

## Thunder Bay Transportation Master Plan

# Public Open House #3 Summary

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Prepared for City of Thunder Bay  
by IBI Group

November 7, 2017

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## APPENDICES

Appendix A – Notice of Public Open House

Appendix B – Display Boards

Appendix C – Comments on Maps

Appendix D – Comment Sheets and Emails

# 1 Background

## 1.1 Introduction

This report summarizes the third Public Open House (POH) for the Thunder Bay Transportation Master Plan (TMP). This public meeting was held on Tuesday, October 17, 2017 from 4 pm to 7 pm at the Italian Cultural Centre at 132 Algoma Street South. A presentation was delivered at 5:30 pm by project staff.

The purpose of the POH was to present the study's key recommendations and policies and to solicit feedback on those recommendations.

No further public events are planned for the study. For the purposes of this report, correspondence was accepted until November 4, 2017.

The public will have one additional opportunity to comment on the TMP, after the final draft is accepted by City Council and it enters its mandatory public review period.

## 1.2 Notification of Public Open House

The POH was promoted through a variety of media, beginning on October 3, 2017 with first announcement on the TMP's official website. The first print notice followed on October 7, 2017 in the Chronicle-Journal. The POH were promoted in the following ways:

- Print advertisements
  - Wawatay News – October 15
  - The Source – October 12
  - Chronicle Journal – October 7 & 14
- Online advertisements
  - Boosted Facebook post
  - Print ads from The Walleye, Chronicle Journal, and Wawatay News also appeared in the respective digital versions.
- Social media
  - Multiple posts made to the City of Thunder Bay Facebook and Twitter pages
- Websites
  - Dedicated page on the City of Thunder Bay website
  - Dedicated Thunder Bay TMP website
- Newsletters / Emails

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- City of Thunder Bay internal employee E-News – October 12
- Email to list of residents who attended first Thunder Bay Public Open House and signed up for mailing list – October 3
- Other media
  - Media Advisory – October 13
  - Media Release – October 16

See Appendix A for examples of advertising materials used.

### 1.3 Proceedings

The public event was held in the Mediterranean Room at the Italian Cultural Centre at 132 Algoma Street South. 17 display boards on easels were set up along the outside of the room, with tables on the inside with large-scale maps available for residents to examine and comment on.

City and consultant project team members were available to engage with residents and interested parties.

The display boards were arranged as follows:

1. Welcome and Study Process
2. What We've Heard – Summary outreach and engagement efforts to date
3. Transportation Vision – Draft vision, objectives, and principles for the TMP
4. Alternative Solutions – Four alternative planning solutions first presented at Open House #2 and the evaluation of these strategies leading to the selection of the preferred strategy (sustainability-focused).
5. Key Community Outcomes – Connection and Opportunity and Public Health
6. Key Community Outcomes – A Greener City and Good for Business
7. Active Transportation – What we've heard and proposed strategies and policies
8. Walking – Draft pedestrian priority corridors and neighbourhood greenways
9. North-South Cycling Route – Two approaches to connecting the two cores by active transportation, a shorter-term concept, and an ultimate long term route
10. Draft 2038 Cycling Network
11. Transit – What we've heard and a the future of transit in Thunder Bay

12. Road Network – What we've heard and proposed strategies and policies
13. Complete Streets – Approach and examples
14. Roundabouts and Road Diets
15. Traffic Calming – Proposed process and toolkit
16. Draft 2038 Road Network and key recommendations
17. Implementation and Next Steps

A copy of the display boards are included in Appendix B.

Feedback was solicited from attendees through direct discussions with members of the project team, by marking up maps provided, or by filling in comment forms.

Tables were set up where large-scale maps were provided for attendees to mark up with their feedback. These maps were the Draft 2038 Road Network, the Draft 2038 Cycling Network, the North-South Cycling Routes, and the Draft Pedestrian Priority Corridors.

## **1.4 Attendance and Participation**

Attendees were asked to sign in, but it was not mandatory. 56 people signed in to the event.

Nine attendees submitted comment forms during the event.

# **2 Open House Feedback**

## **2.1 Comments on Maps**

Five large-scale maps were available for attendees to draw and write on. These maps depicted the following:

1. Draft 2038 Road Network
  - a. Full limits of the City of Thunder Bay
  - b. Close-up of the urban area
2. Draft 2038 Cycling Network
3. North-South Cycling Route
4. Pedestrian Priority Corridors

Comments were received on all maps regarding a number of issues. The comments for each map are summarized below. The scanned maps, including all comments received, can be found in Appendix C.

### **2.1.1 Draft 2038 Road Network**

- Proposal for a new road between the future Thunder Bay Expressway and Northwest Arterial interchange to Belrose Road
- Request for signal coordination between the Algoma Street and Court Street intersections with River Street
- Request for extended late night bus service along the main north-south corridor
- Request for a traffic signal sensor at Churchill Drive and Edward Street
- Request for bus service between Northern Avenue and the East End in the evening and on Sundays
- Idea for the creation of a roundabout suggestion list for public input
- Comment that it is very good to see roundabouts in the plan
- Note that pedestrian and bicycle access to Nor'Wester View School is poor

### **2.1.2 Draft 2038 Cycling Network**

- Suggestion that John Street and Oliver Road should be candidates for cycle tracts to connect the university to the north core, and there is already a high volume of cyclists
- Suggestion that cycling access from the marina to Intercity is critical
- Suggestion that a cycling connection along Edward Street is missing
- Question regarding a plan for south Neebing (which is not shown on this map)
- The icon for intersection improvements shown at the intersection of Balmoral Street and Oliver Road was circled
- Comment of "good idea" added to the potential trail between Wardrope and the parkland north of the City

### **2.1.3 North-South Cycling Route**

- Suggestion that the north-south link is critical and another suggestion that it be a big priority
- Question regarding the proposed path along the Carrick Street right of way, whether it will be paved and if the existing dog park can be maintained
- Comment questioning the viability of using the CN Rail bridge at the Floodway

- Comment that the proposed Ultimate Route needs to consider the accommodation of buses and potentially bus-only lanes
- Comment that the Ultimate Route should be the immediate priority as it connects cyclists with commerce and entertainment
- Suggestion to utilize parking-protected bicycle lanes
- Suggestion for a cycling connection between the Express and the Ultimate Routes at Camelot Street

#### **2.1.4 Pedestrian Priority Corridors**

- Suggestion that St. Paul Street be pedestrianized
- Comment that the traffic signal at Pearl Street and Water Street takes too long to change for pedestrians crossing to the waterfront
- Suggestion that safety should be increased along the riverside trails
- Suggestion that Bay Street between Second Street and Algoma Street be convertible to pedestrian-only
- Suggestion to add sidewalks to Water Street south of John Street
- Comment that the crosswalk at John Street and Marlborough Street needs curb ramps
- Suggestion that Camelot Street east of Algoma Street needs sidewalks on both sides
- Comment that sidewalks have reduced speeds on Farrand Street
- Suggestion that speed limits be lowered in the older neighbourhoods with narrower streets
- Comment regarding a sidewalk gap near the Theresa Street and High Street intersection
- Comment about continuity in implementation, consistency between all departments, consistent metrics, standards for each classification of road
- Request for a sidewalk on at least one side of Balmoral Avenue
- Comment regarding the lack of safety for pedestrians and cyclists in the area of Mountain Road

## **2.2 Comment Sheets and Emails**

### **2.2.1 Comment Sheets**

A total of 9 comment sheets were submitted at the third Public Open House. Topics discussed included:

- Deficiencies in the design of the Court Street cycle track

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- Uncomfortable bus rides (noisy and jerky)
- Lack of bus access to Thunder Centre shopping area
- Lack of bus service to Hilldale Road, Vickers Street/Northern Avenue
- Suggestion of a new road west of the Thunder Bay Expressway that connects to the Northwest Arterial
- Positive comments regarding the proposed cycling network and north-south route
- Negative reaction to expanding Harbour Expressway intersections
- Desire to continue to plant street trees
- Signal coordination
- Need for protected bicycle lanes on busy streets
- Potential for bus lanes on Memorial Avenue
- LIFT+ specialized transit customer logistics
- Request to allow cycling on the sidewalk

All comment sheets are attached in Appendix D.

#### **2.2.2 Emails Received**

The study mailbox ([contact@thunderbaytmp.ca](mailto:contact@thunderbaytmp.ca)) has received emails a total of 20 emails from 14 residents between July 8, 2017 and November 4, 2017.

Six residents submitted comments regarding the area of Mountain Road and 15<sup>th</sup> Side Road. These submissions commented on the state of walking and cycling infrastructure in the area, particularly leading to the local elementary school. There is also a neighbourhood community centre, a large sports facility, and a hotel nearby. Several of the emails included a screenshot of correspondence with the City dated July 24, 1991.

Other submissions provided comments on the following topics:

- Conflicts created by narrowing of Algoma St at Bay St
- Suggestion of advanced left turn lanes at the intersection of John St and Memorial Ave
- Malfunctioning advanced left turn arrows
- Bus bays, particularly on busy corridors
- Highway 61 as it relates to proposed provincial highway expansion, and the safety concerns at Chippewa Rd
- Support for expanded and improved cycling infrastructure, particularly the Ultimate North-South Route, and for traffic calming measures
- Potential widening of 25<sup>th</sup> Side Road

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- Support for urban cycling improvements including the north-south connection and the waterfront trail as well as pedestrian improvements, suggestion that better attention be paid to providing adequate paved shoulders in rural areas, and support for roundabouts
- Allowing left turn along the Harbour Expressway through the entire green light cycle
- Support for Complete Streets

All emails are attached in Appendix D.

## 3 Summary

The third and final Public Open House for the Thunder Bay TMP was well-attended and TMP staff heard a wide array of voices offering a large amount of feedback.

All of the comments received have been reviewed and will be taken into consideration the final stages of the development of the Transportation Master Plan.

The public will have one final opportunity to comment on the Transportation Master Plan, once the final report has been passed by City Council and the TMP enters its mandatory public review period.