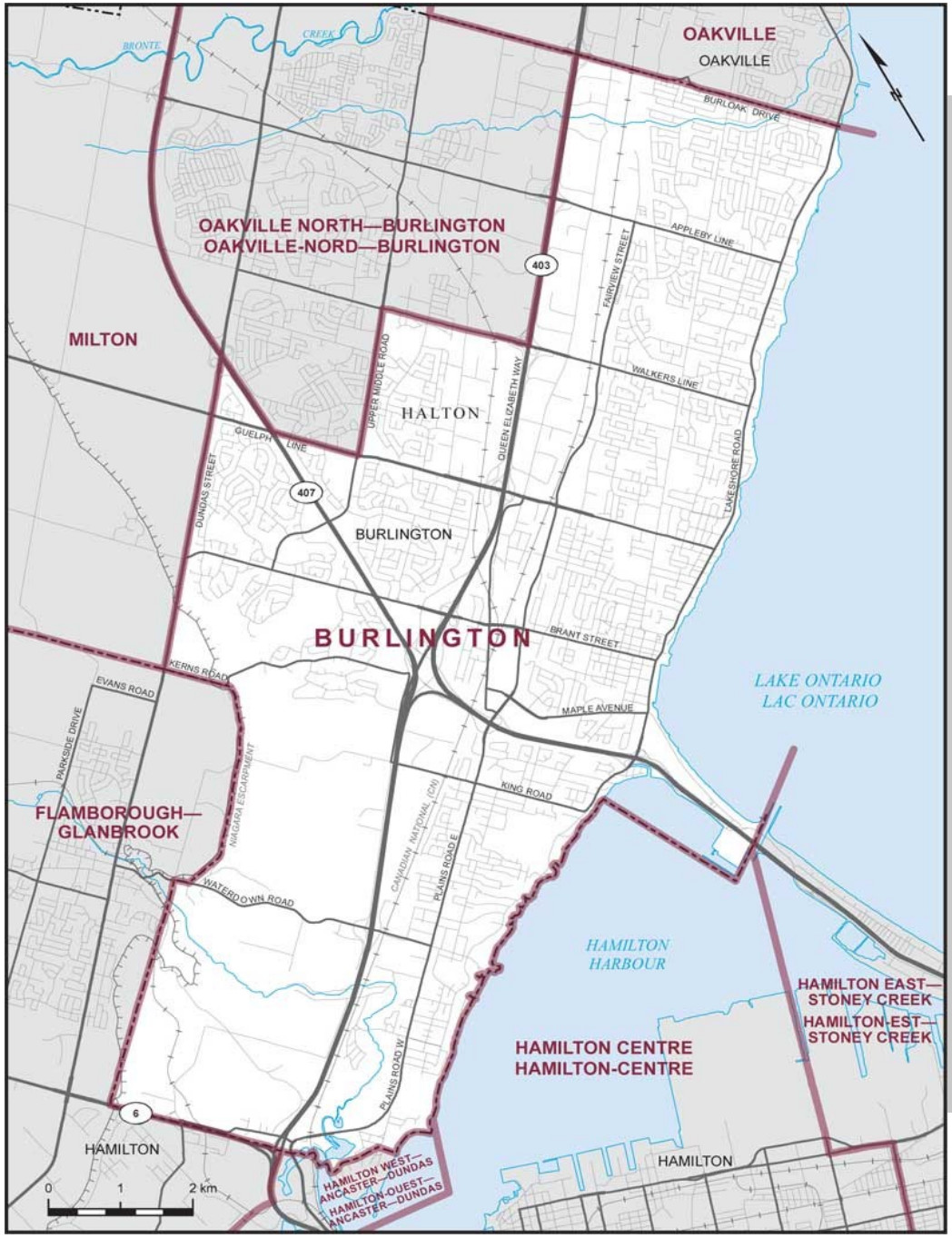
Recognizing Connectivity Through No Exit Streets

City of Burlington, Ontario

Presenter: Nicholas Pongetti

Background

- Located in Halton Region, surrounded by other municipalities such as; Hamilton, Milton, and Oakville
- Exponential growth in population and urban area during the second half of the 20th century
- Recognized as an auto dependent city

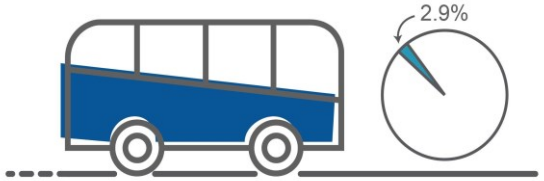


Transportation Challenges

- Urban boundary at its limit with a growing population
- City committed to restricting the widening or construction of new roadways to ease auto congestion
- Looking to transition from a car-orientated city to an urban environment
- Aging population
- Environmental/Climate Concerns
- Uneven mode split
- Retro-fit approach

Driving alone or as a passenger in a vehicle makes up 89% of daily trips that start in Burlington.

Cycling makes up only 1.0% of daily trips that start in Burlington.



Transit makes up 2.9% of daily trips that start in Burlington.

Walking makes up 5.2% of daily trips that start in Burlington.

The Opportunity

- Based on a Toronto initiative
- Support the Integrated Mobility Plan in achieving compact modes of travel such as: walking/rolling and cycling that can move larger groups of people in a more efficient, timely manner, that is reliable, connected and features enhanced facilities and safety for pedestrians and cyclists.

Toronto

'I'm walking here': City of Toronto to revamp hundreds of 'No Exit' signs that mislead walkers

City making the move after council approved motion this week

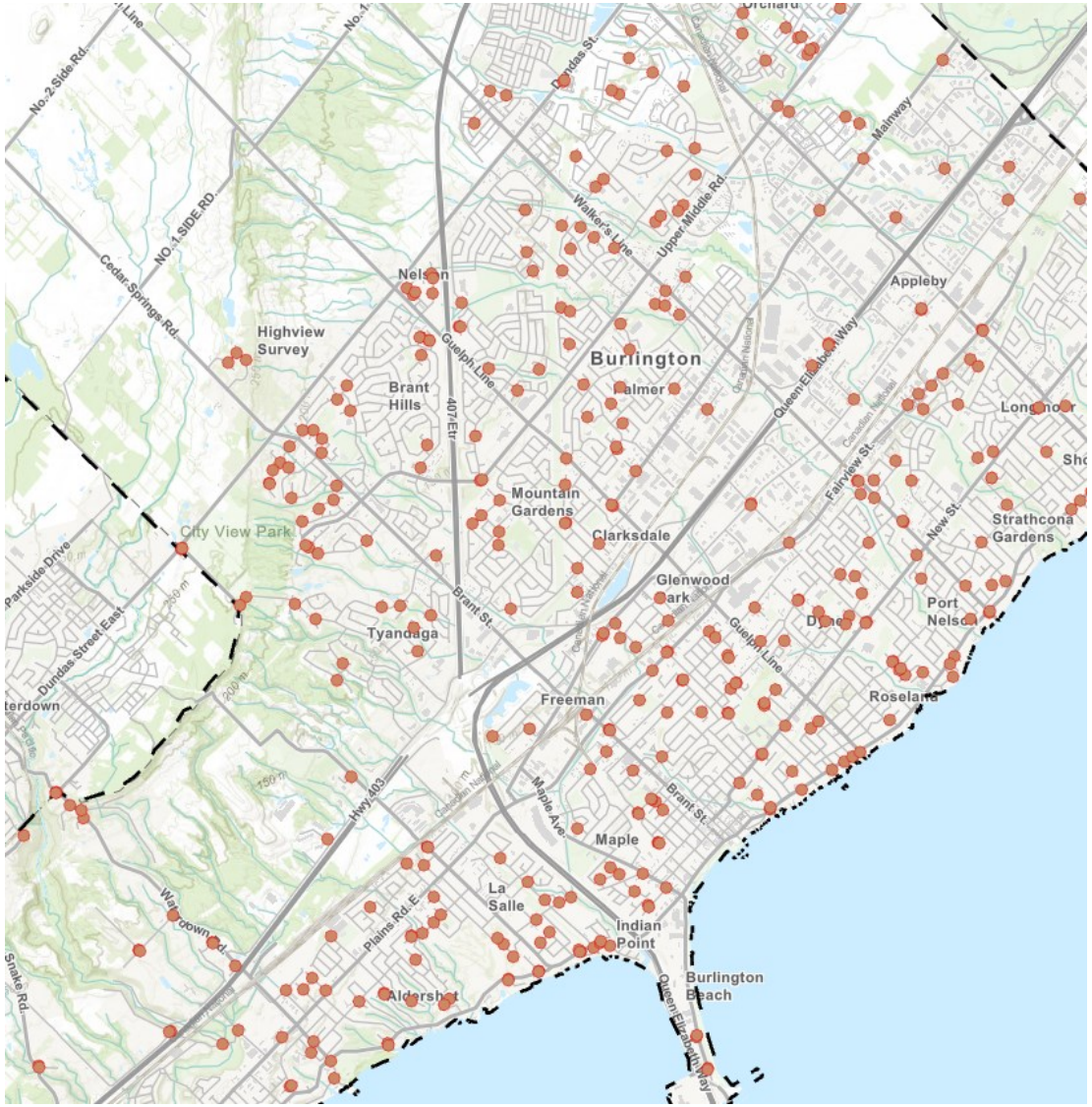
Michael Smee · CBC News · Posted: Apr 09, 2021 5:00 AM ET | Last Updated: April 9

Outline

- Located all streets within Burlington that are signed as "No Exit" using GIS mapping
- Identified streets that have presence of connectivity
- Connected with the public and inquire about desired connections
- Selected locations based on a list of criteria which provide connections to land uses and corridors
- Reviewed the existing conditions of the selected locations to ensure Accessibility for Ontarians with Disabilities Act (AODA) standards were met
- Completed an analysis of potential CO_2 emissions reduction given an active method of travel versus the use of single occupant vehicles
- Designed signage which address active modes of transportation, acts as a way finder

Desktop Review

- 128 No Exit signs (WA-31) existing in the field

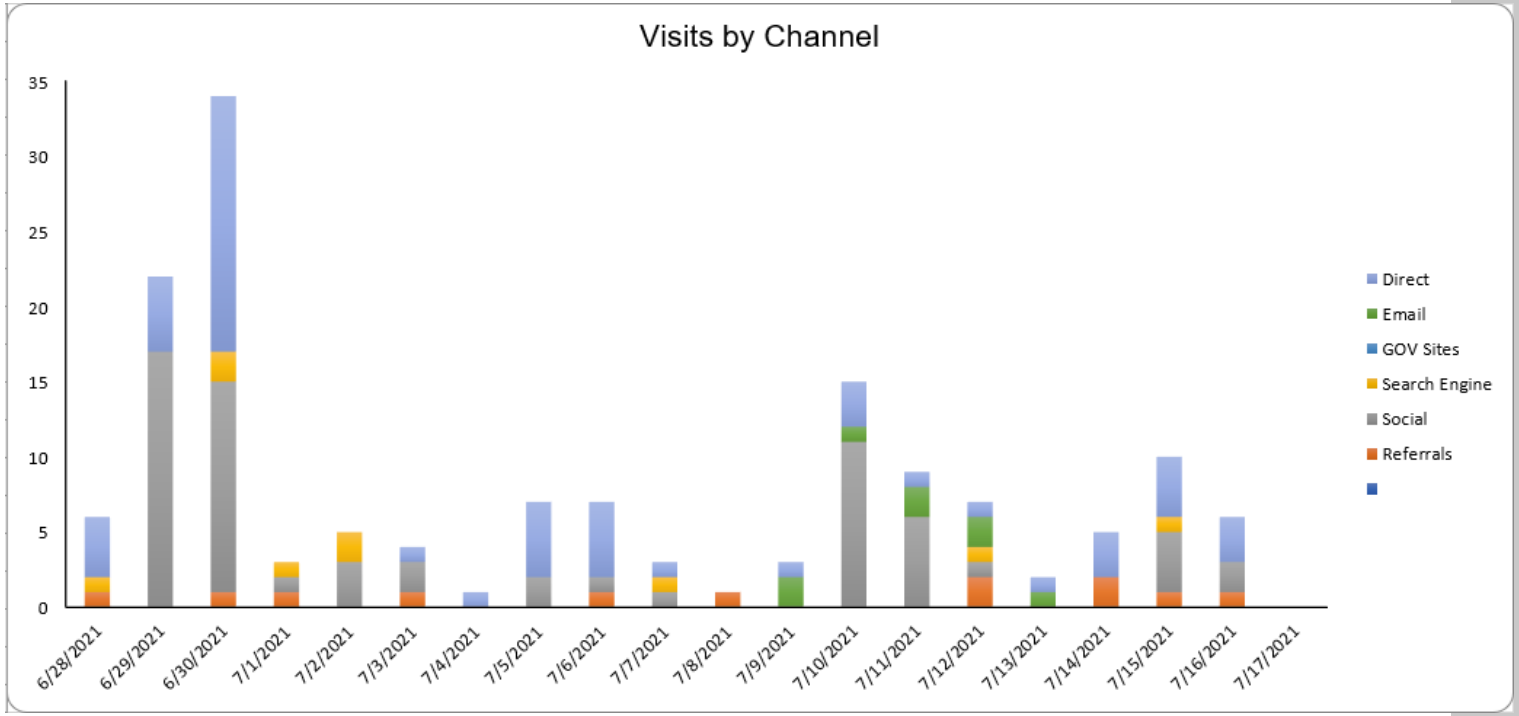


Pin the Map - I'm Walking Here

- Launched a "Pin the Map" through Get Involved Burlington from June 28 – July 16
- Asked participants to highlight no exit streets with sidewalk connections they knew of, used frequently.
- Requested any additional improvements they would like to see at these locations such as; resurfacing, better lighting, general maintenance and further connections

Pin the Map Feedback

- During the 3-week time frame, the map received approximately 150 page visits and 70 comments were provided.
- Merged feedback with the desktop review to help determine the study locations.



Study Location Selection Criteria

Criteria

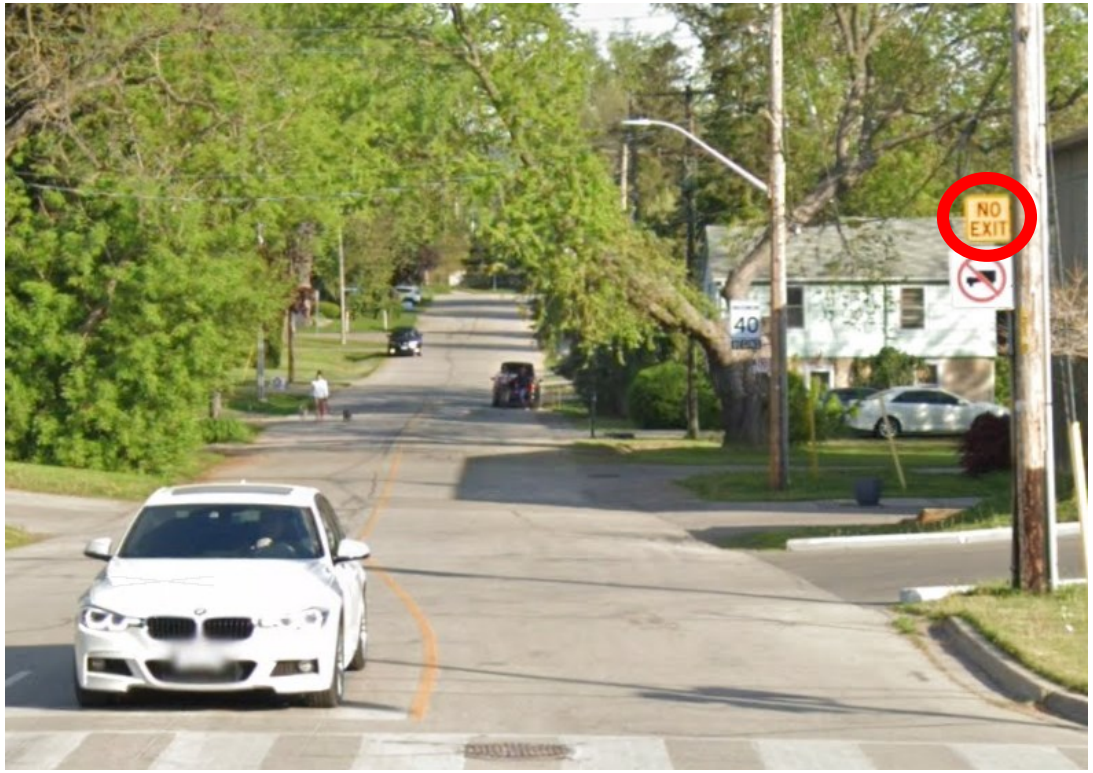
- Does the no exit sign create a misleading environment based on the location of the sign?
- Is the street equipped with sidewalks, bicycle lanes or other amenities that allows for safe travel?
- Does the connection provide access to places of work, educational and religious institutions, retail, transit, multi-use trails or the Downtown?
- Is the current state of the connection acceptable under the Accessibility for Ontarians with Disabilities Act (AODA) standards?
- Does the connection provide for a more direct route versus having to detour through neighbourhoods and busy streets if an automobile were to be used?

Based on the criteria ,desktop review and feedback, discovered 38 candidate locations. Three locations were further reviewed for this study

- St. Matthew's Avenue
- Torrance Street/Harris Crescent
- Graham's Lane/Stephenson Drive

Study Location 1 – St. Matthew's Avenue

St. Matthew's Avenue @ Plains Road



- No clear sight of an exit, therefore may be assumed there is no exit ✓
- No sidewalks present ✓

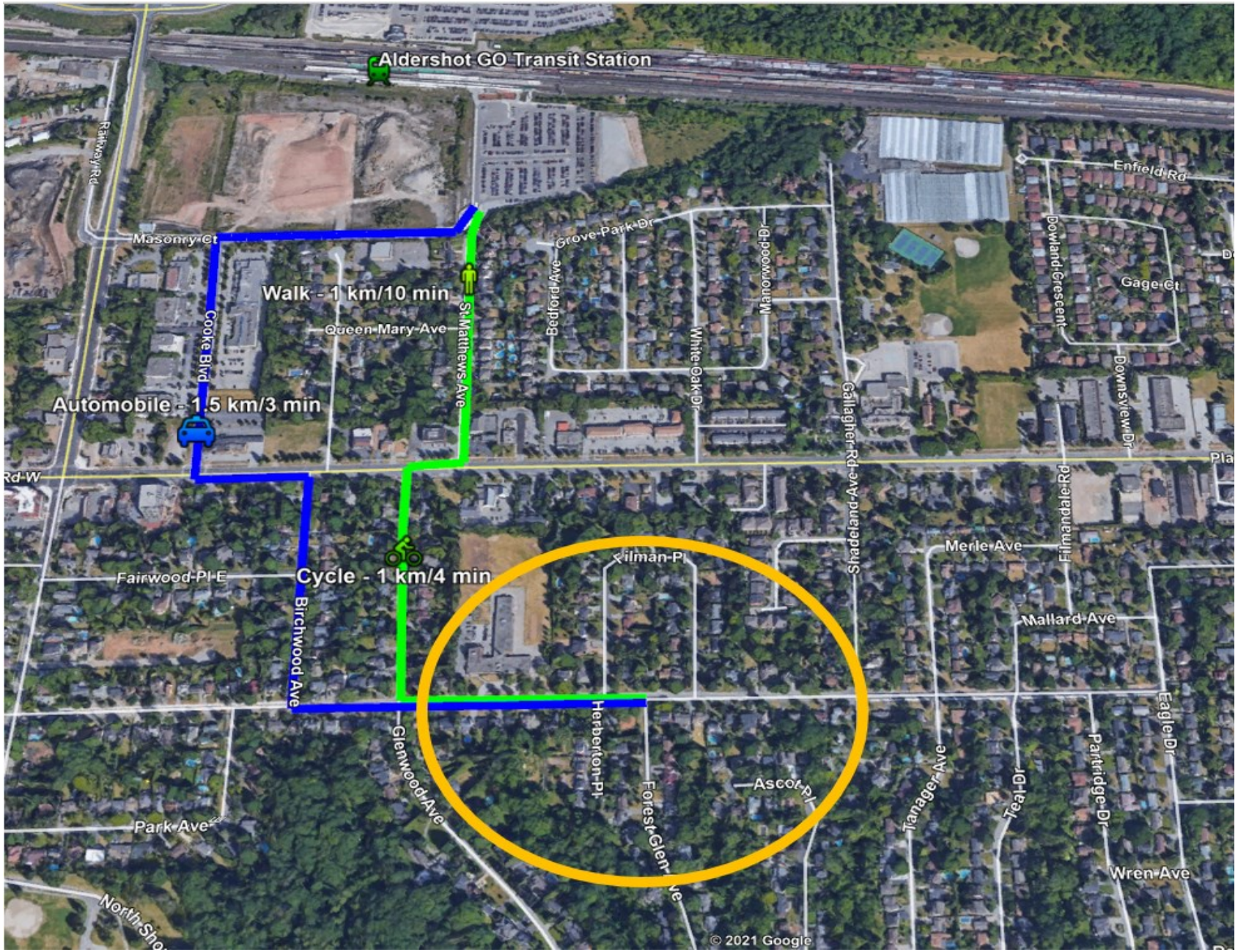
- Access to transit ✓
- Direct route compared to using a car ✓

Legend

Active Transportation Route

Driving Route

Transportation Mode Time Comparison



AODA Exterior Paths of Travel Standards

AODA Standards

- Minimum clearance width of 1.2 metres
- Minimum head clearance of 2.1 metres
- Minimum distance of 0.85 metres between bollards
- Provide Tactile Walking Strip Indicator (TWSI) prior to change in surface

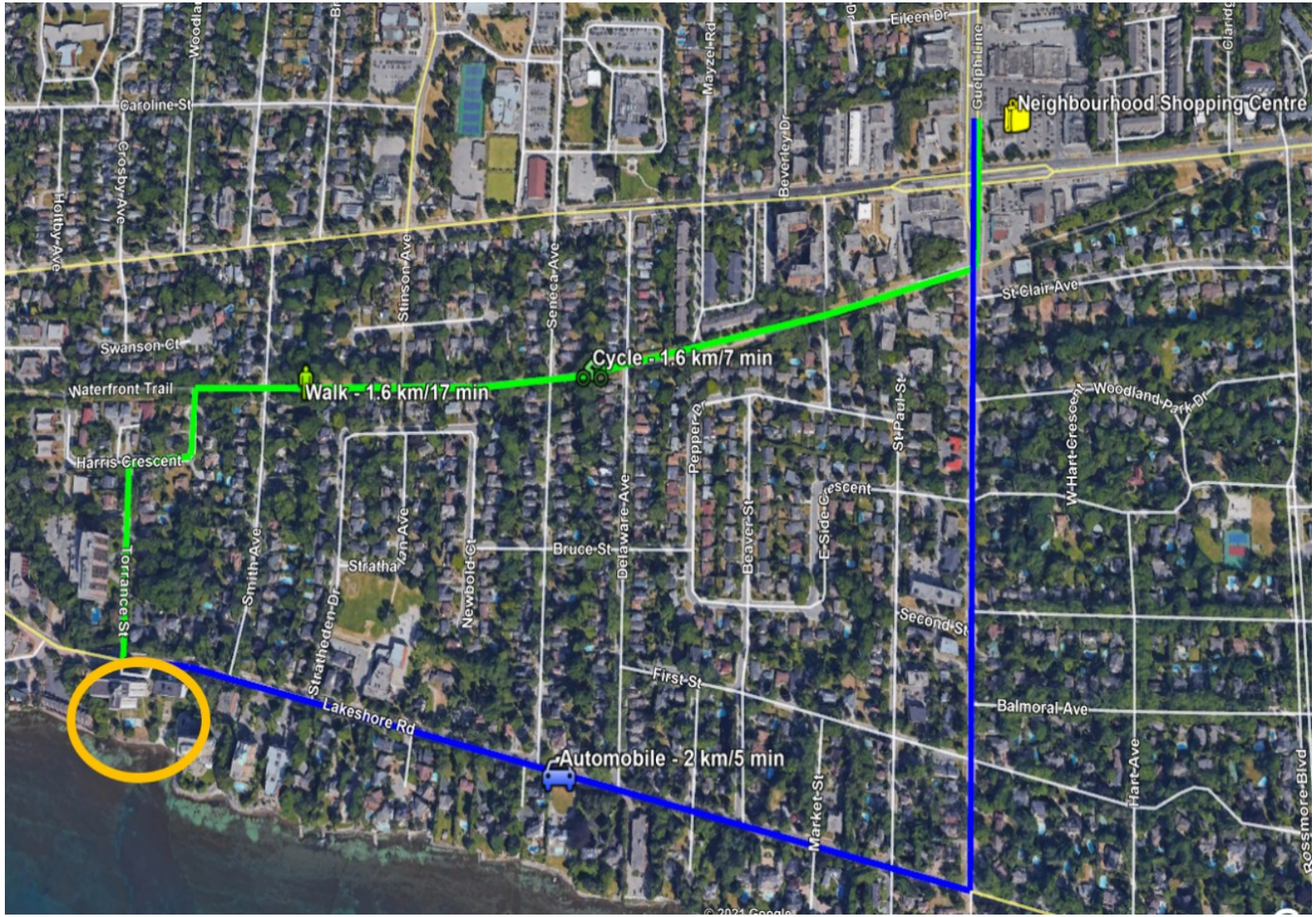
Study Location 2 – Torrance Street/Harris Crescent

Torrance Street/Harris Crescent @ Lakeshore Road

- No clear sight of an exit, therefore may be assumed there is no exit


TORRANCE ST
NO EXIT
ON
TORRANCE ST.
FOR SALE

Transportation Mode Time Comparison



AODA Exterior Paths of Travel Standards

AODA Standards

- Minimum clearance width of 1.2 metres
- Minimum head clearance of 2.1 metres
- Minimum distance of 0.85 metres between bollards
- Provide Tactile Walking Strip Indicator (TWSI) prior to change in surface

Signage Proposal

Conclusions

- Various locations across the city to bring recognition to in terms of highlighting alternative routes for active modes of transportation
- Cycling as the method of choice is efficient in terms of travel time when using existing connections
- No exit streets are typically local roads with lower speed limits and vehicle volumes, making for a more comfortable pedestrian/Active transportation user experience

Next Steps

- Seek Council approval for a pilot project and request funding to support the signage proposal
- Educate the public on where these signs will be placed
- Perform before and after active transportation volume studies,

  O-D studies to evaluate if the signage is effective
- Evaluate the feasibility of expanding the pilot to other areas around the city

Questions?