

WELCOME TO THE PUBLIC OPEN HOUSE

City of Temiskaming Shores Downtown Cores Mobility Plan

Wednesday, November 1, 2023

Please sign in at the table by the entrance.

If you have accessibility requirements in order to participate in this project, please contact a Project Team Member.

Representatives from the City of Temiskaming Shores (City) and TYLin (Consultant) are available to discuss the project with you.

We encourage you to ask questions and **share your opinion using sticky notes, Comment Sheets, or by completing our Online Survey**, to help refine this vision for your downtown cores and make Temiskaming Shores a City that works for you!



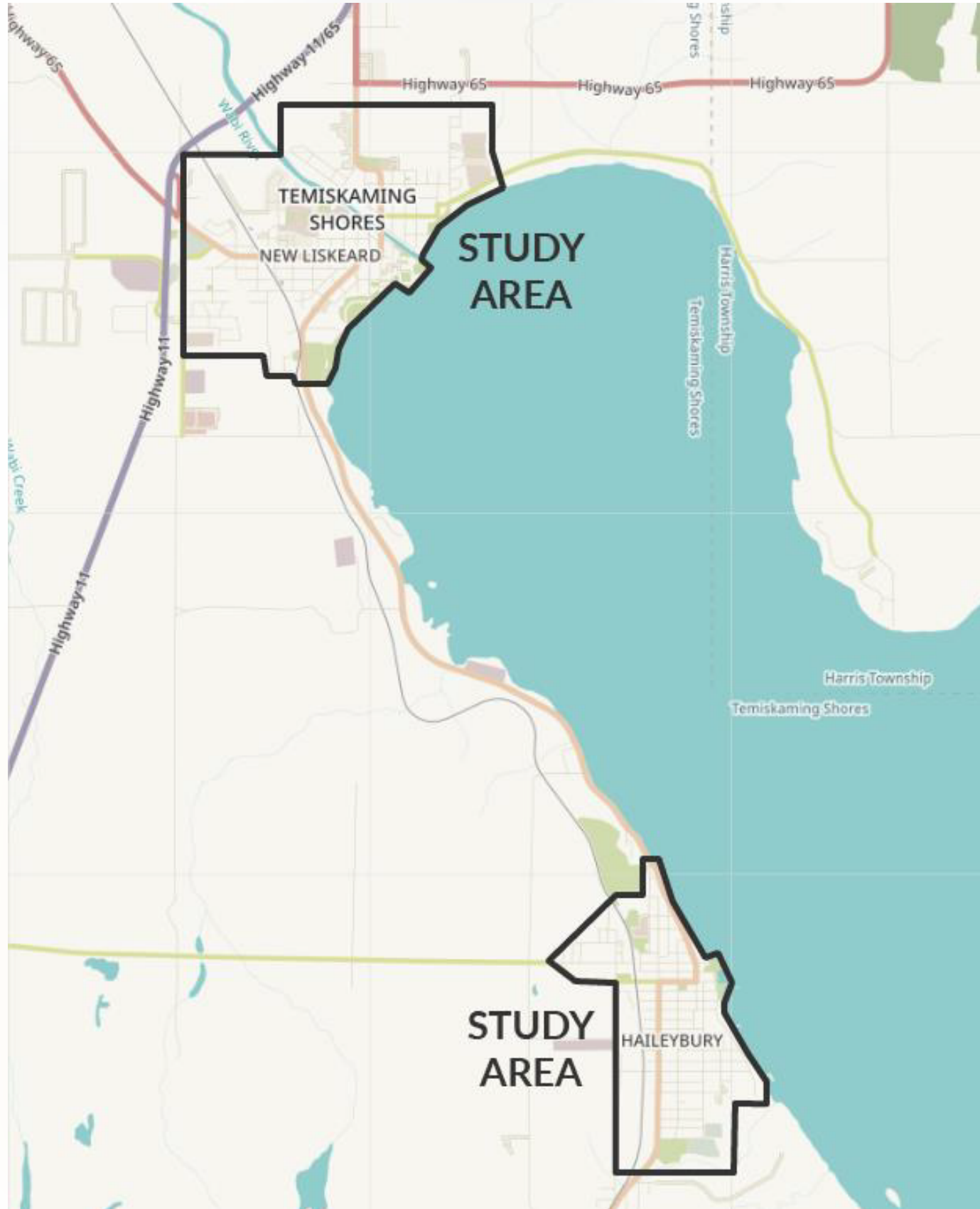
TYLin

LAND ACKNOWLEDGEMENT

We acknowledge that we live, work, and gather on the traditional and unceded Territory of the Algonquin People, specifically the Timiskaming First Nation.

We recognize the presence of the Timiskaming First Nation in our community since time immemorial and honour their long history of welcoming many Nations to this beautiful territory and uphold and uplift their voice and values.

Study Area & Objectives



The objectives of this Transportation Study are to:

- Provide the best transportation options for all users
- Accommodate land use and urban design investments
- Incorporate active travel and improve safety
- Determine implementation feasibility and cost of construction

Study Area description:

The Study Area consists of the two downtown cores in New Liskeard & Haileybury.

The study evaluates City-wide transport operations to develop network solutions with a focus on the Downtown Cores for all modes of mobility including:



Active & Micro-Mobility



Transit



Automobile



Smart & Emerging Mobility



Freight & Goods Movement



Downtown Parking

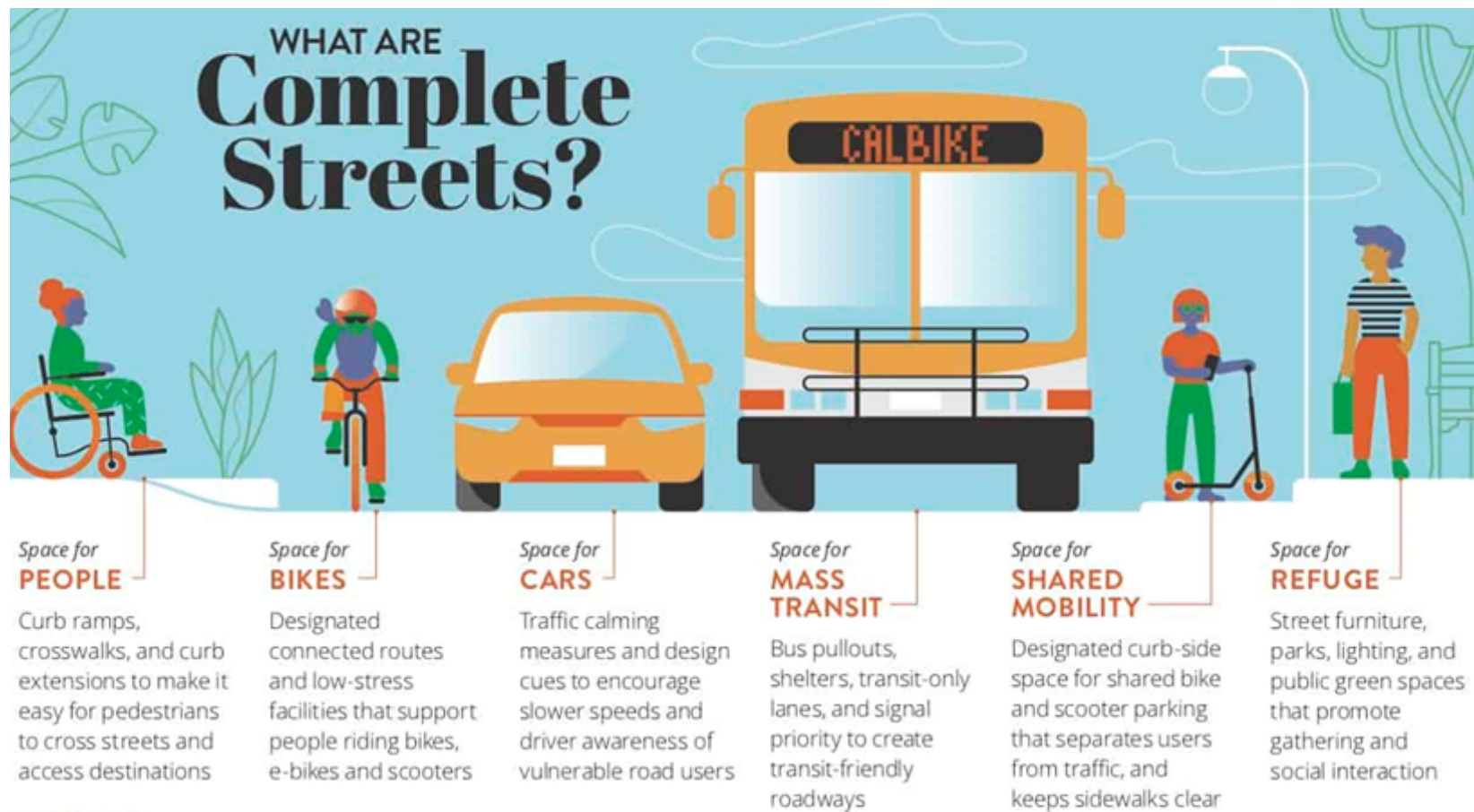
Complete Streets Framework

The goal of Complete Streets is to **create safe and inclusive streets for all**. By using a Complete Streets approach in Temiskaming Shores, we can create spaces that **allow all users to thrive**.

In order to achieve Complete Streets, principles such as Vision Zero, multi-modal design, and community engagement are essential.

Complete Streets address topics such as:

- Safety
- Accessibility
- Health
- Sustainability
- Equity
- Community building
- Congestion
- Quality of life
- Economic Development



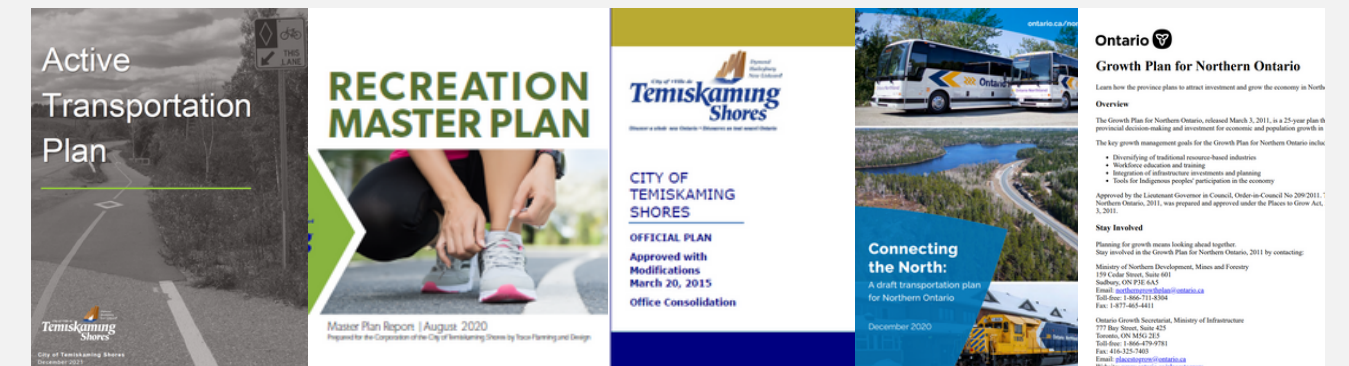
source: California Bike Association

Policy & Guidelines

Creating a tailored Complete Streets approach for Temiskaming Shores is a main focus of this Transportation Study. In order to achieve this, the following publicly available Complete Streets guidelines were reviewed:

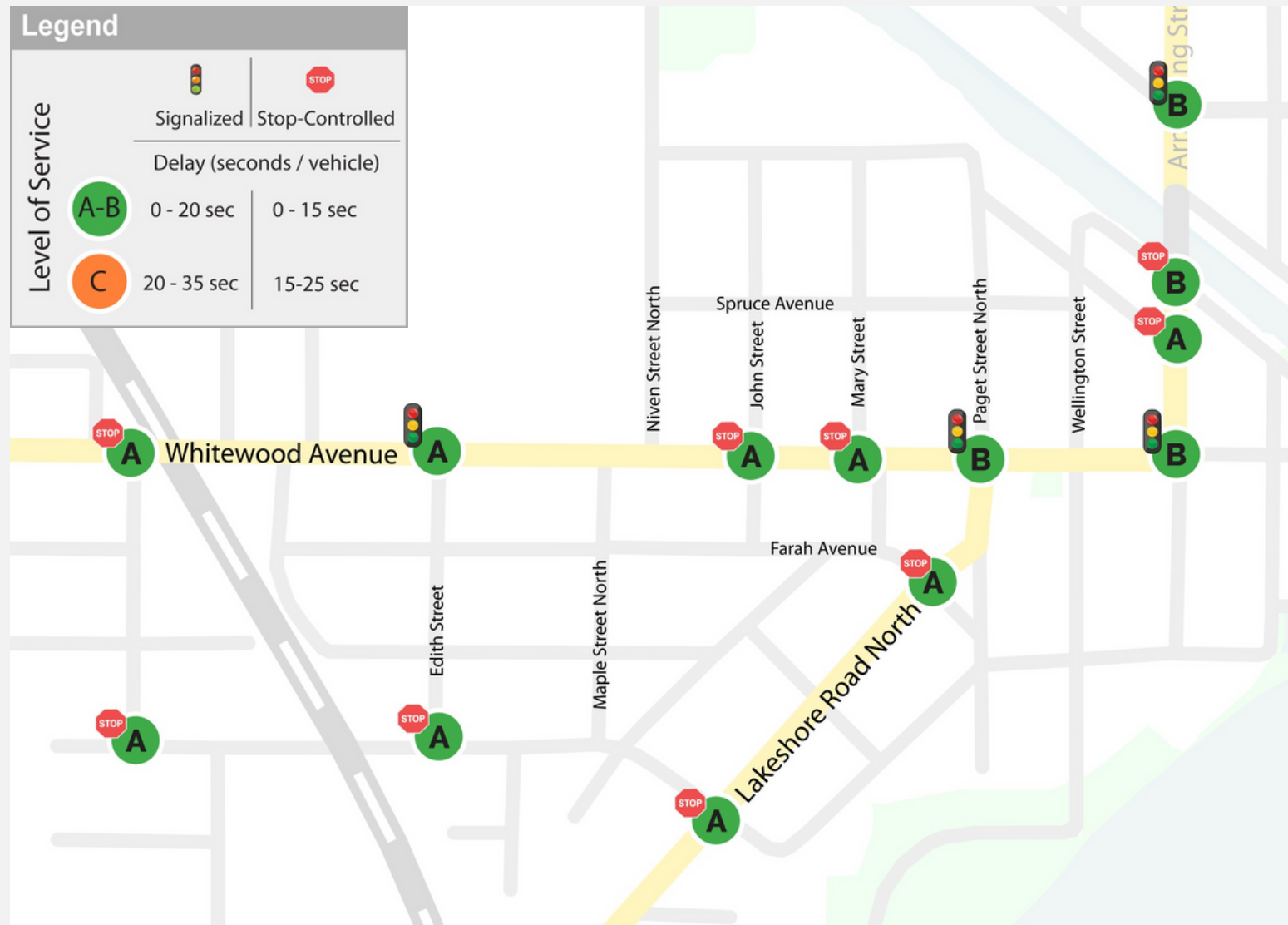


The following local, regional and provincial policies and guidelines have been reviewed with particular focus on transportation to help inform City's plans and aspirations for the community

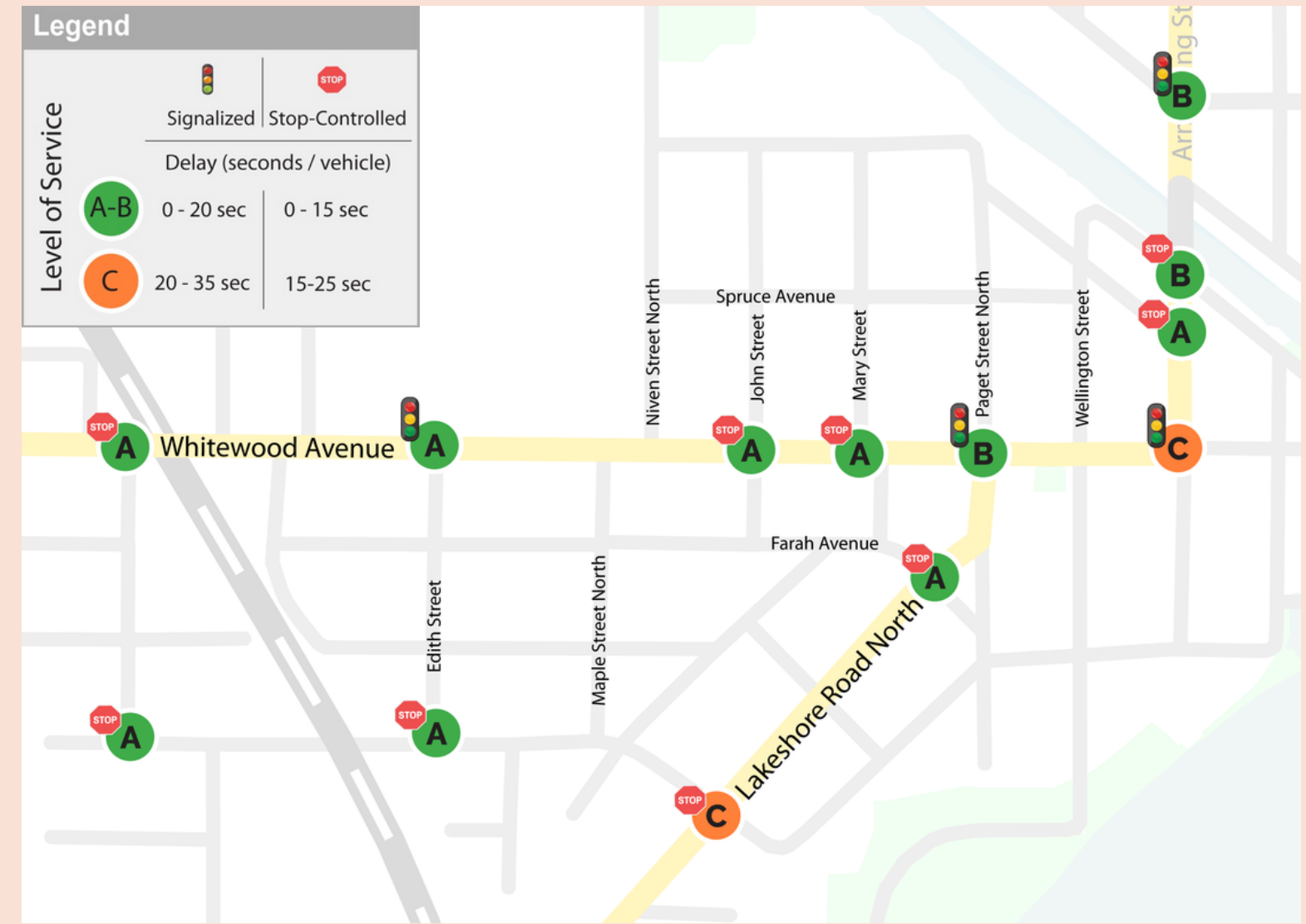


Traffic Operations in New Liskeard

Existing Conditions



Future Conditions (2028)



Traffic operations will remain acceptable under future conditions based on projected 5- and 20-year growth.

All intersections will continue to operate with minimal delays. These Level of Services (LOS) ranging from mostly A, to B, and C, are acceptable and show that the transportation network within the study area is functioning well, with low delays and no capacity issues during both AM and PM peak hours.

Traffic Operations in Haileybury

Existing and Future (2028) Traffic Conditions

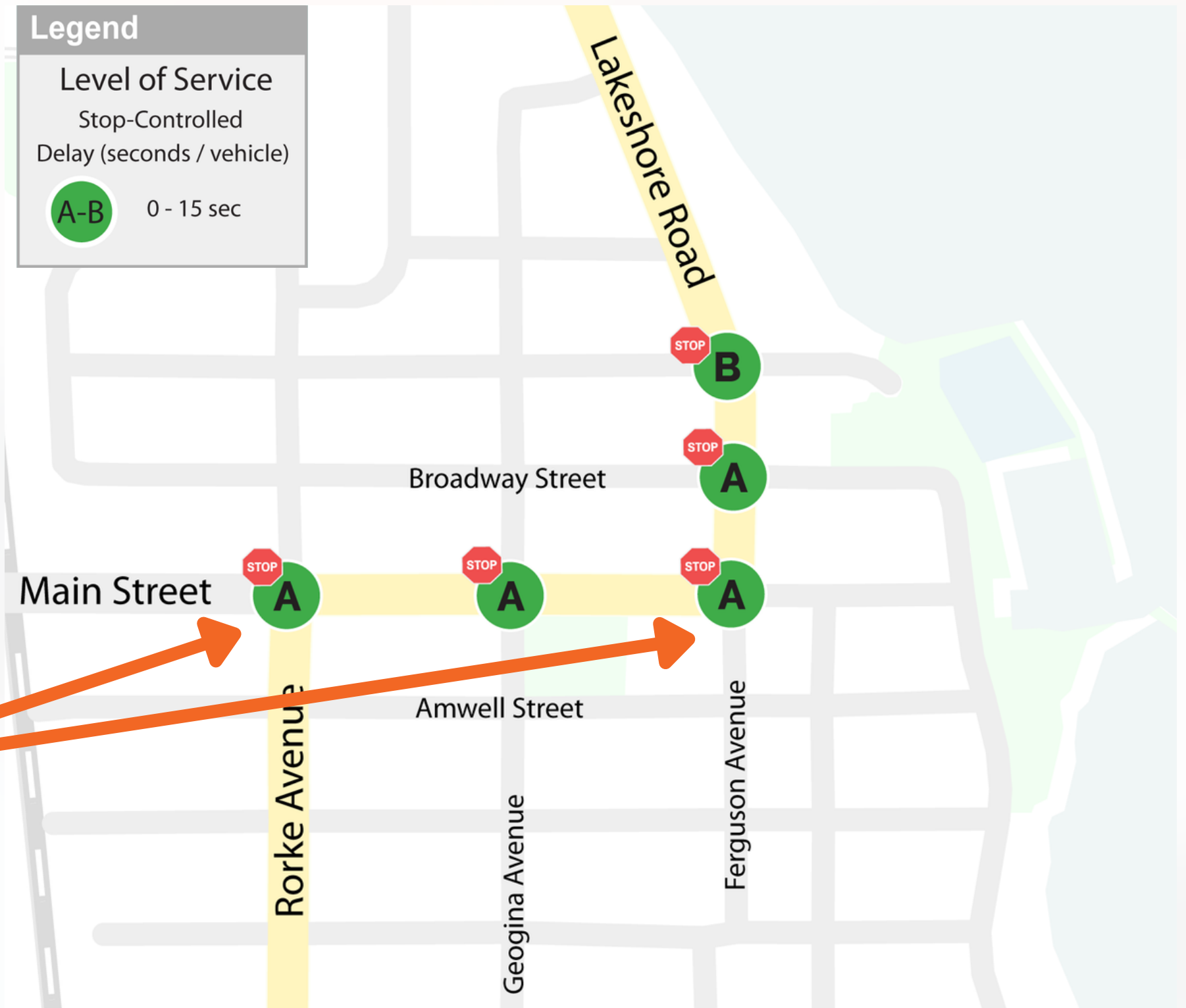
The transportation network within the study area is functioning well under existing conditions, with low delays and significant road capacity during both AM and PM peak hours.

Individual vehicles delays of a maximum of 15 seconds occur during peak periods and are acceptable.

Traffic operations will remain acceptable under future conditions, based on 5- and 20-year growth projections.

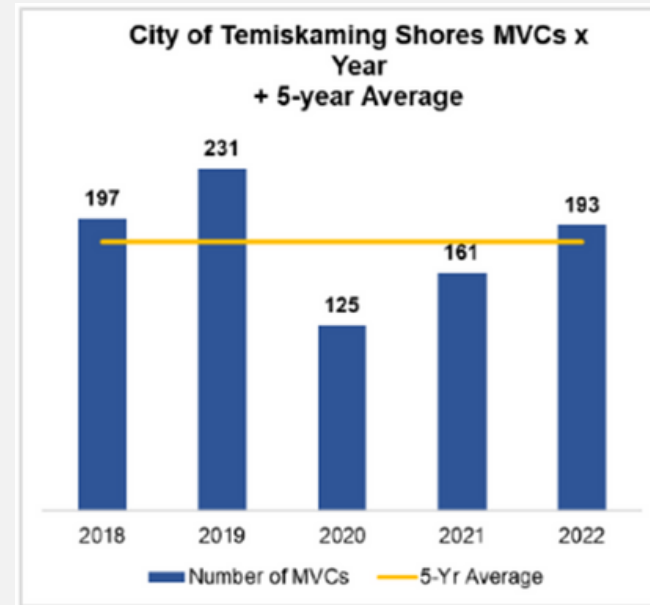
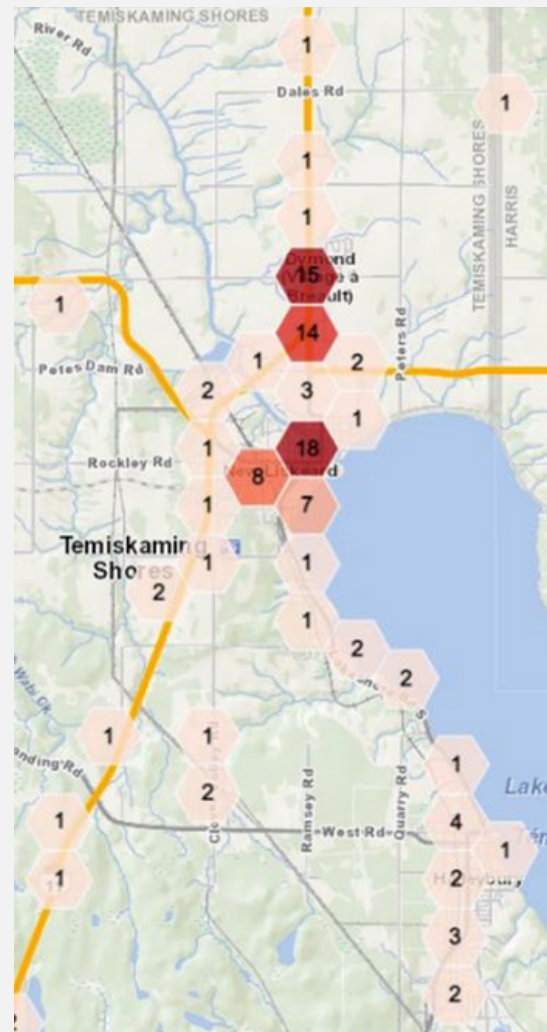
Recommended improvements:

- Main Street/Rorke Avenue and Main Street/Ferguson Avenue are proposed to be upgraded to all-way stop-controlled intersections to improve safety and discourage speeding.
- The channelized northbound right movement on Rorke Avenue is proposed to be closed to improve vehicular and pedestrian safety and reduce turning speeds at the crosswalk.



Road Safety Review

Collision Data Review



During the 5-year period, from year 2018 through 2022, the City of Temiskaming Shores saw a total of 907 reportable motor-vehicle-collisions (MVCs) with an average of 181 MVCs per year.

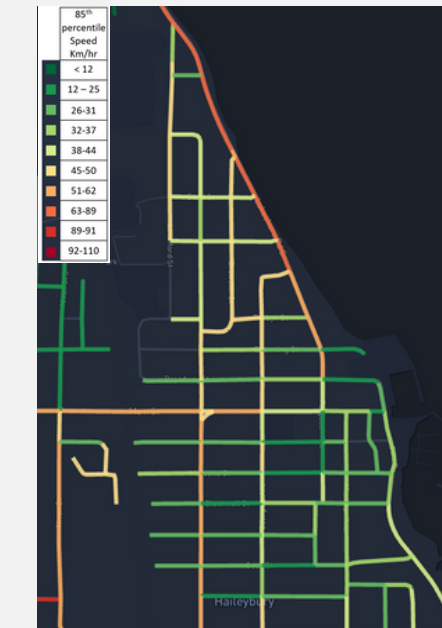
Vehicular Speed Review

New Liskeard



Speeding occurs at Whitewood Avenue, Armstrong Street, Lakeshore Road, Elm Avenue, Beavis Terrace in New Liskeard.

Haileybury



Speeding occurs at Main Street, Georgina Avenue and Lakeshore Road in Haileybury.

The two downtown cores in New Liskeard and Haileybury have posted speed limits of 50 km/h or less.

Wide lanes, a lack of pavement markings and traffic calming, inadequate speed limit signage, and lack of appropriate traffic controls are probable causes for speeding on these downtown roads.

Policy and Design Solutions



Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The City of Temiskaming Shores is advancing Vision Zero policies through implementing changes in the transportation network.

The Project Team is studying traffic calming measures to reduce speeding along high-speed roads. Traffic calming measures include narrowing lane widths, introducing curb bump-outs, installing protected intersections, upgrading crosswalks, and improving traffic controls.

Transit in New Liskeard and Haileybury

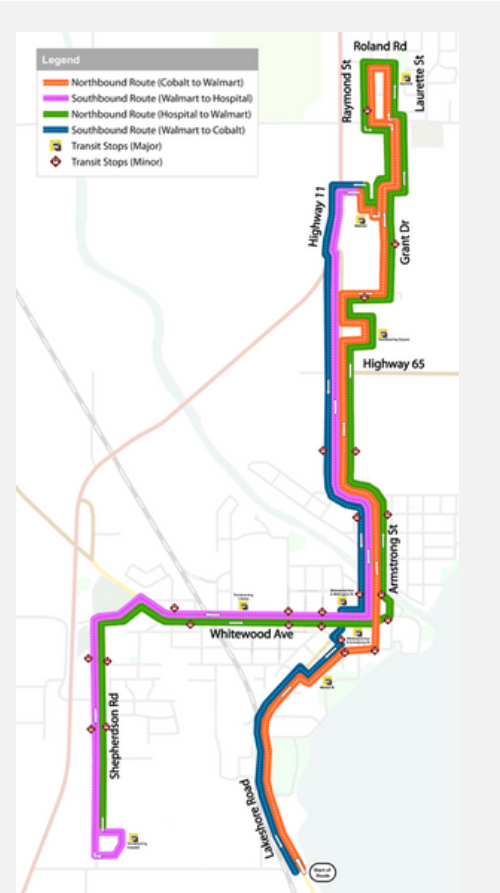
New Liskeard

Existing Network

Transit service in New Liskeard primarily operates on major arterial and collector roads, and along local roads in Dymond.

There are 7 major bus stop locations, servicing routes on both sides of the roadway.

The service includes 23 minor stops, some of which lack formalize bus stop infrastructure, on each side of the route.

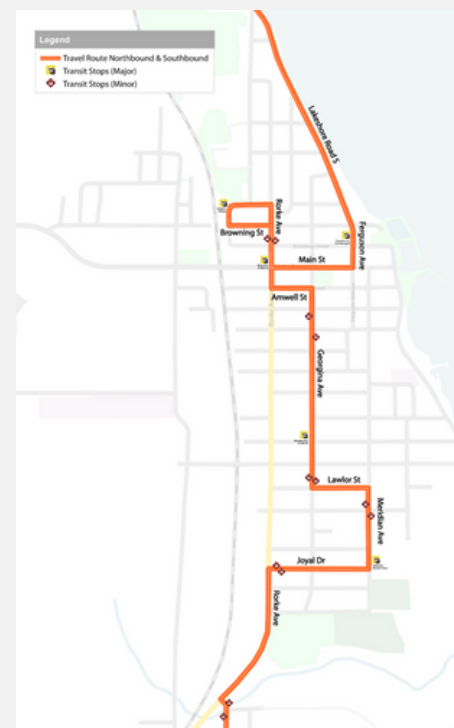


Haileybury

All residential neighbourhoods in Haileybury are within a 400-metre radius (10-minute walk) of a bus stop.

There are 5 major and 12 minor bus stop locations, serviced by both northbound and southbound transit routes.

Major stops are typically marked on both sides of the road, while minor stops typically lack formalized bus stop infrastructure including concrete pads and signage.



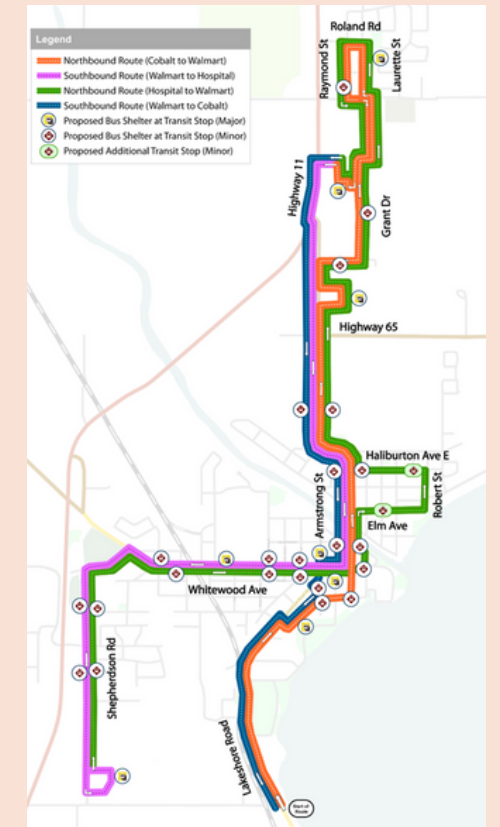
Future Improvements

Short-Term Investments:

- Adjust northbound route to expand service
- Improve wayfinding and bus stop signage
- Upgrade major bus stop infrastructure

Long-Term Expansion:

- Explore separating north-south and east-west routes for efficiency and improved frequency.
- Connect bus service to the future Northlander Rail Station in New Liskeard and enable seamless transfers between communities.



Short-Term:

- Enhance transit with better maps, wayfinding, and improved amenities at existing stops

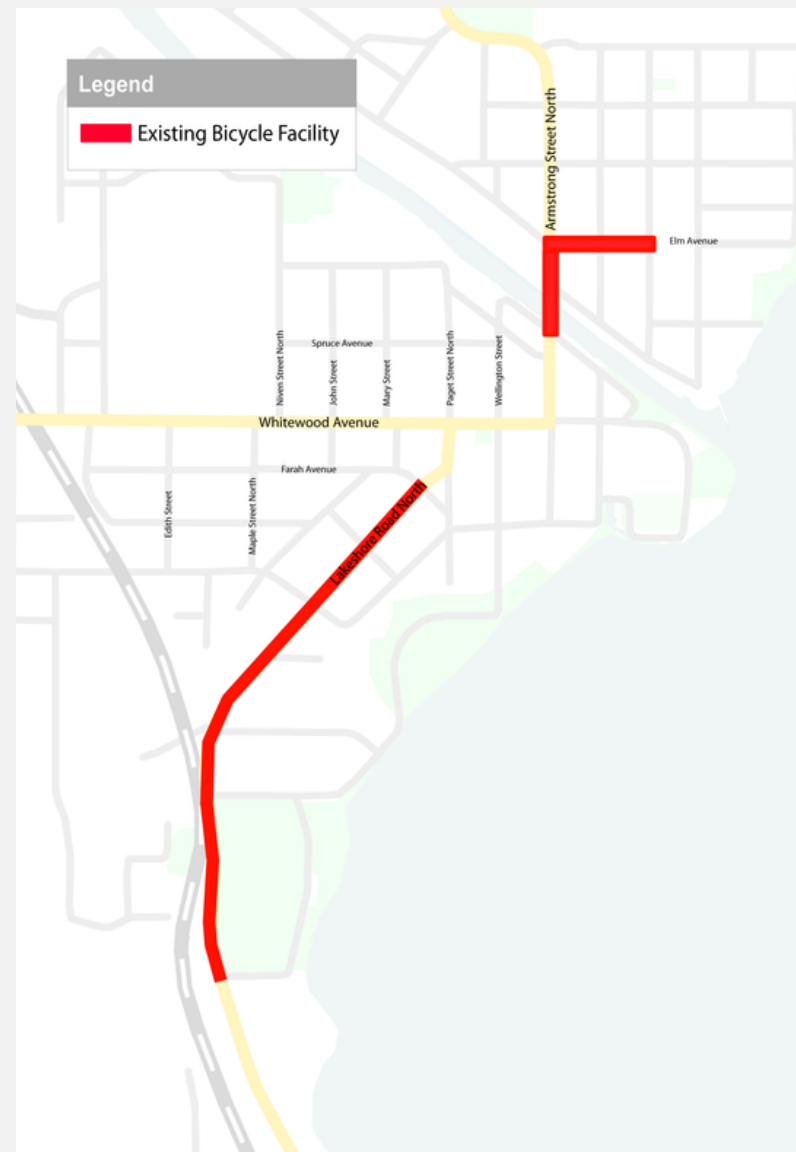
Long-Term:

- Consider separating service to provide a dedicated route within Haileybury, and one route connecting each community.
- Increase bus frequency and improve wayfinding for passengers to enhance convenience and efficiency.
- Advocate for a rail station in Haileybury with discounted fares for travel between the two cores.



Active Transportation in New Liskeard

Existing Conditions



- Cycling facilities are disconnected and generally insufficient across the downtown core.
- Limited and substandard pedestrian crossing opportunities on major roads including Whitewood Avenue and Armstrong Street.
- Narrow sidewalks on one side of the street, especially near Farah Avenue.
- The skewed intersection at Farah Avenue and Dymond Crescent results in a challenging 20-meter crossing distance.
- Safety data verifies a need to address these issues for improved pedestrian safety and accessibility in the core.

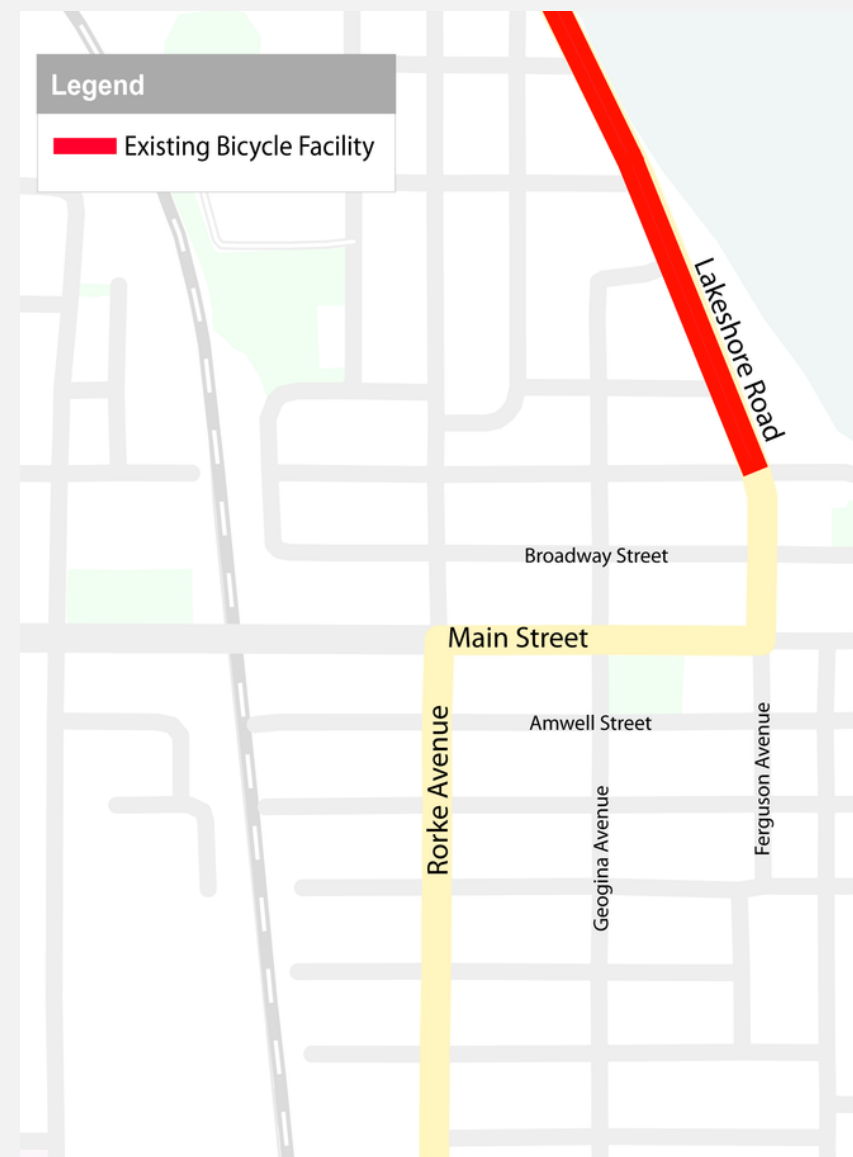
Proposed Future Network Improvements



- New on-street bike lanes with a safety buffer from vehicular traffic.
- New protected intersections to improve safety for drivers, cyclists and pedestrians.
- Extensive traffic calming measures including mini-roundabouts, and new pedestrian crossings.
- Continuous sidewalks at select intersections to slow vehicular turning speeds in areas with increased pedestrian activity.
- Proposed pedestrian bridge to improve connectivity across the Wabi River.

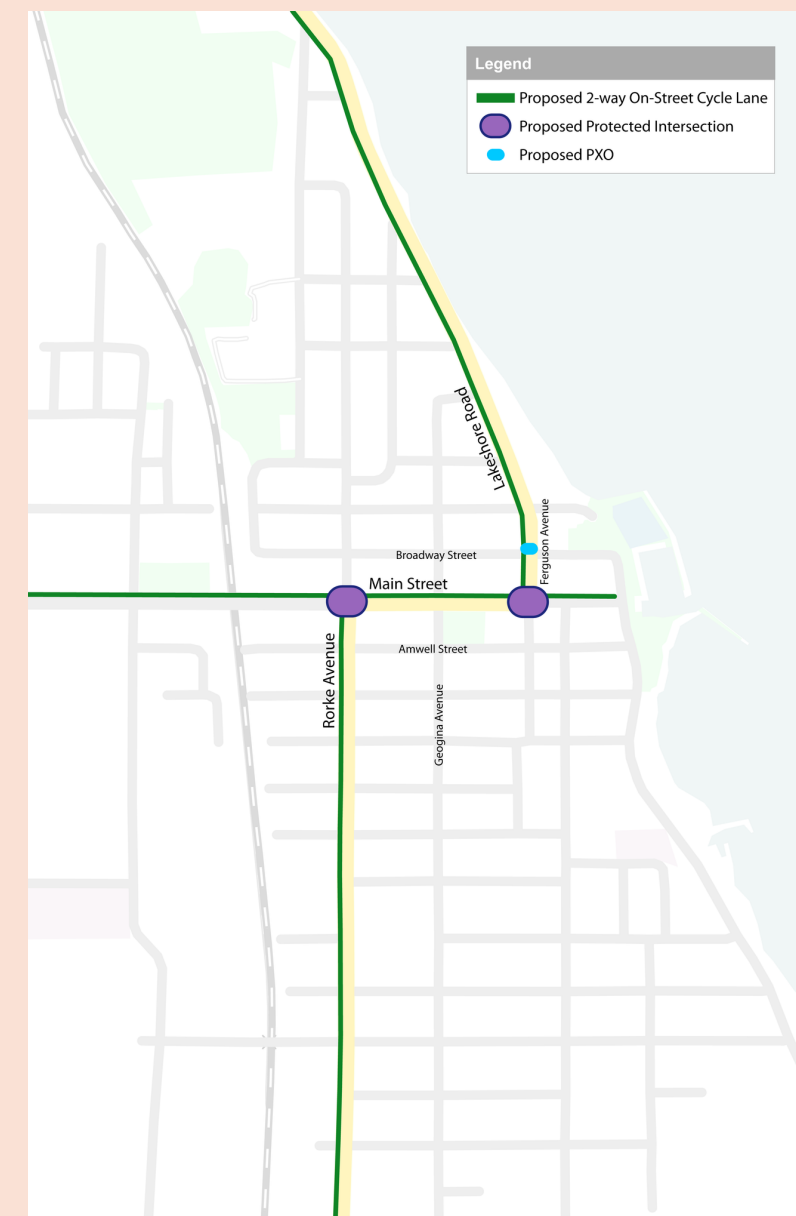
Active Transportation in Haileybury

Existing Conditions



- Cycling facilities are disconnected and generally insufficient across the downtown core.
- Many sidewalks are of substandard width, with minimal separation from travel lanes.
- Pedestrian crossings on Main Street are effected by the significant slope, higher-speed traffic, and lack of stop controls.
- Safety data verifies a need to address these issues for improved pedestrian safety, comfort, and accessibility in the core.

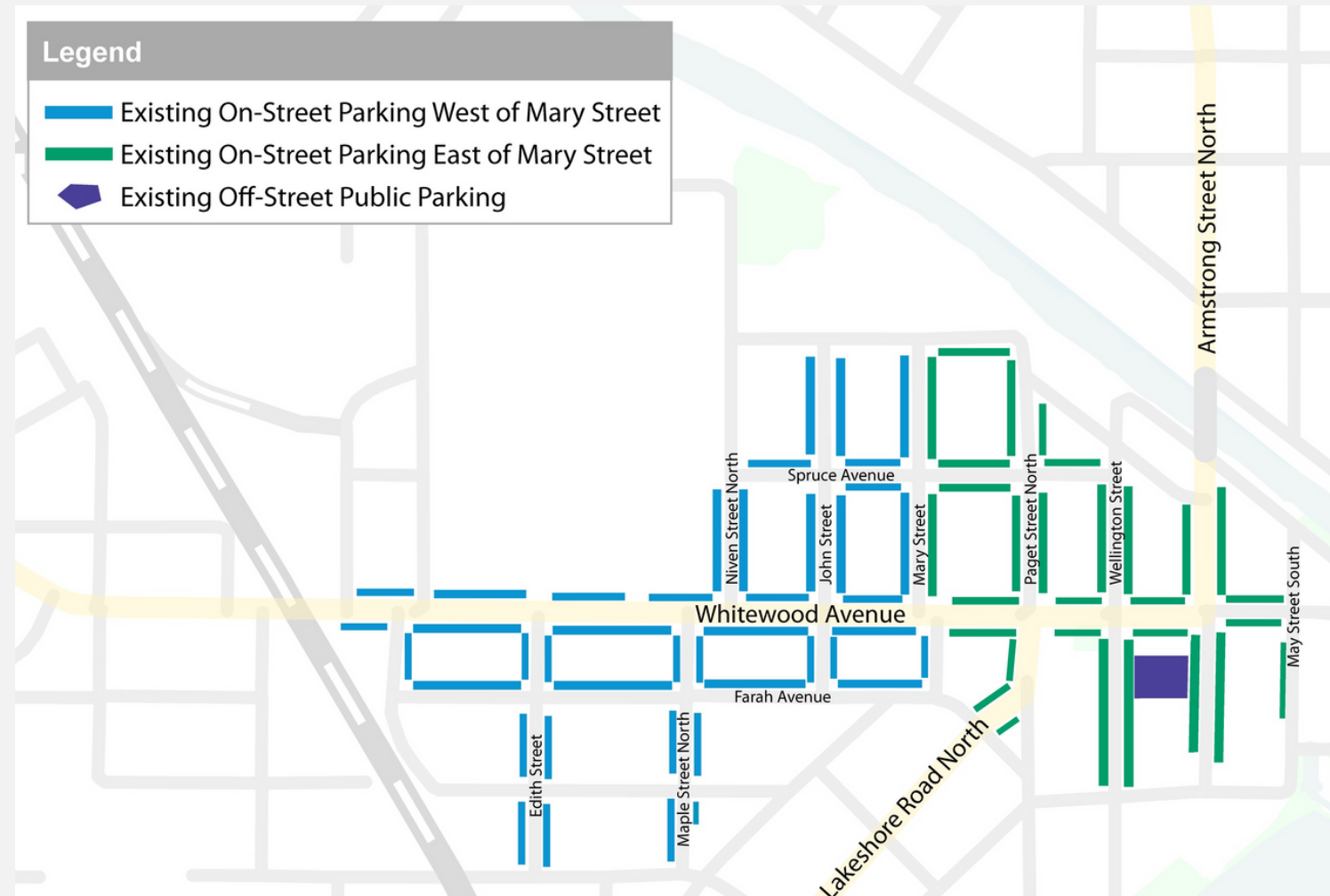
Proposed Future Network Improvements



- New on-street bike lanes with a safety buffer from vehicular traffic.
- On Main Street, a bi-directional cycle track is proposed, to maintain on-street parking on both sides of the roadway.
- New protected intersections to improve safety for drivers, cyclists and pedestrians. An all-way stop at Main Street & Ferguson will slow traffic approaching the core.
- Additional traffic calming measures including new pedestrian crossings and curb bump-outs are proposed.

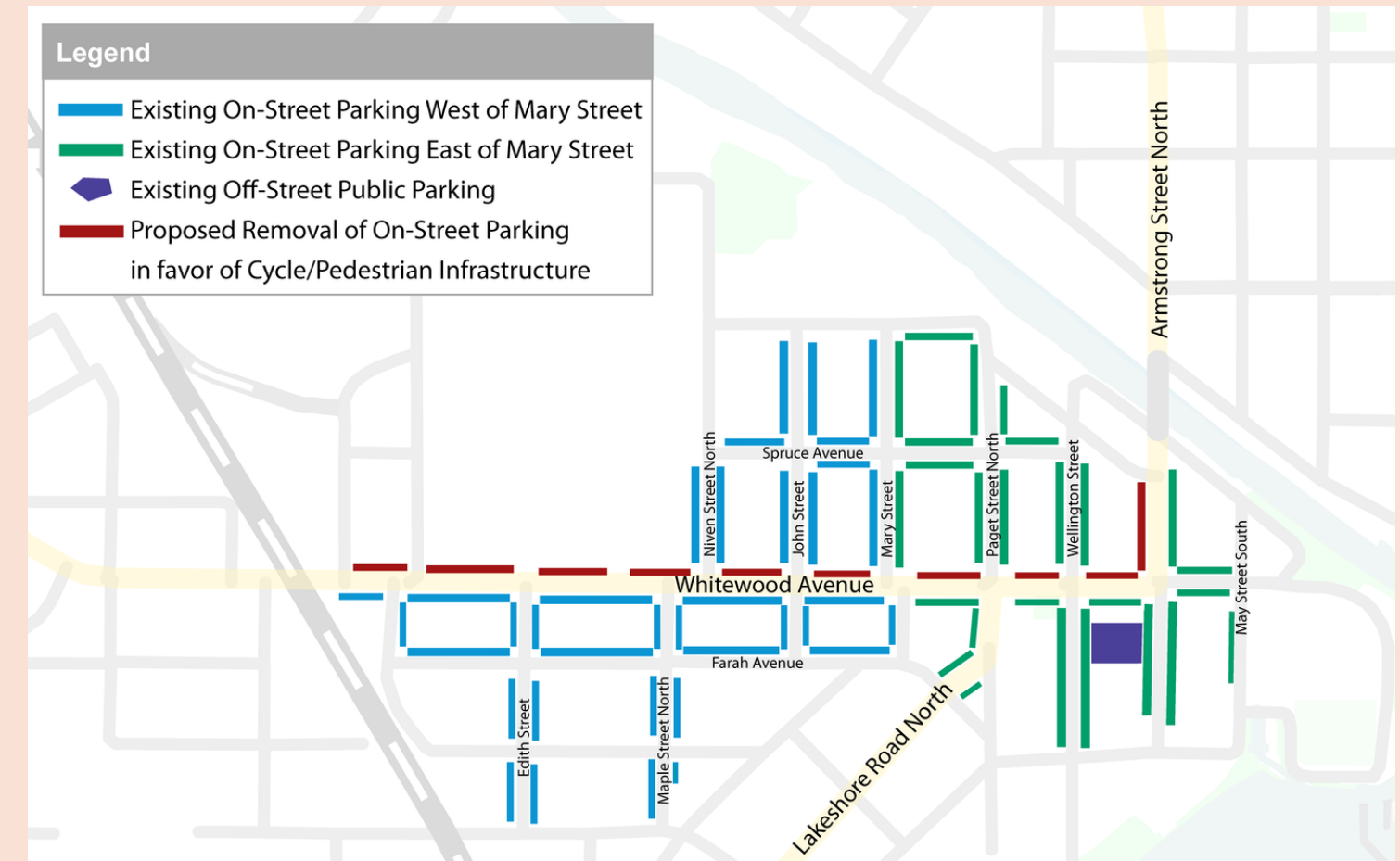
Parking Conditions in New Liskeard

Existing Conditions



- Pavement markings are insufficient in most on-street parking zones.
- Existing off-street parking lot south of Whitewood Avenue is inefficient as a gravel lot without clear delineation of parking spaces.
- There are approximately 757 on- and off-street parking spaces available.

Proposed Future Network

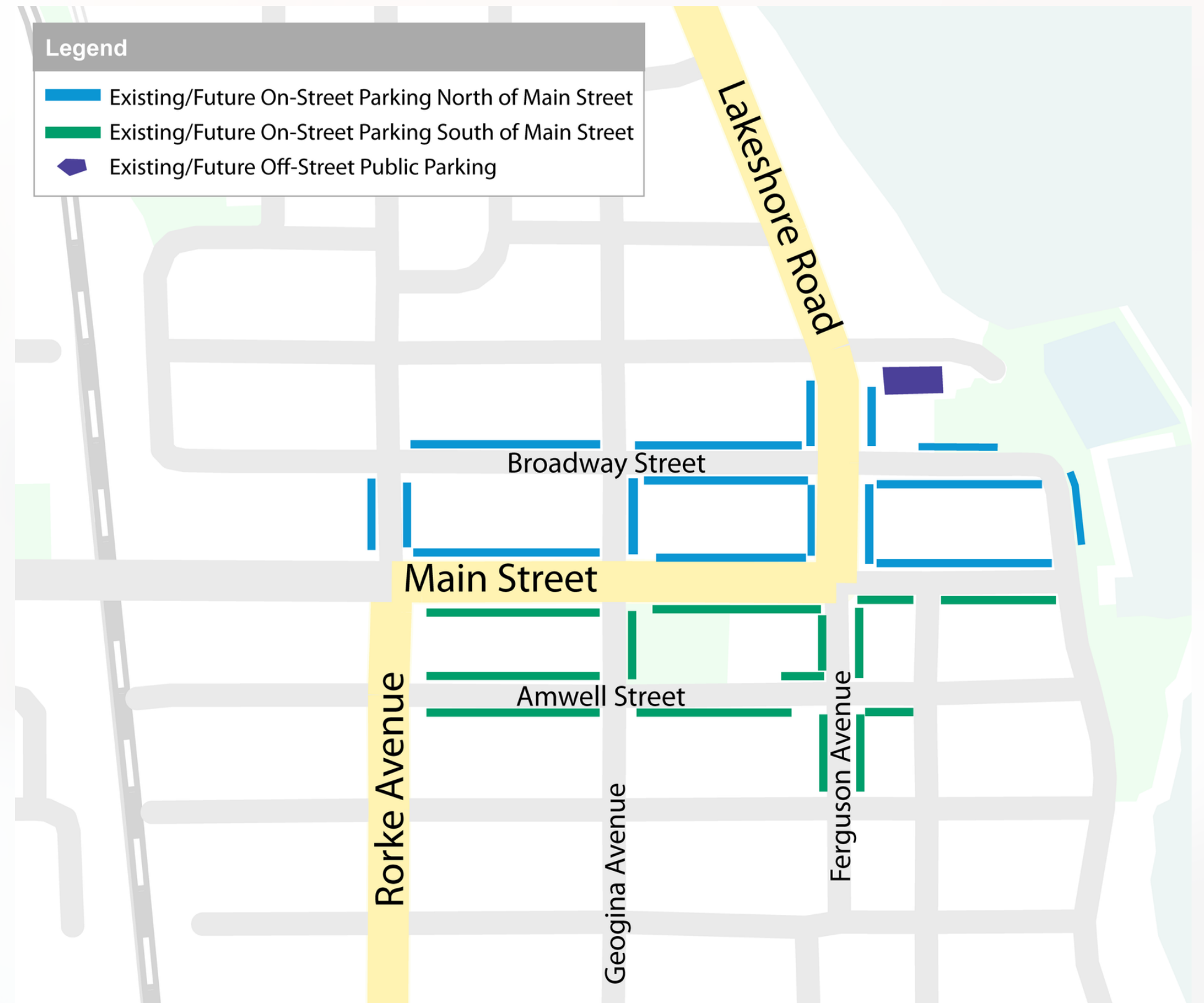


- Select on-street parking areas are proposed to be reallocated for public realm improvements including wider sidewalks, zones for street furniture, formalized bus stops and cycling infrastructure.
- The proposed changes will eliminate 80 parking spaces, maintaining a total of 677 parking spaces in the downtown area.
- To improve the parking experience it is recommended that the off-street lot south of Whitewood Avenue be upgraded from gravel to asphalt with painted markings, lighting, and wayfinding signage.

Parking Conditions in Haileybury

No changes planned for on- or off-street parking facilities in Haileybury.

- On-street parking reductions are not recommended due to high demand on Main Street and limited off-street alternatives.
- The proposed bi-directional cycle track on Main Street will utilize space within the existing right-of-way, by narrowing travel lane widths and delineating parking spaces. The proposed design preserves on-street parking on both sides of Main Street.
- There are approximately 941 on- and off-street parking spaces available, including the off street lot by Browning Street. The majority of on-street spaces are not clearly marked along residential streets, however provide sufficient supply around the core.



Complete Streets Mobility Improvements

Continuous Sidewalks ensure seamless and safe pathways for pedestrians, promoting accessibility, and contributing to vibrant, walkable communities.



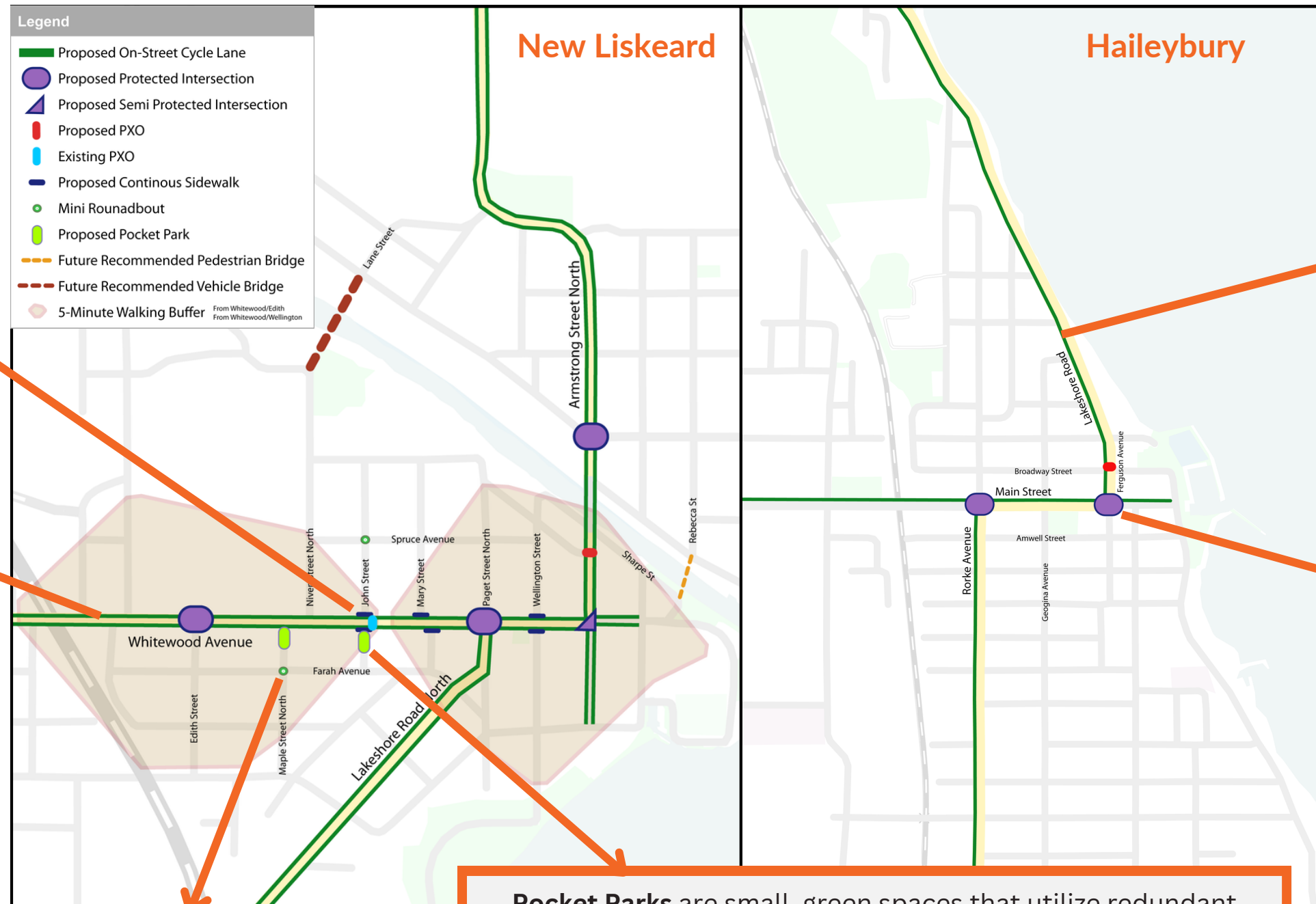
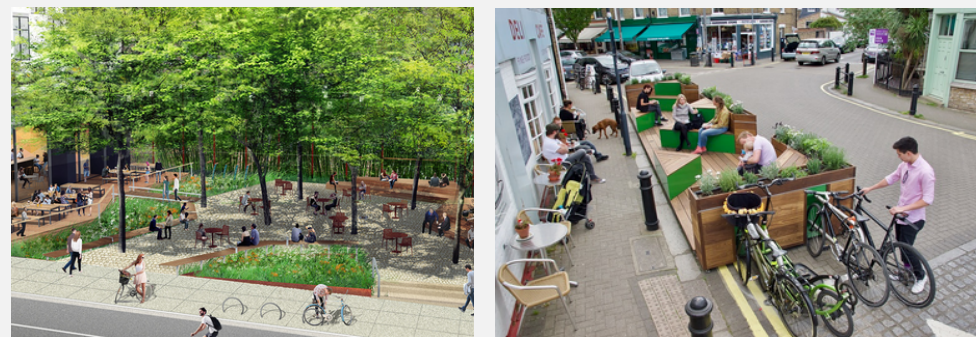
Street Furniture encompasses benches, public art, lighting, and other functional elements that enhance the aesthetic and usability of public spaces, fostering a more engaging environment.



Mini Roundabouts are compact traffic management features that improve intersection flow, mitigate the risk of collisions and improve safety for pedestrians.



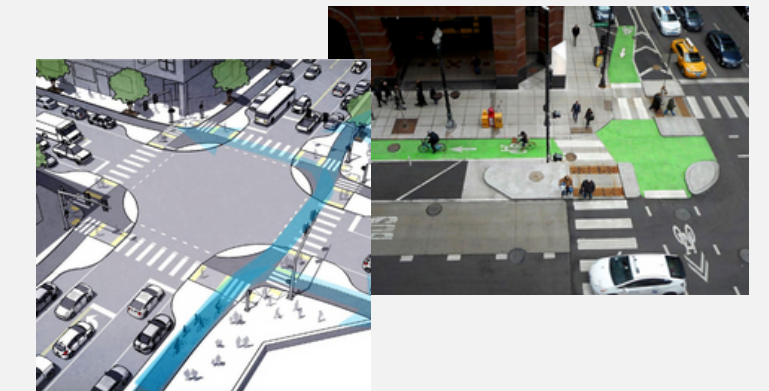
Pocket Parks are small, green spaces that utilize redundant accesses to provide refuge for relaxation and recreation.



On-Street Cycle Lanes are dedicated sections off road that enhance cyclist safety and encourage active and eco-friendly transportation.



Protected Intersections are innovative traffic designs that prioritize cyclist and pedestrian safety by offering dedicated space and right-of-way protection, reducing the risk of collisions at intersections.





Pin your feedback



Traffic Operations

Road Safety

Active Transportation

Parking

Complete Streets

Any other feedback?

Next Steps

1. Review stakeholder comments through Online Survey #2
2. Revising Plan & Evaluation
3. Phasing & Costing
4. Final Report
5. Presentation to City Council
6. Notice of Completion

Your input is important!
Please complete this survey to
let us know what you think.



<https://www.surveymonkey.com/r/TemiskamingMobility2LZB2>

If you have any additional comments, please address them to Mitchell McCrank mmccrank@temiskamingshores.ca

A Complete Streets Vision

