



City of  
**Peterborough**

---

**To:** Members of the Accessibility Advisory Committee

**From:** Susan Sauvé, Transportation Demand Management Planner

**Meeting Date:** April 2, 2014

**Subject:** Report AAC14-006  
George Street Improvement Project

---

## **Purpose**

A report to provide information to the Accessibility Advisory Committee (AAC) regarding the George Street Improvement Project.

## **Recommendation**

That the Accessibility Advisory Committee approve the recommendation outlined in Report AAC14-006, dated April 2, 2014, of the Transportation Demand Management Planner as follows:

That the presentation by Susan Sauvé, Transportation Demand Management Planner with respect to the George Street Improvement Project is received for information.

## **Budget and Financial Implications**

There are no budget or financial implications associated with the recommendation.

## Background

This project includes George Street South from Sherbrooke Street to Perry Street. This section of George Street is a high profile section of street being the southern gateway to the downtown and the road access to Del Crary Park where the Little Lake Music Festival is held every Wednesday and Saturday in the summer months, among other large scale events. There are commercial enterprises, parking, a hotel and parkland abutting the street.

### Existing Conditions

This 700 meter section of street ranges in width from two to four lanes and there are no turn lanes. The lanes are relatively narrow in front of the Holiday Inn and the curb lane is not wide enough to pass a cyclist without switching lanes where the street is four lanes. There are several driveways with frequent turning movements. The No Frills and Tim Horton's driveways are particularly busy and the entire area buzzes on Wednesday and Saturday evenings when the festival is running.



George Street Today

**Pedestrian Environment**

There are no lights or other aids for crossing this four lane arterial street between Sherbrooke Street and Rink Street, a distance of 550 metres. Instead of walking to the traffic signals, many pedestrians choose to cross the street unaided.

While there are sidewalks on both sides of the street in this area, the eastern sidewalk is adjacent to the street and there is no buffer from the narrow adjacent travel lane. The road lanes are narrow and buses, trucks and other vehicles pass close to the sidewalk spraying pedestrians and not allowing for any margin of error on the part of pedestrians who may stray off the sidewalk, such as young children.

**Cycling Environment**

There are no specific facilities for bicycles and cyclists are confused about where to be on this stretch of road. There are enough pedestrians that riding on the sidewalk doesn't work that well and many cyclists are uncomfortable on the road with the narrow travel lanes and the volume of traffic.

**Vehicular Environment**

Close to 16,000 vehicles use this section of road each day. The number of travel lanes changes at both ends of this street from two in each direction to one, requiring merging. There are no turn lanes provided and there are several side streets and busy commercial driveways, so there is also a fair amount of braking and lane changing. Making left-hand turns out of the driveways and side streets is often difficult.

**Transit Environment**

Transit vehicles have the same challenges as other vehicles on this street. Transit users are susceptible to getting splashed while waiting for the bus due to close proximity of vehicular travel lanes to some bus stops.

**Concept for the Improved Street**

Given the high profile of this street and that it is not serving any mode of transportation well, this section of street is an excellent candidate for improvements. An Environmental Assessment is underway for this project and at this point, three concepts have been developed. A public meeting is planned for later this winter to present the concepts. The concepts for the street, which will benefit all users of the street, include:

- One consistent vehicle travel lane in each direction
- A new traffic signal at George and Dalhousie Streets
- Cycling lanes
- Existing asphalt redesignated to provide left turn lanes and pedestrian crossing islands where appropriate
- Limiting vehicular access at some commercial driveways
- Landscaping and street furniture to improve the feel of the street and slow down vehicle speeds by changing the perception of the width of the street
- Removal of on-street parking across from the Holiday Inn and replacing with landscaping



Photoshopped illustration of the improved street

### **Benefits of the Project**

Benefits of this project are expected to be:

1. Improvement in cycling and pedestrian environments resulting in increased use of these modes in this area.
2. Attraction of some cyclists to the faster roadway, resulting in less cycling traffic on the Otonabee River Trail.
3. Fewer collisions and resulting injuries.
4. Reduced vehicle speeds.
5. Improved traffic flow due to dedicated turn lanes.
6. Improved street appeal due to landscaping and street treatments.

Submitted by,

Susan Sauvé, Transportation Demand Management Planner

Contact Name:

Susan Sauvé, Transportation Demand Management Planner

Phone: 705-742-7777, Ext. 1485

Toll Free: 1-855-738-3755

Fax: 705-743-2614

E-Mail: [ssauve@peterborough.ca](mailto:ssauve@peterborough.ca)