become a commercially viable seaport serving the entire province and to support the Charlottetown Airport Authority in achieving operational and capital self-sufficiency.

4.3.4 Halifax Municipal Planning Strategy

The City of Halifax's municipal planning strategy objective for transportation is the following:

"The provision of a transportation network with special emphasis on public transportation and pedestrian safety and convenience which minimizes detrimental impacts on residential and business neighbourhoods, and which maximizes accessibility from home to work and to business and community facilities."

The City's Municipal Plan sets out four objectives for transportation:

1. Implement a sustainable transportation strategy by providing a choice of integrated travel modes emphasizing public transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle;
2. Promote land settlement patterns and urban design approaches that support fiscally and environmentally sustainable transportation modes;
3. Forecast HRM's need for mobility and provide service and infrastructure to meet this demand while influencing choices towards transportation sustainability; and
4. Design complete streets for all ages, abilities, and modes of travel.

4.3.5 Envision St. John's Municipal Plan (Draft July 2014)

Envision St. John's is the City of St. John's Municipal Plan. It identifies the following goal for transportation:

"Support growth and development in the City through an efficient and effective transportation network and investment in water and wastewater infrastructure."

The strategic objectives on transportation and infrastructure are to:

- Increase transit ridership by supporting public transit initiatives.
- Ensure that areas for urban expansion have transit supportive design.
- Update the 1998 St. John's Transportation Study.
- Participate with the region's municipalities to undertake a regional transportation study.
- Work with various partners to expand and create new pedestrian and bicycle routes.
- Facilitate the creation of road networks that support and connect neighbourhoods.
- Focus infrastructure investment on the upgrading and replacement of aging infrastructure.
- Ensure that urban expansion is carried out in a manner that does not add a financial burden to the City.

Envision St. John's proposes to develop a regional traffic model for evaluating the impacts of proposed developments, evaluate the potential to reduce automobile dependence and identify necessary regional road network improvements. It also places reliance on developing "complete streets" where the focus is on the movement of people instead of vehicles.

At the time that this MoveSJ Phase 1 report was completed in early 2017, it was confirmed that a St. John's regional or city transportation study has not been prepared or is underway, but is still planned.

4.3.6 Other Cities (population)

City of Belleville, Ontario (49,454): The City's Transportation Master Plan draws on the province's Transit Supportive Guidelines to promote a series of land use policies that support the overall vision of improving accessibility and creating more travel choices. This includes a policy to encourage urban intensification through infill development and redevelopment of existing sites.

City of Sarnia, Ontario (72,366): Most TMPs address transportation for persons with disabilities at the general policy level only. Sarnia's TMP is unique in that it includes a review of both conventional and paratransit services.

City of Brantford, Ontario (93,650): Until recently, Brantford's downtown has struggled in terms of image and business viability. Previous planning policies ensuring ample parking and maximized movement by cars actually worked against creating a successful downtown. In the early 2000s the City embarked on a number of revitalization efforts, including addressing transportation. This was reflected in the 2007 Transportation Master Plan which included a major section on transportation initiatives to support revitalization. The TMP included an emphasis on providing greater priority for pedestrians, converting the major streets back to two-way, enhancing downtown transit and favouring short term parking over long term commuter parking. Since 2007, the City has completed a Downtown Vision and Transportation Study that have not wavered from the vision of promoting the downtown as a people place.

City of Boulder, CO, USA (97,385): The Transportation Plan calls for performance measurement using both traditional vehicle-based performance measures as well as measures reflecting multimodal accessibility and mobility. Eleven indicators are specified, within 5 categories:

- Performance: (1) alternative modes as a percent of total trips; (2) vehicle-hours of congestion; (3) percent of arterial lane-miles congested;
- Air Quality: (4) carbon monoxide (CO) emissions; (5) volatile organic compound emissions; (6) nitrogen oxide emissions;
- Corridor Level of Service: (7) roadway facilities;
- Facility Performance: (8) pedestrian facilities, (9) bicycle facilities; (10) transit facilities; and
- Citywide Mobility Index: (11) mobility for all modes.

For each of these indicators, the plan identifies the levels of current facilities and forecasted levels based on current funding, and the Action Plan and the Vision programs identified in the plan.

City of Waterloo, Ontario (98,780): The City of Waterloo was the first municipality in Canada to formally adopt a Complete Streets policy making active transportation an integral part of their municipal transportation system. The City has been actively implementing the principles of Complete Streets through a number of strategic projects using road diets and redesign projects to reduce automobile collisions, implement cycling infrastructure, encourage active transportation, and provide transit improvements through bus pads and shelters.

City of Kingston, Ontario (123,350): The TMP identifies current capital spending and life-cycle cost needs of existing infrastructure, noting that annual expenditures for the latter greatly exceed current budgets. Kingston is notable in that it is the only plan reviewed to explicitly quantify life-cycle costs. It identifies annualized capital costs of new policies, new network changes, and additional related life-cycle costs, including shortfalls between current capital spending levels and expected capital costs. It indicates that operating costs may be reduced in some cases by capital improvements but states that new funding sources must be identified to address projected shortfalls for both capital and operating requirements.

City of Coquitlam, BC (126,456): The City's Strategic Transportation Plan discusses how an effective management of parking supply can help support the city's economic vitality while also encouraging alternative modes of travel. Excessive surface parking reduces areas for retail spaces and increases building costs, and negatively impacts the public realm and liveliness of an area.

City of Barrie, Ontario (136,063): The City undertook a major transportation planning study in relation to development in intensification and annexed lands. Although the transportation plan addressed all modes, the primary focus was on transit and active transportation. The City chose to call it a Multi-modal Active Transportation Plan. The plan is somewhat unique in that that the impetus for the plan was related to a secondary plan area, but the active transportation and transit components of the plan encompassed the whole City.

City of Sudbury, Ontario (160,275): One of the three main principles guiding the development of the transportation network is Healthy Communities, specifically to create complete streets that are designed, constructed and maintained to support all users and all modes of transportation. A major policy initiative of the plan is to update road classifications. Public information materials note that the criteria existing for road classifications have been based primarily on three main elements: roadway function, land access and vehicle traffic flow characteristics. In conjunction with recommending a complete streets policy, the new policy direction now expands road classifications to include transit provision, cycling provision and pedestrian provision.

City of Regina, Saskatchewan (193,100): As background to its Official Community Plan, the City of Regina completed a series of priority population studies. These focused on four key groups will have a major impact on the demographic make-up of Regina in the coming years: seniors, Aboriginal Peoples, individuals with disabilities, and immigrants. Sounding sessions for persons with disabilities served to highlight transportation challenges. Data from the aboriginal study was used in the parallel Transportation Master Plan to highlight an area of the city which had a high Aboriginal population, high cycling use, but no cycling facilities.

4.4 Draft Transportation Goals for MoveSJ

Based on the preceding goals of PlanSJ, input from the community to date and practices in other similar-sized communities, draft transportation goals have been developed. They are considered ‘Draft’ until Phases 2 and 3 of MoveSJ are completed, and the City and community see the full transportation strategy being recommended for Saint John. At this time, the City’s seven (7) primary Draft new transportation goals for MoveSJ to set initial planning direction are:

1. Provide direction for the transportation system to the year 2040, with short, medium and long-term initiatives that are compatible with the goals and policies of PlanSJ.

2. Develop a balanced transportation system that supports active, accessible, affordable and healthy options for transportation and active living.

3. Develop an integrated transportation system that provides efficient connections for people and goods between all modes, including automobiles, public transit, walking, cycling, trucks, rail, air and marine.

4. Evaluate the potential feasibility of a regional public transit system that supports the needs of the citizens and business community of the Saint John area, provides efficient service to Primary Development Areas, and supports the intensification goals of PlanSJ.

5. Develop and maintain an active transportation network that serves the needs of all users for both transportation and recreation, and removes barriers to active transportation in the City.

6. Maintain and enhance the City’s roadway network, optimizing existing infrastructure and capital investment before new infrastructure is built.

7. Support a prosperous Saint John through an efficient transportation system for goods movement that supports industry, promotes economic development and connects rail services, marine ports and the airport.

Achieving these goals needs to be measured. Benchmarks of progress towards reaching these goals (i.e. increasing annual transit ridership) should be developed in Phase 2 and 3 of MoveSJ, to include the following critical measurements:

- Reduction in per capita vehicle-kilometers travelled (VKT);
- Increase in annual transit ridership;
- Increase in transit mode share for commuter trips; and
- Increase and/or improve walking/cycling facilities consistent with the Trails and Bikeways Strategic Plan.

5 TRANSPORTATION DEMAND MODEL DEVELOPMENT

5.1 Model Development & Use

Phase 2 of MoveSJ will include the development of a travel demand model to be used to assist decision-makers at the City in planning the future transportation network, and developing policies to manage travel demand. The model will allow the City to test 'what-if' scenarios that reflect major changes in land use, city growth or changes in the transportation system.

The proposed model will be built using the VISUM platform. Other cities in the Atlantic Region (Moncton, Halifax and St. John's) have adopted the VISUM platform and thus the City can leverage the experience and expertise of these other municipalities during model development, and continued use and maintenance (see Section 5.3). These three municipalities have set up an informal working group to develop a local knowledge base for maintaining and enhancing their respective models. There may also be opportunity for this working group to pool resources for model licences, upgrades and add-ons to the software.

As an example, the City of Moncton intends to train a technical staff person for simple model tasks and maintenance, but will hire a consultant for significant model updates. This is an approach used by many small and mid-sized municipalities across Canada with limited internal staff resources for transportation modeling.

With the major Atlantic municipalities all using VISUM as the model platform, it is expected that local consultants have or will develop expertise to support the municipalities.

5.2 Updated Traffic Zone System

In advance of the model development to be undertaken in Phase 2 of MoveSJ, a new traffic zone system was developed as shown in Exhibit 5.1. The new traffic zone system considers the previous 1999 traffic zones, current Census Tracts boundaries and the current road network.

Traffic zones that cover the whole of Saint John Census Metropolitan Area (CMA), which includes the external communities of Grand Bay-Westfield, Rothesay, Quispamsis and surrounding parishes, have been developed. In total there are 66 traffic zones proposed for the City of Saint John and 28 traffic zones representing the adjacent communities in the CMA.

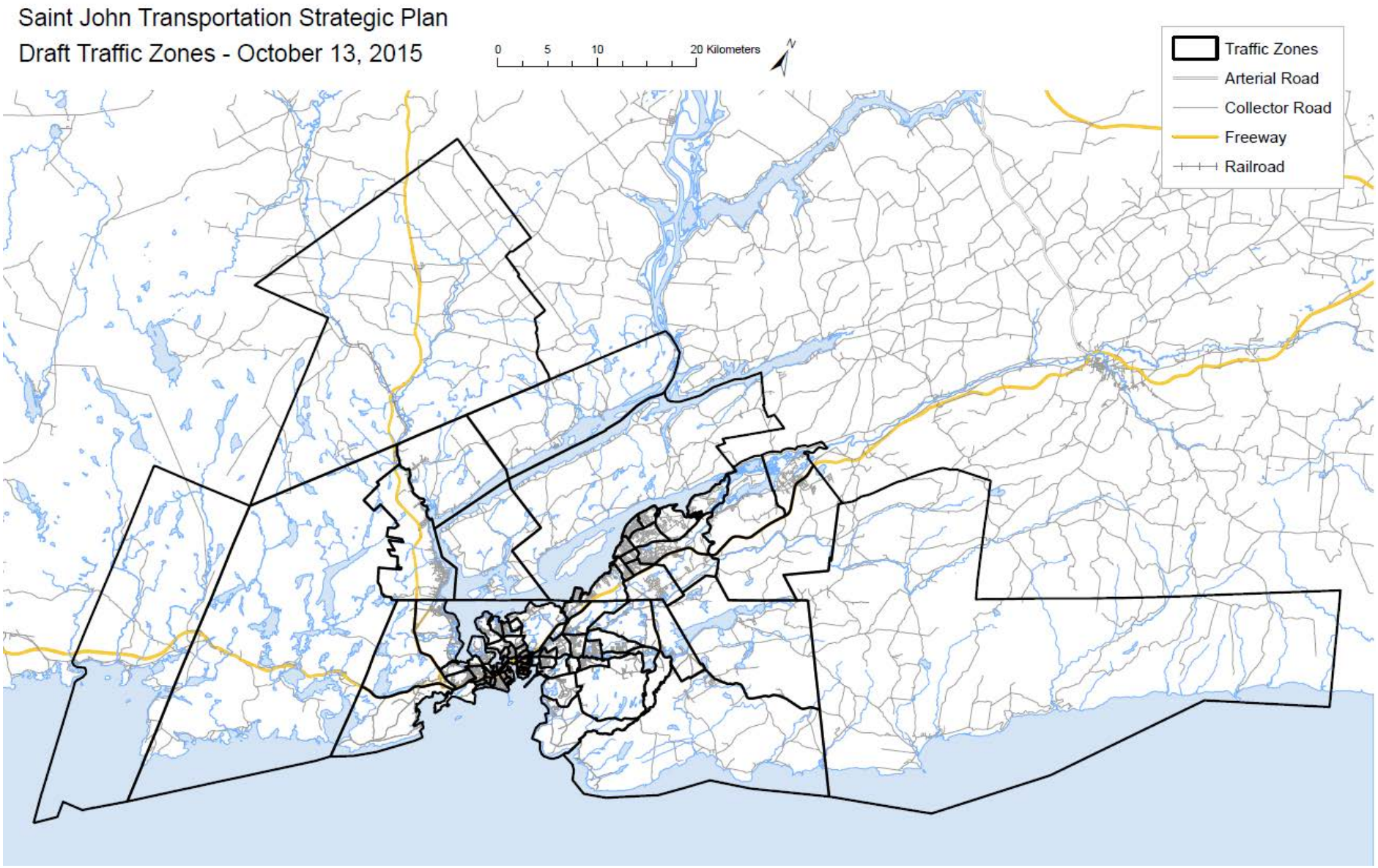
In general, the traffic zones follow municipal boundaries, major roads, rail lines, Census Tract boundaries, or other geographic features. In a few areas, the traffic zones do not match Census Tracts boundaries to better reflect transportation access, or where the Census Tract boundary divides lands that appear to be one large property. The traffic zones that conflict with Census Tracts will be resolved in Phase 2 of MoveSJ.

Growth forecasts for population and employment will also be required at the traffic zone level. This will include data from the surrounding municipalities for population and employment growth forecasts allocated to the new traffic zones to year 2040.

5.3 Model Maintenance

The development of a travel forecasting model requires both up-front implementation costs and an operational funding source to continuously maintain and improve its capabilities. This includes software and hardware costs as well as staffing resources.

Exhibit 5.1 Recommended Traffic Zones System



5.3.1 Data

Saint John has already invested in the 2015 Household Travel Survey conducted as part of Phase 1 of MoveSJ. This survey provides a rich source of travel data for the development and calibration of a comprehensive model. The City's traffic counts and transit ridership counts will be used to calibrate and validate the model.

The City's investment in the household travel survey provides a solid base on which to develop a comprehensive model. However, it is important to consider that the quality of a mid- to long-range forecast developed using a comprehensive model is dependent upon the quality of the future horizon year input data, defining population, employment, socioeconomic, demographic, land use and transportation network/supply. These data should be at a similar level of refinement and detail as those data used to develop and calibrate the model. This is a significant effort and a common obstacle.

To keep current with changes in travel behaviour, transportation modelling tools need to be continually updated with on-going travel data collection efforts to refine the model based on current behaviour and verify sensitivities with before/after findings, for example. An on-going data collection program is highly desirable for consistency of the data collected, efficiencies and for maintaining expertise.

While, all the primary data needed for model development (calibration and validation) may already be available currently within the City of Saint John, future-model enhancements would have to be planned, with possible areas including:

- Truck origin-destination surveys – expensive and difficult to undertake, but necessary if detailed truck or goods movement modelling is needed.
- Special generator trip O/D survey – some major generators such as airports, universities are under-represented in household travel surveys, but may be important to capture better in planning assignments. Dedicated special surveys could be undertaken, as required, given specific study needs.
- Periodic updates to the Household Travel Survey - an ongoing data collection effort is appropriate (e.g. every five years or smaller annual updates) to ensure travel pattern and behaviour trends are current and up-to-date. This is important to measure and confirm sensitivities that the model has been developed to capture (e.g. sustainable strategies).

5.3.2 Staffing

Maintaining a working model and continually updating it requires dedicated resource allocation, including staff training and capability. The technical model calibration and development typically requires a Masters degree in engineering. Large government agencies and consulting firms may have a small team of in-house staff that can conduct model development. For the model upkeep and application to transportation studies, a Certified Engineering Technologist (C.E.T) or P. Eng. experienced in traffic engineering is typically required.

The average number of staff with such functions varies across agencies and municipalities depending upon how much of these functions are carried out in-house. A city may be able to maintain a comprehensive macro model with one staff person, but will require consultants for some applications and for significant model enhancements. The model software providers also arrange support services and training courses

6 Guidelines for Incorporating Transportation into Neighbourhood and Structure Plans

The City of Saint John Municipal Plan 2011 (PlanSJ) includes policies and provisions for the preparation of Neighbourhood Plan for areas comprised largely of existing residential neighbourhoods that are planned for intensification, and Structure Plans for employment lands planned for predominantly commercial or undeveloped lands planned for growth (Policy I-15). The intention of PlanSJ is that these more detailed area plans will be developed and incorporated into the Municipal Plan by amendment. Planning of these areas will include the integration of land use, transportation and urban design to meet the PlanSJ directions for future growth and development. This includes planning for complete, multi-modal communities with reduced reliance in private auto use, and more opportunities for movement by walking, cycling and transit. It also includes planning for streetscape, parking and roadway improvements.

The City will be commencing the neighbourhood planning process. To assist in incorporating transportation planning into the process of developing the neighbourhood and structure plans, the City requires a methodology and guidelines to address transportation issues as a component of the neighbourhood and structure plans.

6.1 Integrated Transportation & Land Use Planning Approach

A vital, inseparable relation exists between city building and transportation. Mobility needs and patterns are dictated largely by where people live, work, shop and play. This is in turn dictated by how cities built and grow. Managing this sensitive inter-relationship can be based on the following four basic guiding principles of Transportation / Land use Planning:

1. Coordinate land use, transportation systems and other infrastructure plans in a way that supports the wider community visions (as exemplified in PlanSJ);
2. Pursue land use goals and strategies that facilitate the use of more sustainable transportation modes – walking, cycling and transit;
3. Incorporate planning solutions that are context sensitive regarding location, geography and lane use, and consider long term implications of land use decisions today; and
4. Coordinate and integrate the City's transportation priorities with investment opportunities from private, public (government) and non-government sector partners to achieve broader community objectives.

Integrated transportation/ land use planning requires more of a city-wide proactive approach, instead of being limited to approving individual development projects and retrofitting existing developments. Some municipalities take this proactive approach as part of the development review and rezoning process, where opportunities for transportation / land use integrated planning is an essential criteria in the development approval process. This can result in developments that reduce auto dependency, reduce travel distances and encourage use of alternative travel modes through street, subdivision and site design.

The basic guidelines for integrated transportation / land use planning are:

- Concentrate new development in nodes and corridors that offer frequent transit service;
- Allow higher residential densities and mixed uses in new development to reduce average trip lengths;
- Mix land uses to create local destinations and enable more efficient two way flow of traffic;

- Apply maximum rather than minimum parking requirements for medium and high density residential developments to allow a no-car option for residents;
- Require pedestrian and cyclist friendly streetscapes (see Section 6.3. Complete Streets policy); and
- Require enhanced urban design for higher density projects to establish sense of place and ensure maximum livability.

More specific integrated transportation / land use guidelines for the planning of new Neighbourhood Plans are provided as follows.

6.2 Design Guidelines for Neighbourhood Plans

The following neighbourhood design guidelines take into consideration four key factors:

- Safety for all road users;
- Efficiency of service for all road users;
- Liveability, as impacted by traffic elements in the circulation system; and
- Economy of land use.

6.2.1 Street Layout

The physical layout and functional characteristics of the roadway network is a fundamental element of neighbourhood design. Street design should reflect the intended functions of the street and the character of the abutting land uses. Neighbourhood streets serve to provide residents with convenient access between their homes and both internal and external destinations, but streets should not be over-designed or over-built such that the safety and character of the neighbourhood is compromised. Therefore, when designing neighbourhood street systems, it is important to find a balance between an accessible and continuous roadway network for all users and a network that minimizes excessive through traffic movements and excessive vehicular travel.

It is recommended that where possible owing to terrain, the City use grid patterns of closely spaced roads in urban and suburban subdivisions to facilitate compact development, continuity and connectivity for all road users, and access for future potential transit operations.

6.2.2 Access and Circulation

The capacity and spacing of arterial streets has a significant influence on the potential for through traffic on neighbourhood street networks. If higher order streets are spaced too far apart or lack capacity, continuous and/or connective neighbourhood streets will attract higher levels of through traffic. Some approaches combat cut-through traffic by implementing a circuitous and inconvenient local street layout with limited intersections and discontinuities; however, encouraging discontinuity is not recommended as it is counterproductive to the overall goals of neighbourhood street design. Instead, it is recommended that continuity is maintained internally to the neighbourhood with strategically placed access points to closely spaced arterial streets. The following ITE recommendations help to attract vehicular traffic to arterial streets[4]:

- Maintain adequate capacity on all arterial streets and minimize travel time for through movements (e.g. maintain progression where signals are present and eliminate the use of four-way stop control where it is safe to do so). If trips through

[4] Guidelines for Residential Subdivision Street Design: A Recommended Practice, ITE, 2003

neighbourhoods have lower travel times than those on arterial streets, neighbourhood traffic will increase;

- Limit the disruption to traffic on arterial streets by minimizing neighbourhood street access and successive intersections. The *Geometric Design Guide for Canadian Roads* suggest an absolute minimum spacing of 200 m between successive traffic control signals; however, if progression on the arterial street is desired, a minimum spacing of 400 m between successive signals is recommended (ITE, 2003).

- A 1.5 km minimum spacing of arterial streets is a reasonable goal for low to medium density subdivisions. Closely spaced arterial streets distributes long-distance travel over multiple streets, improves access between destinations, and offers the opportunity for transit service to operate on higher order roadways close to residential markets; and

- The time spent on neighbourhood streets to access arterial streets should be kept within a reasonable limit (60 to 90 seconds). It is expected that by providing short and convenient trips on local streets, a driver's patience threshold will not be exceeded and travel speeds will be minimized.

The roadway network should also provide proper internal access within neighbourhoods. Local and collector streets should provide two-way travel and enable reasonably safe and direct access to residences and commercial sites. The pattern of neighbourhood streets, their names and civic numbering systems should be clear and understandable to those not familiar with the area (e.g. visitors, delivery services). Circuitous streets and one-way streets should be avoided as they can be confusing and may impose unnecessary restrictions on road users.

Note also that during the interim period of staged development, the circulation and connectivity of the final street network must be considered. The most convenient traffic outlets during early stages of development may not be appropriate once further development is added. Aligning the street network for long-term connectivity provides consistency and continuity during the developmental process.

6.2.3 Block Lengths and Intersection Spacing

The degree of network connectivity is an important characteristic of subdivisions to all road users, and should be of high priority in street layout and design. Maximizing the length and perimeters of neighbourhood blocks is one strategy to improve network connectivity. The following principles are recommended for maximizing block length and the distance to access points primarily in new suburban developments:

- Block lengths should generally not exceed 200 m. Short block lengths not only improve connectivity, but internal traffic is diffused over a greater area and shorter blocks tend to have lower vehicular speeds;

- Block perimeters should generally not exceed 600 m. Minimizing perimeter lengths facilities pedestrian and cyclist access throughout neighbourhoods. If the perimeter of a block exceeds 600 m or if a park, school, or neighbourhood shopping is located at the midpoint of such a block, then a mid-block pathway is recommended for pedestrians and cyclists; and

- Within a neighbourhood with a branching street network, the distance between each residence and the nearest access point to an arterial street should not exceed 500 m.

- Considering an average speed of 35 km/h on local streets, this length is consistent with the previously recommended minimum driving time of 60-90 seconds.

Minimum spacing of intersections must also be considered to ensure that the street network operates properly and vehicles are provided with an adequate level of service. The recommended minimum intersection spacing of along various classes of roadways are as follows:

- Arterials – 200 m between successive traffic signals. Greater distances are required to maintain traffic signal progression;
- Collectors – 60 m; and
- Locals – 60 m.

6.2.4 Frontage on Collectors

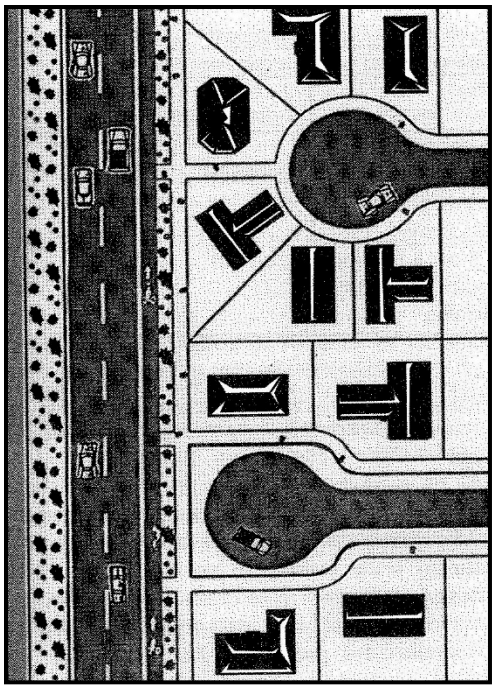
Neighbourhoods should be designed such that development fronts collector streets. Driveways along collector streets help to slow traffic and preserve the intended roadway function. This in turn creates a more pedestrian-friendly environment. When residential developments along collector streets are designed with the “back-lot” design, uninterrupted traffic flow results, encouraging the collector to operate as an arterial. In such cases, traffic speeds and through traffic increase, which compromise the safety and character of the neighbourhood.

6.2.5 Dead End Streets

It is recommended that residential parcels be accessible from two directions to facilitate continuity, pedestrian and cyclist mobility, and emergency vehicles access. However, in some cases the most efficient subdivision layout, considering the shape and terrain of available land, may include a number of dead-end streets (cul-de-sacs). Most municipalities permit cul-de-sacs and other single access roadways as long as they are limited to 150 m in length. This is consistent with recommended practice, but it is recommended that cul-de-sacs conform to the following additional standards which will need to be review based on the City’s existing design standards:

- To accommodate garbage trucks, delivery vehicles, and/or paratransit vans, the recommended minimum radius for the circular turnaround is 9 m;
- Parking on the circular turnaround should be prohibited because of the additional right-of-way required to provide sufficient radius for turning vehicles; and
- If a cul-de-sac is located near another street with walking or cycling facilities, a direct connection/pathway to that facility is recommended. Two options for sidewalk connections between cul-de-sacs and an arterial/collector street are shown in Exhibit 6.1 Sidewalk Connections on Cul-De-Sacs That Abut An Arterial Street (ITE, 2003)

Exhibit 6.1 Sidewalk Connections on Cul-De-Sacs That Abut An Arterial Street (ITE, 2003)



6.3 Complete Streets Policy

"Complete Streets" are designed, operated and maintained to enable safe access for all users. Pedestrians, cyclists, transit riders and motorists of all ages and abilities must be able to safely move along and across a complete street. Even since the City of Waterloo, Ontario first included a Complete Streets policy in its Transportation Master Plan in 2011, more cities across Canada have incorporated this policy into their master transportation plans. For MoveSJ, a Complete Streets policy can assist the City in implementing its draft goal in Section 4.4 of this report to:

Develop a balanced transportation system that supports active, accessible, affordable and healthy options for transportation and active living.

6.3.1 Importance of Complete Streets

The importance of Complete Streets lies in the function of streets and roadways within the community fabric. Access to adjacent lands, whether they are residential, employment, commercial, institutional or recreational is oriented to the streets. Streets are meeting places for social and business interaction through access and mobility. Unlike corridors that solely serve rail, air, water, utilities, recreation, or natural areas, streets integrate many elements of our society and therefore need to provide access to the broad range of citizens within that society.

A Complete Streets policy is intended to shift the City of Saint John from the decades-long focus on providing streets to move cars, to providing streets to move people whether they are on foot, on a bicycle, taking public transit or in a car. They may also be using emerging forms of transportation seen today in cities, such as motor-assisted bikes (mopeds), electric bikes (e-bikes) and personal mobility devises for our aging population (i.e. motorized wheelchairs, medical scooters).

Every street needs to accommodate a variety of users. For example in Saint John, public consultation in 2015 conducted for MoveSJ found that provisions for pedestrians is important, including crossing of freeways.

As the volume of motor vehicles grows, cyclists on higher speed routes need separate space or alternative corridors. For transit, an efficient route system needs to focus on a network of compatible streets. Efficient truck routes are also required to ensure goods movement to and within the City. With all of these street demands, the car-dominated culture still necessitates the provision of streets for motorists. All of these user needs must be provided for within the City's transportation system

A Complete Streets policy can empower and direct citizens, elected officials, government agencies, employers, businesses, developers, bureaucrats, planners, architects and engineers. It requires a change in policies and practices to ensure that the entire right-of-way is routinely planned, designed, constructed, operated, and maintained to enable safe access for all users that are appropriate for local context and needs.

6.3.2 Recommended Complete Streets Policy Foundation

In creating a coordinated and integrated transportation system that provides realistic alternative travel options to the auto, and in recognizing the benefits of walking and cycling to our health, community and environment, it is recommended that the City of Saint John adopt a Complete Streets policy to plan, design, operate and maintain streets to enable all users of all ages and abilities – pedestrians, cyclists, transit riders and motorists – to safely move along and across City streets. The principle of Complete Streets supports compact, sustainable development. It is intended to be applied comprehensively but with flexibility to reflect local context. A Complete Streets policy:

- Incorporates the principle of Complete Streets into all transportation projects except where cyclists and pedestrians are prohibited by law, or there is a demonstrated absence of need. Safe crossings of facilities that prohibit use by pedestrians and cyclists are still required. All exceptions must be justified and approved at a senior staff level.

- Integrates Complete Streets with the City's complementary bikeway and pedestrian networks to support active transportation in a variety of non-street corridors such as parkland, natural areas, woodlands, river and creek corridors, stormwater management facilities, utility corridors, transit routes and abandoned rail corridors.

- Incorporates the principle of Complete Streets into all aspects of the City's responsibilities for streets including:

  Planning and Design:

  - Planning of streets and street networks City-wide, in Neighbourhood Plans, Structure Plans, site plans and plans of subdivision;

  - Design of street networks, corridors, intersections, site-specific improvements and traffic calming; and

  - Design of new construction, reconstruction, retrofit and resurfacing roadway projects.

  Maintenance and Operations:

  - Construction within or adjacent to street rights-of-way including maintaining pedestrian and cyclist access and mobility through construction zones and in traffic management

plans. Operation of streets and intersections, including signage, pavement markings, traffic control and illumination; and

- Maintenance of streets and alternatives for pedestrians and cyclists, i.e. trails, including seasonal and repair work. Seasonal includes maintaining the surface free of disabling debris, water, snow, and ice. Repair includes attention to spot repairs, hazards and overall wear or deterioration.

Communications:

- Public consultation and communications;
- Review of roadways within the City under the jurisdiction of the Province of New Brunswick (NBDTI); and
- Collaboration with NBDTI on travel demand management (TDM) initiatives.

Asset Management:

- Audits of streets and alternatives for pedestrians and cyclists, i.e. trails;
- Annual reviews of the development and implementation of the sidewalk, trails and bikeway network;
- Establishment of performance standards that reflect the safety, convenience and needs of all users; and
- Data collection procedures and analysis that benchmark and track how well streets are serving all users.

Should the City of Saint John decide to implement Complete Streets principles as part of its Transportation Strategic Plan, a number of implementation measures may also be advisable that may be incorporated as part of the City's One Stop Development Stop, including:

- **Rewrite** where necessary City standards and guidelines, and refer to design standards, guidelines and practices that encompass all users, drawing on the latest demonstrated, beneficial initiatives;
- **Train** staff including planners, architects, landscape architects and engineers to understand and incorporate the needs of all street users in their daily work; and
- **Create a working group** of staff lead by a senior staff member to oversee the implementation, restructuring and training.

6.4 Promoting Sustainable Transportation Through Site Design Guidelines for Structure Plans

According to PlanSJ, Structure Plans will be prepared for employment lands, and so transportation-supportive planning guidelines can be incorporated into the site planning and design process. These guidelines can promote the use of more sustainable modes of passenger transportation, such as walking, cycling and transit. The primary source of sustainable transportation guidelines comes from the Institute of Transportation Engineers (ITE), and more specifically the Canadian ITE document entitled ***Promoting Sustainable Transportation Through Site Design*** prepared by IBI Group in 2004, and updated by ITE in 2010.

The primary purpose of these CITE guidelines is to assist policy-makers and professionals involved in the preparation, review and approval of both residential and non-residential development proposals to identify and incorporate features that make sites more accessible to travel modes other than the single-occupant vehicle (SOV). The guidelines also identify a range of supporting policies and guidelines that approval agencies can implement to create an atmosphere conducive to promoting sustainable transportation through site design. The City of Saint John should reference this document for recommended details, with highlights of the contents summarized as follows.

Using the CITE guidelines, the primary site planning and design guidelines for consideration in preparing Structure Plans should include:

- Street Layout – in a grid or curvilinear patterns provides direct transit, cycling and walking connections. Avoid uninterrupted motor vehicle flows on internal roads to discourage speeding and improve access for pedestrians;

- Number and Location of Driveways – should minimize the number of site driveways and new signalized intersections. Driveways should be located opposite existing driveways or intersections;

- Conflict Areas – should be minimized by configuring internal roads to minimize the number of conflict points with walking and cycling routes;

- Road Design – to minimize lane widths where possible. Four lane roads should also be avoided as they encourage speeding. Internal roads should also include boulevards or planting strips minimum 0.6m wide but ideally 2.0m or more;

- Delineation of Crossings – on roads for cyclists and pedestrians at safe locations and to notify motorists. Ontario Traffic Manual (OTM) Book 7: Traffic Control determines the warrants, standards and guidelines for installation of traffic controls, including signals, Intersection Pedestrian Signals (IPS), all-way stops and Stop and Yield signs.

Further guidelines from CITE for use in preparing Structure Plans are provided as follows:

6.4.1 Site Organization

Site organization can determine the relative proximity and interconnectiveness of buildings and key transportation features such as parking areas. This influences the walkability of a site, and how much it relies on auto travel. Exhibit 6.2 shows the main CITE site organization guidelines for building placement, building entrances and vehicle parking.

6.4.2 Site Layout

Site layout establishes how people will arrive, travel through and leave a site. This has a major impact on the traffic character within a site, determined by how different travel modes can safely and comfortably co-exist. Exhibit 6.3 shows the main CITE site layout guidelines for internal transportation network configuration, passenger pick-up and drop-off areas, pedestrian and cycling routes and transit facilities.

6.4.3 Site Infrastructure

Designing site infrastructure for sustainable developments involves road and sidewalk widths, wayfinding signage materials and treatments. Exhibit 6.4 shows these guidelines.

Exhibit 6.2 Site Organization Guidelines on a Typical Site (CITE)

Source: IBI Group

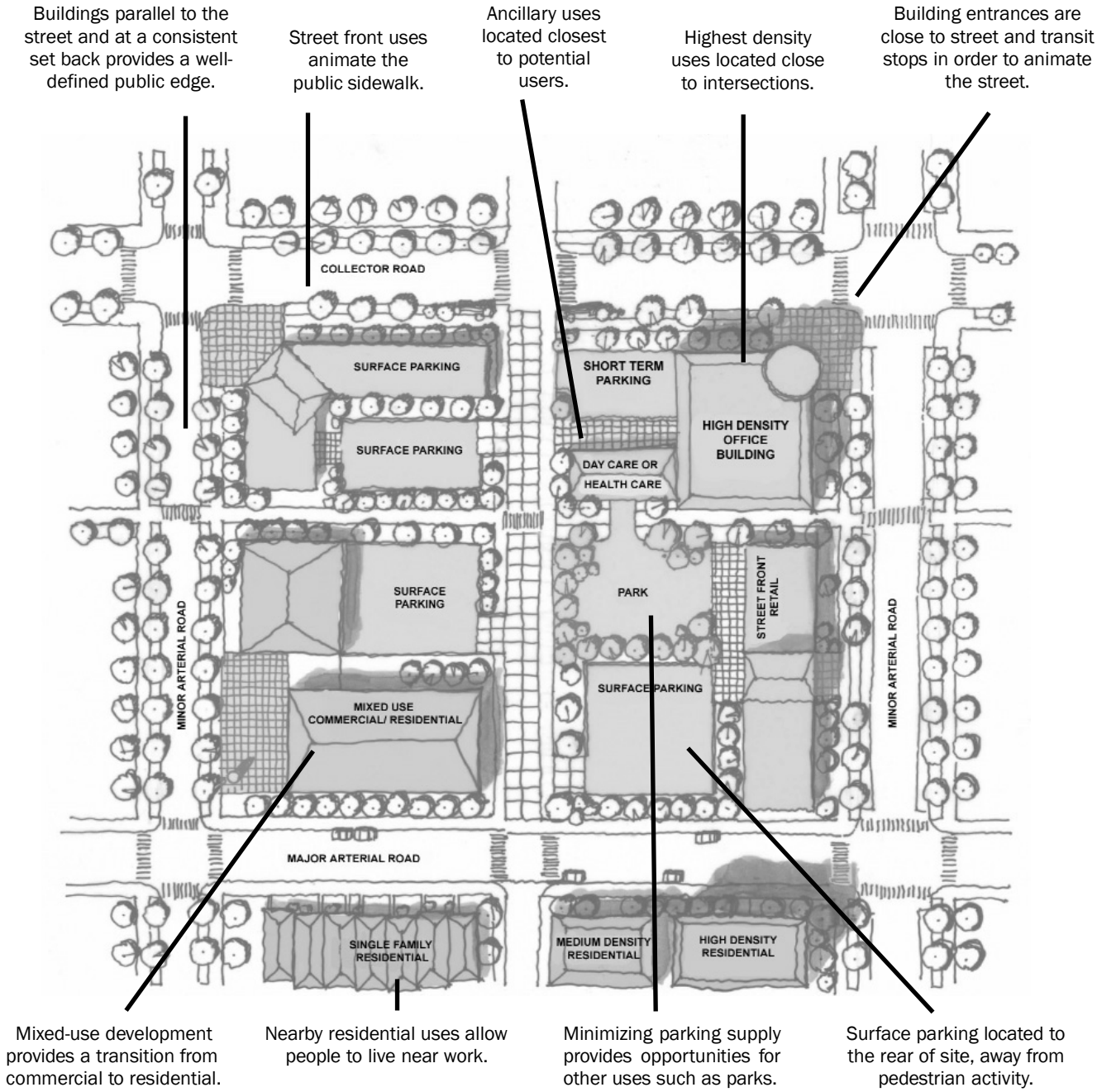


Exhibit 6.3 Site Layout Design Elements on a Typical Site

Source: IBI Group

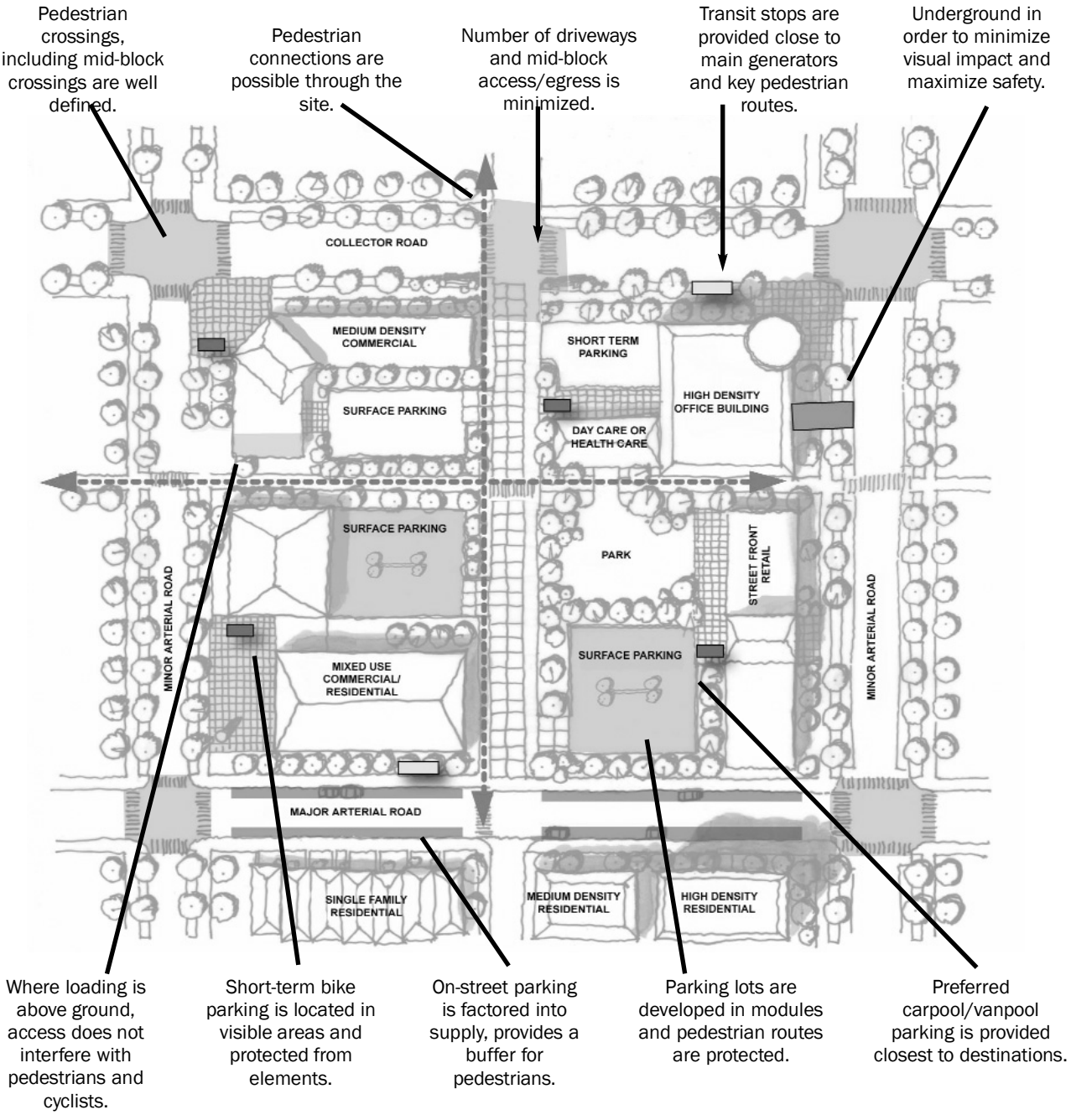
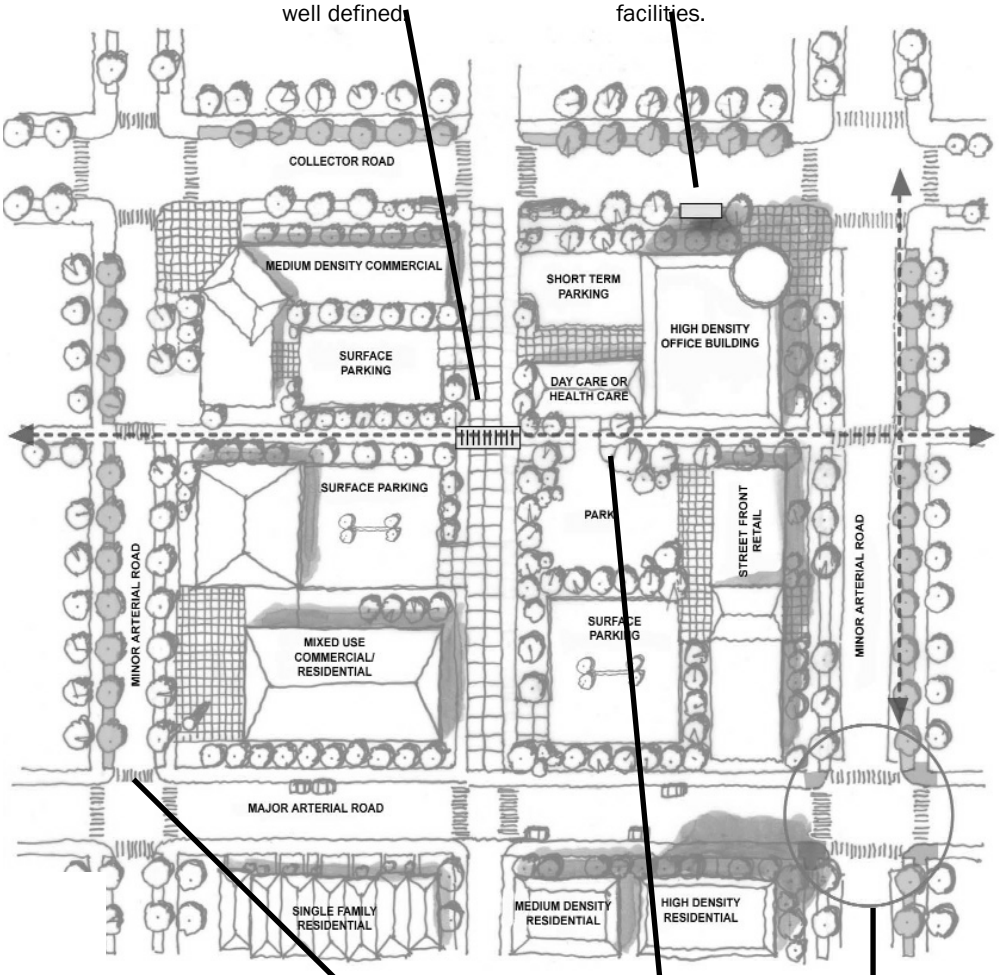


Exhibit 6.4 Application of Site Infrastructure Elements on a Typical Site

Source: IBI Group

Local roads are as compact as possible in order to reduce speeding. Pedestrian crossings are well defined.

Local transit stops are close to main entrances and link to pedestrian facilities.



A 1–1.5 m boulevard provides protection for pedestrian and storage space for snow storage.

Bike routes should extend into the site and connect with nearby facilities. On-street facilities can provide access to the site.

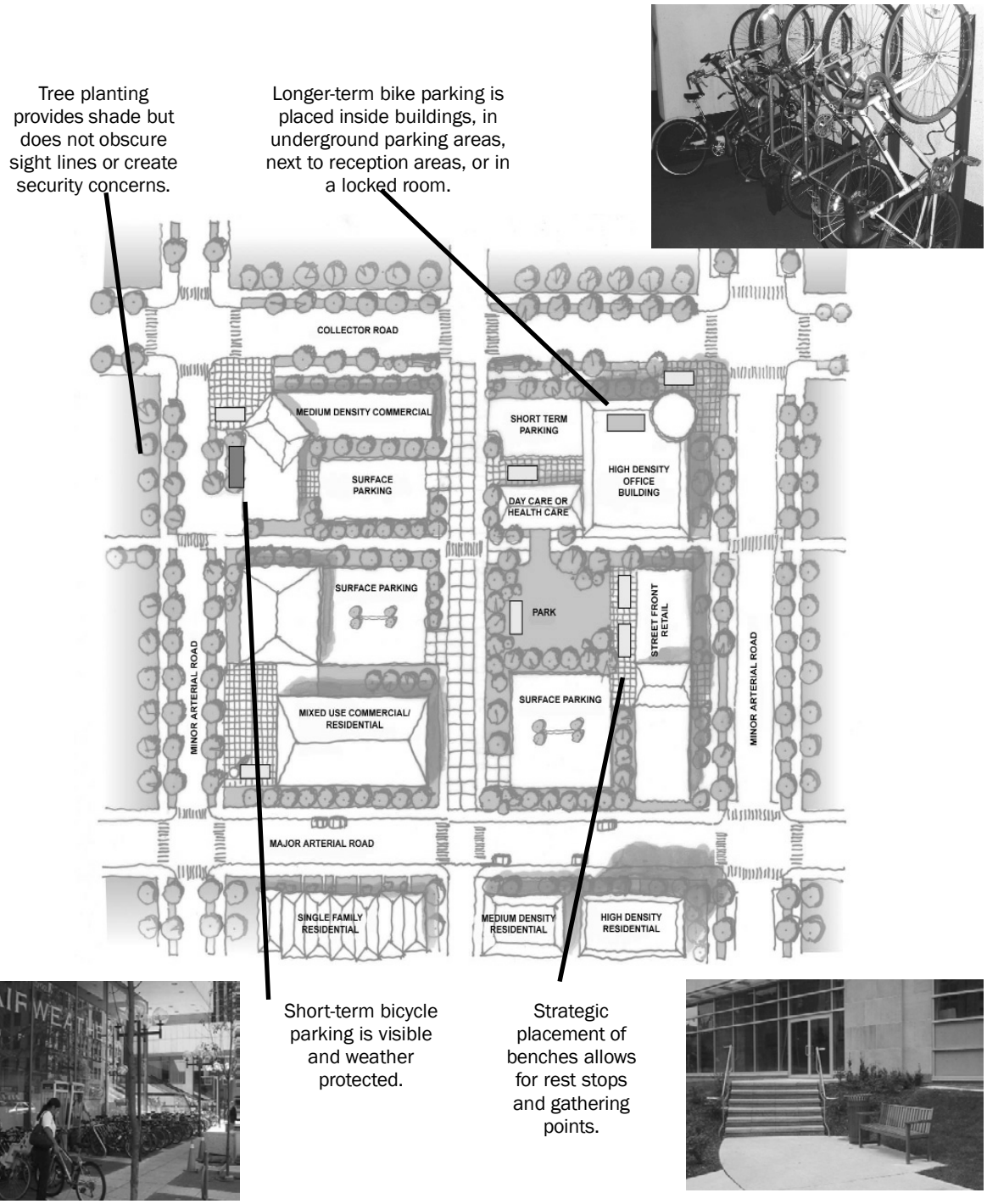
Sidewalks are provided on all streets and internal roads and include curb-cut ramps.

6.4.4 Site Amenity

Amenities incorporated into transportation supportive site design include waiting areas, transit shelters, bike racks and storage, showers, change room and lockers, and street furniture and landscaping. Related guidelines are shown on Exhibit 6.5.

Exhibit 6.5 Application of Site Amenity Design Elements to a Typical Site

Source: IBI Group



7 Other Planning Considerations

7.1 Setting 40 km/h Speed Zones

The City frequently receives requests from citizens to reduce speed limits and, as a result, requires a clear and consistent strategy for responding to these requests. One element of this strategy is to assess requests for 40 km/h zones, otherwise known as “Low Posted Speed Limits”. The following sections outline the research approach taken, key findings, and our recommendations for moving forward with addressing low posted speed limits.

7.1.1 Methodology

A literature review was undertaken including the Low Posted Speed Limits Study in Nova Scotia (Dillon 2013), Canadian Guidelines for Establishing Posted Speed Limits (TAC 2009), Global Approaches to Setting Speed Limits (Forbes 2012), and other appropriate research found by desktop scan. This was followed by consultations with the Province of Nova Scotia regarding the effectiveness of lowering speed limits and establishing strategic objectives. The findings of these reviews and consultations were summarized, including the effectiveness of lowering speed limits against stated objectives. An implementation strategy was then developed for the city based on a review of speed data provided by the city and the current regulatory framework.

7.1.2 Findings

In 2013, Dillon undertook a low posted speed limit speed study for Nova Scotia Transportation and Infrastructure Renewal (NSTIR). The following is a summary of their key findings:

- *Physical environment*: the study concluded that the physical environment is the most important factor in setting speed limits, and that simply posting a lower speed limit will not result in a reduction of speeds (Note: this conclusion that lower speed limits will not automatically result in lower speed has also been made in similar studies in other provinces including Ontario and British Columbia);
- *Safety versus security*: setting lower speed limits without changes to the physical environment may lead to unrealistic perception of security and my lead to a reduction of safety;
- *Consistency*: speed limits should be based on the application of consistent methodology and not political pressure; and
- *Social contract*: educational programs on the dangers of excess speeds and the responsibilities of motorists may lead to lower operating speeds and speed differentials, which would improve safety.

These findings were based on a comprehensive literature review, a legislative review, and a review of five municipalities who considered/implemented a 40 km/h posted speed limit program. A summary of the review of the municipalities is presented in the attached table. Overall, it appears that lowering the posted speed limit had little to no impact on reducing the actual operating speed.

As a result of these findings, Dillon recommended a warrant approach for implementing 40 km/h speed zones. This approach was presented as a six step process:

- *Step 1 – Establishing Boundaries for Study Area*: as agreed between residents and the responsible agency;
- *Step 2 – Screening*: road must be classified as local, be posted at 50 km/h, and have support from residents;

- *Step 3 – Required Roadway Characteristics*: the road must meet at least one of a list of physical, speed, and user characteristics;
- *Step 4 – Determination of 85th Percentile Speed*: if the 85th percentile speed is 45 km/h or below then the warrant is met;
- *Step 5 – Creating the 40 km/h Posted Speed Zone Physical Roadway Environment*: if the 85th percentile speed is greater than 45 km/h then application of the Transportation Association of Canada (TAC) guidelines is recommended with likely physical changes to the roadway; and
- *Step 6 – Education, Engagement, and Enforcement*: are recommended if the reduced speed limit is implemented.

Following this report, NSTIR embarked on a pilot project to assess the viability of the process, and possibly refine the approach. The results of the pilot project proved to be inconclusive and NSTIR has chosen not to pursue the process further at this time.

A review was also undertaken of a paper presented at the 2012 Transportation Association of Canada (TAC) annual general meeting (AGM) by Gerry Forbes, entitled Global Approaches to Setting Speed Limits. He found that there are generally four approaches for setting speed limits, 1) Engineering, 2) Expert Systems, 3) Optimization, and 4) Safe System.

1.a. *Engineering Approach (Operating Speed Method)*: This is based on the 85th percentile speed which is adjusted for geometry, access and other road users, and is based on a desirably high degree of voluntary compliance. It assumes motorists are reasonable, even though they may underestimate the risks to other users.

1.b. *Engineering Approach (Road Risk Method): This is based on the functional class (i.e. design) of the roadway, and is adjusted for the roadside environment, including mobility, access and other road users. Voluntary compliance may be a concern with this approach.*

2. *Expert System Approach*: This approach is a knowledge base derived from experts, which is pre-programmed to apply to each individual case. An example is USLIMITS2 which is a tool used by the Federal Highway Administration in the USA to determine appropriate speed limits. It is heavily influenced by the 85th percentile speed, and considers crash rates, interchanges spacing and AADT volumes, roadside hazard rating (rural), and other road users, parking, signals, access (urban).

3. *Optimization*: This approach optimizes the total cost of travel based on crashes, delay, fuel consumption, noise, and emissions. Some of these are difficult to quantify, and the results are sometimes not realistic.

4. *Safe System*: This approach minimizes the fatal and serious injury crashes, at the expense of other societal costs. This typically results in lower posted limits. As a result, compliance may need constant enforcement and/or physical traffic control measures and/or long term public education campaigns.

Forbes also noted in the paper that "*following the speed limit recommendations of any of these methods has not been proven to reduce crash risk.*" In other words, research is not available linking lower speed limits to a reduction in crashes.

The TAC guidelines published in 2009 is an Engineering Approach, using the Road Risk Method, as defined by Forbes. Input requirements for this methodology include:

- Roadway classification and hierarchy;
- Land use (rural or urban);
- Median separation;

- Number of through lanes in each direction;
- Length of corridor;
- Design speed;
- Risk level assessment of the following features: geometry, hazards, pedestrians, cyclists, surface, intersections, accesses, interchanges, and parking.

One principal advantage of this approach is that it does not require a formal speed study, which requires resources and can be problematic if strict methodology is not applied, producing inconsistent and unreliable results.

Provincial regulations regarding speed limits in New Brunswick were reviewed and while municipalities can set 40 km/h speed limits, zones would need to be posted with signs and defined in the Traffic Bylaw.

7.1.3 Conclusion

There are several strategies available to the City of Saint John for setting 40 km/h speed limits:

1. The operating speed approach similar to Nova Scotia's that is based on the 85th percentile speed and adjustments for roadway geometry;
2. The engineering road risk method which is the approach recommended in the TAC guide;
3. A blanket approach where the speed limit is set at 40 km/h for an area ranging from a neighbourhood to an entire city; or
4. Analytical approaches such as the optimization and safety system approaches.

It is recommended that the City use **the methodology presented in the Canadian Guidelines for Establishing Posted Speed Limits (TAC 2009) for establishing speed zones, including 40 km/h zones**. The TAC methodology uniformly applies an established set of criteria based on various risk elements. It is a national guideline that will provide consistent results between jurisdictions. It is also worth noting that this methodology does not recommend posted speed limits below 40 km/h, and does not apply to setting speed limits in school zones or near playground areas. Separate policies are required for these cases.

Based on a review of past speed studies undertaken by the City, it is expected that the number of candidate sites for posting at 40 km/h will be limited. If the results of applying the TAC methodology do not warrant a lower posted speed, and there remains public desire for posted speed reduction, then the site may be a candidate for applying the City's Traffic Calming policy.

The approach being considered by Nova Scotia for establishing 40 km/h speed zones is not recommended because one of the warrants is an 85th percentile speed of 45 km/h or lower. If this approach is adopted, it may lead to an added cost of posting lower speed limit signs where speeds are not an issue.

The blanket approach of establishing low speed limit zones within an area is also not recommended because it does not account for the variability of different types of roads. As a result, some of the roads in the area may be posted at inappropriate levels. Since the conclusions from current research have found that posting artificially low speed limits has little or no effect on the actual operating speed of motorists, without significant enforcement this approach may not produce the desired effect of reducing operating speeds.

Finally the analytical approaches are not practical given the amount of data and analysis required to identify the optimal speed limit.

7.2 Planning Truck Routes

7.2.1 Introduction

The safe and efficient movement of truck traffic is very important to the City's economy given its industrial base and multi-modal terminals. An effective truck route system focuses truck traffic on a selected number of streets, improving safety and structural longevity of non-designated streets and minimizing impacts of heavy truck traffic on sensitive land uses. These are very important objectives for a sustainable transportation system.

Recent changes in the Saint John roadway network and improved connections to Route 1 offer opportunities to review and possibly redefine the City's truck routes. In addition, Council has resolved to remove truck routes along designated cycling corridors (e.g. Metcalf Street). There may be similar recommendations made through MoveSJ in coordination with the Cycling Strategy. Finally, a supporting piece to an effective truck route system is enforcement. It has been a priority of City Council to develop a policy or bylaw that enables stronger enforcement of designated truck routes.

The following section outlines the research approach taken, key findings, and our recommendations for moving forward with addressing truck routes as part of the MoveSJ project.

7.2.2 Methodology

A literature review was undertaken of current research regarding truck routes, including the City's Truck Route Study (Good 2002), current City of Saint John truck route policies and by-laws, other municipality's truck route policies and by-laws, and other appropriate research found by desktop scan. The municipalities included in this scan were Fredericton, Moncton, Dieppe, Halifax, and Cape Breton Regional Municipality. This was followed by a review of NSTIR's regulatory systems, as well as consultations with NBDTI regarding routing requirements on designated highways. A framework for establishing policies and a truck route strategy were developed by identifying criteria needed to assess appropriate truck routing. Application of this criterion will be undertaken in Phase 3 of the MoveSJ study. A preliminary review of Simms Corner and One Mile House was also completed.

7.2.3 Findings

A review of the Truck Route Study (Good 2002) identified the following issues:

- Trucks were driving on Ocean Westway, a segment of Route 100 through a mostly residential area, from the Route 7 WB Ramp to the Route 1 interchange at Lorneville, or to Spruce Lake Industrial Park;
- Trucks were driving on Manawagonish Rd, a mostly residential segment of NB Route 100, from Route 7 interchange eastward to Fairville Boulevard;
- The truck route to the Saint John – Digby ferry terminal was through mostly residential areas on residential streets from Route 1 via Lancaster Avenue Overpass and the Market Place interchange;
- Trucks were driving through the commercial center at Lower Cove Loop to access industrial areas in east Saint John (e.g. the refinery) from Route 1.

The first issue, trucks using Route 100 (Ocean Westway), may have been tempered somewhat, as the exit signage on Route 7 southbound to Route 100 is not signed as a truck route. This has likely reduced the number of trucks using Ocean Westway as an alternate route to Route 1

westbound, or Spruce Lake Industrial Park. However, trucks are still permitted on Ocean Westway.

Another major change since the 2002 study was the construction of the One Mile House Interchange linking Route 1 with Rothesay Avenue, more specifically Bayside Drive. This may impact and possibly help consolidate some of the existing truck routing options.

The other two issues identified, namely Manawagonish Road and access to the Ferry Terminal have been addressed through bylaw changes. However, complaints still exist mainly as a result of nearby industrial land uses rather than truck routing.

The current by-laws for the City of Saint John indicate a three tiered approach to managing truck routes. First, there is a designated schedule of "Truck routes" consisting of most of the provincial designated highways, arterials, and collectors within the city limits. However, trucks are permitted on other streets provided they use the shortest and safest route to/from the truck route to/from the point of delivery not on a truck route.

A second tier has a schedule that restricts trucks from using certain routes, even if they provide the shortest path between the point of delivery and the designated truck route. Presumably these routes were put in place to manage short cutting through sensitive areas which could have reasonably been interpreted as part of the shortest route described above. Weight restriction bylaws also allow the prohibition of trucks on routes where there is significant deterioration of streets caused by truck traffic. This approach is unique when compared to other cities reviewed in the study.

The third tier are all other roads within the City Limits, where trucks are permitted if the route is part of the shortest and safest route to and from their point of delivery. Trucks are defined for both scheduled roads. Definitions are also provided for other types of vehicles which are excluded from the by-law restrictions.

Other by-laws within the Atlantic region were examined. Most take a similar approach to those for the City of Saint John, with the exception of restricted truck routes. The only other jurisdiction using a similar approach is the City of St. John's NL, where the entire downtown core is designated a non-truck area. One other noteworthy observation was the lack of uniformity in truck definitions. They range from as little as 3,000 kg in Nova Scotia to as high as 10,000 kg for Fredericton. The NB Motor Vehicle Act defines a truck as "*every motor vehicle designed, used or maintained primarily for the transportation of property*".

In order to assess the current truck route network, criteria need to be developed. The following is a list of items which was developed for this study, and will be considered when reviewing the truck route network in Phase 3 of this study:

- *Roadway Classification and Types*: Typically within Saint John, truck route networks include all Provincial Highways, most of the arterials and some of the collectors. Very rarely do local routes become classified as truck routes.
- *Land Use*: Truck routes are normally found in industrial and some commercial developments. It is desirable to avoid land uses such as school zones, senior's complexes, and recreational facilities.
- *Roadway Geometry*: Truck routes can be sensitive to lane widths and other cross section elements, grades, intersection tracking, and vertical clearances.
- *Environmental Factors*: Truck routes should be selected to avoid areas where undesirable truck characteristics like noise and emissions could be an issue.
- *Infrastructure Strength*: The strength of roadway pavement structures and bridges play a role in selecting truck routes.

- *Roadside Environment*: Factors such as parking, transit, bicycles, pedestrians, and traffic calming on roads should be considered when determining truck routes.
- *Connectivity and Continuity*: A well selected truck route network will join the major truck generators such as industrial areas, and regional networks using continuous and mostly direct routes. One potential ramification is the need to use routes that pass residential areas (i.e. Paradise Row, Hilyard Drive, Chesley Drive).
- *Congestion*: Selecting truck routes to avoid the major congested areas in the City helps to make the overall network more efficient and should be encouraged.
- *Safety*: Truck routes should try to avoid areas where challenges to safety are present by examining collision hot spots, especially where trucks are over represented in collisions.

A review of the Simms Corner intersection has revealed that trucks arriving from Bridge Road, which are destined to Route 1, cannot access Fairville Boulevard directly and need to proceed along Main Street West, down Harding Street West before reaching the arterial network. The issue is that Harding Street West is primarily a residential street. In the planning of the Simms Corner intersection, this movement should be considered and, if feasible, added to the network. This would have the benefit of removing trucks and other vehicles from a residential area.

One of the benefits of adding the One Mile House Interchange to the network was the potential for rerouting truck traffic away from congested and undesirable areas, including the Lower Cove Loop identified in the 2002 study. This issue was addressed by designating Water Street as a no-truck route. Phase 3 of this study will review the impact of the interchange, redefining truck routes in the area and providing more direct truck access to industrial parks.

It is also important to recognize that truck routes are not necessarily hazardous goods routes. In some of the larger metropolitan areas, hazardous goods routes have been defined as a subset of truck routes.

7.2.4 Conclusion

The successful implementation of a truck route policy will not only consist of applying the established criteria for selecting appropriate routing, but consistent route signing and an easily understood and enforceable by-law. In Phase 3 of the MoveSJ project, a review of truck routes will be undertaken using the available criteria presented above, with input from stakeholders and public consultations, with recommendations made for planned improvements. A revised truck route network will be presented, along with recommendations for implementation.

Establishing hazardous goods routes would use an alternative set of criteria, and as such is not an explicit segment of this study. However, if the need is recognised, the City may wish to undertake a review of hazardous goods routes as part of a future study, and this would be included as a strategic recommendation in MoveSJ.

Movesj

Final Report

City of Saint John Transportation Strategic Plan Phase 1

APPENDICES

Submitted to City of Saint John
by IBI Group
March 2017

APPENDIX 1 - Phase 1 Consultation Material

IBI GROUP
101 – 410 Albert Street
Waterloo ON N2L 3V3 Canada
tel 519 585 2255 fax 519 585 2269
ibigroup.com

April __, 2015

Name

Address

Dear :

MoveSJ
City of Saint John Transportation Strategic Plan: Phase 1
NOTICE OF STUDY COMMENCEMENT

Please be advised that the City of Saint John has retained IBI Group to being preparation of a new Transportation Strategic Plan called ***MovceSJ***. A more integrated multi-modal transportation system is being planned for Saint John that includes pedestrians, cyclists, public transit users, truckers, taxis, users of regional mass transit and motorists. Local transportation must also serve users with mobility challenges, and encourage a planned shift in travel modes away from the private automobile to avoid future travel congestion in the City.

Community engagement is a key ingredient of the City's planning process. For ***MoveSJ***, agencies and stakeholders associated with City and area transportation are encouraged to provide input into the transportation strategy development. This starts by confirming your interest in the project by sending us the attached Confirmation Form. Doing this will add your agency or organization to the project mailing list so we can contact you or your designate for further input and information. Being on the project mailing list will also ensure you receive notices of a planned agency/stakeholder workshop and public engagement meetings.

A Notice of Project Commencement advertisement is also attached with contacts for further information on the project. If you have any initial comments or questions, please feel free to contact us.

IBI Group

Don Drackley, MCP
Consultant Project Manager

Encl. Notification Response Sheet
Notice of Project Commencement

cc: Mark Reade, P. Eng., MCIP, RPP, City of Saint John

DRAFT

MEDIA RELEASE

CITY TO CONDUCT HOUSEHOLD TRAVEL SURVEY

Saint John Transportation Strategic Plan

BACKGROUND

Building on the City's new Municipal Plan adopted in 2012, the City of Saint John has begun preparing a new Transportation Strategic Plan (TSP) called ***MoveSJ***. The Plan will help guide City decision-making on the future growth and development of Saint John. One of the guiding principles of ***MoveSJ*** is to promote greater choices for moving people and goods within and through Saint John over the next 25 years. This includes pedestrians, cyclists, public transit users, freight movement, taxis and motorists. Transportation must also serve users with mobility challenges, and encourage a planned shift in travel modes away from the private automobile to promote a more multi-modal transportation network in the City. All this must also be affordable for the City.

MoveSJ will be a three phase process extending to the end of 2017. Phase 1 is now underway dealing with a number of transportation challenges facing the City, ranging from the ability of the City's road network and traffic controls to accommodate existing and future traffic, through to management of commuter traffic from outside the City, truck access, provisions for active transportation (cycling and walking) and recommendations on a number of outstanding roadway infrastructure projects in Saint John.

HOUSEHOLD TRAVEL SURVEY

To help plan this new transportation direction, a survey of how and when people travel in the Saint John area is about to be conducted. It involves a random telephone survey of about 2,300 City and area households. Households also have the option of responding on-line via a link on the project website at:

http://www.saintjohn.ca/movesj

Advanis, the survey company hired by the City, is conducting the survey through May and June. Those who are contacted by Advanis are encouraged to help plan the City's future transportation system by answering the short series of travel questions expected to take no more than about 10 minutes, or respond to the survey on-line.

Further information about the ***MoveSJ*** transportation strategy and opportunities for public input is also being advertised by the City. If those contacted for the survey, or anyone else has any questions about this survey or the ***MoveSJ*** transportation strategic plan, they can contact the City's Project Manager as follows, or access the project website at **http://saintjohn.ca/movesj**

Mark Reade, P. Eng., MCIP, RPP
Senior Planner
Growth & Community Development Services
City of Saint John, 10th Floor, City Hall
Saint John, NB E2L 4L1
Direct Tel: 506-674-4238
E-mail: mark.reade@saintjohn.ca

Date of Issue: XXX, 2015

IMPORTANT PROJECT ANNOUNCEMENT

Saint John Transportation Strategic Plan

Building on the City's new Municipal Plan adopted in early 2012, the City of Saint John has begun preparation of a new Transportation Strategic Plan (TSP). The TSP will establish a Community Vision for transportation within Saint John, with implementation and funding strategies to guide development of the City's transportation system over the next 25 years.

Building on the vision for transportation established in the Municipal Plan, a key focus of the TSP will be the promotion of greater transportation choices for moving people and goods in the City. This calls for a more balanced multi-modal transportation system for Saint John that includes pedestrians, cyclists, public transit users, freight movement, taxis and motorists. Transportation must also serve users with mobility challenges, and encourage a planned shift in travel modes away from the private automobile to promote a more multi-modal transportation network in the City. All this must also be affordable for the City.

MoveSJ

Planning for this balanced system has now started with preparation of the TSP, called ***MoveSJ***. This will be a three phase process extending to the end of 2017. Phase 1 is now underway dealing with a number of transportation challenges facing the City, ranging from the ability of the City's road network and traffic controls to accommodate existing and future traffic, through to management of commuter traffic from outside the City, truck access, provisions for active transportation (cycling and walking) and recommendations on a number of outstanding roadway infrastructure projects in Saint John.

COMMUNITY ENGAGEMENT

Receiving input from residents, and business and community stakeholders is critical in preparing the TSP. You can learn more about the Project and participate by:

- Adding your name and contact information to the Project Mailing List;
- Attending local open houses in June to learn about the Plan and engage with project staff in person; and
- Using our online interactive tools to provide meaningful feedback and input to the Plan.

ONLINE INTERACTIVE TOOL & HOUSEHOLD TRAVEL SURVEY

A cross section of City and area households will be called by telephone through May and June to collect information on travel characteristics and patterns. This Household Travel Survey can be done on the phone or on line. If you are contacted, please help in the collection of this important information. You can also let us know about your top transportation issues, hot spots and ideas by visiting the online interactive tool. Both are on the project website at **http://www.saintjohn.ca/movesj**

Remember to visit the project website for the latest updates, invitations to public events and documents that may be of interest to you. You are also encouraged to contact the following project team members with any questions, comments and to be added to the project mailing list.

Mark Reade, P. Eng., MCIP, RPP Senior Planner Growth & Community Development Services City of Saint John, 10th Floor, City Hall Saint John, NB E2L 4L1 Direct Tel: 506-674-4238 E-mail: movesjproject@ibigroup.com	Don Drackley, MCIP, RPP Consultant Project Manager IBI Group 100-175 Galaxy Blvd. Toronto, Ontario, M9W 0C9 Toll Free Tel: 1-877-822-3798, Ext.1302 E-mail: movesjproject@ibigroup.com

APPENDIX 2 - MetroQuest Digital Engagement Summary, November 3. 2015

IBI GROUP
100 –175 Galaxy Boulevard
Toronto ON M9W 0C9 Canada
tel 416 679 1930 fax 416 675 4620
ibigroup.com

Memorandum

To/Attention	Mark Reade, City of Saint John Tim O'Reilly, City of Saint John	**Date**	November 3, 2015
From	Marianne Radue / Suzette Shiu	**Project No**	37708
cc	Don Drackley, IBI Peter Allaby, Crandall Engineering		
Subject	MoveSJ - MetroQuest Digital Engagement Summary		

The following is an overview of the digital engagement process completed as part of MoveSJ Saint John's Strategic Transportation Plan.

MetroQuest is a web-based public engagement tool that was used to gather feedback from the public in regards to MoveSJ. The study team worked with MetroQuest staff to develop a survey to solicit input on priorities and values from the community.

The survey was available in both official languages. The English site went live on June 25, 2015 for a duration of three months, ending on September 25, 2015. There were a total of 2,319 visitors to the English site of which 755 visitors provided input. The French version of the survey went live on July 15, 2015 and was also available until September 25, 2015. There were a total of 41 visitors to the French site of which only one visitor provided input. For the purposes of this summary, only the English pages are being presented, but data collected from both site are summarized.

The following sections describe each of the five pages of the survey and provides a summary of the input received from members of the public.

IBI Group is a group of firms providing professional services and is affiliated with IBI Group Architects

Mark Reade, City of Saint John – November 3, 2015

Welcome Page

The first page was a Welcome screen (**Exhibit 1**) that provided background information on the purpose of MoveSJ to establish a vision for transportation in Saint John. From this page, there was the option to access the French website or continue with the English survey.

Exhibit 1. Welcome Page

Mark Reade, City of Saint John – November 3, 2015

Priorities Ranking

The second page (Exhibit 2) asked respondents to rank their top four priorities for the transportation system. The choices included: cycling; land use; trucking/goods movement; walking; transit; parking; and personal vehicles. The option was available to suggest another priority.

Exhibit 2. Priorities Ranking Page

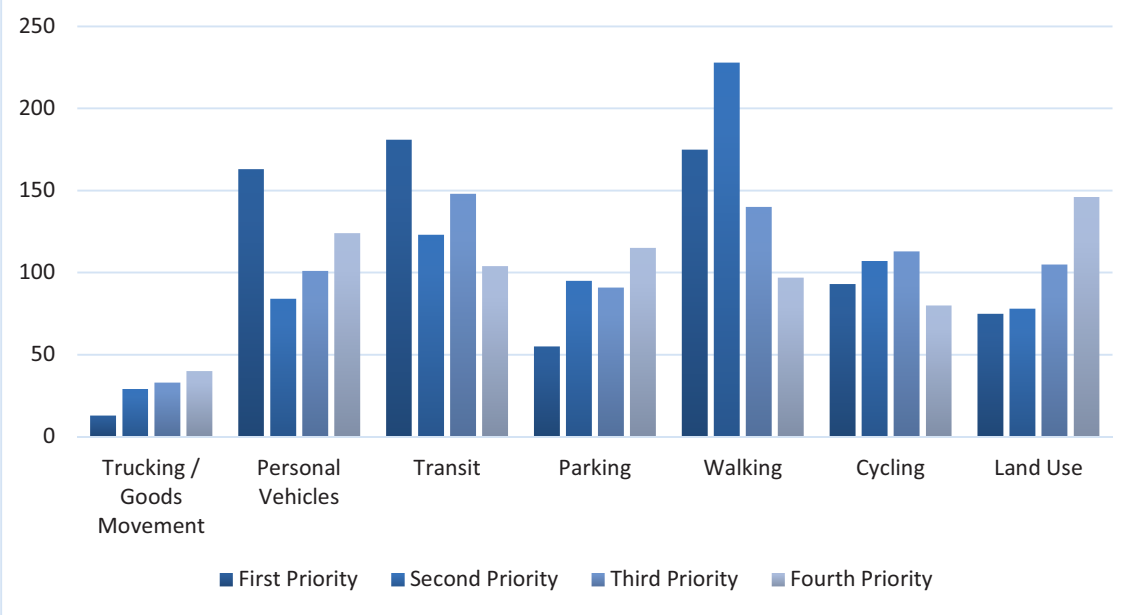
For the priority ranking exercise there were a total of 755 respondents.

In order of frequency, Transit was ranked as first priority 181 times (24%), followed by Walking at 175 times (23%), Personal Vehicles at 163 times (22%), Land use at 75 times (10%), Parking at 55 times (7%) and Trucking/Goods Movement at 13 times (2%). For second, third and fourth priorities, there were a few less respondents for each as shown in Exhibit 3.

Mark Reade, City of Saint John – November 3, 2015

Exhibit 3. Priority Ranking Summary

ISSUE	PRIORITY RANKING				TOTAL
	First Priority	Second Priority	Third Priority	Fourth Priority	
Trucking / Goods Movement	13	29	33	40	115
Personal Vehicles	163	84	101	124	472
Transit	181	123	148	104	556
Parking	55	95	91	115	356
Walking	175	228	140	97	640
Cycling	93	107	113	80	393
Land Use	75	78	105	146	404
Total	755	744	731	706	2,936

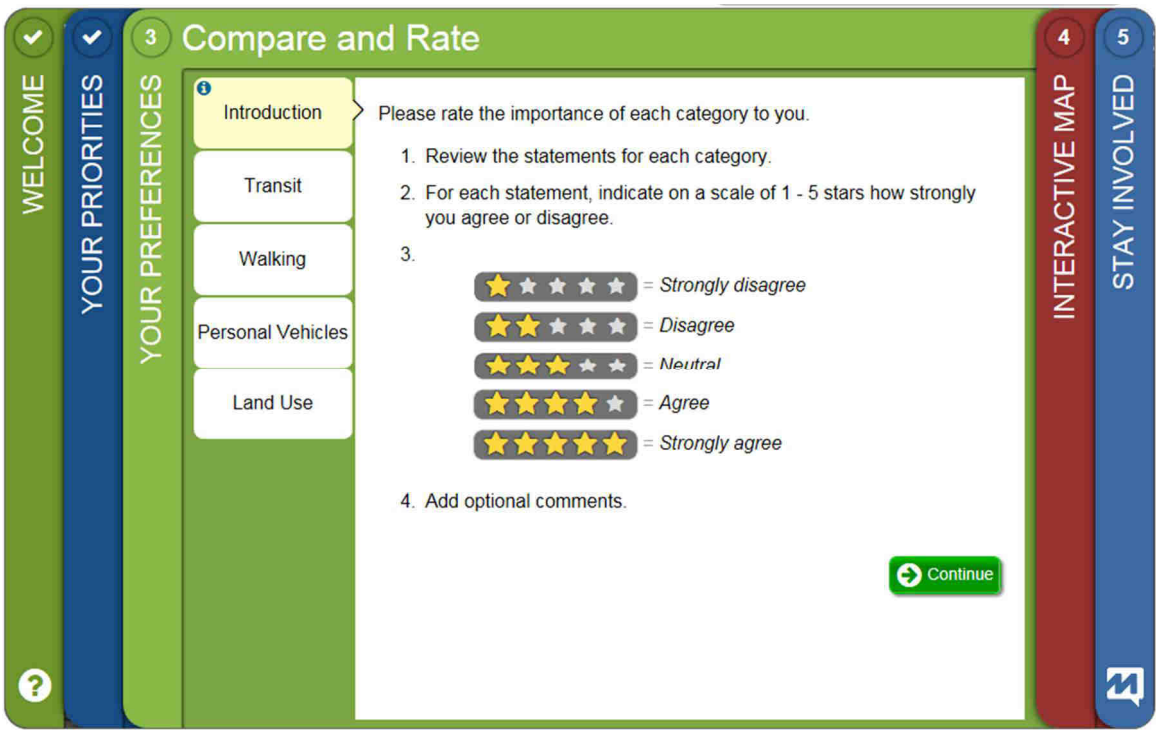


Mark Reade, City of Saint John – November 3, 2015

Compare and Rate

Once a respondent had selected their top four priorities, the next screen was to compare and rate a series of statement related to each of the ranked priorities (Exhibit 4). The respondent was asked to review each statement and indicate how strongly they agreed or disagreed with that statement.

Exhibit 4. Compare and Rate Page

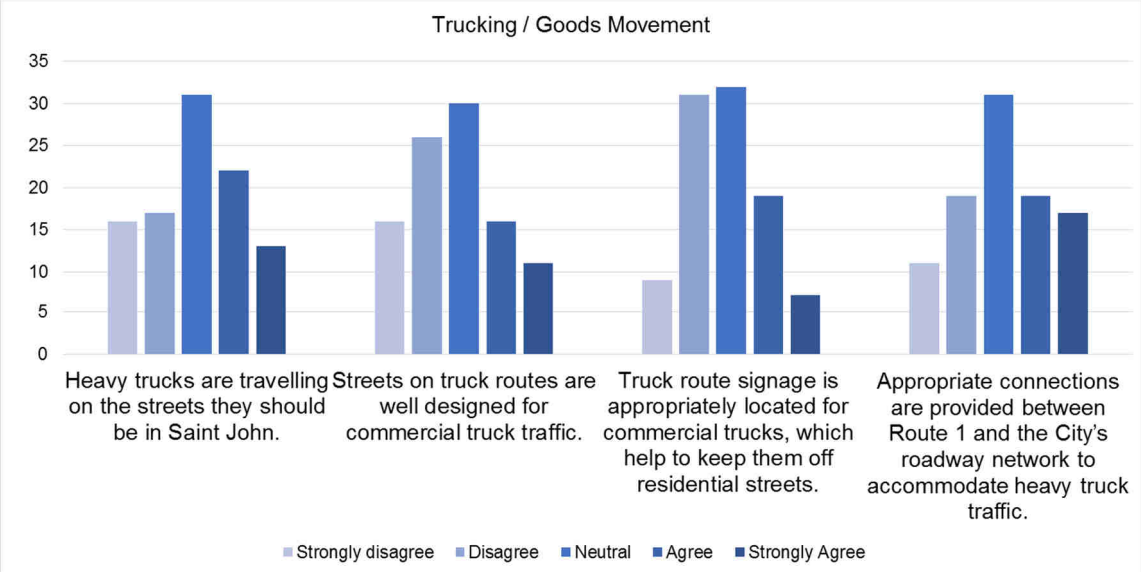


The results for each statement by catergory are summarized in Exhibits 6 to 12. Not all respondents provided a rating for each statement presented.

Mark Reade, City of Saint John – November 3, 2015

Exhibit 5. Trucking/Goods Movement Ratings

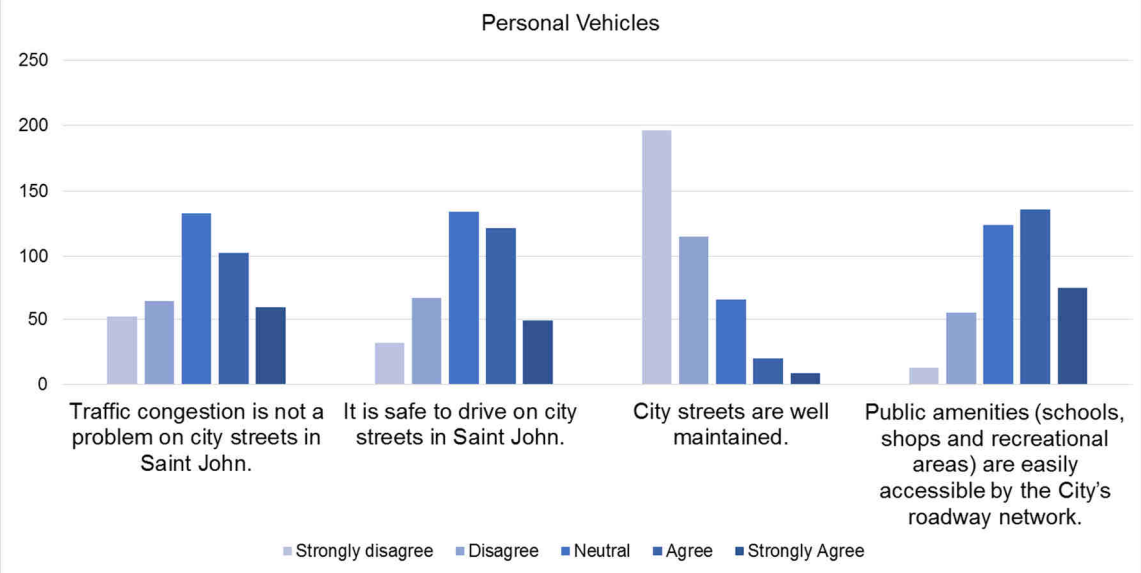
STATEMENT	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Heavy trucks are travelling on the streets they should be in Saint John.	16	17	31	22	13	99
Streets on truck routes are well designed for commercial truck traffic.	16	26	30	16	11	99
Truck route signage is appropriately located for commercial trucks, which help to keep them off residential streets.	9	31	32	19	7	98
Appropriate connections are provided between Route 1 and the City's roadway network to accommodate heavy truck traffic.	11	19	31	19	17	97



Mark Reade, City of Saint John – November 3, 2015

Exhibit 6. Personal Vehicles Ratings

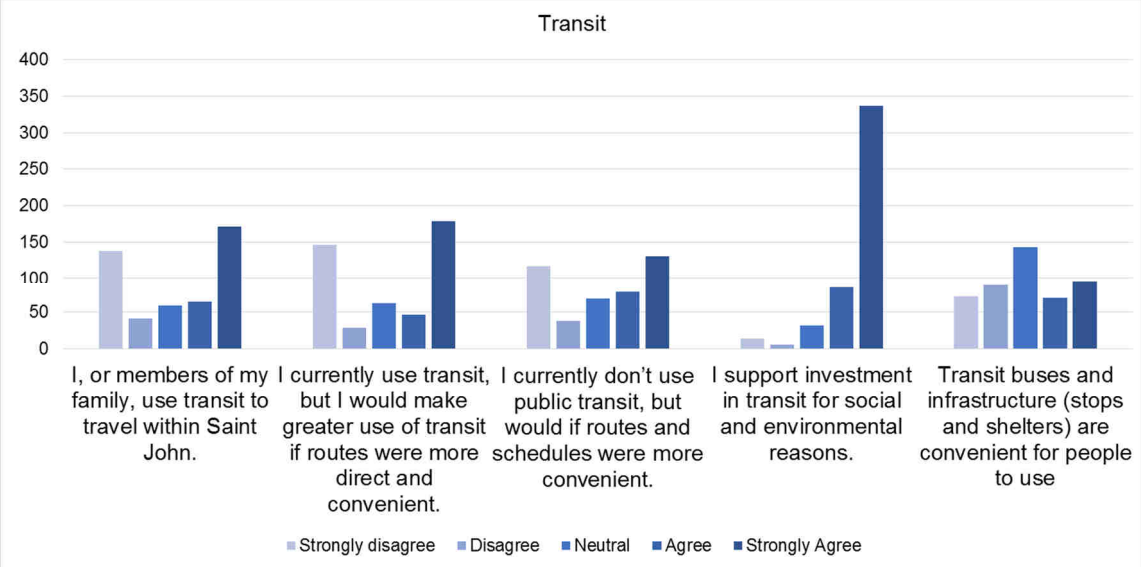
STATEMENT	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Traffic congestion is not a problem on city streets in Saint John.	52	64	133	103	59	411
It is safe to drive on city streets in Saint John.	32	66	134	122	49	403
City streets are well maintained.	196	115	65	20	9	405
Public amenities (schools, shops and recreational areas) are easily accessible by the City's roadway network.	13	55	124	136	74	402



Mark Reade, City of Saint John – November 3, 2015

Exhibit 7. Transit Ratings

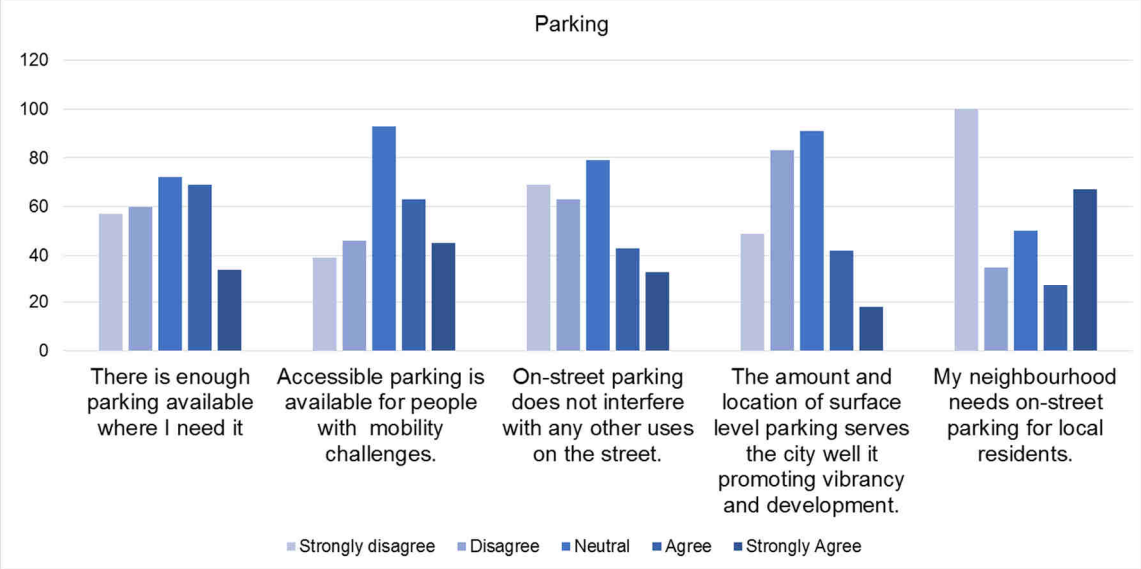
STATEMENT	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
I, or members of my family, use transit to travel within Saint John.	138	41	59	64	171	473
I currently use transit, but I would make greater use of transit if routes were more direct and convenient.	146	29	62	47	179	463
I currently don't use public transit, but would if routes and schedules were more convenient.	117	38	68	78	130	431
I support investment in transit for social and environmental reasons.	14	6	32	84	337	473
Transit buses and infrastructure (stops and shelters) are convenient for people to use	72	87	143	70	96	468



Mark Reade, City of Saint John – November 3, 2015

Exhibit 8. Parking Ratings

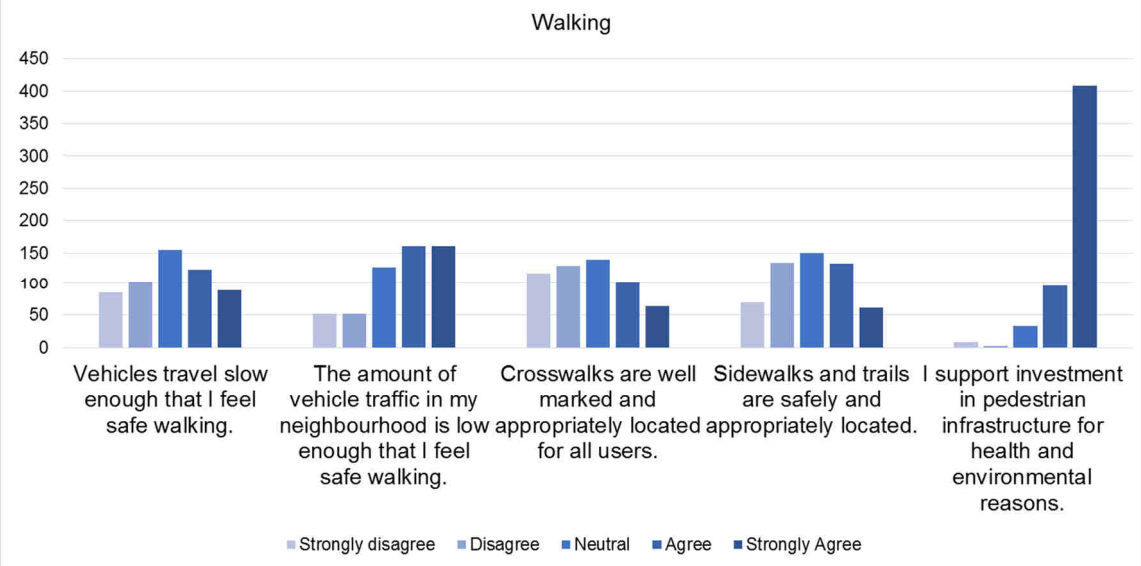
STATEMENT	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
There is enough parking available where I need it	57	60	72	69	34	292
Accessible parking is available for people with mobility challenges.	39	46	93	63	45	286
On-street parking does not interfere with any other uses on the street.	69	63	79	43	33	287
The amount and location of surface level parking serves the city well it promoting vibrancy and development.	49	83	91	42	18	283
My neighbourhood needs on-street parking for local residents.	100	35	50	27	67	279



Mark Reade, City of Saint John – November 3, 2015

Exhibit 9. Walking Ratings

STATEMENT	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Vehicles travel slow enough that I feel safe walking.	85	103	155	124	89	556
The amount of vehicle traffic in my neighbourhood is low enough that I feel safe walking.	52	52	128	161	161	554
Crosswalks are well marked and appropriately located for all users.	118	130	140	101	64	553
Sidewalks and trails are safely and appropriately located.	70	135	150	133	62	550
I support investment in pedestrian infrastructure for health and environmental reasons.	8	3	33	96	409	549



Mark Reade, City of Saint John – November 3, 2015

Exhibit 10. Cycling Ratings

STATEMENT	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
Vehicles travel slow enough that I feel safe cycling.	108	96	77	41	17	339
On-street cycling lanes are available where I want to cycle	190	90	31	13	14	338
Off-street cycling trails are available where I want to cycle	134	58	82	39	22	335
I support investment in cycling infrastructure for health and environmental reasons.	4	3	16	49	269	341

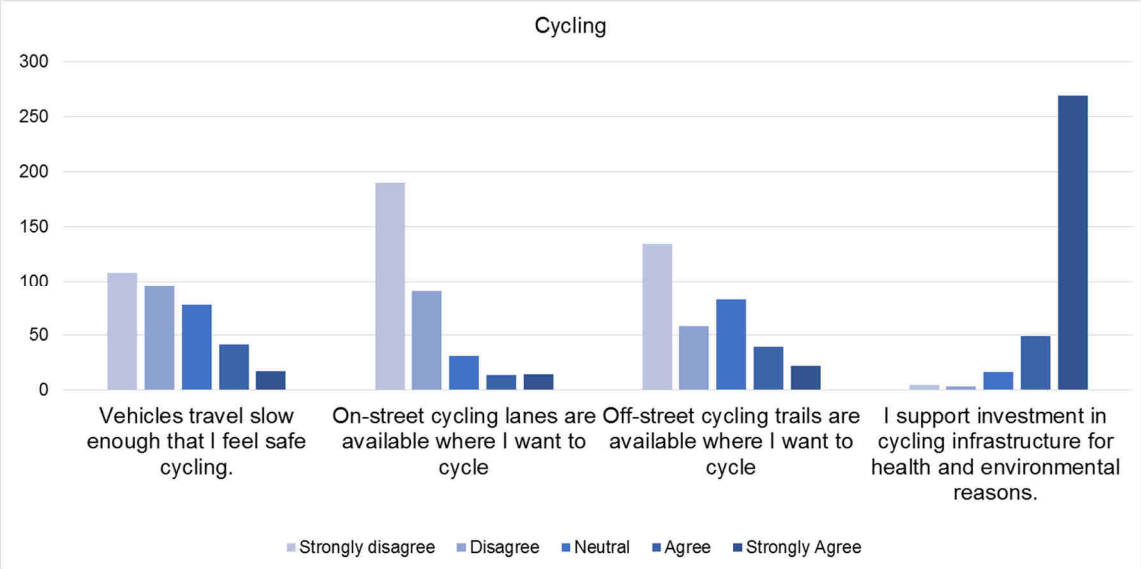


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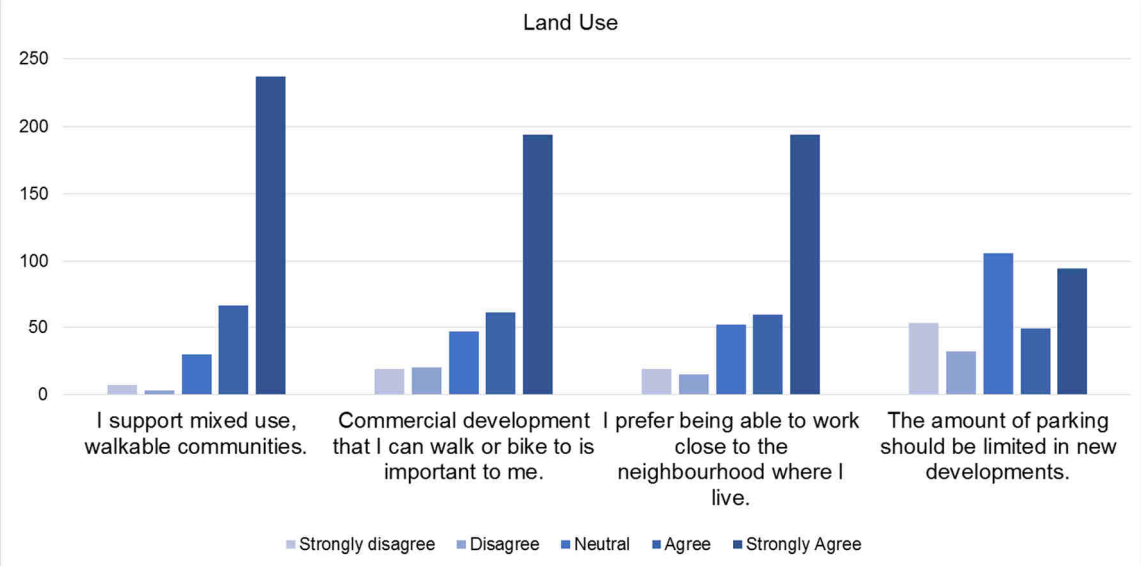
Exhibit 11. Land Use Ratings

STATEMENT	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL
I support mixed use, walkable communities.	7	3	30	66	237	343
Commercial development that I can walk or bike to is important to me.	19	20	47	61	194	341
I prefer being able to work close to the neighbourhood where I live.	19	15	52	59	194	339
The amount of parking should be limited in new developments.	53	32	106	49	95	335



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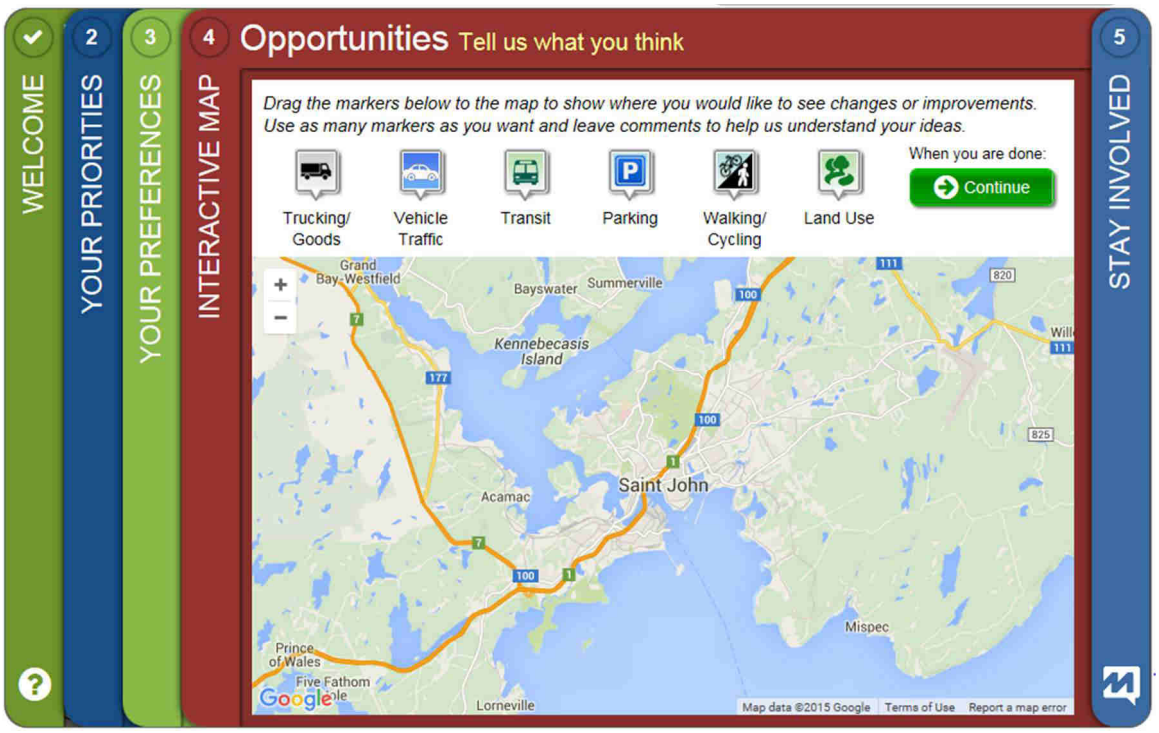
Opportunities

The fourth page of the survey (Exhibit 12) asked respondents to drag markers to the map to show where they would like to see changes or improvements

Exhibit 12. Opportunities Screen

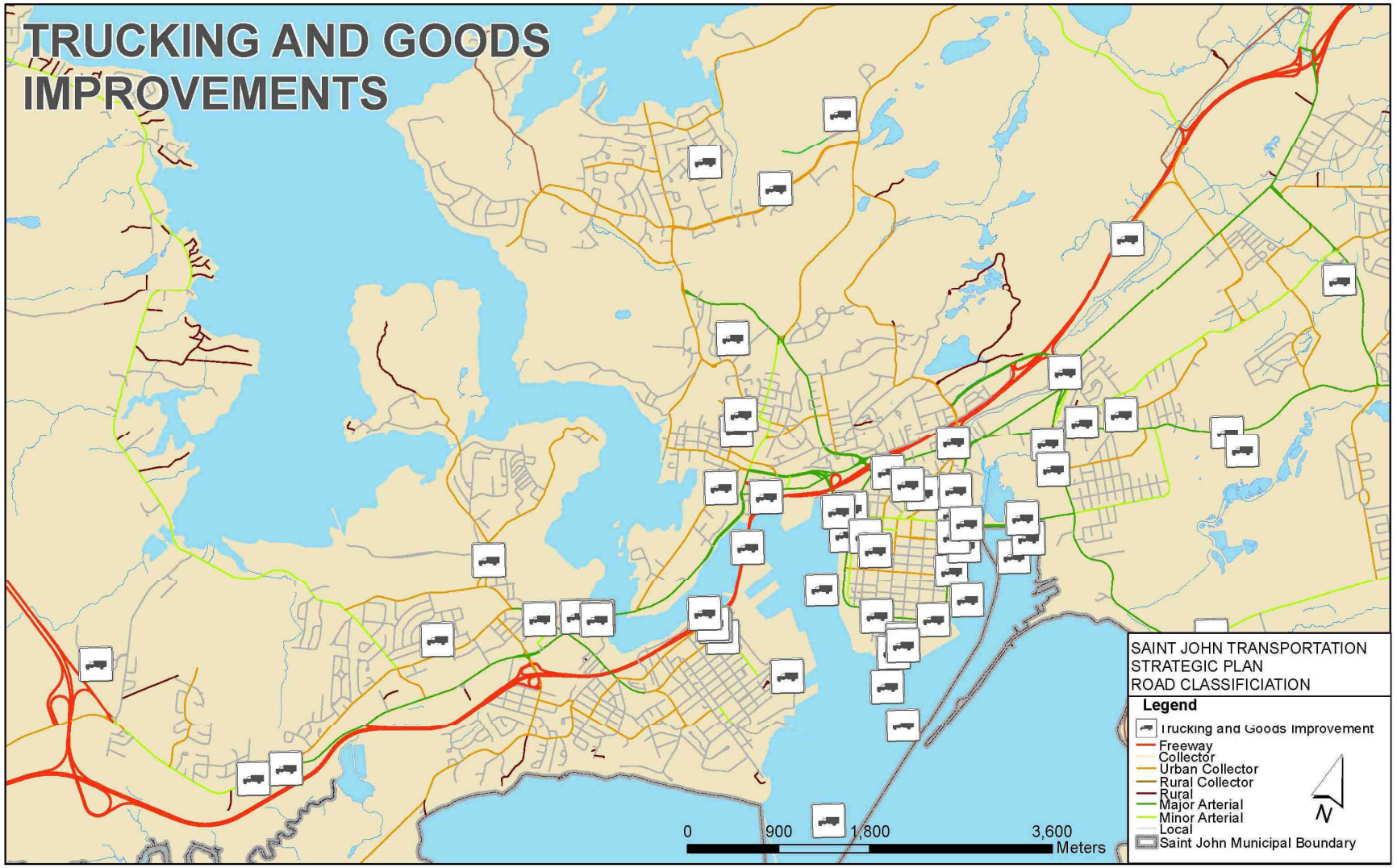


The following maps (Exhibits 14 to 19) show the spatial distribution for each variable. The ArcGIS file included will allow for zooming in on each point to review the exact location and any associated comment provided by the respondent.

The comments collected in this part of the survey are also summarized by category and included as **Attachment A**.

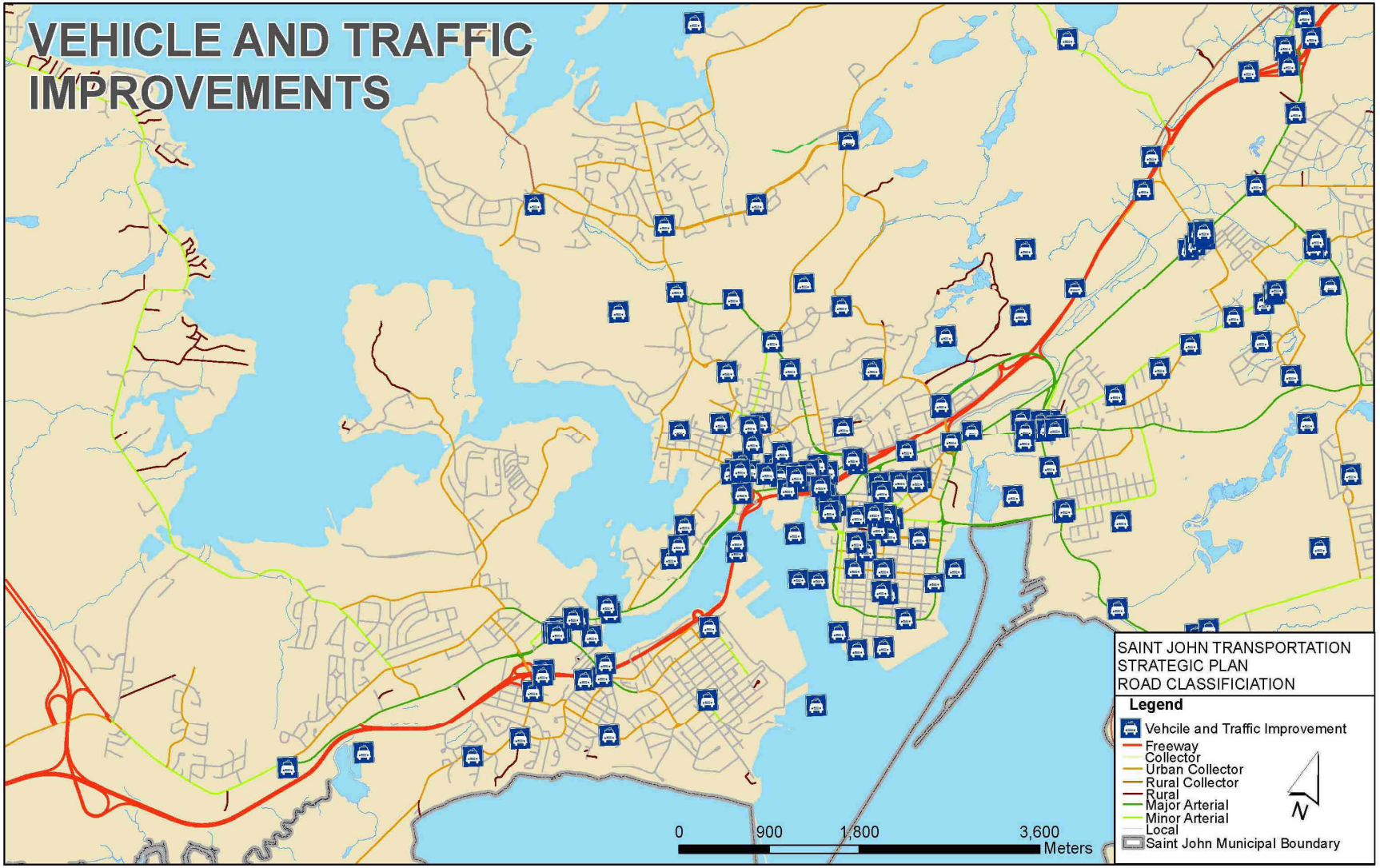
Mark Reade, City of Saint John – November 3, 2015

Exhibit 13. Trucking and Goods Markers



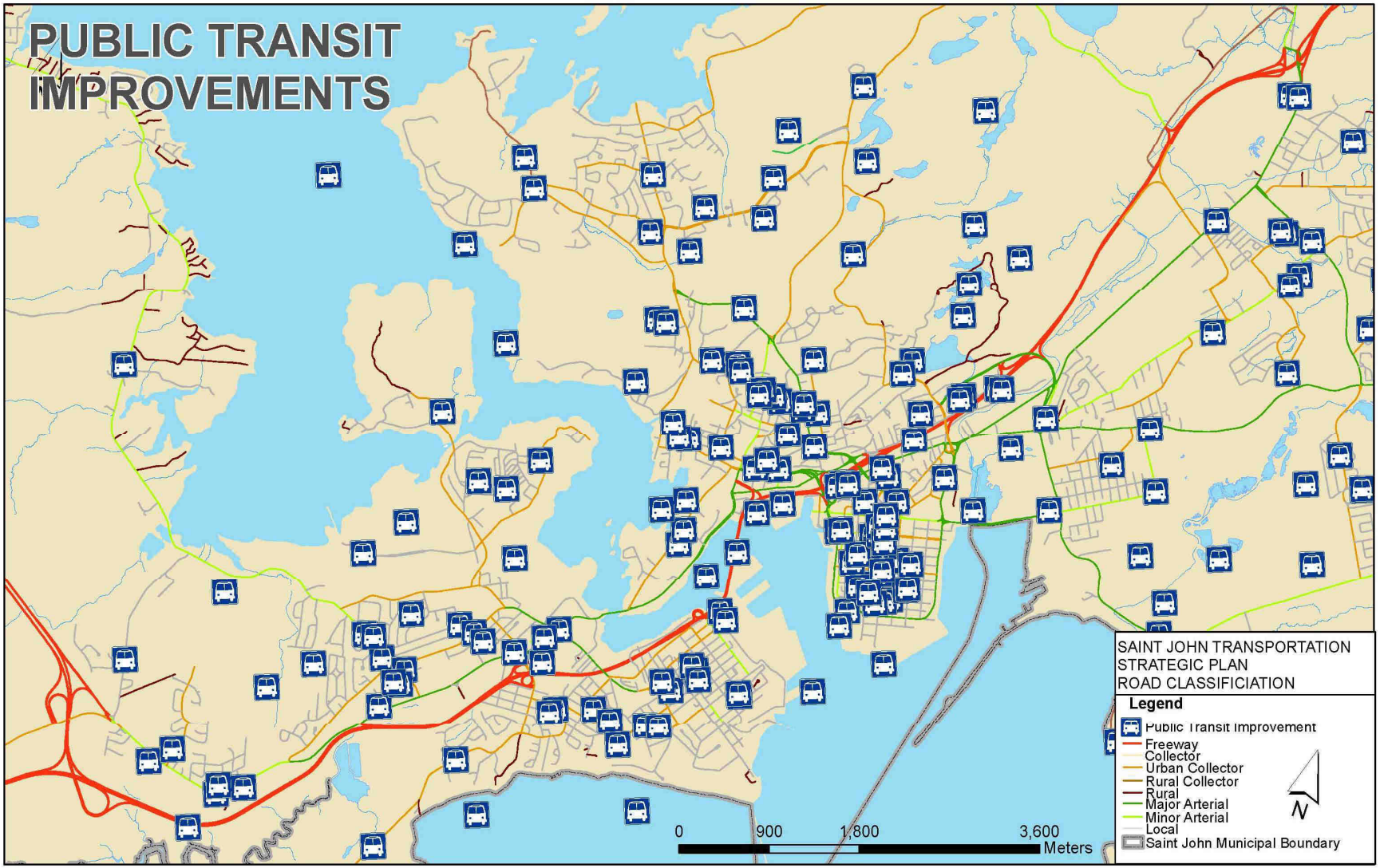
Mark Reade, City of Saint John – November 3, 2015

Exhibit 14. Vehicle Traffic Markers



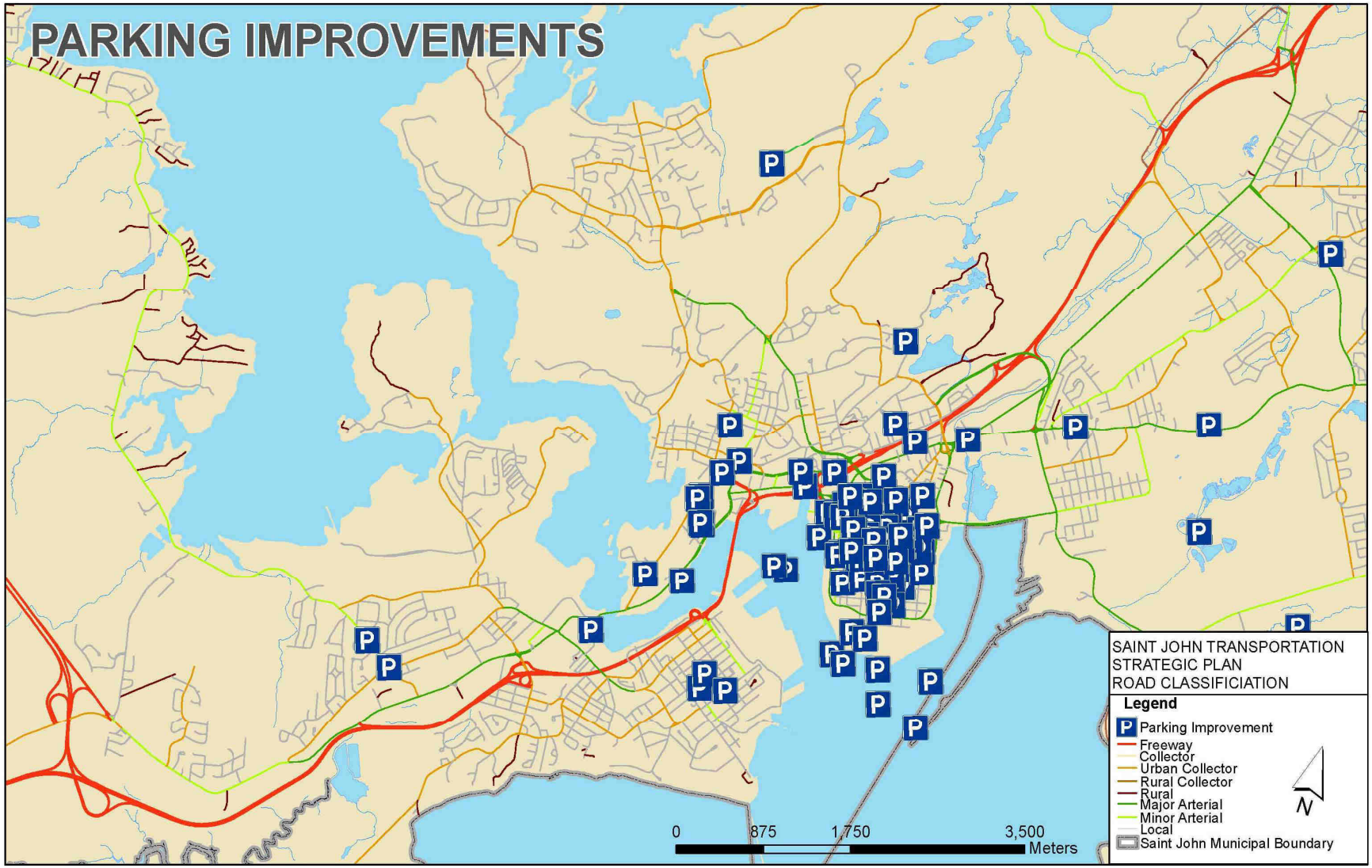
Mark Reade, City of Saint John – November 3, 2015

Exhibit 15. Public Transit Markers



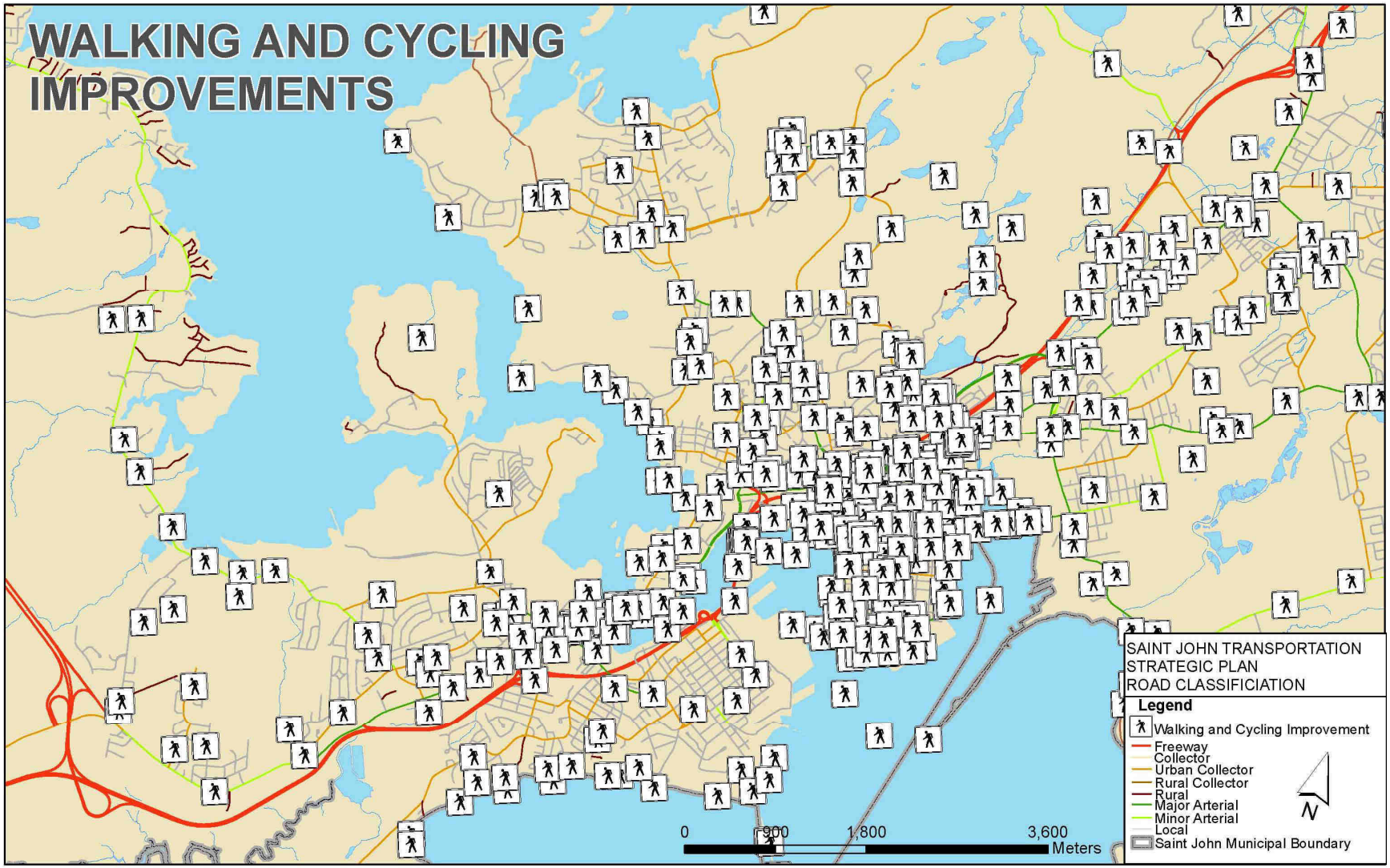
Mark Reade, City of Saint John – November 3, 2015

Exhibit 16. Parking Markers



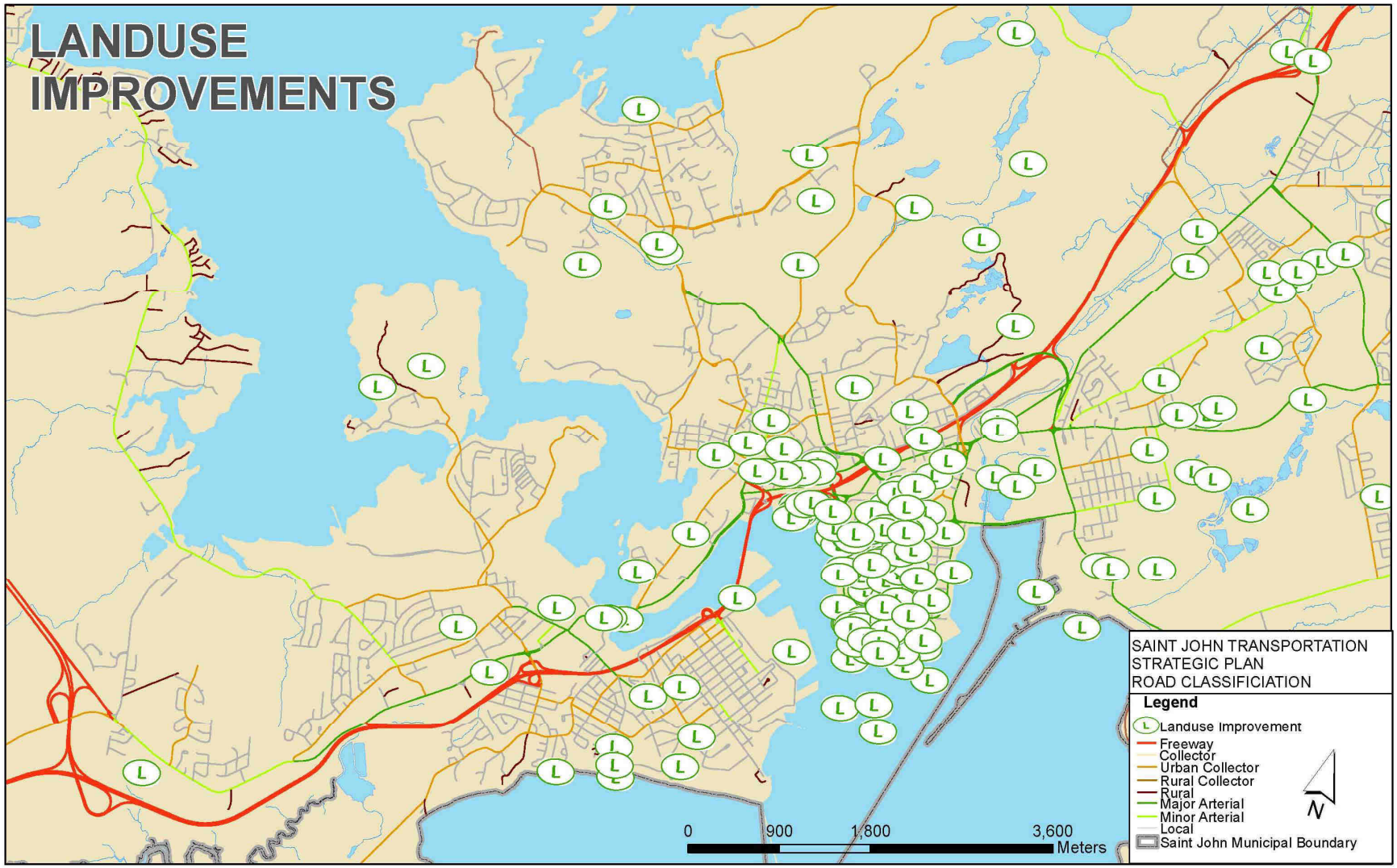
Mark Reade, City of Saint John – November 3, 2015

Exhibit 17. Walking and Cycling Markers



Mark Reade, City of Saint John – November 3, 2015

Exhibit 18. Land Use Markers



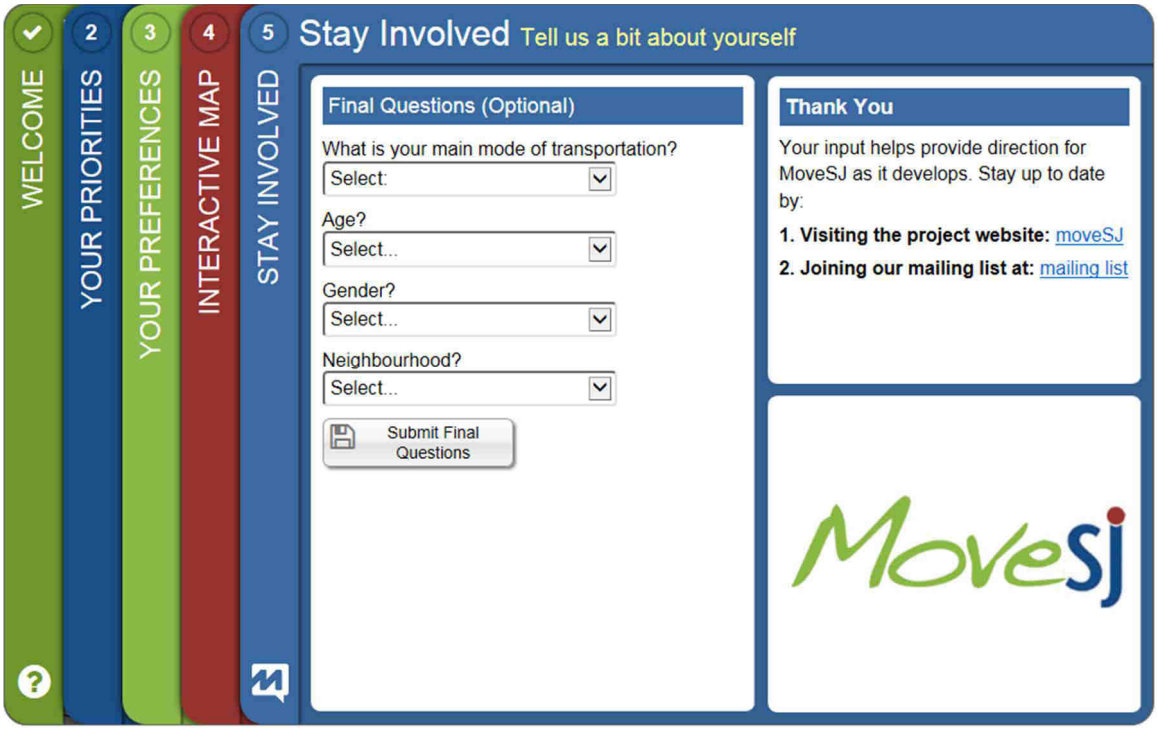
Mark Reade, City of Saint John – November 3, 2015

Demographics

The final page (Exhibit 20) of the survey requested optional demographic information from the respondent including the main mode of transportation, age, gender and neighbourhood. Links are also provided to direct the respondent to the study website and to request to be added to the mailing list.

The survey attracted respondents who used various modes of transportation, more female respondents than male, all ages and from all neighbourhoods in Saint John.

Exhibit 19. Demographic Page



Mark Reade, City of Saint John – November 3, 2015

Exhibit 20. Main Mode of Transportation of Respondent

Mode	Responses
Car, as Driver	313
Car, as Passenger	38
Transit	78
Walk	81
Cycle	20
Taxi	6
Other	3
Total	539

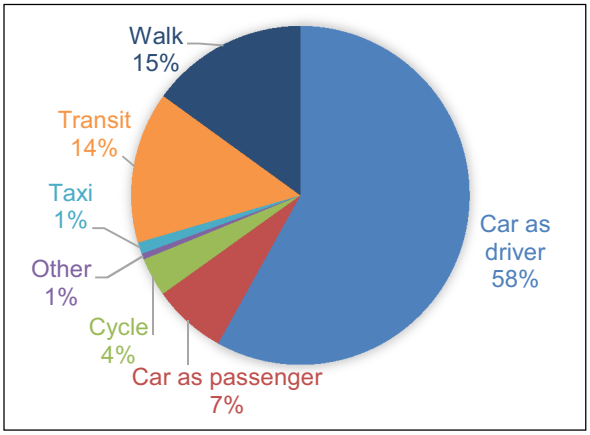


Exhibit 21. Gender of Respondent

Gender	Responses
Male	220
Female	315
Total	535

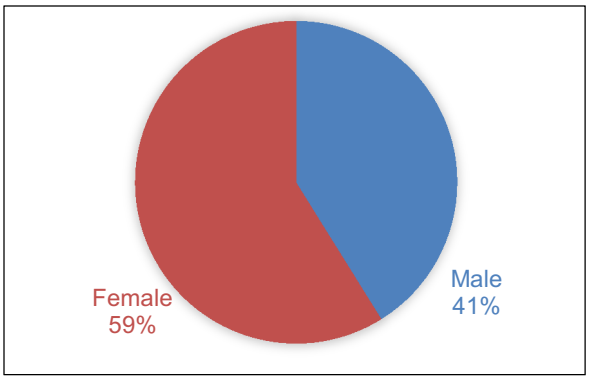
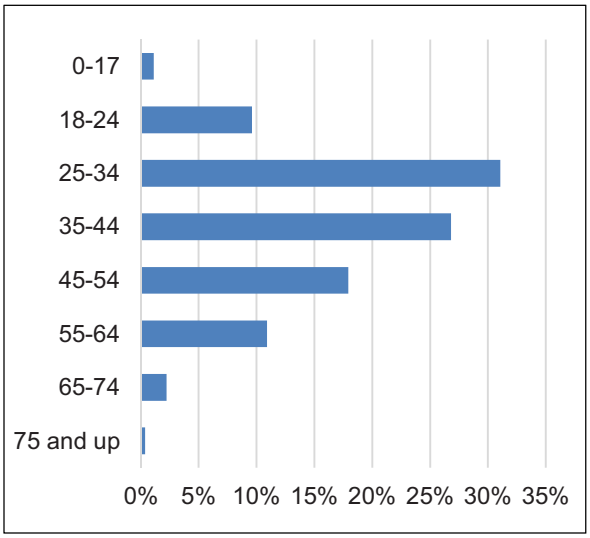


Exhibit 22. Age of Respondent

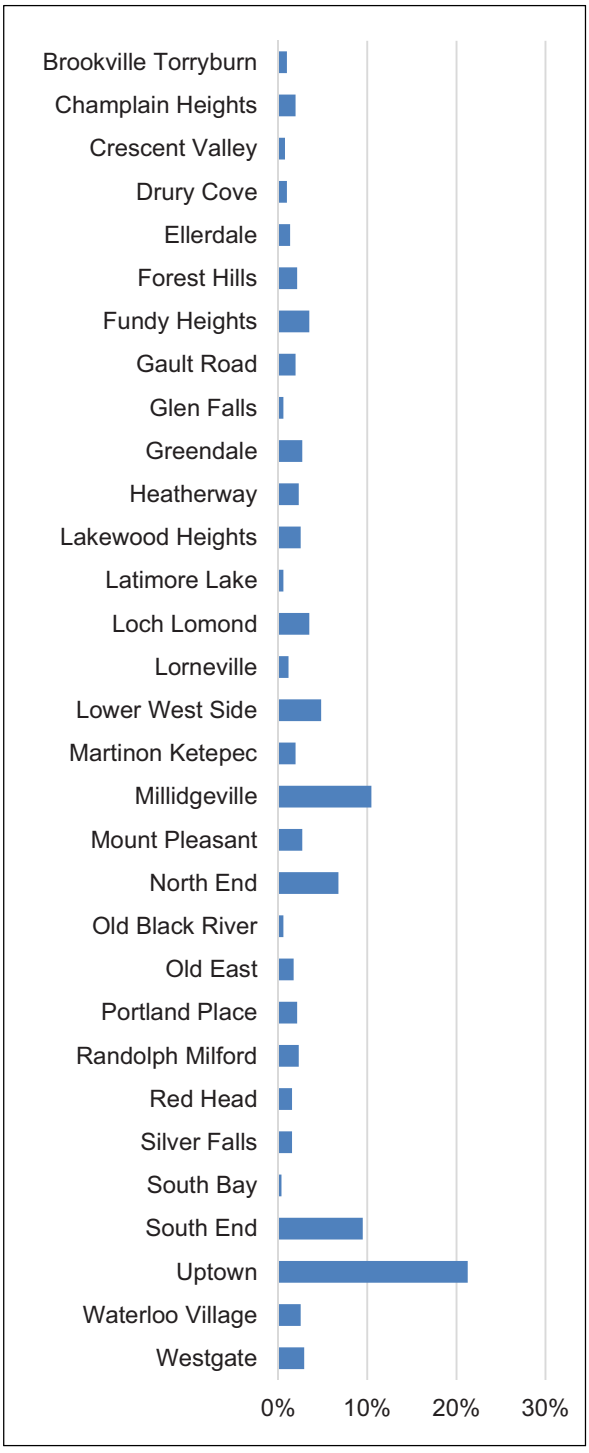
Age Group	Responses
0-17	6
18-24	52
25-34	168
35-44	145
45-54	97
55-64	59
65-74	12
75+	2
Total	541



Mark Reade, City of Saint John – November 3, 2015

Exhibit 23. Neighbourhood of Respondent

Neighborhood	Responses
Brookville Torryburn	5
Champlain Heights	10
Crescent Valley	4
Drury Cove	5
Ellerdale	7
Forest Hills	11
Fundy Heights	18
Gault Road	10
Glen Falls	3
Greendale	14
Heatherway	12
Lakewood Heights	13
Latimore Lake	3
Loch Lomond	18
Lorneville	6
Lower West Side	25
Martinon Ketepec	10
Millidgeville	54
Mount Pleasant	14
North End	35
Old Black River	3
Old East	9
Portland Place	11
Randolph Milford	12
Red Head	8
Silver Falls	8
South Bay	2
South End	49
Uptown	110
Waterloo Village	13
Westgate	15
Total	517



ATTACHMENT A

TRUCKING AND GOODS MOVEMENT

VisitID	Comment
321698	Sometimes larger trucks are in areas where they really shouldn't be but don't have any choices
321835	this road is torn to bits, used much too much by trucks for which it is not designed.
322183	Heavy trucks in very residential areas. Dangerous and loud.
322226	Minimize commercial trucking on Crown Street and other residential areas.
322254	Trucks going to the South End are too much for the roads.
322294	The new exit into the industrial area is a big help. Maybe impose non prime times for deliveries into the City core.....especially around the Market.
322326	Remove the Lower Cove Loop as a designated truck route and reduce the street width to a manageable and human-scale size.
323288	To get these off the main routes
323414	Too many big trucks travelling on Douglas Avenue
323738	large trucks should not be traveling on Manawagonish Road. These should go right out to the highway and not cut through town.
323951	Need better access for transports to get in and out safely.
324151	I think we need to stop the water trucks from Potash from rumbling over Crown Street every 15 minutes, night and day. It's destroying old homes that are an important part of SJ for various reasons.
324167	Reroute Trucks from making turns onto bridge street into and out of the pulp mill
324786	Large trucks are a problem throughout the west side
325413	Fix reversing falls/Simms corner...! Develop plan for uptown truck deliveries... One way are sometimes entirely blocked off...
325573	Os there some reason why heavy trucks can't just use the easily accessible throughways to pass through and across town? The current Broad Street route at night is really hard on our children who need to wake up early for school.
326070	the truck routes are already defined if the city maintained them better (paving crosswalks lights) there would be no issue
326077	Stop heavy trucking on Loch Lomond Rd. Encourage Irving to make Bayside drive fuel loading route.
326141	Trucks don't have enough space to get into parking lots with the amount of cars ,. In my opinion ,. There should be a truck bay for load and unloading that is only accessible to truckers in regards to the mall on McAllister drive
326546	This primarily commercial route was just resurfaced, while transit funding was reduced. Make industry share the cost of routes where the majority of the traffic is commercial - the public purse should never subsidize private interest.
326546	This primarily commercial route was just resurfaced, and it's been ripped apart in just one or two years. Make industry share the cost of routes where the majority of the traffic is commercial - the public purse should never subsidize private interest.
326549	Too many large trucks and moving too fast!!! They could use Route 1
326707	Train traffic especially stalls traffic at this location very frequently. Trains should not be crossing inter-city streets and causing long delays during heavily populated times, such as rush hour. Yet they do multiple times per day.
326779	trucking routes to industrial parks need to be outside of city traffic areas, Mile 1 has been a huge improvement
326806	I don't feel safe with the current condition of the rails. THey are are rusted and don't look safe at all. They have only dangerous goods on them and I don't want us to end up like Quebec.
327143	surface condition
327497	This intersection seems to be an issue due to the traffic patterns and for when people want to turn
327497	It seems difficult when truck traffic is trying to get out of the pulp and paper mill
327497	Seems to be an issue for trucks to be getting out of the brewery
328044	large trucks outside city
328217	Far too many Irving trucks full of fuel travel the Loch Lomond Road leaving the refinery and heading towards Kane's a Corner. I doing so these trucks pass a call center,the Villa which is now on both sides of the Loch Lomond Road,an elementary school,small businesses and a multitude of homes. They hold up traffic and God forbid if there should be an accident with that many people on that stretch of the road. You would never get them all evacuated in time. These trucks should be using Grandview Ave. and Bayside Drive then onto the overpass.
328369	Forcing transport trucks to go down the hill at Union and Smythe is ridiculous.
328821	Although I despise the idea of any more traffic lights in the city, the exit and entrance of vehicles at the pulp mill needs to be examined.
330430	place a toll on this road and make the readhead road nontruck access
330539	Transport company located in this area - does this impact the quality of the road
331805	Reduce trucking traffic in this neighbourhood
332787	Keeping major/frequent trucks off smaller streets helps keep the City feeling liveable and walk-/cycleable
333994	Keep most of these big trucks out of the city
335416	too much commercial though traffic
335416	Really bad pinch point
338345	its hard to get supplies when you have a business, more business areas need commercial parking to ensure deliveries especially in winter
356718	Need to find a way to accommodate the need for deliveries while making the streets accessible for pedestrians and street animation such as street closures for festivals, lighting, etc.

VEHICLE AND TRAFFIC

VisitID	Main concern	Comment
320363	-----	Simms Corner is difficult to navigate for drivers
320363	-----	Westmorland by the malls is way too congested. Unsure how to improve it, but perhaps this is also a land-use issue. Business is booming (great) but I'm surprised there aren't more accidents. Definitely not pedestrian or cyclist friendly.
321221	-----	many bus stops are indicated by just a paper sign stapled to a pole
321431	-----	This area is very congested during morning and supper time traffic, street lighting should be looked into.
321459	Safety	Traffic calming measures, please! Also, is it possible to add an off-street bike route? The bike lane does not feel safe.
321460	Safety	Traffic is too fast! several dangerous crosswalks!!
321469	-----	Traffic along Loch Lomond road get backed up
321470	-----	Sometimes must wait 40+ minutes for the ferry if around super time. It took me 2 hours to drive to whickham NB because of this last week. It should be less than an hour if no need to wait.
321508	Other	Road conditions all over Saint John
321622	-----	Vehicles travel too fast along this corridor. Pedestrians are hard to see as you go over the knoll, and there is an elementary school nearby.
321686	Safety	I can only speak for Union Street (though I have heard the same complaints about many streets). Many drivers go too fast, roll through stop sings and don't look for pedestrians. I walk this street every day, and there have been many close encounters, some of these "incidents" have involved me being 100% still on the sidewalk, and drivers deciding the sidewalk is a great shortcut. I am a driver myself, and I can say with certainty that more signage in problem places (intersections, bus stops, heavy pedestrian areas) would be beneficial, though not enough. Stop lines need to be repainted and ENFORCED. Drivers very frequently don't stop at the line, but a ways ahead of it because they can't see around buildings/obstacles. While that's true, that also means they can't see oncoming pedestrians and have just pulled into a crosswalk blindly. I see "near incidents" with this scenario almost daily.
321698	-----	Traffic heading to the Valley congests Somerset
321721	-----	Some of the more residential streets in the uptown are busy and not conducive to families living in the community. I'd like to see some main streets dedicated to safe zones where we have speed bumps or some way to slow the speeding cares.
321835	-----	For the love of god please make a traffic circle go here.
321836	-----	Speed in which vehicles are traveling
321840	-----	This is only one example in the city of a one-way street not being properly marked with adequate signage.
321887	-----	Potholes don't get fixed in a reasonable amount of time
321969	-----	These interactions need to be fixed.
321969	-----	This road is in horrendous shape. It's a steep hill with improper draining. It's dangerous in the winter, the water flows and freezes all over the road instead of going into drains. It should be fixed. Summer exposes the horrible road condition and deterioration from age, water and past patch work.
322049	-----	Too congested. Train causes major delays and traffic back ups.
322049	-----	difficult to turn left off onto metcaf street (both directions)
322049	-----	Jay walkers - pedestrians don't use the crosswalk and cross at all points. They are difficult to see
322131	-----	The lights here are awful when a train is rolling through.
322181	Safety	People drive like lunatics in Millidgeville. I'd love to see a bit more police attention to four way stops and the like.
322254	-----	Simm's Corner is a mess.
322269	Congestion/waiting time	-----
322269	Congestion/waiting time	-----
322269	Safety	-----
322326	Other	Douglas Avenue is currently designated as a collector street when, in reality, it is / should be designated as a local street. Doing so would match it with its designation in PlanSJ as a "character corridor". The only traffic that Douglas Avenue collects is its own traffic (i.e., the +/- 100 homes located on it) if it weren't for the 100 feet between it and the end of Chesley Drive (a true arterial street) at Main Street. Traffic flows just fine on Chesley Drive when Douglas Avenue is closed proving its lack of worth as a collector street. Traffic also flows very fast through this residential area since the street is very wide and flat. Traffic calming is necessary (some thoughts here: http://peoplecity.ca/the-street-car-suburb-will-save-the-city/).

VEHICLE AND TRAFFIC

VisitID	Main concern	Comment
322326	Safety	Main Street is not safe for active transportation. High speed traffic and on/off ramps make it very unsafe and difficult to cross. It is over-built and completely unnecessary infrastructure. There are acres of land that could be reclaimed for new development and satisfy safety and active transportation issues. See a recent master plan developed by the Dalhousie Department of Urban and Community Studies (contact Councillor Mackenzie for this report). East-west traffic should be diverted to Hilyard Street and Paradise Row with Main Street de-listed as a provincially designated highway.
322326	Other	The traffic volumes and the high car-centric nature of this interchange are a deterent to active transportation and attractiveness as a gateway into the city.
322326	Congestion/waiting time	Traffic is ridiculous on the East Side because we have allowed it to become a car-centric area. Need more emphasis on vehicle reduction strategies and increased walking / cycling infrastructure. Also, way too much asphalt for parking that largely goes unused.
322326	Safety	This really should be a traffic circle and was even studied (for free) by a local engineering firm concluding that it was feasible and preferred before the intersection was rebuilt in its current state.
322326	Traffic Lights	This intersection is ridiculous. Just ridiculous. Please fix it.
322339	Congestion/waiting time	During rush hour. Very congested
322369	-----	One mile exchange overpass though costly was a good invesment for the long term. More investments like these should be considered .
322380	-----	Dangerous intersection. High traffic speed
322394	-----	stop at top of garden st is terrible. Need lights or 4 way stop
322401	-----	At peak travel times, Rush hour, there is great congestion. If there was a need to evacuate the city this could be difficult.
322750	-----	There are no signs to indicate that Princess street is one way as of Charlotte street
323183	-----	Scooters won't trip the traffic light to change. Need to wait for a car to show up.
323183	-----	Cars traveling along lansdowne and turning left on visart often pull out without looking right. (I think they assume everyone is commuting the the hospital). Tools to slow down and wake traffic up would be helpful here.
323183	-----	Cars drive way too fast. Scary for everyone travelling by any mode.
323274	Traffic Lights	New lights one mile interchange at Loch Lomond and Thorne is a disaster at peak traffic. Difficult to move between lanes.
323274	Safety	Traffic coming up from water street has trouble merging to get down to harbour station. People on union street do not feel safe merging into traffic through yield, which impedes traffic flow.
323274	Congestion/waiting time	Please do something with Simms Corner. This traffic interchange is a disaster.
323296	-----	Cars exiting from highway turn left on to the bridge completely ignoring the right away of people going east on Seeley and turning right on to the bridge
323303	-----	Simms corner could use a traffic circle to update traffic flow
323318	-----	Disaster, hard to turn left on to highway. Many accidents. Lights would help
323414	-----	Traffic is a disaster in this area between 2 sets of lights.
323497	-----	Bad light set up leaving the city center in the pm. Not sure how to fix
323497	-----	Vehicle traffic is often too fast and it is not safe to walk or cycle. Garbage is thrown out of vehicles on to street and ditches.
323499	-----	inefficient use of traffic lights. No synchronization or thought put into timing of lights and the time of day and traffic (both ped & vehicle) patterns/routines
323499	-----	No more parking lots!
323504	Congestion/waiting time	The speed and width of lanes for cyclists
323523	-----	Need a set of lights here. Especially with the amount of foot traffic
323576	-----	To many traffic lights in this area, no cycling routes.
323576	-----	To many traffic lights in this area
323606	-----	main st viaduct needs to be shrunk, made more pedestrian friendly to indiantown
323614	Other	Pot holes
323614	Congestion/waiting time	Congestion coming into the city at times. Highway can backed-up for Km's/
323696	-----	In our neighborhood, refinery traffic is fast. Traffic calming measures, lights at the refinery would help.
323730	Other	traffic lights are messed up -traffic flow
323730	Safety	traffic is to fast during shift changes
323756	-----	Tour buses on small uptown streets block traffic, and at King's Square they block the parking spots designated for city transit. Additionally, all of the passengers from the tour buses at King's Square make it hard to get to a transit bus before it leaves. Tour buses need their own designated parking area uptown!
323951	Safety	Out of town people are dangerous in this intersection
323951	Safety	I recently seen a white STOP line on this street
324144	-----	Bike lanes, widen road, better maintenance of road surface
324167	-----	Simm's corner needs to be fixed. It is a nightmare for tourists.

VEHICLE AND TRAFFIC

VisitID	Main concern	Comment
324167	-----	Align Intersection with Retail Drive
324167	-----	Consider having flashing light to indicate the a train is blocking Ashburn Lake Road, that way drivers can get off at the Rothesay Ave exit instead. With the increased rail traffic, drivers can sometimes get stuck waiting on Ashburn Lake Road for a long time
324167	-----	Time the lights better along Union St during rush hour to ease congestion
325080	Other	the city frequently tears up the street and then just leaves it in mid-construction for extended periods of time. the street in front of my house was torn apart over a year ago and has yet to be fixed and there are large rocks strewn all across the street there. ferry tourists frequently drive through here and i'm surprised no one has gotten a flat tire yet.
325256	Safety	Poor winter maintenance
325256	Safety	Poorly designed intersection with train tracks running through middle of intersection
325321	-----	A right turn lane and traffic island are needed from the eastbound exit from Route 1 onto Rothesay Avenue (for traffic turning from the ramp to go under the train overpass). .
325413	-----	Need 3rd lane. During rush hour forget about having emergency vehicles perform duties in reliable times... The traffic causes multiple collisions every year. Starting at the new exit for bayside drive all the way to the mc-esso...
326070	-----	land should be taken back from IRVING (TS Simms Property) and a proper roundabout installed any other city this would have been done years ago
326077	-----	Simms Corner needs to be fixed. Seems traffic pattern should encourage traffic to go to the commercial area. NO traffic circle please.
326297	-----	Traffic east is horrible. So much so we avoid this area of the city at all costs.
326325	Safety	Cars and transit buses fly up this hill and there are a lot of kids around. I have almost been hit a few times walking
326552	Safety	-----
326580	-----	Morning and evening traffic on lochlomond Rd is awful
326707	Congestion/waiting time	All to do with the trains halting traffic. There is no need of a train to cause a lineup of cars six blocks back because it needs to come through during rush hour. Trains should be scheduled during less populated times.
326707	Safety	The road under the train bridge is terrible, as are the crossings under the overpass. the potholes are large and hard to dodge, people drive into other lanes to avoid potholes, even into oncoming traffic.
326774	-----	It would be nearly impossible to return Main Street to a vibrant retail & pedestrian area.
326778	-----	Simms corner is terrible, a roundabout or lights would be better
326779	-----	More paving throughout is needed, our spread out infrastructure is so difficult to maintain.
326790	Safety	-----
326806	-----	Needs to be monitored more by police. People drive carelessly and someone is going to get hurt.
326806	-----	Needs to be monitored more by police. People drive carelessly and someone is going to get hurt.
326817	-----	I agree with creating a narrower Main St.
326846	-----	Potholes are horrible on this bridge/overpass in both directions, particularly near the WorkSafe NB building
326846	-----	Potholes near the on-ramp area of the bridge/overpass
326846	-----	Potholes all over the South End penn
326846	-----	Horrible pothole when you turn right from Consumer's Drive up onto Westmorland Rd
326870	-----	Don't support reducing two lane traffic to one lane to accomodate bike lanes.
326923	Congestion/waiting time	East side shopping area
327008	Congestion/waiting time	-----
327143	-----	surface condition
327265	Congestion/waiting time	-----
327315	Safety	This intersection is very dangerous and the stand up white things are not the answer.
327321	Congestion/waiting time	-----
327339	Congestion/waiting time	traffic at corner of lochlomond rd and hickey I have sat through 2- sets of lights not moved and inch people on lochlomond rd don't stop for the red light first thing in morning .not bad now but when school go's back traffic there sucks. would be nice if you put some pavement on hickey rd pot-holes .
327497	-----	I do find at times in the morning traffic that the turning light doesn't allow for everyone waiting at the light to get through. Even after the turn light changes it seems that at times you might or might not be able to get thru
327497	-----	The intersection of ashburn and retail seems to not work at all. WIth people trying to get onto rothesay from ashburn it just seems to be congested and problematic not only for traffic, but also to pedestrians
327497	-----	I think better signage for what lanes are turing lanes are need here several times do I see people who are in a turning lane go straight thru the interesection. Also it seems tricky for trying to get into the music store at the end of mcAllister

VEHICLE AND TRAFFIC

VisitID	Main concern	Comment
327497	-----	It is always tricky to try to come from Rothesay Ave and get onto the highway with all the traffic coming from Rothesay Rd
327497	-----	I find it is quite tricky for people to turn both into Ritchie's or onto Broadway Ave
327497	-----	For many people this intersection is quite awkward. Special people from outside the city that don't understand the circulation for it
327497	-----	This interesection is always awkward when trying to get onto route 100
327497	-----	I always wonder why there is a yeild light there that is not used nor does it seemed to deal with any traffic issues
327497	-----	I find that people do not yied when they are coming onto main street from paradise row
327497	-----	I find it difficult at times to try and merge over to get down to city road when there is traffic on union street
327497	-----	This inter seection seems to be always complicated with traffic and who is to yeild
327497	-----	It seems to get quite congested with people trying to turn onto loch lomond and those who want to turn onto russsel street. Also at times the traffic ligths seem awkward when the flashing arrow changes to yellow since as thru traffic you don't know if you have the right away
327497	-----	During the winter it seemed to be an issue with this intersection and that the city wasn't plowing the lane enough to allow for the proper traffic movements.
327497	-----	The visiblity at this interesection makes it hard to know if you have the right away
327862	-----	Poorly timed lights resulting in backed up traffic on somerset; cars often in intersection
327957	-----	Coming off Loch Lomond right onto consumer there should be a right turn land... People do it on their own anyway
327957	-----	Bad corner for people not stopping at red light
327957	-----	People here have a tendency not to properly stop at the stop sign.
327957	-----	Put the white post things up again. People don't understand you can't actually cross a solid white line. Plus the white line needs to be shorter, to make it safer to go to right turn lane unto seely
328044	-----	routes clearly marked
328078	Safety	blind corner, hidden driveways, everyone drives WAY over speed limit
328193	-----	Traffic flow is terrible at certain times with the Autistic center there
328232	Traffic Lights	-----
328369	Congestion/waiting time	During construction / renos to the bridge, the west side is un-reachable at dinner hour.
328369	Traffic Lights	Absurd design
328369	Traffic Lights	Few bother to stop when making a right-on-red onto Metcalf. Recommend putting Red-Light cameras. Would generate $$ for the city.
328369	Traffic Lights	Minor complaint, but why does this traffic light have an advanced green 7x24? Intersections that are far more busy have flashing yellow or red, but this forces drivers to sit and wait un-necessarily even at 5am,
328435	Safety	Desperate need for roundabout
328435	Safety	This is a confusing interchange and could be replaced with a roundabout.
328678	Congestion/waiting time	Traffic is often too heavy in this area. Makes me avoid it completely
329562	-----	would prefer viaduct come down to grade and there be a large roundabout instead of the current highway system and viaduct.,
330430	-----	how about an exit here?
331905	Other	Poor street quality! Update the road surface
331905	Other	Hate how I cannot turn left from union to waterloo.., even during non rush hour
332535	Safety	To short a distance for lane changes. Traffic should yield rather than merge onto Loch Lomond Rd from Westmorland Rd. If something isn't done soon there will be a major accident.
332796	-----	improved surface foster thurston
332816	Congestion/waiting time	This new intersection is a disaster. People have no idea how to merge and are stopping when they should not be. This place is just a mess and needs to be re-evaluated. Perhaps some cement blockades need to be lined up along the white line instead of people running over the plastic stands they put up to indicate you have your own lane.
332816	Congestion/waiting time	There needs to be a right turning lane put in place at this intersection for drivers turning right onto Mt. Pleasant Avenue from Seely St. Also, with the increased traffic as a result of the Mile One Interchange, the speed limit around Rockwood Park should be dropped to 40km/h.
332816	Safety	When entering Superstore heading East on Thorne Avenue, drivers continuously hold up traffic so they can turn left. Something should be in place so people cannot turn left here when driving east on Thorne Avenue. Also, those exiting Superstore in a lane that clearly puts the driver westbound on Thorne avenue are continuously pulling an illegal U-turn to go eastbound on Thorne Ave. All of this puts other drivers at risk.
332843	-----	vehicle overpass
332969	Traffic Lights	I really think traffic lights would be an asset to the safety and efficiency of the community.

VEHICLE AND TRAFFIC

VisitID	Main concern	Comment
333302	Traffic Lights	-----
333338	-----	Would love to be able to cycle otr walk the Habour Bridge to work
334987	Other	It would be nice if part of Germain Street or Grannan Lane be pedestrian only.
335416	-----	too much through traffic
335627	Safety	Eastbound merging lane to be painted solid white up to crest of hill to force merging traffic to come to speed prior to merging.
335990	-----	should be traffic circle
335990	-----	should be traffic circle.
336045	-----	Kanes Corner where they have put up, removed and put up again pillar dividers for cars merging from Westmorland onto Loch Lomond and Loch Lomond Rd. Cars are going across lanes to get onto the highway is a nightmare. Everyone is zig zagging across in front and some cross in bumper to bumper traffic across 3lanes to go down Bayside Dr. It is awful!
336237	Safety	Please close end of road at Ellerdale or use traffic calming measures. Children play on Margaret st and speeding traffic use this road as a short cut to apartment buildings on Ellerdale. Ellerdale residents have many access points and should not be using this quite residential street.
336237	Congestion/waiting time	Traffic on Westmorland Rd are stopping at the merge. Please in stall permanent barricade to keep Loch Lomond traffic from cutting into merge lane to soon.
337820	-----	Better Lighting & marking of entrance to Mall
338377	-----	Traffic/x-walk lights on University Ave would quiet traffic and provide safety of a large student/professional worker population in the area.
339572	-----	Saint John is bad for not having lanes marked. Commuting is easy in the city if you know what lanes to be in at intersections; however, most land markers have faded or are non-existent. Would like to see a more consistent schedule of line painting.
343299	Congestion/waiting time	-----
344208	-----	I hope the Traffic Department takes a survey of just how many cars are travelling this road in the morning and afternoon "rush hours" and puts the entirety of Grandview Avenue on a higher priority for maintenance and traffic lights. The intersection with Black River Road is constantly backed-up with left turning vehicles. Please add a left-turn flashing light at this intersection (at the railroad tracks) so track going straight ahead to Bayside Drive can proceed on the green.
344513	-----	Old asphalt streets that have not been paved in a very long time. Quality of street scapes in the uptown and South End.
346386	-----	Reduce number of lanes and speed.
350162	Safety	I have been in one accident at this intersection and have had many close calls with drivers turning left off of Coburg Street down Garden Street when I am going straight up the hill and down Paddock Street. Would like to see some changes made to this intersection. The crosswalk lights have helped to warn traffic coming up the hill that someone is crossing (when people push the button).
354462	-----	Traffic travels too quickly on Crown which either borders on or is in a residential area.
356295	-----	Simms Corner needs to be corrected.
364381	-----	Every year, construction occurs at the same time along the only 2 routes that connect the west side to the rest of the city. It's an absolute mess.
364624	Congestion/waiting time	-----
364921	Other	I think Main Street should be redesigned so that it has only two lanes going each way. I think a plan for Main Street's revitalization is important.

TRANSIT

VisitID	Main Concern	Comment
320363	-----	Transit directed in and out of uptown would be enhanced if buses ran more frequently.
321221	-----	schedules are infrequent
321459	Bus service at this location	More frequent bus service along Douglas Avenue and a weather shelter at the corner of Bentley and Douglas would be much appreciated. The addition of Route 7/8 recently helps a lot, but bus service is still far less frequent here than it was 10 years ago due to route changes and service cuts.
321459	Bus service at this location	More frequent bus service to Rockwood Park, please! This is especially needed on weekends.
321459	Bus service at this location	Could we have a bus to the Irving Nature Park, please? This is especially needed on weekends during the summer months. For SJ residents without access to a car, this beautiful park is pretty well inaccessible.
321469	-----	insufficient but service and safe locations for stops.
321470	-----	Bus's do not come often enough - makes me sad
321565	-----	There is a serious need for transit improvement across the city. Invest in transit, and back into the people and their sustainable means of transportation. More routes, more buses. Also, improve the comex system. Make it more feasable for people living in suburban areas to reduce not only their impact on the environment but the impact on our city's roads.
321626	-----	Transit from Grand Bay is very time consuming. There are too many transfers and scheduling makes trips longer than necessary.
321638	-----	They are cutting routes.
321707	Transfers	Would like to be able to travel to UNB. Presently have to walk to Landsdowne or Metcalfe.
321805	-----	We no longer have transit service. In I the past 5 years we have had 3 modifications lessening service in our area.
321835	Other	Could be better utilized as a collector station, only run 1-2 buses up town from here, would contribute to higher ridership as pickups from west and milford could be more frequent and the road time would be the same for the fleet.
321840	-----	More routes between Saint John and Fredericton would help workers who consider working in one city while living in the other.
321887	-----	Should have transit access
321998	-----	Accessible buses and bus times
322160	-----	infrequent
322181	-----	The North End is quite poorly served by transit.
322214	-----	No bus service
322214	-----	No bus service
322326	Bus service at this location	There are few and infrequent route selections in this area of the city
322326	Bus service at this location	There are few and infrequent route selections in this area of the city
322326	Bus service at this location	There are few and infrequent route selections in this area of the city
322326	Bus service at this location	There are few and infrequent route selections in this area of the city
322326	Bus service at this location	There are few and infrequent route selections in this area of the city
322338	-----	kv and quispamsis route cuts
322339	Other	Times not convient
322369	-----	more frequent service in the city centre core and Main shopping areas West and East
322400	-----	never hurts to improve transit everywhere
322513	-----	There is currently no easy option for transit from uptown to here since they changed the bus 2 route.
322513	-----	There are many newcomers to Saint John who live in this area who are solely dependent on transit. The current route is unacceptable in that it stops too early, does not run frequently enough, and especially because it has limited to no service on weekends. What kind of welcome are we giving our newcomers if they can't access and explore the city using the means of transportation that is affordable to them?
322513	-----	It would be nice to have bus access to the Irving nature park so that people without cars can more easily get to the park to walk, cycle, or have family time.
322643	Bus service at this location	-----
322689	-----	more buses and more stops outside the perimeter of the king st area would allow shoppers to walk to these pars of uptown easier
322732	-----	Transit is not convenient in this area.
322750	-----	There should be a hut. It's awful to have to wait 30 minutes for the bus in the rain or the snow. The sidewalk also wasn't ploughed in the winter, making this an ectremely dangerous zone to wait for the bus, especially when it gets dark at 4.
322903	-----	options to get into town are limited
323246	-----	Needs to run later at night.
323288	-----	Better scheduling
323375	Bus service at this location	Bus service needs to be increased and improved city wide.
323499	-----	You need a hub to get people walking to all areas of the Uptown
323504	Other	-----
323576	-----	not enough transit in the area

TRANSIT

VisitID	Main Concern	Comment
323696	Bus service at this location	We rely on transit for work and school. Schedules should be based on users and not drivers. ie. Express bus leaving King Square at 4:55pm makes no sense where as 5:15 would be much better.
323730	Bus service at this location	I have used the bus for 11 years (since moving to the city) really inconvenient times for getting to work and home again
323756	-----	Transit service to this area sucks. The times are not convenient and the buses are not frequent enough. Also, the schedule for bus 33 does not cooperate well for making a transfer to mainline buses like the 1 and the 3.
324114	-----	I live in Martinon and transit options are terrible
324114	-----	West side transfer points and schedules (i.e. at Lancaster Mall) waste a lot of time
324135	-----	More routes going through Champlain Heights.
324144	-----	More bus runs in the Loch Lomond road area with buses looping through adjoining neighborhoods to Loch Lomond road
324151	-----	Not enough buses
324622	-----	Need more lines, more frequently for at risk populations (low SES)
324622	-----	We need more access to our hospital and university if we want families to access them
324622	-----	Needs to be more lines, more frequently to increase access
324786	-----	Better transit connections and routes to the upper west side
324791	Accessibility of shelter or stop	Bus #23 recently had a route change. I like everything about the change accept that the bus no longer stops at the frequently used bus shelter across from Sobey's Lansdowne. Not being able to catch the bus at the shelter will make it very difficult when loaded down with grocerys or in inclement weather, snow and ice because we now have to walk about a block to get to the nearest bus stop..
325080	Bus service at this location	services were recently heavily cut making taking the bus very inconvenient anytime outside of rush hour on weekdays.
325241	-----	Not enough buses, use smaller buses or trains
325241	-----	Bring back trains and street cars go electric
325241	-----	West to uptown ferry like dartmouth halifax
325256	Bus service at this location	Very limited bus service. Not convenient.
325321	-----	More frequent bus service from west side to uptown needed
325338	-----	IT HAS BECOME AN INCONVENIENCE. NOT RELIABLE TO AND FROM WORK. TAKES FOREVER TO GET EAST TO WEST.
325428	-----	Low service
325558	Other	Buses never on time missing connections uptown
325573	-----	The routes are being cut left and right, the price is going up inexcusably and regularly, the majority of drivers are rude and dirty. Please fix this, many of us with disabilities who can't walk blocks to find a bus also can no longer afford taxis with your proposed changes. What about us?
325597	Bus service at this location	not enough busses
325597	Bus service at this location	not enough busses
325597	Accessibility of shelter or stop	-----
325597	Accessibility of shelter or stop	-----
325597	Bus service at this location	not enough busses
325860	-----	I think there should be a bus stop along westmorland rd so passengers can access school, ymca, ballfields and church. Very difficult for anyone with mobility issuess to access these places with the current bus stops
326082	-----	Martinon bus vuts
326297	-----	Overall, transit needs to be looked at. The routes and connections are horrible. So much so people don't want to take transit anymore because it is not convienient. It takes an hour or more to get from west to east. That is unacceptable.
326338	-----	Buses to travel earlier in the mornings to accommodate early shift workers and students.
326369	-----	Transit service outside of uptown is poor in times and frequency and availability.
326369	-----	Transit service outside of uptown is poor in times and frequency and availability.
326369	-----	Transit service outside of uptown is poor in times and frequency and availability.
326369	-----	Transit service outside of uptown is poor in times and frequency and availability.
326369	-----	Transit service outside of uptown is poor in times and frequency and availability (and weekends). I have to drive, whereas I would be happy to take transit on weekends too.
326369	-----	Transit service outside of uptown is poor in times and frequency and availability (and weekends). I have to drive, whereas I would be happy to take transit on weekends too.
326369	-----	Transit service outside of uptown is poor in times and frequency and availability (and weekends). I have to drive, whereas I would be happy to take transit on weekends too.
326369	-----	I would love to be able to visit parks more frequently and having good bus routes that service the area can help (especially for those that don't own a vehicle).
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TRANSIT

VisitID	Main Concern	Comment
326369	-----	One thing I really dislike about the public bus is almost every bus has to connect uptown. Bus routes that directly connect different areas of the city would really increase the rider-ship. Having to make a connection that you have to wait for anywhere from 15 minutes and more, is a turn off and often times just makes me not want to take the bus. I would recommend studying bus route/transit strategies of cities with good transit (to their inner and outer areas) like Toronto and Vancouver and following theirs as a model for Saint John - this I believe would dramatically change (for the better) rider-ship and use of transit.
326388	-----	no buses come up to Adelaide at Metcalf, all go down Lansdowne now, would be nice if at least 1 came to Adeliade. North End used to.
326392	Bus service at this location	Cut bus times making it VERY inconvenient for people of Quispamsis to come to Saint John to work
326392	Bus service at this location	-----
326479	-----	we did once have a bus rout. that came to the king William road. I think that if the bus rout was re stared the it would help some of the ageing population of Lorneville have a better quality of life. this is all so because some of the older people just should not be driving at all.
326484	-----	No comex service; considering buying a house here but chose not to because of no bus service
326484	-----	No Comex service on the weekend or through the day (only mornings and evenings. Also just lost last route (5:50pm) which means that I cannot depend on the bus if I work late (often happens for meetings)
326484	-----	No bus service for doctors appointments at the Medisante clinic; also a concern for clients attending the French church
326484	-----	No bus service for clients who want to volunteer here
326484	-----	Minimal service on weekends to those in subsidized housing that cannot afford vehicles
326484	-----	Minimal bus service on Saturday & none for clients to get to church on Sunday
326549	-----	No transportation available during the day or evening except early morning and late afternoon.
326571	Transfers	There is no easy-to-read bus schedule at stops. Even the stops don't indicate which buses stop there.
326707	Bus service at this location	Schedules inconvenient for everyone city-wide.
326707	Bus service at this location	Schedules inconvenient for everyone city-wide.
326707	Bus service at this location	Schedules inconvenient for everyone city-wide.
326707	Bus service at this location	Schedules inconvenient for everyone city-wide.
326781	Bus service at this location	-----
326786	Bus service at this location	buses don t run often enough
326806	-----	Increased times for transit trips go back to every 20 minutes or even up to every 15.
326846	-----	Please do not remove more runs from Churchill Blvd.
326846	-----	Change the route back so that the bus travels between Michaels & Parkway Mall again.
326847	-----	Would like to see better routes and schedules
326923	Bus service at this location	Not enough routes, times
326973	Other	Transit must be offered throughout the main areas of Saint John more than the current one hour or even half hour between.
327055	-----	More frequent buses to hospital and campus
327265	Bus service at this location	-----
327265	Bus service at this location	-----
327316	Bus service at this location	-----
327345	-----	I live East and am afraid of seeing more cutbacks. I mainly rely on the bus in the winter when the weather is bad, but no more cuts to routes out east please.
327497	-----	It would be nice to have a visible location in the centre of the city to buy tickets see the transit routes and understand the transit system here in saint john
327497	-----	I always find it strange that the buses park along side the UNB building on King Square when there are stops not more than 1/2 block away on king and next to the RBC. It also seems to be quite congested as well when 2-3 buses are there and when some drivers are on their breaks
327518	-----	Public transit does not get me where I need to be when I need to be there. If we include all of the costs associated in owning a car, my cost of living in Saint John is higher than when I lived in Vancouver, when I could get places by bus.
327539	-----	Would be a great spot for park & ride into the city.
327548	-----	More buses and bus shelters added to the North Millidgeville service. Cutting the frequency of buses only makes people use them less.
327554	-----	There are several bus stops from the corner of St. John/Lancaster St and Ludlow/Charlotte. If the bus could route up to Queen/Ludlow many seniors and those with disability would be saved from climbing/descending two hills. Also puts bus route closer to Blue a Rock.
327662	-----	Bring back the trains!
328044	-----	need to know where to get a bus
328078	Bus service at this location	Busses barely come hourly during busy times....my experience in bigger cities, a road like this it would be at LEAST every half hour!
328078	Bus service at this location	No busses that I can see!

TRANSIT

VisitID	Main Concern	Comment
328217	-----	Allowing people without cars to get to the Mall and enable them to get to work there as well.
328232	Accessibility of shelter or stop	-----
328369	Bus service at this location	Bus stops are not convenient to subdivisions. A 15 minute walk on unplowed, icy roads makes taking the bus impossible.
328393	Other	Weekend service improvements
328562	Bus service at this location	should be all day and Saturday service.
328703	Transfers	More buses in and out of the valley would help tremendously with parking issues. More frequent trips.
329713	-----	Since I. Can't cycle...transit times don't coincide with shift schedules at Regional..thus take a car..plus the cost is the same as at gas...so no financial incentive
329726	-----	Inconvenient transport from the west side to uptown. Two buses are required.
329929	-----	Bus service is poorly scheduled. And almost non existent away from shopping malls.
330430	-----	You must, i say must run the transit system after 2am on Friday and Saturday and during big Harbour Sation events. It's very very very simple. I'll give you a hint Supply and Demand.
331104	-----	need to have more bus services especially more after rush hours
331805	Other	General comment. Focus transit infrastructure within core of the city.
332787	Other	Transit will take time to develop, but I think the current strategy of better service on a few main routes is the best way to build ridership, expanding as the budget allows. I'd love to see the Comex link up with routes outside King's Square and McAliister, but that's something to come, surely.
332806	Bus service at this location	-----
332816	Other	Get someone in this business that knows how to manage a budget and can increase ridership instead of asking for more money while providing no tangible improvements.
332931	-----	Could use more bus scheduled time.
332973	-----	lost our Comex and that was very important to a quick commute.
332996	Bus service at this location	Service at this area is dangerous and stressful for pedestrians and drivers.
333287	-----	Need comex to have direct routes to unbsj and hospital. Get nurses and students using it. Too long a drive with the transfers currently, so people take cars.
333302	Bus service at this location	-----
333338	-----	My parents are seniors and no longer drive. More transit options would allow them to stay in their home
333994	-----	There should be small busses that service all the sub-divisions and then connect to a larger bus on a major route.
335043	-----	A public bus stop outside of the Maritime Bus station would be a huge benefit
335538	Transfers	-----
335562	-----	No bus stop signs; bus does not come on time
335562	Bus service at this location	This road is too steep for busses in the winter. The drivers arbitrarily do not take the road with no warning to passengers.
335627	Accessibility of shelter or stop	Provide readily avaliable work commute routes c/w shelter for gault road + westgate residential areas
337162	-----	no direct, convenient routes when I need them.
337535	Bus service at this location	Public transportation in this city is horrible. The website is not user friendly - other larger cities have sites where you can input where you are and where you would like to go and you are provided with options on how to get there. I feel that more people would use the bus if there were more options and better schedules.
338345	-----	transit needs an overhaul.
339572	-----	I find transit routes difficult to understand and schedules hard to navigate. I would use the bus more if I could understand the routes.
342031	Bus service at this location	-----
343299	Other	There is no bus service that goes to St.Martins which is very irritating. I go to school in Halifax and the transit is 100% BETTER!!!
343299	Bus service at this location	-----
355181	Bus service at this location	street snow clearing bad in the winter buses have trouble getting up and down this road.
355884	Bus service at this location	-----
364011	-----	I don't use transit, but I would if it was easier to access. Schedules could be communicated better, need better marketing and functionality online. Could use an app to spell users.
364028	Transfers	-----
364028	Bus service at this location	-----
364028	Bus service at this location	-----
364624	Accessibility of shelter or stop	-----
364654	-----	the Ferry must remain or improve at Millidgeville!
364921	Other	I think the city should initiate discussions on reestablishing a ferry between the West Side and Uptown.
365087	-----	The cutting & depletion of bus routes. Use shuttle transits to pick riders up to bring to main stops & shuttles to other areas. Check out Phlash in Philadelphia, USA. It is an awesome service!

PARKING

VisitID	Main Concern	Comment
321470	-----	More parking uptown in the right locations. The new parking garage by Harbour Station is really quite out of the way imo - though still thankful
321565	Not enough parking available	-----
321565	Not enough parking available	-----
321686	Other	The city actually has TOO MUCH parking uptown. There is a very larger parking garage (the one adjacent to harbour station) that goes nearly unused. Aside from those who have limited mobility, that garage is more than close enough to the downtown core to be convenient. We don't need any more "lots".
321698	-----	Permit parking versus everyday parking in the uptown area
321721	-----	In general, Saint John has way too much parking. Also, parking is not pretty but we have lots of terribly ugly illegal paring lots in the uptown.
321998	-----	Monthly parking sites close to work that are safe and well lite early morning and later in the evening
322131	-----	Winter parking during snow bans is atrocious in the south end. Only having two bus runs a day to accommodate people who live there isn't great for those that work evening shifts or overnights when the bus only runs around 8am and 5pm. Not everyone works a 9-5 day.
322160	-----	too much yet still expensive
322228	Not enough parking available	-----
322269	Not enough parking available	-----
322294	-----	Maintain a consistent fluid area for parking. Balance residential and visitor needs. Winter is done very well
322326	Not enough parking available	For some strange reason, on-street parking is only permitted on side of the street (excpet near Bentley Street) -- except on Sundays (why only on Sundays, and not other days? For church service? Why do outsiders to the neighbourhood get to legally park on the street but every day residents do not?). The street is nearly 45 feet wide -- plenty of space for two 11' lanes of traffic, two 9' parking lanes and a 5' bike lane where only two traffic lanes and a 1 parking lane currently exist. Traffic calming is required on Douglas Avenue and there is always a plea for more parking spaces. Permitting parking on both sides of the street kills two birds with one stone.
322326	Other	Reduce the volumes of parking oversupply in the Uptown, primarily on unregulated / illegal parking lots.
322339	-----	Not enough. Always looking for a spot
322400	-----	widen lanes where possible for on street parking
322480	Not enough parking available	-----
322530	-----	Parking uptown is limited
322563	Other	Too many people are ready to throw out the baby with the bath water over ONE bad winter, this one was the worst I'd seen in 25 years. You can't make a decision about parking based on one-off. Also, meters need to be allowed to go longer. 2 hrs is barely enough for one appointment, and leaves no time left to shop, run errands, have coffee.
322689	-----	not enough long term (more than 2 hours)parking up town to allow people to walk to further afield shops just outside the King St areas
322750	-----	Why can't people park on the street between 12:00 and 7? Are the cleaning the streets everyday?
323296	-----	The city shouldn't allow vacant lots to be used for parking. Develop the land
323318	-----	Individuals park on the street while Many cars use this as two lane. Should either have no parking signs with 2 lanes or painted parking spaces.
323318	-----	People parking on the street take up the lane.
323606	-----	no more parking garages - there is plenty of existing parking
323662	-----	Uptown residents need on street parking. New builds should provide parking. People should not be forced to live in the burbs if they own a car.
323756	-----	There is not enough parking uptown.
324167	-----	Too many illegal parking lots in uptown
324622	-----	There needs to be more free parking uptown for visitors/sitters etc.
325080	Not enough parking available	on street parking is a problem in the winter because most streets do not allow overnight parking. the streets that do allow parking in winter are so full of cars they are difficult to drive down.
325153	Not enough parking available	Winter parking issues
325241	-----	Cheaper parking uptown promotes shopping in uptown businesses and restaurants
325321	-----	Wintertime parking needs to be banned on Douglas Avenue.
325558	Other	Having to pay to park on the streets in the south end when your paying to live in the buildings there and having no place to park other then the street. Also getting parking tickets outside your home because your parked there to long

PARKING

VisitID	Main Concern	Comment
326070	-----	close all parking lots that are not parking structures with many levels and make the current list of many many parking lots into green spaces and lets see how many buildings one construction company seems to buy and tear down....example odeon and paramount theatres...its criminal what has been done to the city core the city has a parking structure that is empty and why.....think about it.
326141	-----	We need parking for the trail E.C.O. is striving for
326175	-----	winter time one lane
326338	Not enough parking available	Specifically in the winter, overnight.
326392	Not enough parking available	no need to have one sided parking any time of year. makes it extremely hard for the residents. too many people not enough space
326479	-----	there is just not enough street parking in this area. I did factor in to account the long history of the up town saint John area.
326546	-----	We are drowning in parking in this city! Reduce the parking inventory, dramatically increase the price, and then you'll see residents taking advantage of public transit, active transportation, carpooling, etc.
326724	-----	Not enough parking spots in the uptown
326769	Street too narrow due to too much onstreet parking	-----
326769	Street too narrow due to too much onstreet parking	-----
326793	-----	there never seems to be spots available if we drive up to the King's Square/King Street area
326817	-----	Unnecessary parking garage. Find new use for this building.
326846	-----	I'm not even sure how this can be resolved, but parking in the uptown/South peninsula is pretty much non-existent, particularly during working hours.
326923	Not enough parking available	-----
327106	Not enough parking available	Not enough parking in the uptown area!
327321	Not enough parking available	-----
327345	-----	People take advantage of the lack of parking enforcement. Wait until 2:00 pm during the week, then check the monthly lots. Ample opportunities for revenue from parking violations.
327900	Other	Use for parking for Tin Can Beach
328193	-----	We need more parking in this area as the Autistic center is there and it is dangerous with the crowding and traffic flow..
328232	Need a truck loading zone	-----
328458	Not enough parking available	-----
328679	-----	This is not particular to *that* location ... I just dropped the pin somewhere. Rather, I think parking availability needs to be "promoted" better in the uptown area. I hear all the time from people from outside the city that they would come to the city (for dinner, etc) more often, but "there's no place to park". We need to promote the lots, and promote that it's *FREE* evenings and weekends. More signage to help find lots. Cheaper parking (it's quite expensive at the meters).
328893	-----	There aren't enough covered parking options
330539	-----	Winter time - day time on-street parking creates difficult driving conditions on Uptown streets like Horsfield Street.
331104	-----	more parking places especially during a snow ban and not be charged especially if its outside your place where one lives
331805	Other	Reduce illegal surface parking lots and incent development. No further parking required in South central area.
332787	Other	Uptown parking is cheap and plentiful (three (3!) garages!). $2/hr is about as cheap as it can be, especially for a city this size. Don't listen to those complaining about how expensive it is; they complained when the bridge toll went up $0.25. Residential parking is a different story, but it's available for the most part, just needs better enforcement to that residents can find a spot near their home.
332804	-----	Not linking the large new parking structure to the pedway system was a huge missed opportunity. Link it up, making it a more attractive location to park where one can get many locations without going into the elements, and it will be used more!!
332816	Other	The Parking signs (when and where you are required to park) need to be more prominent and in larger text. People don't have time to digest all of the information presented at some of these signs. The placement of them is questionable as well as some are located near permit parking lots. I have received some parking tickets as a result of these poorly placed signed, particularly in the area I've noted here.
332973	-----	need to add bicycle parking covered cage uptown.
333302	Not enough parking available	-----
333338	-----	A lot of the streets im lower west are too narrow for parking on both sides and safe bus passage

PARKING

VisitID	Main Concern	Comment
333994	-----	There are too many parking lots in the uptown area. When it is necessary to demolish a building then build something else on it`s site, such as an apartment building or condos or better still something retail.
335538	Not enough parking available	-----
336045	-----	Night mare on Waterloo Street and near city center. Can't figure out how you are suppose to go to a doctors appt or bothers and judge how long you will be. Sometimes one hour sometimes 2-3 and you get tickets. Seniors can't all run back and forth distances and the Peel Plaza is too far as is Brunswick Sq. Parking for King St.
336590	-----	Too much parking, not enough in-fill
336590	-----	Parking lots should be focused behind developments to facilitate walkable neighbourhoods.
336867	Other	I don't drive but I see a lot of empty parking lots in Uptown.
337486	-----	not enough parking , should be free
344871	Other	Electric vehicle charge stations
344871	Other	Electric vehicle charge stations
346386	-----	Eliminate surplus parking in uptown.
354462	-----	Why is there still an empty lot on Germain St across from Horsefield? Shouldn't there be an effort to build decent housing options uptown and fill in vacant lots?
354462	-----	As more vacant lots are built upon, the need for parking would increase and would be accommodated through the newly constructed parking garage.
355884	Not enough parking available	-----
364381	-----	Uptown parking is a mess.
364624	Not enough parking available	-----

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
320356	-----	Walking is great but trails could be upgraded to get through the park by bike.
320356	-----	This would be a great place for a commuting trail!
320356	-----	Its very unpleasant biking into the west side of the city here.
320356	-----	Scary to bike on Rothesay Ave but flat so still use it. Traffic moves quickly and lots of large vehicles. Also unpleasant to walk along.
320356	-----	Theres no way to cross the highway by foot or bike for a long distance.
320363	-----	Simms Corner isn't very safe for cyclists and pedestrians. It is also confusing for anyone who is not on the West Side. I take a breath if I don't have the right of way!
320386	-----	Would like to see better routes between Rockwood and uptown.
320523	-----	would love to see more trails etc to promote healthy living
321401	-----	It would be nice to have a pedestrian/cyclist friendly option for crossing the river, and immediately after in in the west side, ESPECIALLY from harbour passage.
321401	-----	A cycling/pedestrian friendly option to cross the highway that isn't a highway overpass or rusted fenced cage.
321401	-----	BIKE LANES, DEAR GOD PLEASE. This is a flat, straight, primary transportation route. Even as pedestrians it is scary.
321459	Walking Improvement	The sidewalks in the south end loop area (for example, near the South End Day Care) are often icey and dangerous in winter, necessitating walking on the street itself.
321459	Walking Improvement	I do not feel safe trying to get across the Reversing Falls bridge and crosswalks at Simms's Corner on foot -- I can't imagine attempting it by bike!
321459	Walking Improvement	Corner of Union and St. Patrick Streets doesn't feel safe as a pedestrian or cyclist, especially in winter. Actually the safe is true virtually anywhere along Union, I personally know two people who were hit by cars and badly hurt on Union Street in the last few years.
321459	Walking Improvement	The corner of Garden / Paddock / Coburg is very dangerous for bikes and pedestrians due to poor visibility, though the new crosswalk lights help a little bit. Traffic calming measures are needed here!
321460	Cycling Improvement	-----
321460	Cycling Improvement	-----
321460	Cycling Improvement	-----
321460	Walking Improvement	-----
321460	Walking Improvement	-----
321469	-----	no cycling tracks
321470	-----	more cycling lanes uptown would be nice
321489	Cycling Improvement	-----
321489	Cycling Improvement	-----
321489	Cycling Improvement	-----
321565	Cycling Improvement	-----
321622	-----	the pedestrian lights need to be coordinated so people can walk through the intersection at the same time
321622	-----	This prominent Uptown intersection is designed for vehicles only.
321622	-----	This prominent Uptown intersection is designed for vehicles only.
321622	-----	This is a designated bicycle lane, yet the city allows parking on the street?!?
321622	-----	This is a dangerous corner for a cyclist to navigate. Cars veer right through the intersection, which cuts through the bike lane. Perhaps the pavement should be painted bright green through the intersection to illustrate that it is a bike lane?
321622	-----	This pedestrian bridge is awful. If we want people to walk, we have to make the walking environment more inviting.
321630	-----	The city centre should be more bike friendly.
321658	Cycling Improvement	-----
321686	Cycling Improvement	I live uptown and would love a cycling route to go get groceries at Costco. I feel like it's such a waste to drive, but I buy too many groceries for a bus... If I could have a safe route to bring a small trailer on my bike out east, I would be happy.
321686	Walking Improvement	Prince William is the ultimate candidate for a "pedestrian only" route in the summer. I know it was speculated, and many people we're very excited about it. The road is a glorified parking lot, the uptown is not large, it would not cripple vehicle navigability uptown to close the street down for a while. Allowing vendors, markets, food trucks etc on sundays. would bring more faces uptown more regularly.
321707	Cycling Improvement	Would be great to have more cycling lanes in this area and leading to UNB as well as Rockwood.
321707	Cycling Improvement	Lower cove loop lanes attached to harbour passage.
321805	-----	There are beautiful walking trails here as well wells cycling but they are not maintained by the city or part part of the Passage
321840	-----	Dangerous intersection for pedestrians and cyclists, especially in winter.
321855	-----	Make it safe to cycle this route to the hospital/university from uptown! Right now this route is unsafe for cycling at almost any time of the day.
321855	-----	I want to be able to cycle from uptown to the hospital via this lovely route.

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
321914	-----	Simms corner is not good for bikes and pedestrians.
321964	-----	Safe cycling route into city.
321964	-----	Safe walking/cycling
321998	-----	Lanes for biking, parking for bikes
322131	-----	sidewalks on both sides, bike/walking lanes on the road towards the nature park
322181	Walking Improvement	There's really no infrastructure for walking/cycling on the East Side. Great if you're a driver - but otherwise not very condusive.
322214	Cycling Improvement	Uptown
322228	-----	crosswalks are needed or no well marked
322254	-----	Basically, cycling everywhere needs to be improved: proper cycle paths need to be built between different areas of the city (uptown, east side, west side, north end, university) The harbour passage is a great idea, and could be further extended to encourage walking.
322269	Walking Improvement	Why is the giant new empty parking garage not connected to the pedway yet? Ridiculous
322274	-----	More crosswalks on Bayside Drive please.
322326	Walking Improvement	There are no easy or convenient or safe methods to cross over the highway to reach the north and south ends. It is a barrier to active transportation.
322326	Cycling Improvement	There are no easy or convenient or safe methods to cross over the highway to reach the north and south ends. It is a barrier to active transportation.
322326	Cycling Improvement	Better linkages are required from / to the West Side. Bicycle and walking lanes on / under the Harbour Bridge could be a possibility, as could a ferry taxi service, similar to that in Halifax & Dartmouth.
322326	Walking Improvement	Union Street is a barrier to development to the north. It is also difficult to cross for pedestrians and cyclists. City Road, Station Street, and Crown Street should be preferred for circling around the southern peninsula and the scale of Union Street be brought back to a local street context to reestablish many of the businesses and residences that used to exist there before we allowed it to become a "traffic sewer."
322339	Cycling Improvement	-----
322369	-----	Walking or cycling trials along Marsh Creek
322377	Cycling Improvement	Dangerous for walking and cycling
322380	-----	Missing sidewalk from Hitachi to manawagonish
322380	-----	Missing bike lane to allow Gault road to uptown bike commute
322396	-----	Biking from west side to Harbour passage is dangerous from Simms corner onward. I do not feel safe using the road on my bicycle due to traffic speed and condition of the roadway. Wide Bike lanes might help.
322401	-----	Sidewalks need work. More bike lanes added
322401	-----	Bike lanes perhaps need to be repainted or added. Only part of Sommerset Street.
322430	Cycling Improvement	Bike route to hospital/campus
322430	Walking Improvement	Grannan/Prince William walking street only.
322504	-----	Harbour Bridge
322513	-----	Speed of traffic and no sidewalks where the bus stops on one side of the road make me less likely to walk to my errands on this road
322513	-----	Cycling is hazardous just about anywhere in uptown Saint John. Lack of proper bike lanesc ombined with drivers' unwillingness or lack of ability/awareness to share the road makes me feel like cycling means taking my life in my hands.
322524	-----	Loch Lomond is a pain to walk down, due to sidewalks not always being where they should
323170	-----	Multi use trail from Rothesay/quispamsis to saint john
323183	-----	Need better pedestrian markings. Lots of pedestrians, hard to cross by times.
323183	-----	No room for cyclist. Scary.
323183	-----	Lafarge and spectrum are routinely leaving a mess of gravel in the bike lane.
323183	-----	Avant garde leaving lots of gravel and concrete barricades in the bike lane.
323242	Cycling Improvement	Decrease I street parking to make room for bike lanes
323242	Cycling Improvement	Dedicated bike lanes
323259	-----	more funding to develop cycling at rockwood park
323259	-----	dedicated bike lanes for cycling to work, enforce no parking in bike lanes
323259	-----	places to lock up valuable bikes when cycling uptown to commercial retail sites
323281	-----	We need a corridor from the Valley to the City
323285	-----	Better lighting to make pedestrian bridge safer
323296	-----	The pedestrian walkway does not feel safe to use, especially at night. Better lighting, and on the side next to the colonial inn people frequently do drugs and hang out under the bridge.
323303	-----	It is hard to walk to the shopping areas in the east.
323375	Walking Improvement	Sidewalks need to be maintained and kept snow and ice free in the winter.
323497	-----	Great place for walking and cycling. Dogs are not always leashed on single track pathes, riders sometimes get bitten. City should do more to promote the park as a mountain bike destination.
323499	-----	Bike rentals? and drop off points

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
323499	-----	More control over pedestrian traffic with lights to insure vehicle movement is efficient alon King street. Look at Barcelona and their blvds and crosswalks. Amazing
323504	-----	Let's connect the communities.
323523	-----	Crosswalk lights
323576	-----	Not enough crosswalks or cycling routes on Rothesay Avenue
323576	-----	Dangerous intersection to cross even with traffic lights
323606	-----	reversing falls brige/simms corner need to be more pedestrian/cycling friendly
323606	-----	courtenay bay causeay area needs to be a lot freindlier to pedestrians
323614	-----	More bike lanes in the Uptown area as well as signs to look-out for cyclists.
323662	-----	all city roads should be built with cycling lanes
323926	-----	No sidewalks East towards Red Head means I can't leave my house and go for a walk.
323984	-----	No bike lanes on Union
323984	-----	Sidewalks end as you go on to McDonald street
323984	-----	This is a nightmare to get from Rothesay Avenue to the old rothesay road both by walking and cycling
324144	-----	Technical mountain bike trails in this area would be a nice compliment to the other recreational developments here
324158	-----	lots of land out east that could be made into biking and walking trails. Similar to the Res.
324167	-----	Harbour Passage should be lengthened and improved
324167	-----	There should be dedicated cycling lanes from the West-Side, Millidgeville, and the East Side to Uptown
324297	-----	This is a scary spot for cycling. Driving is bad enough if you aren't familiar with the spot. I vote for a round about!
324297	-----	There really isn't a safe bike lane due to trucking traffic and debris. An entirely separate walking and bike path would be great!
324791	Walking Improvement	City streets and roads are in terrible shape and pose a risk of damage to vehicles and injury to pedestrians.
325080	Walking Improvement	you take your life in your hands any time you try to cross rothesay ave. there are no crosswalks except by where the traffic lights are.
325241	-----	Too many transport trucks I wouldn't drive a bike too dangerous
325256	Walking Improvement	Need more side walks
325321	-----	Bike lanes and sidewalks needed on Bay Road
325321	-----	Painted bike lane needs to be added to the other side on the other side of Manawagonish Road.
325413	-----	Developing randolf island similar to the Irving nature park would be awesome...
326070	-----	harbour passage should incompass the whole city...what happened I thought this was the plan.
326077	-----	Make residential areas within biking distance to commercial areas connected with trials. The hills make it a challenge, but shouldn't be impossible.
326141	-----	Ellerdale and area Community Organization (E.C.O.) is trying to create a mini Irving nature park with help of city and sponsors Multi purpose trails with benches Bbq picnic area with washrooms and garbages Priority one community garden for our area A memorial tree park
326141	-----	Its a huge risk walking between these to malls .. I have almost been hit 10 times
326175	-----	cars cant see the cross walk coming around the corner they don't stop
326297	-----	Connect Lower West to uptown besides the Reversing Falls bridge.
326314	-----	Rothesay Ave. needs a cycling lane or wider shoulders, or an alternative.
326314	-----	This is the main access point to Rockwood Park from the uptown by bike, and it's a busy overpass with no cycle lane or shoulders. Access needed.
326369	-----	Walking is fine in local areas ie just uptown, or just north or just westside, but there is little to no set-up (other than the passage trail) between these areas. I once walked from the north end to mcallister place (this is not a joke), I had to pass a lot of areas that were not suitable for pedestrians at all (ie, bridges, roads with fast moving vehicles and passes).
326369	-----	The east side is deceiving. It is flatter and it seems like there are more side walks for pedestrians. However it is not intuitive. For example, I was at Canadian Tire off of Westmorland Rd and I wanted to get to Costco. It really would have been a short walk if there was a walk way or stairs right next to Canadian Tire or Kent that leads straight up to Costco, however there is not. In order to get there safely, I would've had to take the long route up Westmorland and then onto Retail Dr (which by the way also has no sidewalk). A lot of time is wasted this round-about way - so unfortunately I did opt for less safe option and climbed up the rocks behind Canadian Tire/Kent to get to Costco quicker.

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
326369	-----	In general, for a shopping area, pedestrian walkways or passages are not intuitive and unsafe (with vehicles trying to get in and out), especially Value Village Area and Walkmart area.
326479	-----	we need more of this in the older part of the city. Like up Town.
326546	-----	We know that most services - health, education, childcare, etc. - are located along the north/south corridor of the city. This is also where there is a high concentration of people living in poverty, who need active transportation options. This corridor area should be prioritized over east-west for active transportation development.
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326580	-----	Little river reservoir has a great walking trail but could use some bicycle minded trails in the wooded areas
326707	Walking Improvement	Loch Lomond road has a sidewalk on the lesser populated side of the street. For those living off of loch Lomond, even into Highmeadow, there is no safe place along Loch Lomond Road to walk to get into the subdivision, leaving pedestrians to walk into oncoming traffic. For example, the sidewalk runs along the Champlain Heights side of Loch Lomond Road, yet people needing to get up Garnett have no safe way to get there as there is no crosswalk in the middle of the street, nor a sidewalk on the correct side of the street. This was horrendously hazardous over the winter.
326724	Walking Improvement	There are not place to walk in this area if you want to walk or cycling, not connection with other areas.
326724	-----	There are not correct place to help us to cross this bridge to connect the beautiful street with marigolds
326766	-----	The ability to walk or cycle to Grand Bay from Saint John without the fear of being hit by traffic
326766	-----	The ability to walk or cycle to Grand Bay from Saint John without the fear of being hit by traffic
326766	-----	The ability to walk or cycle to Grand Bay from Saint John without the fear of being hit by traffic
326774	-----	Except for the gardeners, Harbour Passage feels like it was built and abandoned.
326778	-----	Being able to cross the bridge via bike and walking
326779	-----	most sidewalks are terrible, road has had some paving done, there are no safe cycling areas
326779	-----	harbour passage is fanatic and needs to expand to outlying areas
326779	-----	would be a great area to develop day trip destination for walkers and cyclers
326779	-----	develop cycling routes to encourage commuters to bike instead of use their car
326781	Walking Improvement	-----
326790	-----	Sidewalks on lower west side are terrible, and need improvement
326793	-----	There is really no green space or walking or cycling that is safe or available on the near-east side.
326793	-----	it is often impassible in the winter to walk this route uptown
326806	-----	We need to make the causeway safer and more efficient for walking and cycling.
326817	-----	I would like to see extensions of Harbour Passage into priority neighbourhoods. I think this could be done in very imaginative ways. Team neighbourhood groups with artists, engineers, planners to create more walking and biking throughout city neighbourhoods.
326817	-----	I know we don't quite have the population to support this, but it would be great to see a ferry again connecting lower westside with uptown.
326832	-----	Need cross walk lights. Very busy with traffic from & to hospital /UNB as well as Millidgeville
326846	-----	Need a cross-walk halfway
326847	-----	Would like to see more direct active movement routes from the Uptown and West Side to Millidgeville - especially the University and hospital area
326884	-----	Not safe for kids walking to school from Cedarwood neighbourhood
326923	Walking Improvement	-----
326973	-----	It would be wonderful if there was a walking/cycling trail that went from Quispamsis and Rothesay into Saint John without having to use the McKay highway
326973	-----	Both walking and cycling between all areas of Saint John must be improved so that one can potentially walk or cycle anywhere throughout the city.

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
327203	-----	Crosswalks are not marked well enough in the core of the city (not to mention elsewhere), and as a partial consequence, vehicular traffic is far too fast, and the drivers don't pay enough attention.
327203	-----	The Harbour Passage is a great alternative to the overbuilt (but entirely unfriendly to pedestrians and cyclists) road connection between Uptown and the North End. Support for the existing cycling lane, and extension would be a big improvement.
327315	Walking Improvement	Keep sidewalks clear in winter. Last winter was exceptional. But the winter before I also struggled walking from superstore to Brunswick square due to sidewalk conditions.
327316	-----	Crosswalk should be painted and have a crosswalk sign above the street as this is the main cross for foot traffic that use transit going to and from the hospitals
327321	Walking Improvement	more cross walks to get to the other side of the busy street
327497	-----	It is very tricky/unsafe to be able to walk to the shops at landsdown from the uptown due to the traffic patterns and speed
327497	-----	It is really tricky/unsafe to walk to the superstore from the uptowm
327497	-----	Rothesay Ave is not the friendliest area to walk or bike due to the main entrances and traffic. People driving are under pressure when wanting to turn into a shop to have to beat on comming traffic
327497	-----	There seems to be a disconnect from metcalf st to churchill blvd bike lanes also it doesn't seem that the biklanes provide enough safety from vehicular traffic
327497	-----	It appears that there is no great pedestrian nor biking paths to get across to the west side
327518	-----	I do not feel safe bring my bike from home in the north end to my office uptown during the work days.
327518	-----	It seems like zero effort is made to keep the bike lane clear of debris. There is still sand from thevwinter here.
327654	-----	More lights for sidewalks.
327654	-----	Crossing signals
327654	-----	Cross signals/lights for pedestrians travelling on Westmorland
327662	Walking Improvement	Both, really. Harbour Passage should stretch around Ocean Steel, not veer onto the road. The emissions and noise from cars makes me stop and turn around as the passage moves to the sidewalk here; I find it alarmingly loud and for those with breathing issues, the traffic is detrimental.
327662	Walking Improvement	Consider Charlottetown's waterfront: it is one long boardwalk that is frequented by tourists and residents alike, keeping the downtown area vibrant into the night.
327900	Cycling Improvement	Needs biking lane
327900	Cycling Improvement	Needs biking lane
327900	Cycling Improvement	Needs biking lane
327900	Cycling Improvement	Needs biking lane.
327980	-----	I cycle in this area for recreation. I havefound new area recently as i do not feel safe and would not let my family cycle here.
327980	-----	Safe cycling from west to uptown....good at harbour passage, dangerous at Simms corner. Also. Crosswalks at Simms are blind to drivers. I a afraid I may hit pedestrian on a regular basis
327980	-----	This is a car zone. Down right horrible for walking and cycling. I find it rather ugly as well..
328044	-----	where bycyles shoud be used not on sidewalks
328271	-----	Off street Cycling trails to get you from uptown to the valley.
328357	-----	Utilize the waterfront
328367	-----	Walking & cycling improvements required. No marked bike lanes & crosswalk on blind turn @ Simms corner
328367	-----	Walking & bike lanes connecting west to uptown via harbour passage
328369	Walking Improvement	Main street and the Throughway create barriers to walking from the North End to Uptown
328369	Walking Improvement	Treacherous spot - many pedestrians, but cars are speeding near the Tim Horton's and old liquor store site.
328369	Walking Improvement	Streets are not cleared or are too narrow in the winter. Walking is impossible.
328393	-----	all over uptown
328435	Cycling Improvement	More cycling lanes uptown!
328435	Cycling Improvement	More cycling-friendly road markings for reversing falls bridge, as it's only way to west side on a bicycle.
328435	Cycling Improvement	I'd like to see a dedicated bike lane up to Rockwood park that could connect to an uptown network. This would connect green spaces to the uptown.
328447	-----	Rothesay Ave. is a key corridor for walkers and cyclists. I suggest dedicating an entire lane for two way cycling traffic. Cut the driving lanes down to three.
328447	-----	Create a cycle path connecting Millenium Drive to Rothesay Ave. Large numbers of Valley residents would begin cycling to work. The entire region would benefit by attracting people that value a lifestyle made possible by active transportation.
328678	Walking Improvement	Icy sidewalks are impassible in the winter.

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
328678	Walking Improvement	"Smoker's Alley" on nice days, dozens of smokers are loitering here. Looks and smells terrible, makes a mess
328679	-----	Overall, the sidewalks are in pretty good shape.
328705	-----	Gault Road and Bay Street. They need sidewalks and biking lanes. They are very narrow with lots of traffic
328745	-----	Main St. W is a suicide run.
328745	-----	Simms Corner. Even getting off the bike and walking/crossing is dangerous. So I just hog the car lane and rip through (eastbound) at about 40km/hr! Westbound too dangerous on road, so ride the sidewalk, or sometimes through Irving Paper property....all illegal, I think. But I am still alive!
328745	-----	Sobeys mall complex...Cycle here? Are you kidding? Sidewalk safer, but opens the potential for someone hiting you at a driveway.
328745	-----	Cycling here...are you nuts? Not sure how to safely get out of WalMart West while cycling.. Parking lot shortcuts, maybe?
328745	-----	Heading to Fort Howe appts...road is rough and dangerous. Roll the bike on sidewalk, I guess...should have just walked...or driven!
328745	-----	Somerset overpass: Road too dangerous. So it boils down to dodging pedestrians while cycling.
328745	-----	This is a good idea....just put some money into it. It's too narrow, full of weeds and not at all inviting.
328824	-----	travelling to the Kingston Penn. is very dangerous
328893	-----	Close this block of Prince William to traffic.
329035	-----	Cycling lanes to travel to uptown
329035	-----	Cycling lanes to travel in the uptown area
329056	-----	narrow to one lane and create green area and extension of Harbour Passage. It would slow east bound traffic and make walking/cycling safer.
329466	-----	Need more well kept bike lanes. Shoulder of roads are quite wide but often are full of gravel which makes biking dangerous.
329562	-----	Highway 1 splits the City down the middle. It should have been built north of the City. The highway crossings are not condusive to walking or cycling. Very poor environment for active transportation
329562	-----	poor markings for crosswalks and sidewalks in the Main Street area. not always accessible. sidewalks are not cleared getting off of the harbour passage to go to North End (via simonds street) so need to walk on road. City needs to do a better job making city accessible, there was once a sidewalk repair happening on Main Street and pedestrians were forced to walk on the grass as a detour, but there was no provisions in place for wheelchairs (terrible).
329562	-----	Bike boxes NOT visible at all. Should be completed painted either blue or green instead of simple white markings that currently exist.
329562	-----	bike lane dangerous at the entrance to the Larsens pit here (often large gravel, rocks all over road)
329562	-----	no walking or cycling allowed on harbour bridge. There should be a seperate deck added to the site for an AT lane.
329562	Cycling Improvement	Very dangerous to cycle through Simms Corner
329562	-----	This interchange should never have been built..
329713	-----	Biking lanes both sides of street with infrastructure to support cycling through Main St west to Hospital or downtown. Very dangerous to cycle 3-5 pm...so much so that I don't cycle to work
329713	-----	Very difficult to bike through this area with parking both sides of street.
329713	-----	Too narrow to bike safely during traffic times..there is no where to 'move over' on road
329713	-----	Would be so awesome to have actual cycling lanes separate from traffic in this city. To be ABle to move freely through main sections of west, north, south and east Saint John ..with secure areas to park your bike . Bikes are expensive...be nice to have secure areas in parking garages near booth monitored by saff and places to chain your bikes outside of business's
329726	-----	Dangerous to bike around reversing falls
330430	-----	Are you serious? Is there anyone working for the city of SJ that can figure this out. 1. Start by hiring qualified people. Lets ask the people approach because we don't have clue of what we are doing is frankly rediculous
330539	-----	Why not consider pedestrian only streets? This section of Charlotte Street would be ideal.
331104	-----	more walking trails in the westside
331805	-----	Continue with next phase of harbour passage development
331805	-----	Create and/or improve connectivity between neighbourhoods and Rockwood park.
331805	-----	Promote Tin can beach improve access.
331905	-----	Harbour passage extension?
332519	Walking or cycling improvement at this location	Improve both. The best cities have walkable or cycle trails connecting the whole city. Expand harbour passage and Boardwalk
332519	Cycling Improvement	See walking comment

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
332535	-----	Need to prevent ATV use on the trail
332535	Walking Improvement	No sidewalk on this section of the Trans Canada Trail. Makes walking very dangerious
332535	-----	Need a trail to partridge island
332535	-----	Need to reopen trail from city line to Sandy Cove Rd
332535	-----	Need to stop ATV use on this part of the NB trail system
332554	-----	bike lanes within uptown
332717	-----	Needs lanes
332717	-----	Needs lanes
332717	-----	Needs to be widend and needs lanes this would provide a great scenic route between st john and Grand Bay-Westfield
332753	-----	Proper cycling lanes to promote safe commuting
332753	-----	Proper cycling lanes to promote commuting and recreational cycling
332753	-----	Proper cycling lanes to promote safe commuting, recreational cycling and walking
332774	-----	I would like to see cycling lanes on Rothesay Avenue. It would appear that road is wide enough although narrower lanes may result in a lower maximum seems reasonable.
332775	-----	cycling out in Lorneville is lovely but the shoulders should be wider to allow safer sharing of the road with truck traffic in the industrial park
332775	-----	cycling path indicator should be included and pavement improved on reversing falls bridge. It's the only cycling connection between east and west
332775	-----	Manawagonish - keep cycling lane clean and painted and ticket cars that park in bike lane
332775	-----	douglas ave - keep bike lane clean and painted and ticket cars that park in bike lane
332787	Cycling Improvement	Rothesay Ave. is an obvious thoroughfare to connect East and Uptown. Making it cycling-friendly would improve the livability of the East side to those working or wishing to recreate in Uptown/Rockwood.
332796	-----	Need clearer/accessible methods of cyciling/walking travel to negotiate the end of rothesay avenue with Renforth
332796	-----	Shoulders for cycling walking on Samuel Davis - easier access to UNBSJ/HOSPITAL
332796	-----	shoulders fosters thurston to accomodate walking and cycling
332796	-----	dedicated bike lanes heading west
332796	-----	improved safety and shoulders for Loch Lomond - this should be a safe and accessible bike route. It is not primarily due to safety concerns and motorist speeding
332796	-----	improved safety and secure bike lanes on Rothesay ave
332804	-----	If at all possible, Harbour Passage should be extended.
332804	-----	If at all possible, Harbour Passage should be extended.
332804	-----	The bike lanes on Millidge/University/Churchill are a great start. Link up more streets and locations where it is possible to bike in devoted lanes, and you'll get more people using them!
332806	Cycling Improvement	-----
332816	Walking Improvement	I think it would be a great idea to turn some of, or part of some uptown streets into walking only pathways, even if it's only for a short period of time.
332832	-----	southend should be circled and is possible get a family friendly route to rockwood
332832	-----	this could be a better route
332832	-----	This may be best example of not considering bikes when building the accessibility to a park. If one cycles on the street, especially if you have children in a trailer there is no room on street.
332835	-----	The city should promote cycling and walking for its residents, but there are also great opportunities to promote seeing the city this way for tourists.
332843	-----	reduce street width
332843	-----	better access over throughway
332867	-----	Really hard/awkward to cross The street here
332867	-----	Crossing The street here as a pedestrian is like playing a game of frogger
332867	Walking Improvement	"Sidewalks" could use some work.
332867	Walking Improvement	Hard to cross and stay on sidewalk (walking)
332873	-----	why are there no cycling paths in or out of the uptown area?
332873	-----	there needs to be cycling lanes and public awareness of cycling rights and rules as most citizens don't understand to give space or that a bike should be on the road
332969	-----	It would great to have bike lanes or better room for runners/walkers along Loch Lomond Road.
332973	-----	NEED bike lanes throughout the city desperately. Segregated lanes as much as possible.
332973	-----	need bike lanes
332996	Walking Improvement	Golden Mile needs completely redone to bring all types of traffic to the area.
332996	Walking Improvement	I think it would be fantastic to link the uptown with the west side if anything could ever be done to create a walking path across/underneath the harbour bridge.
333187	-----	I don't like walking across this pedestrian bridge. I feel like I am in jail. Can we green it up or make it look nicer?
333287	-----	Need separate bike lane from road. Like in Europe. Need to have from KV to city centre an UNB. Would encourage many to bike without fear of traffic.

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
333287	-----	Need bike lanes separate from roads. They get full of debris and a white line won't stop cars from hitting you. Many too nervous to bike in traffic.
333302	Walking Improvement	-----
333338	-----	Would love to be able to walk or cycle uptown via Habour Bridge
334987	Walking Improvement	Fix the sidewalk so that it doesn't cut off!
334987	-----	Harbour passage should continue and go all the way up Crown street and connect with Rockwood park
335370	-----	Please keep lanes swept clean of debris. Its a well used cycling and walking area. Winter walking is treacherous!
335416	-----	no sidewalks
335416	-----	no sidewalks or bikelanes
335562	-----	Sidewalk dissapears for 200 meters or so then starts up again. Should be continuous.
335627	Walking Improvement	Install sidewalk connecting gault road sidewalk at hitachi drive to manawagonish road
336045	-----	Walking areas need to be maintained in all seasons. Parks such as the Reservoir East. Not open for winter walking, cross country skiing, etc. No garbage cans so people drop &polite the trail. No benches or rest stops periodically so seniors can stop to rest as they try to keep mobile and healthy. I find the cycling lanes are dangerous, more so the bikers are dangerous as the lanes seem too narrow for them to stay in them and they weave out.
336237	Walking Improvement	Pedestrian crossing is unsafe at this intersection.
336590	-----	ACAP Saint John's Marsh Line trail along Marsh Creek need development for better off-street cycling and walking linkages.
336865	-----	More obvious cycle lanes for those who wish to cycle to work.
336867	-----	Would love to see a bike lane here. Its so flat and perfect for cycling to get to the Mcallister Mall but it feels dangerous because of fast moving traffic. Drivers in the City don't seem to know how to drive around cyclists which makes me nervous. Walking along Rothesay Ave is also unpleasant because you are so close to traffic.
336867	-----	There is no way across the highway on a bike or by foot for soooo long.
336867	-----	Have crossed under the highway at Rothesay Ave on bike and on foot but didn't feel safe either way. You have to dodge around traffic and there is no sidewalk or bike lane.
336867	Cycling Improvement	A bike lane over the bridge would be great. Its scary going uphill when traffic is moving fast around you.
337162	Cycling Improvement	Do not feel safe cycling here.
337444	-----	Better accessibility from South end to East Side; a walking trail similar to Harbour Passage
337535	Walking Improvement	This city is not walker friendly at all. In some areas the sidewalks are in terrible condition and you are forced to walk on the road. Drivers do NOT obey the rules when it comes to crosswalks either.
338227	-----	Really insufficient crosswalks, and sidewalks not swept years. Yes, years.
338227	-----	Crosswalks are good, but very close to high speed truck traffic - risky in snow and ice.
338227	-----	Why is East so pedestrian unfriendly?
338343	-----	Need a walking and cycling route that coonects uptown with the lower west. This would drive traffic to the uptown area and help revitalize the lower west
338344	-----	A more direct walking or cycling path to connect the lower west with the uptown or southend. Connecting 2 lower income areas would increase mobility and increase access to essential services.
338344	-----	Revitalize tin can beach with walking trails and informational signage. A beach in the uptown area could be a huge community builder and tourist destination.
338344	-----	Extend the harbour passage to include more of the city. And maintain the current path.
338377	-----	The area adjacent to the institutional cluster at UNB should get much higher priority for walking/biking infrastructure. In most cities, these areas are models for such infrastructure and invested in as such with payoff to the city in increased student/professional resident retention and population growth.
339572	-----	Cycling is tricky along samual davis and churchill blvd which is main route to Hospital/UNB and new Y from West side
339572	-----	Requires a crosswalk as none are available after Simms corner. Many tourist attempting from Reversing Falls
339657	-----	Navigating this series of intersections is always a bit of a wait-and-see game as a pedestrian.
339657	-----	I'd love better access as a cyclist travelling from uptown to Rockwood Park.
339657	-----	There are many vehicles on King Street parking and driving quickly. As a pedestrian, I am alarmed on a daily basis by drivers who expect me to yield to them at clearly marked pedestrian crossings. I've lived in many cities and Saint John is the only one where pedestrians tend to yield to cars instead of the reverse. This could also be an issue for tourists used to being able to freely use pedestrian crossings. There should be traffic calming measures on King Street and either an information or enforcement campaign or both to prevent drivers from cutting off pedestrians.
339657	-----	Pedestrian access to Tin Can Beach should be improved.

WALKING / CYCLING

VisitID	Walking or Cycling?	Comment
344208	-----	Sidewalks would be a huge improvement to this area. I see people walking on the washed-out shoulder of the road a great deal (going both to NBCC and to the Irving Refinery). It's just plain dangerous.
344513	-----	Old asphalt sidewalks detract from the street scape of the City. Also concrete sidewalks need to be better maintained and more capital investment.
344871	Cycling Improvement	Improve cycling connection between SJRH and UNBSJ with trails and covered bike parking.
344871	Cycling Improvement	Covered bike parking
344871	Cycling Improvement	Dedicated bike lane (buffered, or fully separate)
346386	-----	Cycle lanes needed
346386	-----	Cycle lanes needed.
346386	-----	Add cycle lanes.
346386	-----	Add cycle lanes.
350043	-----	Clear access from uptown to rockwood park via off street walking/bike paths
350043	-----	off street bike/walking paths to and from hospital/university
350043	-----	expansion of harbour passage to include old sugar refinery/tin can beach
350162	Walking Improvement	Would like to see the sidewalk on Boars Head Road finished so it connects all the way down to Woodward Avenue. It would make trying to walk around "the block" safer.
350162	Walking Improvement	Would like to see the sidewalk on McIntosh Street repaired and extended all the way from Woodward Avenue to Boars Head Road.
350162	Walking Improvement	Would like to see the path around the Boars Head Road detention pond have a better surface (paved or mulched) to allow for better walking, especially for pets. Also adding a small bridge to connect the two ends of the pathway would allow people to walk a complete circle around the area without having to walk over large rocks and jump over the water.
354462	-----	Traffic calming measures should be us sped along Union Street. Traffic moves too fast in what is a largely residential zone on one side and school on the other side. Should be more pedestrian friendly; many children and people walk Union St on any given day. It should have more a neighborhood feel instead of feeling like a four lane highway that cuts through a neighborhood and school yard.
355181	Cycling Improvement	no bike lane and people park on the street instead of their driveway.
356269	-----	Nice rural setting close to city decrease traffic
356277	-----	Would love cycling paths for travelling in and out of city. City roads between GB-W and SK are narrow with a lot of hills and blind turns
356381	-----	Be nice to have a biking trail from Saint John to hospital, downtown, east and to Valley without having to go on highway and without taking life in hands. When you try to go lays less travelled by cars or slower traffic there often are no paved shoulders
356718	-----	Main Street, the major artery in and out of the city, is not pedestrian friendly. Traffic travels too quickly, sidewalks are inadequate. Also, pedestrian bridges over the highway are not lit and dismal.
361273	-----	This area needs a sidewalk or walking trail.
364011	-----	Better walking, cycling access from Harbour passage to westside.
364011	-----	Would be great to have walking / cycling actress to drury cove area.
364028	Walking Improvement	-----
364028	Cycling Improvement	-----
364028	Cycling Improvement	-----
364028	Cycling Improvement	-----
364092	Cycling Improvement	-----
364381	-----	There is no way to walk or cycle uptown/west along the habour bridge.
364439	Walking or cycling improvement at this location	It would be nice to have a mixed use trail connecting grand bay to the centre of Saint John.
364439	-----	Extended mix use trail system across the west side.
364439	-----	Connect rockwood to the uptown via trail.
365087	-----	Beautiful nature trails in Bayshore but are unkept

LAND USE

VisitID	Comment
320386	Would be good to see water front developed for more tourism / economic growth
321459	More public access to the waterfront area, please!
321470	wharf should have buildings - that's one huge area to store some bus's and give motorcycle training courses. Build it, and they shall come.
321653	community Garden or green space
321653	Green/public space
321658	More development needed, such as boardwalks.
321721	Heritage is important but if we can find a way to balance new (not Quispamsis siding type bungalows) and old to infill some of the nice parking lots we have. Additionally, another opportunity for some land use in the core would be to purchase some of the vacant land and make them smaller children's play parks. Obviously not all vacant lots but maybe something closer to the more dense areas.
321836	Need development - wasted space for residents and visitors
321836	Could be used for a number of commercial endeavors
321836	Coast guard site - need movement on this!
321914	I'd like to see redevelopment of the lowe cove area.
321925	PORT SITE...OLDEFINERY SITE
322160	so much wasted potential
322160	so much wasted potential
322254	The Big Box mess on the East Side has not been very well thought out. It is a cement / tarmac sprawl, and very unappealing.
322254	Something needs to be done with the South End peninsula. It's prime real estate that is sitting empty.
322269	Really nice water location for a parking lot that is never used....
322274	Updated parks and acess to ocean for public and not just irving on east side of Courtenay bay causeway.
322294	Let's do it. Along with the harbour. Develop Partridge Island and make the waterfront friendly for recreational use.
322326	Land use in this area is far too car-centric. Focus needs to be placed on creative infill of parking lots to reduce massive over-supply and promote a more walk-able design.
322326	Requiring off-street parking for new construction in the Uptown prevents the Uptown from ever becoming as dense as it was even 50 years ago at the rate of development that we experience here. This could cause us to miss key densification targets and continue to promote car-based infrastructure. Parking should be market driven and, at best, be limited to a maximum -- not minimum -- amount of parking.
322377	Build something else here
322377	This place is ugly and old, fix it or tear it down.
322377	Dangerous street, fix the old non-heritage buildings or tear them down
322377	This whole street needs help, there are lanes and side streets that are closed or go nowhere. Old vacant buildings and call centers, the rink needs renovations as well, should be a high priority
322400	more beautiful gardens
322430	develop walking street with local businesses
322563	People should be being encouraged to build UP, not OUT. We need to conserve energy by more condo/townhouse living and less big suburban sprawl mansions
322608	Get Irving out of their backyards and stops driving the local residents away..
322619	Saint John is a port city... but some how has limited public access to the waterfront?
323242	Allow access to mountain bikers to build trails system
323275	Need to encourage more businesses to be up town. With jobs, and services people may be more interested to live there
323606	there should be pedestrian links from the uptown core, through the south end into other neighbourhoods. let's build a trail along courtenay bay
323662	single infill housing needed in uptown. doing a great job now on multi units, upper floors and condos etc.
324144	Great area to continue making recreational developments such as for mountain bike trails
324151	There's no point in trying to turn Millidgeville into an urban centre - it's a suburb. If you change the big lots, big trees and single family homes into apartments, etc., people will move elsewhere.
324622	Need more green space with less traffic, most parks are surrounded by busy streets uptown.

LAND USE

VisitID	Comment
325241	More parks no industry in Red Head! Prime tourist area.
325428	Seaside Park is now so overgrown and underutilized. Beautiful spot.
325573	There are too many empty lots filled with trash in the lower cove.
326077	There is lots of development land east. some needs better access roads, zoning and incentives to get it developed. Again lets look to those areas in the province that are successful and follow their lead, for example why are people moving to Quispamsis and Rothesay.
326077	Encourage developers to tear down some of the old buildings, and build structures people want to live in. Don't let history hold us back.
326077	Encourage development to encroach on the park. Its a great space that is underutilized, People living near the part, and development to make it a destination should all help.
326141	For E.C.O.'s project
326314	Tin Can Beach Access. Some sort of pedestrian infrastructure. At the very least, some nice views can be had from here.
326369	I understand this is a shopping area, but it would really be nice to have some greenery. Makes the place look less industrial and "cold" (unwelcoming). A little greenery and place to "sit awhile" could probably retain people to stick around the area and maybe shop more?!
326707	More green space needed.
326724	I think is a really nice spot to change for a good and nice trials for walking and cycling
326774	Increased residential density preferable to suburban sprawl.
326778	Maintain access to tin can beach
326817	Rerurn to residential, commercial, green space mixed us along Main St.
326817	Need higher density, mixed use on southern peninsula.
326846	Keep Little River Rez maintained. It's a lovely spot with a great foot trail
326846	Keep Rockwood Park maintained
326846	Events in this location mean a lot to citizens of Saint John
326846	Events in this location mean a lot to citizens of Saint John... I know I was excited to hear that it was being fixed up
326846	Events in this location mean a lot to citizens of Saint John. It was exciting to see musicians climb up into the band-stand on Canada Day and knowing that they wouldn't fall through.
326847	Reduce the number or vacant areas and stop converting them into parking lots that are not needed! Have people park on the outskirts of the downtown area and walk - better for health!
326850	more business needs to be spread out over the city not just east Saint John
327109	Why wasn't a right lane to Rothesay Ave from Ashburn Lake Rd installed especially when the corner property was for sale for many years.
327109	Should be a right turn lane from Consumer Dr to Westmorland Rd.
327143	surface condition
327497	Without good connections from the uptown the land at the end of the penisula could be able to serve the Uptown/South End Better
327554	With the potential construction of a new school near this site I think it would be prudent to reevaluate this site for minimal upgrades with a focus on safety.
327662	Clean up Tin Can Beach and allow residents access to the water of which they can be proud.
327662	Sidewalks!
327662	I used to love sitting at Pugsley Park to read. Now residents are banned from the waterfront, essentially. Please allow residents to enjoy the area by removing the chain-link fencing which surrounds the area near the cruise ship terminals.
327862	Too. Many. Parking. Lots.
327900	Road in needs to be paved and this area needs to be turned into a small park with easy access and benches. Great spot to watch sunrises. Possible name.. Sunrise Park.
327980	I think the nature park is fantastic. The Irving have done a good thing with this. I assume there is a benefit to the company. I hope it is fair and not too fair. Are there opportunities for similar developments with other major industrial users? Ie moosehead or others?
328044	using land for new construction of highways be sure not to interfere with uptown parks and areas
328271	More developed entrances to Rockwood park trails at the Zoo entrance and Dark lake road
328357	green space

LAND USE

VisitID	Comment
328367	Developing green space along the water is appealing for the cruise ship passengers
328369	Untapped recreational opportunities near RKYC and along the river at this point.
328396	People priority over business and commercial use. Should be seamless integration - council / staff does not favorite citizens; favours imaginary business interests.
328435	Green space here, please!
328435	Disappointing that city decided to turn this area into parking for JDI. Poor planning - our uptown needs density, not more parking.
328435	Stop issuing permits for surface parking lots. There is PLENTY of parking uptown - those who complain about it will never be happy until there is parking available directly in front of each business they wish to visit - that doesn't seem feasible.
328679	Again, not specific to this location but to the uptown in general. We need more garbage cans and better collection of garbage. Better enforcement of garbage days (i.e. don't put your garbage out on the weekend when pickup is Tuesday). Walking back and forth to work every day is sometimes depressing because of all the garbage on the street corners, etc. Fill in/clean up empty lots. Great job on the flower beds and pots around town, good job on fixing up Queen Square!
328679	Street vendors!! Food trucks!! Especially in the uptown areas, Friday afternoon/evenings.
328703	I don't want to give up good or potential store/living space for parking.
328703	Too many vacant buildings to justify erecting new ones.
328821	What is going on with the Reversing Falls building?
329466	More green space uptown or along the water. A place to picnic or play catch or Frisbee
329562	bike lane not maintained (swept)
329726	A lot of land that does not have a purpose nor is attractive to look at
330430	Smells like poop here.
330430	To the Irvings, ever hear of vapour capturing technology. Stop spewing benzene all over the city.
330430	Like othe civilised city stop refiningthe worst grade of crude oil at the cost of high sulfer levers in the lungs of people in the area. Other cities wold not allow this. Go to Quebec city for example to one odour coming out of that refinery
330430	I hope we've started to treat our waste water by now....Is the new system working yet?
330430	Beautiful waterfront with no access. Hello SJ rezoning! Prime taxable land
330430	All of this gren area is prime taxable land? how much money the city is getting from this?
331905	Tin can beach... need I say more?
331905	Would love to see a vibrant union street again! It appears to have once been very prosperous
332519	Utilize available land to create common areas for exercising and socializing. Create cultural centres uptown and build the multiplex arena at EPR.
332787	Continuing to allow Historica and the like to re-develop delapidated Uptown and South End properties seems like a great plan (barring monopoly issues). A revitalize and gentrified (I know, I know, four-letter word...) would do wonders for Uptown living. Myself and many friends were driven out thanks to non-community-minded neighbours. Having residents invested in their own Uptown community (personally embodying the 'Uptown living' mantra) would be a great improvement. I know it takes time, but I think it would be great to have the Uptown be just as attractive to DINKs and yuppies and Rothesay has become.
332804	Efforts should be made in an attempt to bring business back to the uptown core rather than a growing the sprawling strip mall Eastern shopping district
332804	Efforts should be made in an attempt to bring business back to the uptown core rather than a growing the sprawling strip mall Eastern shopping district. The uptown of our city is a beautiful place and it is a HUGE shame that we under-utilize it. It should be crawling with walkers and shoppers on the weekend, but it is often a complete ghost town
332804	There is a huge amount of prime real estate that has sat vacant far too long at the old sugar refinery site (beyond the new cruise terminal). Efforts should be made to attract business or some form of mixed-use development. Bring more amenities uptown and we could revitalize it!

LAND USE

VisitID	Comment
332804	There is a huge amount of prime real estate that has sat vacant far too long at the pier (currently used sparingly as a 3rd cruise ship berth and for motorcycle testing). Efforts should be made to attract business or some form of mixed-use development. Bring more amenities uptown and we could revitalize it!
332804	There have been a number of wonderful proposals for the coast gaurd site. Efforts should be made to attract business or some form of mixed-use development. Bring more amenities uptown and we could revitalize it!
332832	open up the waterfront for people, tin can beach should be accessible.
332835	Development of the waterfront would promote physical activity and I believe would also greatly increase tourism and business opportunities.
332843	Promote infill projects
332996	This area should be better incorporated into trail systems connecting to harbour passage and into douglas ave and the old north end.
332996	The area of the old sugar refinery is an eyesore in a location that should be a beacon for saint john, especially with the increased cruise ships this is the first thing they see.
332996	Main street is a very uninviting location that should be a main corridor. Marigolds brighten it up but you don't have to look too far to see a run down area.
333235	restore rather than rebuild
333287	Need more green space here. So much commercial and not pleasant. May help reduce poor air quality.
333837	Garbage bins for all ocean public access would help keeping our beached cleaner.
333912	So many places to hike and mountain bike
333994	Build something on these vacant lots in the uptown area.
334987	More green spaces and parks for people to meet and be outside. Doesn't have to be fancy.
334987	make sure Tin Can Beach continues to be accessible to the community, or becomes more accessible!
335416	Lack of walkable commercial area
335562	Innappropriate place for light industrial uses.
336590	Courtenay Bay Forebay should be redeveloped into off-street trails, wetland green space and mixed use developments.
336721	Build a community based area that includes street scapes that include Bistros, dress shops business community where people can live wrk and enjoy their Main Street!!! Character is needed the street is dead
336867	Uptown needs more mixed use and some attention in the residential areas (street trees and filling in vacant lots) to make it a more desirable area to live in.
336867	Less industrial uses Uptown would make it a more desirable place to live. These rail tracks would be a fantastic place for an active transit route. Industry is important but heavy industry doesn't belong on the Peninsula.
337444	Protection and restoration of natural habitats within the city, such as Marsh Creek and Tin Can Beach
337820	Traffic Circle
337820	Traffic Circle
337820	Play Ground area too out of the way, not light properly
338227	Potentially attractive green spaces littered with legal and illegal temporary and disposable signage.
338227	Potentially attractive green spaces littered with legal and illegal temporary and disposable signage.
338377	A public park area on west University Ave would help create a people friendly theme to the UNB institutional area.
339572	Would like to see land tax subsidizing to promote business in the uptown area. Empty and boarded up buildings is bad for the image of the city
344208	A large parcel of land was clear-cut and then the developer changed their plans and left it abandoned. It is now occasionally being used as a place to dump garbage. Please do whatever is necessary to continue the development of this property and build residential housing.
350043	University should be closer to city center or any expansions encouraged to be located centrally
350043	limit overnight use of metal shredder due to noise levels
350043	Why approve planSJ AND a totally contradictory parking lot on elliot row? Nothing is a better than a parking lot in my opinion
354462	More green space near water
354462	There should be more events along Harbour Passage. Whether it be kite flying festival in the large field, frisbee competition or music at the water's edge, more people would be drawn to the area.

LAND USE

VisitID	Comment
356295	Lantic Sugar could be a mixed use space - industry and trails or grass
364011	Waterfront could be so much better. Would love to see public skating rink, fields where long wharf is now. What a waste of valuable space.
364921	I believe strongly that the city did not support the proposed expansion of the NBM. I do not think that the city should have given the Fall's restaurant property over to a private investor. The city should have followed through with their original plans to tear it down.
365087	Grow food...not grass...use water collection tanks for the gardens...incorporate in the learning curriculum with the schools in the area! Greenhouse...

APPENDIX 3 - Household Travel Survey Analysis

Move SJ Household Travel Survey (April 17, 2015)

The following is an outline for the proposed questions for the MoveSJ Household Travel Survey. The wording of the survey will change to accommodate the survey data collection tool.

Introduction

- Introduction and background
- purpose of survey
- ask to speak to the person in the household most familiar with trips made by household members

Household Information

H.1 What is your home address?

H.2 How many people live in your household? (Include all persons living in household on day of survey, but do not include persons living in a separate apartment within the building and do not include visitors, even if visiting for a long time. Children in joint custody should be included if living in household on the day of the survey.)

Show H.2b if H.2>1

H.2b. To make it easy to refer to the other people in your household, could you please tell me the first name or initials of each person?

H.3 How many vehicles are available to the members of your household for personal use? Please include vehicles owned by employers which can be used by household members for personal travel. Please do not include recreational vehicles or motorcycles/scooters.)

Person Information (for all members of household, including children)

I am now going to ask you a few questions about yourself:

P.1 What is your age?
(allow Don't know/refuse (do not read))

Ask if P.1 = refuse to answer

P.1b Could you please tell me which of the following ranges your age falls into? (read list)

a. 0 to 4
b. 5 to 9
c. 10 to 14
d. 15 to 19
e. 20 to 24
f. 25 to 29
g. 30 to 34
h. 35 to 39
i. 40 to 44
j. 45 to 49
k. 50 to 54
l. 55 to 59
m. 60 to 64
n. 65 to 69
o. 70 to 74
p. 75 to 79
q. 80 to 84
r. 85 to 89
s. 90 or older

P.2 [Surveyor to fill in] male or female

Only show P.3 if age>15
P.3 What is your employment or student status?
a. Employed (part time or full time)
b. Student – middle school / high school
c. Student – post-secondary
d. Not employed (Retired, stay-at-home, unemployed)
e. Don't know/refuse (do not read)

Ask if H.2>1
I will now ask the same questions about the other member(s) of your household.

For person X:
P.1 What is his/her age?
(allow Don't know/refuse (do not read))

Ask if P.1 = refuse to answer
P.1b Could you please tell me which of the following ranges your age falls into? (read list)

P.2 Is Person X male or female?

Only show P.3 if age>15
P.3 What is his/her employment or student status?
a. Employed
b. Student – middle school / high school
c. Student – post-secondary
d. Not employed (Retired, stay-at-home, unemployed)
e. Don't know/refuse (do not read)

➔ ***Repeat for each member of household***

Trip Information (only for members of the household 11 year and older)

I am now going to ask you about all the trips you made from yesterday at 4 AM until this morning at 4 AM. Please think about all trips, including those made for work, school, shopping or errands.

T.1 Please list all of the places that you travelled to yesterday from 4 AM until this morning at 4 AM. Again, please list all destinations, including work, school, shopping, recreation, and so on.
[for each trip, we will ask them to specify the address, and then plot it on a map so we have lat/long for each address.
This list of places will form the items for questions T.5 and T.6 below]

☐ [Do not read] Did not make any trips yesterday [skip to next person's trip information]

Show T.2 if employed but no trips to work
T.2 You indicated that you are currently employed, but did not travel to or from work yesterday. Is this correct?
a. Yes, this is correct
b. No, I did travel to work [go back to T.1]

T.2a So just to confirm, did you make any other smaller trips, like shopping, going through a drive-through, picking someone up or dropping someone off?
a. Yes, I had more trips [go back to T.1]
b. No, I didn't make any other trips

T.3 What time did you [make your first /leave for your next] trip yesterday?

T.4 What was the purpose of this trip?
(if work requires driving, like a delivery or courier job, do not include those trips; just choose level c below once)

a. Work (usual place of work)
b. Work-related (other than usual place of work, e.g., a meeting)
c. Working on the road / no fixed address
d. School
e. Shopping and household errands
f. Restaurant/eating out
g. Recreation
h. Visiting friends/family
i. Health and personal care
j. Driving someone
k. Picking someone up
l. Other: _____
m. Returning Home

T.5 Where was the starting point of this trip?
[list of places here will come from T.1]

T.6 Where was the destination of this trip?
[list of places here will come from T.1]

T.7 How did you travel to your destination? If you used more than one mode, like walking and taking the bus, please list both. (Check all that apply)
a. Car – driver
b. Car – passenger
c. Bus
d. Cycle
e. Walk
f. School bus
g. Motorcycle
h. Other: _____

T.8 Did you make another trip after that yesterday?
a. Yes → repeat T.3 to T.7
b. No → continue to next member of household

Show T.9 if last trip destination was not home
T.9 You indicated that your last trip destination was not home. Is this correct?
a. Yes, this is correct
b. No [go back to T.3]

I now need to ask questions about trips made by other members of your household (age 11 or older only) from yesterday at 4 AM to this morning at 4 AM.

→ ***Repeat T.1 to T.9 for each member of the household.***

Opinion Information

Finally, we have one more question regarding your option about the transportation system in Saint John

Please indicate whether you think each of the following aspects of the Saint John transportation system is very important, somewhat important or not important to you.

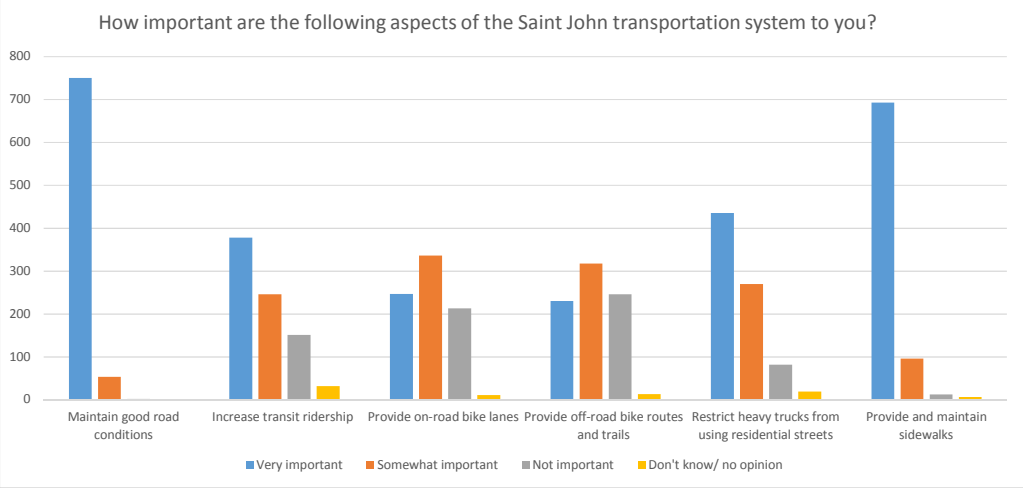
(The survey program will randomly rotate the order of the five subjects to eliminate any order bias.)

1. Maintain good road conditions
2. Increase transit ridership
3. Provide on-road bike lanes
4. Provide off-road bike routes and trails
5. Restrict heavy trucks from using residential streets
6. Provide and maintain sidewalks
    a. Very important
    b. Somewhat important
    c. Not important

Those are all of our questions. Thank you for your cooperation.

Please indicate whether you think each of the following aspects of the Saint John transportation system is very important, somewhat important or not important to you

	1	2	3	4
	Very important	Somewhat important	Not important	Don't know/ no opinion
Maintain good road conditions	751	53	2	1
Increase transit ridership	378	246	151	32
Provide on-road bike lanes	247	336	213	11
Provide off-road bike routes and trails	230	318	246	13
Restrict heavy trucks from using residential streets	436	270	82	19
Provide and maintain sidewalks	693	96	12	6



		households	persons	trips (made by residents)	pers/hhld	trips/hhld	trips/person
Saint John	<=9	30,816	73,818	238,563	2.40	7.77	3.23
External	>=10	21,465	59,017	166,419	2.75	7.75	2.82
	<=15	52,281	132,835	405,982	2.54	7.77	3.06

Trips by Purpose		Work 1	Work-related 2	Working on the road / no fixed address 3	School 4	Shopping and household 5	Restaurant/ eating out 6	Recreation 7	Visiting friends/ family 8	Health and personal care 9	Driving or accompanying someone 10	Picking someone up 11	Other 12	Returning Home 13	All Purposes <=13
Saint John residents	<=9	27,906	5,205	350	3,925	36,205	14,803	15,276	10,129	6,740	11,156	8,141	12,637	87,089	239,563
		11.6%	2.2%	0.1%	1.6%	15.1%	6.2%	6.4%	4.2%	2.8%	4.7%	3.4%	5.3%	36.4%	
External residents	>=10	20,934	2,819	881	3,561	24,403	8,742	11,577	6,856	3,627	7,601	5,802	10,265	59,353	166,419
		12.6%	1.7%	0.5%	2.1%	14.7%	5.3%	7.0%	4.1%	2.2%	4.6%	3.5%	6.2%	35.7%	
Total	<=15	48,840	8,024	1,231	7,486	60,608	23,544	26,853	16,985	10,367	18,757	13,943	22,902	146,442	405,982
		12.0%	2.0%	0.3%	1.8%	14.9%	5.8%	6.6%	4.2%	2.6%	4.6%	3.4%	5.6%	36.1%	

Trips by Purpose (to/from)		Work	School	Other	Total
Saint John residents	<=9	60,676	7,297	171,592	239,563
		25.3%	3.0%	71.6%	
External residents	>=10	45,212	6,525	114,682	166,419
		27.2%	3.9%	68.9%	
Total	<=15	105,886	13,822	286,274	405,982
		26.1%	3.4%	70.5%	

Trips by Primary Mode		Driver	Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint John residents	<=9	122,783	67,168	9,198	1,220	34,062	1,431	1,090	2,410	239,563
		51.3%	28.1%	3.8%	0.5%	14.2%	0.6%	0.5%	1.0%	
External residents	>=10	96,166	52,171	2,232	1,231	10,866	2,053	312	1,388	166,419
		57.8%	31.3%	1.3%	0.7%	6.5%	1.2%	0.2%	0.8%	
Total	<=15	218,949	119,339	11,430	2,450	44,928	3,484	1,402	3,798	405,982
		53.9%	29.4%	2.8%	0.6%	11.1%	0.9%	0.3%	0.9%	

Work Trips by Primary Mode		Driver	Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint John residents	<=9	40,204	7,491	3,170	305	8,306	0	212	986	60,674
		66.3%	12.3%	5.2%	0.5%	13.7%	0.0%	0.3%	1.6%	
External residents	>=10	33,795	6,153	806	324	3,391	0	48	695	45,212
		74.7%	13.6%	1.8%	0.7%	7.5%	0.0%	0.1%	1.5%	
Total	<=15	73,999	13,644	3,977	629	11,696	0	260	1,681	105,886
		69.9%	12.9%	3.8%	0.6%	11.0%	0.0%	0.2%	1.6%	

School Trips by Primary Mode		Driver	Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint John residents	<=9	411	2,654	1,064	178	1,601	1,354	0	35	7,297
		5.6%	36.4%	14.6%	2.4%	21.9%	18.6%	0.0%	0.5%	
External residents	>=10	472	1,925	1,132	164	778	2,053	0	0	6,525
		7.2%	29.5%	17.3%	2.5%	11.9%	31.5%	0.0%	0.0%	
Total	<=15	883	4,579	2,196	342	2,379	3,407	0	35	13,822
		6.4%	33.1%	15.9%	2.5%	17.2%	24.7%	0.0%	0.3%	

Rounded, for report

Trips by Primary Mode		Driver	Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint John res <=9		122,780	67,370	9,200	1,220	34,060	1,430	1,090	2,410	239,560
		51.3%	28.1%	3.8%	0.5%	14.2%	0.6%	0.5%	1.0%	
External resid >=10		96,170	52,170	2,230	1,230	10,870	2,050	310	1,390	166,420
		57.8%	31.3%	1.3%	0.7%	6.5%	1.2%	0.2%	0.8%	
Total	<=15	218,950	119,540	11,430	2,450	44,930	3,480	1,400	3,800	405,980
		53.9%	29.4%	2.8%	0.6%	11.1%	0.9%	0.3%	0.9%	

Work Trips by Primary Mode		Driver	Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint John res <=9		40,200	7,490	3,170	310	8,310	0	210	990	60,670
		66.3%	12.3%	5.2%	0.5%	13.7%	0.0%	0.3%	1.6%	
External resid >=10		33,790	6,150	810	320	3,390	0	50	690	45,210
		74.7%	13.6%	1.8%	0.7%	7.5%	0.0%	0.1%	1.5%	
Total	<=15	74,000	13,640	3,980	630	11,700	0	260	1,680	105,890
		69.9%	12.9%	3.8%	0.6%	11.0%	0.0%	0.2%	1.6%	

School Trips by Primary Mode		Driver	Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint John res <=9		410	2,650	1,060	180	1,600	1,350	0	30	7,300
		5.6%	36.4%	14.6%	2.4%	21.9%	18.6%	0.0%	0.5%	
External resid >=10		470	1,920	1,130	160	780	2,050	0	0	6,520
		7.2%	29.5%	17.3%	2.5%	11.9%	31.5%	0.0%	0.0%	
Total	<=15	880	4,580	2,200	340	2,380	3,410	0	30	13,820
		6.4%	33.1%	15.9%	2.5%	17.2%	24.7%	0.0%	0.2%	

Modes for all trip segments (i.e. Double counts trips if more than one mode used)

Trips by Mode		Car Driver	Car Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint<=9		#####	67,753	9,198	1,220	37,897	1,481	1,090	2,589	244,584
		50.4%	27.7%	3.8%	0.5%	15.5%	0.6%	0.4%	1.1%	
Exte >=10		96,352	52,490	2,232	1,231	12,735	2,053	312	1,910	169,315
		56.9%	31.0%	1.3%	0.7%	7.5%	1.2%	0.2%	1.1%	
Tota <=15		#####	120,243	11,430	2,450	50,632	3,534	1,402	4,499	413,899
		53.1%	29.1%	2.8%	0.6%	12.2%	0.9%	0.3%	1.1%	

Work Trips by Mode		Car Driver	Car Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint<=9		40,272	7,579	3,170	305	9,674	0	212	986	62,199
		64.7%	12.2%	5.1%	0.5%	15.6%	0.0%	0.3%	1.6%	
Exte >=10		33,955	6,287	806	324	4,210	0	48	754	46,385
		73.2%	13.6%	1.7%	0.7%	9.1%	0.0%	0.1%	1.6%	
Tota <=15		74,228	13,866	3,977	629	13,884	0	260	1,739	108,584
		68.4%	12.8%	3.7%	0.6%	12.8%	0.0%	0.2%	1.6%	

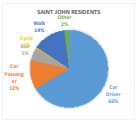
School Trips by Mode		Car Driver	Car Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint<=9		411	2,654	1,064	178	2,200	1,404	0	35	7,946
		5.2%	33.4%	13.4%	2.2%	27.7%	17.7%	0.0%	0.4%	
Exte >=10		472	2,004	1,132	164	1,126	2,053	0	0	6,952
		6.8%	28.8%	16.3%	2.4%	16.2%	29.5%	0.0%	0.0%	
Tota <=15		883	4,658	2,196	342	3,325	3,457	0	35	14,897
		5.9%	31.3%	14.7%	2.3%	22.3%	23.2%	0.0%	0.2%	

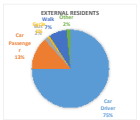
Unexpanded Data

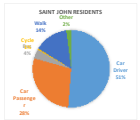
Trips by Mode		Car Driver	Car Passenger	Bus	Cycle	Walk	School bus	Motorcycle	Other	All Modes
Saint John <=9		6,690	3,430	455	53	1,857	68	61	138	12,752
		52.5%	26.9%	3.6%	0.4%	14.6%	0.5%	0.5%	1.1%	
External no >=10		2,517	1,325	55	29	915	52	10	52	4,955
		57.8%	30.4%	1.3%	0.7%	7.2%	1.2%	0.2%	1.2%	
Total	<=15	9,207	4,755	510	82	2,172	120	71	190	17,107
		53.8%	27.8%	3.0%	0.5%	12.7%	0.7%	0.4%	1.1%	

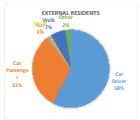
Work Trips by Primary Mode	Car Driver	Car Passenger	Bus	Cycle	Walk	Other
Saint John residents	66.3%	12.3%	5.2%	0.5%	13.7%	2.0%
External residents	74.7%	13.6%	1.8%	0.7%	7.5%	1.6%
Total	69.9%	12.9%	3.8%	11.6%	11.0%	1.8%

Trips by Primary Mode	Car Driver	Car Passenger	Bus	Cycle	Walk	Other
Saint John residents	51.3%	28.1%		3.8%	0.5%	14.2% 2.1%
External residents	57.8%	31.3%	1.3%	0.7%	6.5%	2.3%
Total	53.9%	29.4%	2.8%	0.6%	11.1%	2.1%









APPENDIX 4 - Stakeholder Meetings Summary

MoveSJ Phase 1
Notes: Stakeholder Workshops

ECONOMY & BUSINESS WORKSHOP May 21 2015
8th Floor Boardroom, City Hall 1:30 PM – 4:00 PM

INVITEES ATTENDING:
Shelby Wills, Port Saint John
David Thomas, Enterprise Saint John
Brian Irving, City of Saint John / Saint John Industrial Park
David Duplisea, Saint John Board of Trade
Nancy Tissington, Uptown Saint John BIA
Mike Adams, Bay Ferries
Kent MacIntyre, Saint John Waterfront Development Corp.

A. PROJECT BACKGROUND
- Phase 1: Vision and State of Existing System
- Phase 2: Parking, Transit, Active Transportation
- Phase 3: Roadway Strategy & Network Improvement Plan

B. GROUP DISCUSSION

<u>What are the positive features of the transportation system?</u>

- Accessibility, integration of transportation into the way we live and work. The evolution of transportation for citizens, not just vehicle transportation (e.g. bike trails extended out to the hospital.
- Feedback from Human Resource departments indicates that the attractive streets and walkability of the uptown is a selling point for attracting employees.
- Enterprise SJ:
    i. The One Mile House interchange has been a great success and is a selling feature when pitching to industrial clients.
    ii. Availability of transit for getting the workforce to the workplace (for lower wage earners who do not have a car). This has made a big difference to the success of some businesses.
- Bay ferries:
    i. City maintenance efforts on Lancaster Street and streets near the bay ferries location.
    ii. Maintaining streets for transportation of goods.
    iii. Relieved stress off Rothesay Avenue with the one mile interchange.

Harbour Passage:

- SJ Waterfront Development Corp has plans to extend Harbour Passage all the way around the Peninsula and eventually to Rockwood Park through a multi-phase construction program. There

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a possibility that the extension could run along the new private road from the Potash Terminal to Courtney Bay Causeway to avoid constraints along Crown Street

- Phase 1 (this year): Diamond Jubilee terminal to Sydney Street
- Phase 2: Sydney Street to the Potash Terminal.
- Subsequent Phases: Potash Terminal to Rockwood Park Entrance.

Potash Terminal Access Road

- Access to Potash Terminal in the South End – A new private road is being constructed parallel to Crown Street (on the water side of the rail line) connecting the Courtenay Bay Causeway directly with the Potash Terminal. This will be helpful for removing truck traffic from Crown Street.

What do you NOT like about the transportation system?

Industrial Areas/Goods Movement

- Movement of hazardous goods by rail through the City is an ongoing concern.
- Emergency preparedness, some routes are relatively congested.
- Several critical locations need improvement, such as the Bayside/Grandview intersection (B-Trains can't make the turn) and Ashburn Lake Road/Rothesay Avenue intersection.
- Rail activity is a big problem in the City in terms of disruption to the flow of traffic.
- Rail will become even more critical with everything going on at the port. It is a key issue moving forward.
- Rail infrastructure needs to be updated, however the private sector has been reluctant to invest in rail expansion and public funding doesn't seem to be readily available. Rail expansion needs government funding.
- Lack of a proper intermodal (rail to truck) connection in the west side is a major constraint to the movement of large components and a constraint to economic opportunity. A proper rail terminal would open up opportunities for the new barge terminal. If the rail terminal were to be constructed in Lorneville area, the existing rail spur in the west side would need to be extended by approximately 13 km.
- The Mispec area is ideal for industrial access and there are far fewer constraints than other locations. Several developments are in the EIA process. These should be considered in "what-if" modelling scenarios during future phases of the Study.
- Starting 2016 – 2020 there will be significant construction activity in Saint John. The study needs to look at the number of employees that will be traveling, where the hot spots will be, the type of upgrades needed.
  - Energy East would be under construction for 3 years
  - Safe Clean Drinking Water will be constructed over 3 years
  - Atlantic Potash will have an increased industrial activity (construction for 2-3 years)
  - Most employment will be temporary construction employment. Major projects may have work camps for housing employees close to site.

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- Highway Wayfinding Signage – There is a lack of good wayfinding signage along Route 1 identifying how to get into the industrial parks. The process for requesting signage approvals from NBDTI is also very onerous.
- Some of the City main arterial road entrances are in some of the poorest areas of the City.
- A lot of transportation of goods going through residential areas.
- There is a concern that development of the old Sugar Refinery site in the south end will reinstate truck traffic on lower cover loop. Is there are opportunity to connect a road from the Sugar Refinery site to the potash terminal road to avoid public streets altogether? Contact the Port with regards to future development.

Accessibility in the Uptown

- Harbour Passage Trail works well – consider extension.
- Reassess uptown one way streets (how the network operates, impacts of conversion on businesses and visitors)
- Uptown walkability is important – some parts are disconnected with no building access.
- Truck deliveries continue to be a problem
- Snow in the winter months is a serious problem for pedestrian movement.
- How can Union Street be made more appealing for pedestrians?
  - Tenants of Mercantile Centre and Red Rose Building feel "isolated".
  - Union/St Patrick being upgraded this summer with improvements to pedestrian access.
- Lack of new development past Duke Street could be linked to the poor condition of sidewalk, streets, houses, buildings
- Pedestrian Access across the highway needs to be improved, including existing facilities.

<u>Is there anything that comes to mind for the movement of people and goods through the city, as a goal? Max benefit, min impact.</u>

- Provide full walkability in the uptown within an 8 block radius of Market Square
- Consider public transit as a socio-economic service to promote city growth and development, and not just a transportation service. Determine what economic benefits are derived to neighbourhoods (or the workforce in those neighbourhoods) from the transit system.
- Build a connection from the port (Protection Road) to the Ferry Terminal for movement of trucks and large components. This would be a shorter, flatter, and more direct connection than using the public street system, as is currently done.
- Extend the Airport Arterial to the south and down to Latimer Lake Road.
- Provide an airport shuttle service for peak business flights.
- Improve rail access through a west side intermodal terminal
- Investigate the opportunity for passenger rail from the outlying communities into Saint John utilizing the existing rail infrastructure.
- See PlanSJ goals and use measurable goals where possible.

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MoveSJ Phase 1
Notes: Stakeholder Workshops

ENVIRONMENT AND COMMUNITY WORKSHOP May 21 2015
10th Floor Boardroom, City Hall 7:00 – 9:00 PM

INVITEES ATTENDING:
Carl Tricky, P.U.L.S.E.
Anne Driscoll, Crescent Valley Resource Centre
Randy Hatfield, Human Development Council
Jamie Tait, Anglophone District School Board
Steve Evans, Anglophone District School Board
Rebecca Breen, New Brunswick Trails Council
Holly McKay, Saint John Cycling Club
Joe Williams, Lorneville Community & Recreation Centre
Barry Galloway, Vibrant Communities Saint John
Scott Crawford, Horizon Health / O.N.E. Change
Brenda Thibault, Champlain Heights Community Association / Neighbourhood Watch
Tony Mowert, The Westside P.A.C.T. Inc.

A. PROJECT BACKGROUND

- Phase 1: Vision and State of Existing System
- Phase 2: Parking, Transit, Active Transportation
- Phase 3: Roadway Strategy & Network Improvement Plan

B. GROUP DISCUSSION

<u>What are the positive features of the transportation system?</u>

- Saint John has complete neighbourhoods with amenities within walking distance
- Walkable uptown area from April to November (city market, theatre, banking, very accessible to the public)
- Generally, no major congestion issues. It isn't a problem to get from point A to B, it's a short time to travel.
- Two major bridges in very good condition that facilitate the flow of traffic.
- Removal of tolls on the Harbour Bridge
- One Mile House has been a "game changer" for the City.
- Harbour Passage is a wonderful asset and great for access to the Old North End.
- Transit drivers are very accommodating with citizens.
- The transit system is affordable
- The indoor pedway system provides great access to stores, workplaces and amenities.
- Trike rental program in Old North End

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What do you NOT like about the transportation system?

- Major lack of bike facilities, specifically bike lanes. More efforts required in street cleaning to remove gravel, glass and other debris from the edge of the roadways. Students can't cycle to school due to lack of bike facilities.
- Bike parking facilities are required that are secure.
- With an aging population, amenities and services need to be located more closely to homes.
- Five primary areas of poverty in the city with heavy reliance on transit. The transit authority needs to be focused on essential service. Some routes have no service on Sundays.
- Transit not well used – focus on youth for growth.
- Review a 2012 transit study called "Getting around if you're just getting by".
- We need more park and rides and we need disincentives for auto travel. Discounted bus passes are an incentive to travel by bus instead of driving to work.
- We need to focus transportation on young people. Many young people do not have licenses or drive cars. This appears to be a shift from a generation ago.
- Address mobility issues. Infrastructure needs to be improved (e.g. curb cuts). Mindsets need to change (e.g. piling snow in accessible parking spaces).
- Focusing all major retail in one area (East Point) makes it difficult for all residents to access it.
- Closure of neighbourhood schools is forcing students onto busses when they previously walked.
- There are many issues with on-street parking.
  - Small driveways at multi-units force cars out onto streets.
  - Employees and business owners in the uptown occupy parking leaving no space for residents.
  - Impact of winter and snow clearing on accessibility for all.
- Need more creative problem solving in the City.

5 year, 10 years, 20 years: How should the city's transportation operate in the future?

- Give equal priority to active transportation and vehicles –not so car centred.
- Being as environmentally conscious as possible.
- Complete neighbourhoods are envisioned by PlanSJ.
- More provincial involvement in funding public transportation.
- Develop a transportation system focused on serving vulnerable citizens
- Evaluate opportunity for a west side to south side pedestrian ferry service.
- Have bike hubs for people to rent a bike
- Run a pilot program for smaller "hub" busses to outlying locations
- Build on success of the "walking school bus" as a way to change the mindset of children on transportation and reliance on cars.

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MoveSJ Phase 1
Notes: Stakeholder Workshops

MUNICIPAL/AGENCY WORKSHOP May 22 2015
8th Floor Boardroom, City Hall 8:30 AM – 11:00 AM

INVITEES ATTENDING:
Brian Sorensen, NB Dept. of Transportation & Infrastructure
Don Mason, NB Dept. of Transportation & Infrastructure
Dwight Colbourne, Town of Quispamsis, Planning
Brain White, Town of Rothesay
Dan Vautour, Gateway Operations
Emily Richard, Gateway Operations

A. PROJECT BACKGROUND

a. Phase 1: Vision and State of Existing System
b. Phase 2: Parking, Transit, Active Transportation
c. Phase 3: Roadway Strategy & Network Improvement Plan

B. GROUP DISCUSSION

<u>What are the positive features of the transportation system?</u>

- Route 1 works well. One mile interchange is clear and simple.
- Diversity for drivers to re-route.
- Many access points in to the city.
- Slowing residential growth in outlying areas

<u>What do you NOT like about the transportation system?</u>

- Concerns with how Route 1 will operate in 10-20 years with continued traffic growth.
- When there is an accident on Route 1, traffic is significantly backed up. Alternative routes are limited.
- Somerset Westbound Exit (Exit 123) – Backs up onto the highway at times due to congestion at the traffic signals. Commuters are turning the single lane in to a 2-3 lane when traffic is backed-up. It is difficult to exit onto Paradise Row from Local Streets (e.g. Wright Street)
- Pedestrian access across Route 1 is poor in some crossing locations.
- Some roads have excess capacity (i.e. Samuel Davis, Somerset, Main St.) and could be candidates for road diets. Need to better manage these roadway capacity resources.
- No funding is provided regional to support Active Transportation.

DRAFT

5 year, 10 years, 20 years: How should the city's transportation operate in the future?

- Improve highway access to Ashburn Lake Road. A new, full interchange at Ashburn Lake Road could reduce traffic congestion at Rothesay Road/Ashburn Lake Road and may offer the opportunity to divest of the Ashburn Lake Road between Foster Thurston and Rothesay Road.
- There is an opportunity for a roundabout at the Rothesay Road/Route 1 interchange.
- Provide bike routes that are separate from the highway.
- Quispamsis is planning for higher density development over coming years due to demographics and unavailability of good land for single family homes.
- Quispamsis and Rothesay are planning and implementing infrastructure to support more active modes. This will be tied in to the Trans Canada Trail Route.
- Create incentives for commuters to bike instead of drive from Quispamsis/Rothesay to Saint John
- Look at Municipal Boundary adjustment at Kennebecasis Park so entrance to park falls within Town of Rothesay
- Look at future 2nd access to Drury Cove from K-Park/Rothesay Road – this could be used as AT link between communities rather than Rothesay Road.
- Reduce street widths where appropriate. Some streets are excessively wide (e.g. Wright Street, King Street West)
- Look at "road diet" for Main Street. Six lanes could be reduced to four lanes and the excess width converted to bike lanes, streetscape, etc.
- Investigate opportunity for roundabout at Somerset Street/Churchill Boulevard

Is there anything that comes to mind for the movement of people and goods through the city, as a goal? Max benefit, min impact.

- East-west ferry service provided by the private sector or public/private partnership.
- Improve transportation of people from North to South.
- Review opportunity for Comex Routes to major destinations (e.g. Industrial Park, Hospital, University)
- Review opportunity for passenger rail on the existing line from KV into uptown Saint John should be explored. There is still a train station in Rothesay. What is the business case for running a system?
- Have traceable transportation strategy recommendations, and don't duplicate service.
- Develop Multi-Criteria Assessment for selection of transportation projects.
- Focus on both local and regional scale planning

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APPENDIX 5 - Public Information Centre Exhibits, Phase 1, June 17/18, 2015

WELCOME

Public Open House
June 17 and 18, 2015
4:30 PM – 7:00 PM

Please sign in and take a comment sheet.

Direct any questions or comments to
Study Team members.

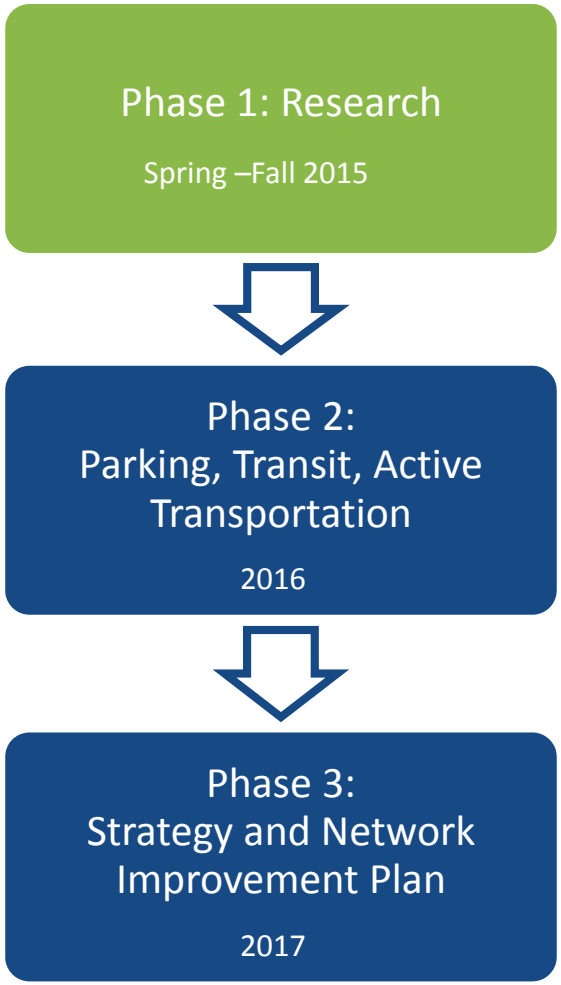
Project Background

MoveSJ is the City of Saint John's new Transportation Strategic Plan project.

Move SJ is a three phase project that will result in a plan for how people and goods will move throughout the City. The plan will guide transportation infrastructure investments within Saint John for the next 25 years. This plan is not just about roads – it will also consider transit, parking, walking, cycling and accessibility.

Study Process

We are here

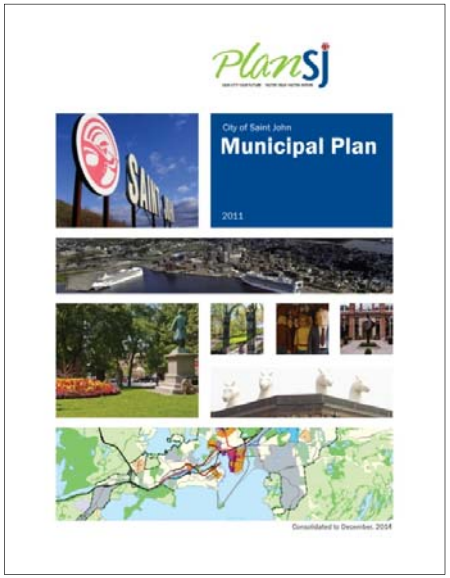


- **Phase 1** involves identifying existing road network and travel patterns across Saint John. This will include:
  - Research and data collection
    - →Household Travel Survey (*underway!*)
  - Stakeholder consultation
  - Community consultation
    - →Metroquest online survey (commences on June 23)
  - Develop community vision/goals for transportation network
- **Phase 2** will include strategies for Parking, Transit and Active Transportation as well as developing a travel demand model.
- **Phase 3** will result in an overall strategy for transportation network improvements in Saint John.

IBI

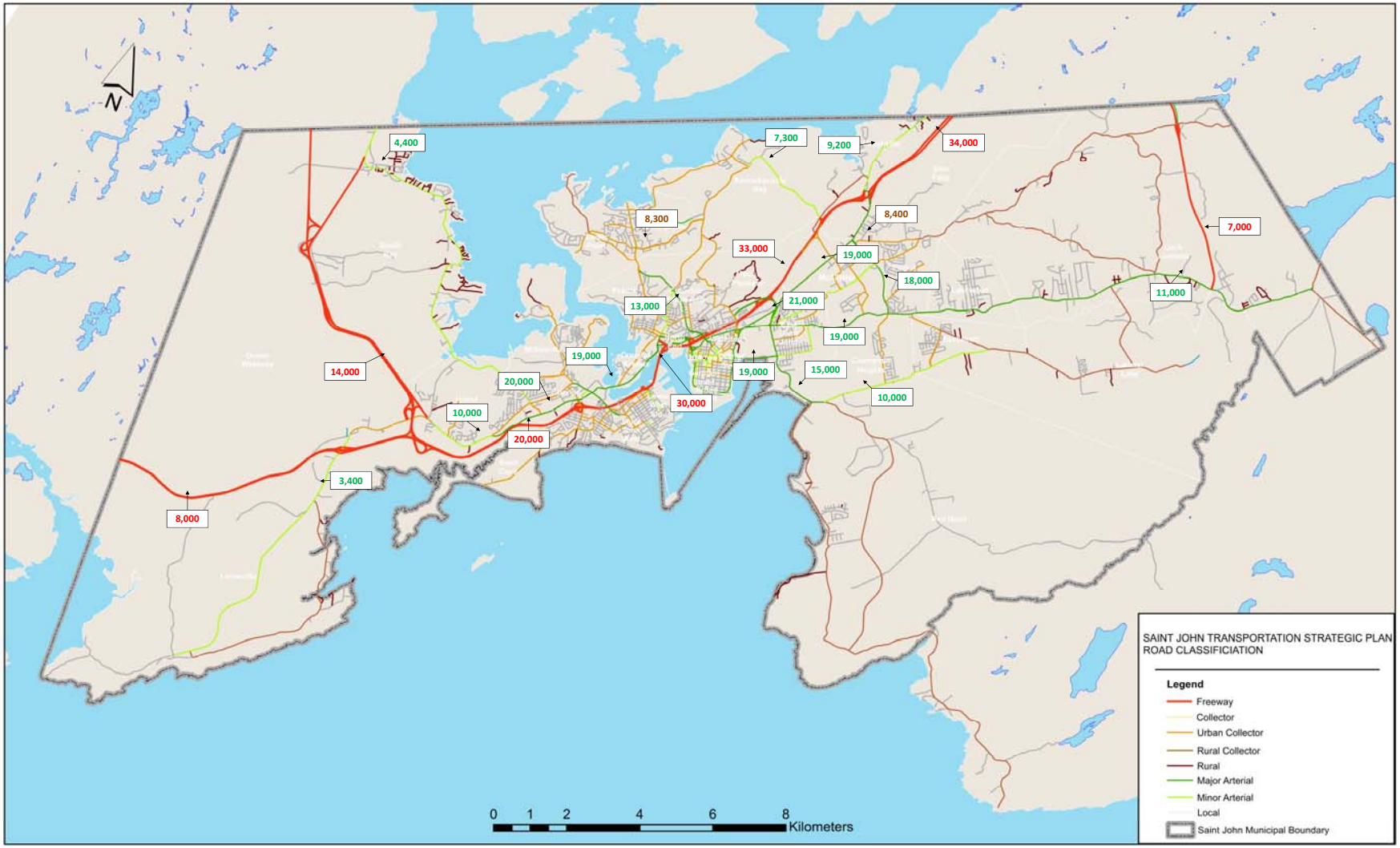
PlanSJ Key Transportation Policies and Strategic Directions

- Support PlanSJ's Future Land Use Vision
- Provide a balanced transportation system that meets the needs of community members
- Enhance travel options for cycling, walking, and public transit
- Effectively regulate parking in the Uptown Primary Area and Intensification Areas
- Identify and implement priority roadway and highway access improvements
- Support the development of an integrated and efficient transportation network for the movement of goods, including rail, truck, marine and air.



MoveSJ* is the next step in implementing the goals of *PlanSJ

Existing Road System



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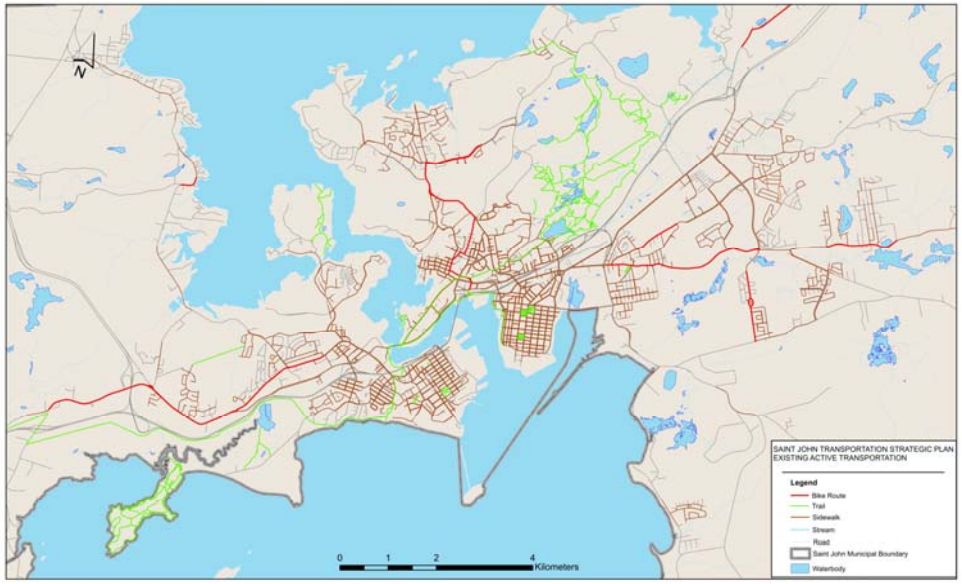
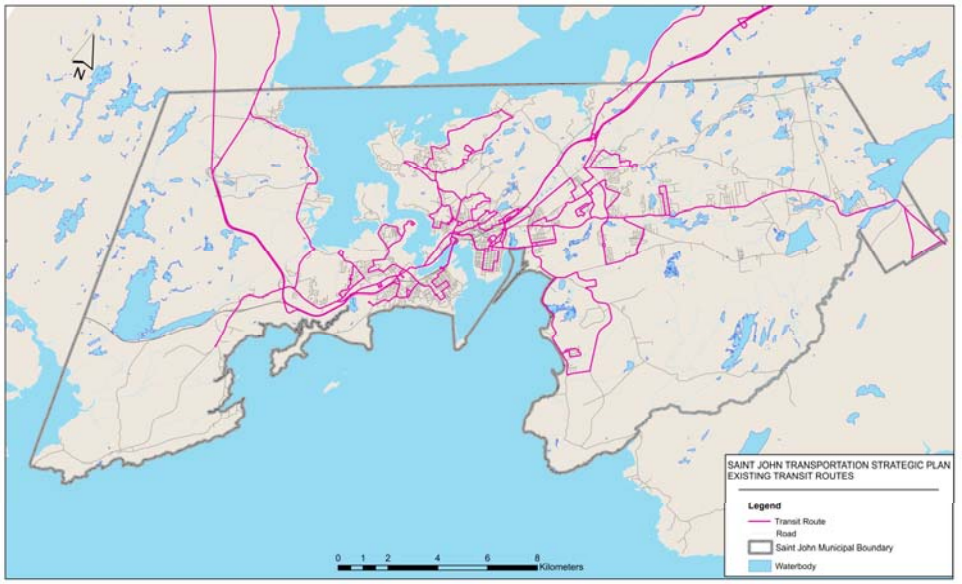
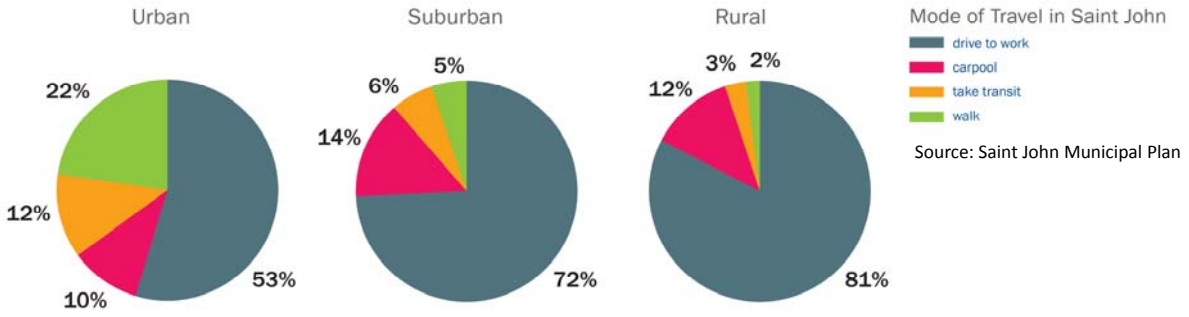
Active Transportation and Transit

Sidewalks, Trails and Bike Routes



Transit Routes





Source: Saint John Municipal Plan

We want to hear from you!

Have your say on the future of transportation in Saint John.

What will Saint John's road, transit, walking and cycling networks look like in 2040?

What are *your* priorities for transportation?

- Walking
- Cycling
- Transit
- Personal vehicles
- Parking
- Trucking/Goods movement
- Land use

What are *your* main transportation-related issues in Saint John?

Fill in a comment sheet, send us an email at movesjproject@ibigroup.com, or complete the online survey at: https://movesj.metroquest.ca/

Online survey available starting June 23, 2015

Next Steps

- Household Travel Survey is underway
- Metroquest online survey – commences June 23, 2015
- Develop Community Vision/Goals with input from stakeholder and community consultation
- Complete Phase 1 by Fall 2015
- Phases 2 and 3 of ***MoveSJ*** to follow

For further information please contact either of the following:

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