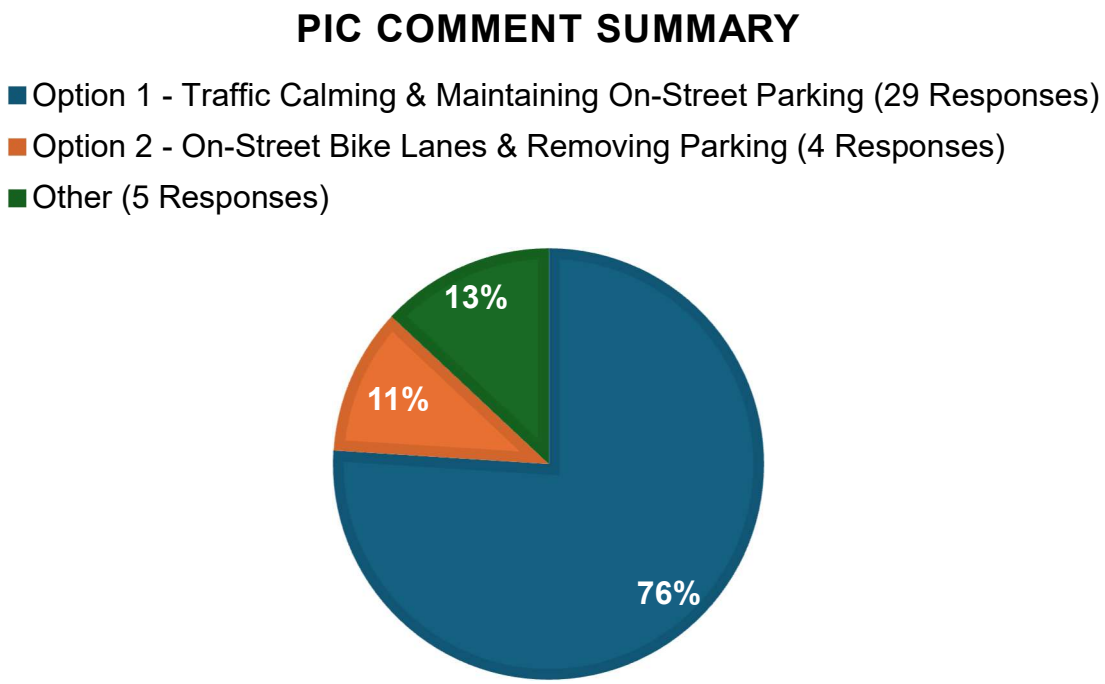
VANSICKLE ROAD ACTIVE TRANSPORTATION STUDY

Public Information Centre (PIC) – What We Heard

Thank you to everyone who took part in the Public Information Centre (PIC) for the Vansickle Road Active Transportation Study. We received 38 responses, with residents providing thoughtful and detailed input on the options presented, focused on everyday neighbourhood needs and concerns.

The pie charted titled PIC Comment Summary shows how feedback was distributed as related to:



Key Messages from the PIC

1. **Keep On-Street Parking**

The most common concern was the potential removal of on-street parking. Participants said that parking is essential for residents, visitors, and events. Many felt that removing it would create inconvenience, shift parking to side streets, and affect safety.

2. **Bike Lanes Not Needed**
Many questioned the need for bike lanes, noting low cyclist numbers and existing nearby routes. Concerns included loss of parking, congestion, and safety. Some preferred off-road options or other streets.

3. **Traffic Calming Support**
Slowing traffic was a top priority. Concerns included speeding and stop sign compliance. Suggested measures included speed humps, narrower lanes, targeted lane shifts, improved pedestrian crossings, and additional stop signs. A few expressed concerns that traffic calming would not be incorporated outside of the road resurfacing work zone.

4. **Support for Bike Lanes**
Some participants supported bike lanes or multi-use paths to improve cycling options. A few supported on-road lanes, while others preferred off-road alternatives.

5. **Parking on Both Sides Concerns**
Several participants noted that parking on both sides can reduce the road width and visibility. Some felt this configuration can contribute to safety issues, while others noted that it slowed traffic.

6. **Winter Maintenance and Year-Round Functionality**
Participants stressed that designs must work in winter, with concerns about snow clearing, ice buildup, and overall safety.

7. **Concerns About Costs or Spending**
Some questioned the value of the project and whether funds could be better used elsewhere.

All feedback will be considered along with technical analysis, policy direction, and project limits when evaluating design options.

Next Steps – Design Phase

The project will move forward into detailed design, focussing on traffic calming along the full corridor from St. Paul Street West to Pelham Road. The intersection at St. Paul

Street West and Vansickle Road will not be included, as it is part of a separate Region project.

Based on feedback:

- On-street parking will largely remain, with only minor removals to support safety improvements.
- Bike lanes will not be added to Vansickle Road

Key design elements will include:

- Traffic calming measures throughout the corridor
- Improvements at key intersections, including narrowing with curb extensions
- New raised pedestrian crossings at Meteor Street and McCaffery Crescent
- A shifted centreline south of Rykert to help calm traffic and better define parking spaces on the west side.
- New sidewalk connection on the west side where a gap currently exists.

Parking will be restricted near intersections using curb extensions to improve visibility and safety.

The design also considers year-round conditions:

- Curb extensions will include markers and be designed to support safe snow plowing
- New catch basins will allow proper drainage and help prevent winter ice buildup
- City crews will clear both the road and parking lanes (where clear of parked cars)
- Clearing of the sidewalks will remain the responsibility of the property owners

This approach reflects the community feedback while meeting technical and safety requirements. Opportunities for cycling infrastructure on alternative routes, such as the hydro corridor, may be explored in the future.