

**SARNIA TRANSPORTATION / TRANSIT
MASTER PLAN**

APPENDIX A – CONSULTATION MATERIAL



GET AROUND.

SARNIA'S TRANSPORTATION/TRANSIT MASTER PLAN

Notice of Study Commencement

The City of Sarnia has initiated the development of a city-wide Transportation Master Plan and Public Transit Master Plan which will be instrumental in improving the way people and goods move through and around the City. Sarnia is changing and growing, and the current transportation and transit systems need to adapt to embrace a more sustainable travel future for everyone. The Transportation Master Plan and the Public Transit Master Plan will be key tools in continuing to build a healthy, vibrant and sustainable City by providing direction for enhanced pedestrian, cycling, public transit and roadway infrastructure. The study will follow the master planning provisions of the province's Municipal Class Environmental Assessment (EA) process.

IBI Group has been retained by the City to develop the Transportation Master Plan and Public Transit Master Plan, which is planned for completion in September 2013.

STUDY OBJECTIVES

- Identify existing and future levels of travel demand throughout the City.
- Outline the transportation infrastructure needed to ensure safe and efficient movement of people, goods and service for the economic growth and prosperity of the City.
- Develop policies and guidelines for all modes of transportation in the City, including walking, cycling, transit, goods movement and roads, and that also supports rail, air and marine service.
- Analyze Sarnia Transit and Care-A-Van to provide recommendations for improved service delivery and efficiency.

VISIT THE STUDY WEBSITE:

<http://www.getaroundsarnia.ca>

GET INVOLVED! YOUR INPUT IS IMPORTANT TO US!

Engaging the community will be a major component in developing these Master Plans by identifying community needs and defining priorities. Members of the public, interested community groups and agencies are encouraged to participate actively in this study by contacting study team staff directly with information, comments or questions, or by participating in future consultation opportunities including:

- Public Information Centres
- Public Surveys/Questionnaires
- Stakeholder Outreach Meetings
- Community Advisory Groups
- Project Web Page

The first Public Information Centre to introduce the master planning studies and hear the public's ideas and issues regarding Sarnia's transportation and public transit systems will be held this Fall. Notice of this public session will be posted in local newspapers and mailed to those asking to be placed on the project mailing list.

If you, your agency or group are interested in participating through the above mentioned programs or would like to be added to the project contact list for updates, please contact the project manager below or check out our website at <http://www.getaroundsarnia.ca>.

FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS, CONTACT:

Don Drackley, MCIP, RPP
Consultant Project Manager / IBI Group
379 Queen St. S.
Kitchener, ON N2G 1W6
Phone: 519-745-9455
Fax: 519-745-7647
Email: ddrackley@ibigroup.com





GET AROUND.

SARNIA'S TRANSPORTATION/TRANSIT MASTER PLAN

Notice of Public Information Centre #1

CHALLENGES, PRIORITIES & VISIONS FOR TRANSPORTATION / TRANSIT IN SARNIA

The City of Sarnia has initiated the development of a city-wide Transportation Master Plan and Public Transit Master Plan of how to improve the way people and goods move within and through the City. Sarnia is changing and growing, and the current transportation and transit systems need to adapt to embrace a more sustainable travel future for everyone. The Transportation Master Plan and Public Transit Master Plan will be key tools in continuing to build a healthy, vibrant and sustainable City by providing direction for enhanced pedestrian, cycling, public transit and roadway infrastructure and investment.

IBI Group has been retained by the City to develop the Transportation Master Plan and Public Transit Master Plan including Care-A-Van service. The plans are scheduled for completion in September 2013.

An introductory Public Information Centre (PIC) is now planned to give the public an opportunity to provide input on:

- **CHALLENGES** facing transportation in Sarnia now and over the next 20 years;
- **TRAVEL PATTERNS** through the City;
- **TRAFFIC "HOT SPOTS";**
- **LOCAL TRAVEL PRESSURES** on the transportation and transit services;
- **ALTERNATIVE PLANNING STRATEGIES** for the future; and
- **PRIORITIES** in funding transportation infrastructure and transit services.

PUBLIC INFORMATION CENTRE #1

WHEN November 6, 2012
4:30 p.m. to 7:30 p.m.

WHERE Sarnia Arena
134 Brock Street South

Sarnia Arena is served by Sarnia Transit routes 1, 3, 4, and 11. Parking is available on site.

Representatives from the City of Sarnia and the Consultant will be in attendance to provide information and receive public input and comments to help build the master plans.

The public is encouraged to attend this PIC to learn more about transportation and transit master planning, and provide input on travel patterns, issues, expectations and visions. This information will help shape the focus of the City's Transportation and Transit Master Plan. In addition, the public can continue to submit ideas, comments and suggestions to the following Study Team contact or by visiting the study website at <http://www.getaroundsarnia.ca>

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VISIT THE STUDY WEBSITE:
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WELCOME

Public Information Centre #1

November 6, 2012, 4:30 p.m. – 7:30 p.m.

Please fill in a Comment Sheet.

Direct any questions or comments to Study
Team members



Purpose of This Public Information Centre

- Introduce the Transportation Master Plan and Transit Master Plan including Care-A-Van service.
- Why?
 - To develop integrated transportation and transit system plans to guide local decision-making.
 - To build a healthy, vibrant and sustainable Sarnia.
- Purpose of this PIC is to provide an opportunity for you to ask questions and provide comments about local transportation challenges, priorities and ideas.



What is a Master Plan?

- Think of a Master Plan as a blueprint for the future of transportation and transit in Sarnia.
- Intended to guide long-range transportation and transit planning and investment for the next 20-years.
- Provides directions for transit service, bicycle lanes, pedestrian connections, sidewalk enhancements and roadway improvements where required.
- Based on expected Sarnia growth and resulting transportation improvements to ensure safe, convenient and reliable travel in the City.

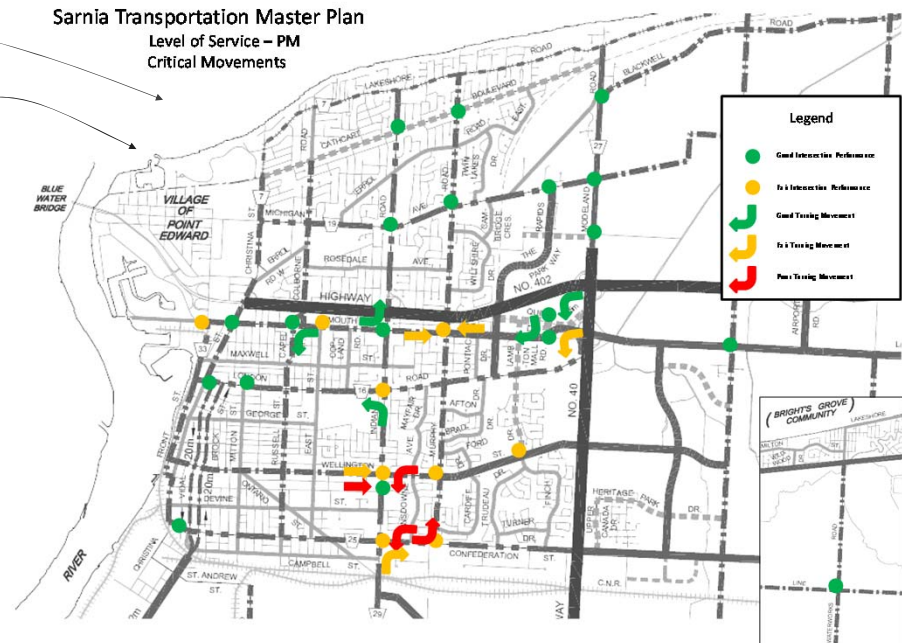


Sarnia Transportation Challenges

- Travel in an “Auto-Dominated” City:

Mode of Travel:	2006 Census Sarnia	2006 Census Kitchener	2006 Census Windsor	2006 Census London	2006 Census Chatham-Kent	2006 Census Brantford	2006 Census Guelph	2006 Census Kingston
Auto Driver	81%	77%	79%	73%	82%	78%	75%	69%
Auto Passenger	9%	10%	8%	9%	9%	11%	9%	10%
Transit	2%	6%	4%	9%	1%	4%	7%	5%
Cycling/Walking	7%	6%	7%	8%	7%	6%	9%	15%

- Key intersection traffic conditions.
- Traffic operations (i.e., signals, roundabouts).
- Rural road upgrading.
- One-way streets.
- “Complete Streets”.
- Highway 402 & 40.
- Role of conventional transit and Care-A-Van.
- Integrated cycling network.
- Downtown parking.



Transportation Priorities for Sarnia

What is your #1 local transportation priority (red dot), #2 (blue dot) and #3 (yellow dot)?

- Air Quality
- Avoiding Travel Delays
- Cost
- Faster Commutes
- Green Transportation (Cycling, Walking)
- More Travel Options
- Transportation Safety

Put A Dot On Your Preferred Future Transportation Vision

BUSINESS AS USUAL

- No major changes to roads, transit, cycling & trails.  
- Focus on existing roads, transit service & trail maintenance.
- Strategic intersection improvements where needed.




Dot?

TOWARDS MORE TRAVEL CHOICES

- More investment in transit service, bike lanes & trails.   
- Resulting growth in use of transit, cycling and walking modes.
- Road & intersection improvements provided where required.

Dot?

PRIORITIZE MORE TRAVEL CHOICES

- Invest mainly in transit, cycling & walking.   
- Reduce funding allocated to roads, bridges & intersections.
- Reduce car use (i.e., parking fees, rideshare incentives, subsidized transit passes, etc.).

Dot?

Instructions to Mark-On-Maps

- Where are the traffic “Hot Spots”?
(delays, congestion, safety issues)
- Where should cycling/trail routes be expanded?
- Where are existing cycling and trail safety issues?
- Where to add alternative transit routes and better transit service?



Transit

- Two services - conventional (Sarnia Transit) and specialized (Care-A-Van)
- Sarnia Transit - 11 routes including Point Edward and Bright's Grove
- Care-A-Van - on-demand for persons with disabilities
- 23 Sarnia Transit + 6 Care-A-Van buses, 59 employees
- Sarnia Transit carried 1.2 million rides, Care-A-Van – 35,000 in 2011 (+8.5% over 2010)
- Annual City investment in transit - \$4.2 million



Transit

Questions Needing Answers:

- What is the role of transit in Sarnia?
- What should it do?
- Who should it serve? What portion (%) of total trips should it serve?
- Benefits of transit to the community?
- Inter-municipal/regional service not part of study (outside City jurisdiction)



Transit

Current Issues – Sarnia Transit:

- Location for a new terminal – downtown?
- Reliability of services – on-time.
- Marketing/promotion of transit – is it satisfactory?
- Accessibility for conventional transit service.
- What should be done to increase use of transit?
- Are routes convenient, direct?
- Are fares appropriate?
- Should the City invest more in transit?
- What should the City do to support transit and increase use?
- Transit supportive policies such as parking rates?

Specialized Transit

Objectives

- Maximize use of existing resources.
- Develop an *Action Plan* to best meet mobility needs.
- Ensure compliance with accessibility regulations.
- Review demand & community needs.
- Review existing Care-A-Van performance.

Challenges & Opportunities

- Accessibility regulation compliance.
- Demographics/demand.
- Range of functional disabilities.
- Trip management to address increasing costs.

Shared ride public transit for those unable to use accessible conventional transit

Specialized Transit

Questions?

Appropriate future service direction and policy initiatives?

What is the Role Of Specialized Transit in Meeting Mobility Needs Of The City's Elderly & Disability Communities?

Care-A-Van services: What works well? And not so well?

Issues & Challenges ?

Travel Needs & Requirements ?

The Care-A-Van Public Meetings Will Take Place at Clearwater Arena, 1400 Wellington Street, Sarnia on:

- November 20, 2012 from 7:00 to 8:30 p.m.
- November 21, 2012 from 1:00 to 2:30 p.m.

If you use or are interested in Care-A-Van service, what do you think about:

- Program Eligibility criteria?
- Availability of service? Days of week? Hours of day?
- Advance booking requirements?
- Scheduling windows?
- On-time performance? and Service reliability?
- Travel times?
- Fares?
- Passenger information?
- Ease of booking a trip?
- Transfers?

Comment Sheet

1. What are the key transportation / transit challenges that the City of Sarnia must address now and over the next 20-years?
2. Any thoughts on how you think these key challenges should be addressed?

WHAT'S YOUR SARNIA TRANSPORTATION VISION IN 2032?

NEXT PUBLIC MEETING

Planned for spring 2013 to present draft transportation / transit options and strategies to 2032.

Please talk with a Study Team member, complete and submit a comment sheet or feel free to visit the study web site at:

<http://www.getaroundsarnia.ca>

Thank You.



www.getaroundsarnia.ca





City of Sarnia

**PUBLIC INFORMATION CENTRE # 1
TRANSPORTATION/TRANSIT MASTER PLAN**

PIC #1 SUMMARY REPORT

NOVEMBER, 2012



DOCUMENT CONTROL

Client:	City of Sarnia
Project Name:	Transportation/Transit Master Plan
Report Title:	Public Information Centre # 1 Transportation/Transit Master Plan
IBI Reference:	
Version:	
Digital Master:	
Originator:	Marianne Radue, Planner, IBI Group
Reviewer:	Don Drackley, MCIP, RPP, MITE, IBI Group
Authorization:	
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History:	

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ENCLOSED APPENDICES

Appendix A: Notice of Public Information Centre #1

Appendix B: Newspaper Advertisements

Appendix C: Attendance Register

Appendix D: Display Panels

Appendix E: Comment Forms

1. INTRODUCTION

The City of Sarnia has retained IBI Group to develop the Transportation Master Plan and the Transit Master Plan. The purpose of these plans is to build a healthy, vibrant and sustainable City by providing direction for enhanced pedestrian, cycling, public transit and roadway infrastructure. The study will follow the master planning provisions of the Municipal Class Environmental Assessment (June 2000 as amended 2011).

The first of three Public Information Centres (PIC) was held to introduce the project and discuss the issues and future transportation vision to be addressed by the Master Plans. The public was encouraged to attend to learn more about the study and engage in discussions with project representatives.

2. NOTICE OF PUBLIC INFORMATION CENTRE #1

The Notice of PIC #1 (**Appendix A**) was published in the Sarnia Observer on October 27, 2012.

The newspaper advertisement (**Appendix B**) provided residents and stakeholders with information on how to participate actively in the study through the planned PIC. The Notice of PIC was also posted on the City of Sarnia's *Get Around: Sarnia's Transportation/Transit Master Plan* website (<http://getaroundsarnia.ca/>) which was accessible to all external stakeholders and members of the public.

The Notice of PIC was mailed or emailed to contacts identified on the Project Contact List which was developed at the outset of the study. The list is updated regularly as required and includes the following groups:

- First Nation / Aboriginal Communities;
- External Agencies;
- Members of the Public;
- Stakeholders; and
- Media

3. PUBLIC INFORMATION CENTRE

The PIC was a drop-in format where members of the project team were available to answer questions and address concerns. The session was held as follows:

Date: Tuesday, November 6, 2012
Time: Information Display Drop In: 4:30 p.m. to 7:30 p.m.
Location: Sarnia Arena
134 Brock Street South
Sarnia, Ontario N7T 2W2

Approximately 59 individuals attended the PIC (59 signed in). The attendance register is available under **Appendix C**. Members of the project team were available to facilitate the understanding of information presented including the Municipal Class EA process. The project team present at the PIC included the following individuals:

Muhammad Ali Khan, Transportation Engineer, City of Sarnia

Jim Stevens, Director of Transit, City of Sarnia

Don Drackley, Transportation Planning, IBI Group

Chris Prentice, Transit, IBI Group

Marianne Radue, Environmental Planner, IBI Group

The materials presented at the PIC including comment forms were made available on-line on the *Get Around* website. The last day to receive public comment on the information presented was on **November 20, 2012**.

4. INFORMATION PRESENTED

Display panels were organized in a manner which effectively presented information on the project. The exhibits listed in Exhibit 1 were on display at the PIC and can be viewed in full in **Appendix D**.

Exhibit 1: Display Boards

<ul style="list-style-type: none"> i. Welcome Board ii. Purpose of the Public Information Centre iii. What is a Master Plan? iv. Sarnia Transportation Challenges v. Transportation Priorities for Sarnia vi. Put a Dot on your Preferred Future Transportation Vision 	<ul style="list-style-type: none"> vii. Instructions to Mark on Maps viii. Transit (3 boards) ix. Specialized Transit (2 boards) x. Comment Sheet
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A few of the panels were interactive with the public. Panel 5 asked the question “What is your #1 transportation priority? Participants were asked to place a red dot for #1 priority, a blue dot for #2 priority and a yellow dot for #3 priority. The results are shown in Exhibit 2.

Exhibit 2: Transportation Priorities for Sarnia

	Priority #1	Priority #2	Priority #3
Air Quality	4	8	10
Avoiding Travel Delays	3	3	3
Cost	0	1	1
Faster Commutes	1	0	4
Green Transportation (cycling, walking)	31	8	3
More Travel Options	5	5	5
Transportation Safety	15	9	3

Panel 6 invited attendees to put a dot on their preferred transportation vision from a pre-set list of options. The results are shown in Exhibit 3.

Exhibit 3: Choose Preferred Transportation Vision

Option	Number of Dots
Business as Usual <ul style="list-style-type: none"> • No major changes to roads, transit, cycling and trails. • Focus on existing roads, transit service and trail maintenance • Strategic intersection improvements where needed. 	1
Towards More Travel Choices <ul style="list-style-type: none"> • More investment in transit service, bike lanes and trails. • Resulting growth in use of transit, cycling and walking modes. • Road and intersection improvements provided where required. 	40
Prioritize More Travel Choices <ul style="list-style-type: none"> • Invest mainly in transit, cycling and walking. • Reduce funding allocated to roads, bridges and intersections. • Reduce car use (i.e., parking fees, rideshare incentives, subsidized transit passes, etc.). 	10

Panel 7 asked attendees to mark on a map of Sarnia (showing the road and trail network) locations of traffic “hot spots”, where cycling/trail routes should be expanded, where there are existing cycling and trail safety issues and where to add alternative transit routes and better transit services. Only traffic “hot spots” and cycling routes were marked on the map. The results are shown in Exhibit 4.

Exhibit 4: Map Mark-Up



5. COMMENTS FROM THE PUBLIC

The public was requested to submit comments by **November 20, 2012**. Those who provided contact information were added to the project contact list and will receive future notifications relating to the study. In total 64 comment forms were completed and submitted to the project team during or after the PIC. Exhibit 5 summarizes written comments/concerns received as of **November 20, 2012**. All comment forms and correspondence received is available in **Appendix E**. No project team responses were required.

Exhibit 5: Summary of Comments/ Concerns

Question #1 Mark what should be the #1 transportation priority in Sarnia, then #2 and #3?			
	#1	#2	#3
• Reduce environmental impact of transportation (i.e. air quality, energy consumption)	1	1	4
• Reduce travel delays	1	1	2
• Reduce the cost of transportation	1	0	1
• Shorter commute times	1	1	1
• Greater investment in transit service	2	0	0

<ul style="list-style-type: none"> • Downtown parking • Improve pedestrian environments and connections • Safe and connected cycling infrastructure • Expanded sustainable travel mode options – carpooling, walking, cycling, transit • Transportation safety 	2	1	2
	1	6	6
	13	9	7
	15	14	5
	8	8	10
Question #2 What is your opinion on the importance of these local transportation modes in Sarnia?			
	Important	Neutral	Not Important
<ul style="list-style-type: none"> • Movement of cars and trucks • Sarnia Transit services • Care-A-Van specialized transit services • Cycling on-road • Cycling off-road (pathways & trails) • Pedestrian sidewalks • Pedestrian off-road pathways & trails • Airport and Marine Ports • Intercity railway service • On-street parking downtown • Taxis 	24	18	1
	24	14	1
	25	13	1
	41	3	1
	43	5	0
	32	9	1
	29	11	1
	13	19	4
	29	8	4
	12	19	8
	4	27	6
Question #3 What would encourage you to either try transit or use transit more within the City of Sarnia?			
	Important	Neutral	Not Important
<ul style="list-style-type: none"> • More frequent service on busy transit routes • Shorter travel times • More direct routes • More frequent service in the evenings • More frequent service on weekends • Lower transit fares or more fare incentives 	21	15	5
	16	18	6
	21	17	4
	16	17	5
	13	19	7
	11	21	8
Question #4 What works well in Sarnia’s transportation and transit system? What does not work well and why?			
<ul style="list-style-type: none"> • Bus routes are too time consuming (e.g., too many connections, not enough frequency of routes). • More bus shelters. • Need more on-road bike lanes. • Designated trails and multi-use paths are good. • Bad potholes on some roads. • Roads in the Wal-Mart area need to be improved (e.g., traffic, not safe for cyclists). 			
Question #5 What do you see as Sarnia’s key transportation related challenges or problems, if any?			
<ul style="list-style-type: none"> • Need safer cycling routes. • Need more walking and biking trails. • Promote “Share the Road” amongst drivers and cyclists. • Cycling “rules of the road” education for adults and children. 			

Question #6 What improvements would encourage more pedestrian travel within the City of Sarnia?			
	Important	Neutral	Not Important
• Enhancement of pedestrian environment (e.g., separation from cars, wider sidewalks).	29	13	4
• Extension of continuous sidewalk linkages.	32	9	4
• More frequent road crossings (e.g., crosswalks, signals)..	25	13	4
• Encouraging more compact, mixed-use communities to allow people to live closer to where they work.	19	19	6
Question #7 What improvements would encourage more cycling within the City of Sarnia?			
	Important	Neutral	Not Important
• A public awareness program encouraging cyclists and motorists to share the road.	43	4	0
• A public awareness program encouraging cycling.	38	7	0
• Establishment of bicycle parking facilities at key destinations such as retail or community centres and at workplaces.	36	8	0
• Establish a network of on-road bike lanes specifically for cycling.	41	7	0
• Expand the existing network of off-road cycling/walking trails through parks and open spaces.	38	9	0
• More and improved road crossings along off-road trails.	33	12	0
• Other (please specify).			
1. Educate motorist and cyclist on road safety and sharing.			
2. Pedestrian lights at Howard Watson and Exmouth.			
3. Establishment of networks.			
4. Save the Howard Watson trail.			
5. Fill in the potholes.			
6. Reduce speed to 40 kph.			
7. Legitimate laws being enforced (lights).			
8. Laws that enable cyclists to stay mounted whenever possible, proceed through green lights without having to stop at every intersection and cross on foot in crosswalks. Re: stop signs – dismounting and remounting a bike in traffic over and over is extremely hazardous – cyclists should be able to treat stop signs as yield signs and only stop if necessary (rolling stop).			
9. More bike racks and facilities.			
10. Have cyclists obey the law.			
11. Cyclists need to respect drivers.			
Question #8 What types of cycling routes should the City of Sarnia use?			
	Important	Neutral	Not Important
• Paved shoulders on rural roads	37	4	1
• Signed and shared auto/cycling lanes on low volume/speed city streets	31	9	0
• Separate marked bike lanes on widened medium volume/speed city streets	40	3	1

<ul style="list-style-type: none"> • Physically separated bike lanes or cycle tracks • Off-road multi-use pathways and trails • Other (please specify) <ol style="list-style-type: none"> 1. Sharrows 2. Establish routes to destinations. Make sure the north-south over/under 402 is safe and easy 3. Use paved lanes in subdivision 4. What about seasonal bike lanes on the outer 2 of busy 4-lane roads 	25	17	3
<ul style="list-style-type: none"> • Off-road multi-use pathways and trails 	36	8	0
Question #9 What methods do you think would change how and when people travel in Sarnia?			
	Important	Neutral	Not Important
<ul style="list-style-type: none"> • Programs and incentives aimed at reducing single occupant vehicle use • Promote ridesharing/carpooling to and from work • Encourage more flexible work hours and working at home 	20	16	4
	25	17	0
	15	21	3
Question #10 Your opinion – are alternatives to using the private car needed in Sarnia?			
<ul style="list-style-type: none"> • Need alternative methods such as walking, cycling and transit because of the expense of owning a car. • Need to encourage people to walk or bike instead of driving a car. • Older people who cannot drive a car benefit if they can use a bicycle to get around, or have discounted senior bus tickets. • Sarnia already has alternatives. Need to encourage people to use them. • The City is too small to support high cost transit. • Should promote walking, cycling safely, and ride share. 			
Question #11 Your opinion – what transportation changes would make your neighbourhood a more desirable place to live in the future?			
<ul style="list-style-type: none"> • Add more cycling paths. • Safer cycling environment. • Bus access in the evening. • More sidewalks. • Promote Share the Road. • More downtown parking. • Reduce speed limits. 			
Question #12 Your opinion – what are the barriers to changing travel behaviour in the City of Sarnia?			

- Lack of education of pedestrians, cyclists and motorists on traffic laws and sharing the road.
- Money, cost of implementation and infrastructure.
- Need to change people's dependence on automobiles.

6. COMMENTS FROM EXTERNAL AGENCIES

No comments were received from external agencies regarding the PIC, materials used, and the information presented.

APPENDIX A

NOTICE OF PUBLIC INFORMATION CENTRE #1



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Some of the key questions being addressed in the Transportation and Transit Master Plans are:

- *Where should bike lanes and trails be extended in Sarnia?*
- *Should Vidal Street and Brock Street be reverted back to two-way streets?*
- *What can be done to increase ridership on Sarnia Transit?*
- *What are the key issues facing downtown parking in Sarnia?*

The Transportation and Transit Master Plans will be key tools in continuing to build a healthy, vibrant and sustainable City by providing direction for enhanced pedestrian, cycling, public transit and roadway infrastructure and investment. The plans are scheduled for completion in September 2013.

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FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS, CONTACT:


Don Drackley, MCIP, RPP
 Consultant Project Manager / IBI Group
 379 Queen Street South
 Kitchener, ON N2G 1W6
 Tel: 519-745-9455 Fax: 519-745-7647
 E-mail: ddrackley@ibigroup.com

VISIT THE STUDY WEBSITE:
<http://www.getaroundsarnia.ca>



NOTICE FIRST POSTED: OCTOBER 27, 2012

APPENDIX B
NEWSPAPER ADVERTISEMENT



GET AROUND.
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134 Brock Street South
Sarnia, ON N7T 2W2

Sarnia Arena is served by Sarnia Transit Routes 1, 3, 4, and 11. Parking is available on site.






Representatives from the City of Sarnia and the Consultant will be in attendance as follows to provide information on these subjects, and receive public input and comments to help build the master plans.

The public is encouraged to attend the PIC to learn more about transportation and transit master planning, and provide input on travel patterns, issues, expectations and visions. This information will help shape the focus of the Transportation and Transit Master Plans. In addition, the public can continue to submit ideas, comments and suggestions to the following Study Team contact or by visiting the study website at <http://www.getaround.sarnia.ca>.

FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS, CONTACT:

Don Drackley, MGIP, RPP
Consultant Project Manager / IBI Group
379 Queen Street South
Kitchener, ON N2G 1W6
Tel: 519-745-9455 Fax: 519-746-7647
E-mail: don@www.getaround.sarnia.ca

VISIT THE STUDY WEBSITE:
<http://www.getaround.sarnia.ca>

NOTICE FIRST POSTED: OCTOBER 21, 2012



NOTICE OF PUBLIC INFORMATION CENTRE #2

RESPONSE TO TRANSPORTATION ISSUES AND NEEDS IN SARNIA

A city-wide Transportation/Public Transit Master Plan is being prepared for the City of Sarnia. The plan will recommend how to improve the way people and goods move within and through the City. Sarnia is changing and growing, so transportation and transit systems need to adapt to embrace a more sustainable travel future for everyone.

Public Information Centre (PIC) #1 took place on November 6, 2012 with information and discussion on the transportation challenges, priorities and choices facing Sarnia. Since PIC #1, the Study Team has reviewed existing and forecasted transportation needs in the City. In addition, the study team has carried out technical studies in support of the Transportation/Transit Master Plan dealing, for example, with traffic growth and management, trail and bikeway planning, potential changes to some streets and management of downtown parking.

The PIC #2 is planned to give the public an opportunity to view and comment on:

- **FUTURE TRAVEL DEMAND FORECASTS** (future travel patterns and key intersection operations);
- **PROPOSED CYCLING ROUTES AND OFF ROAD TRAILS SYSTEM;**
- **FUTURE OF ONE-WAY STREETS AND DOWNTOWN PARKING;**
- **FUTURE OF PUBLIC TRANSIT** including Care-A-Van; and
- **UPDATED ROAD CLASSIFICATION** including description of road classes and long-term road network projects.

PUBLIC INFORMATION CENTRE #2

WHEN Tuesday, June 25, 2013
Drop in anytime between
4:30 p.m. and 7:30 p.m.

WHERE Clearwater Arena "Lower Hall"
1400 Wellington Street
Sarnia, ON N7S 5R5

Clearwater Arena is served by Sarnia Transit Route 14. Free parking is available on site.

Representatives from the City of Sarnia and the Consultant will be in attendance to provide information on these subjects, and receive public input and comments to help build the master plans.

The public is encouraged to attend this PIC to learn more about transportation and transit master planning, and provide input on some of the new transportation plans and changes being considered for Sarnia. This information will help shape the focus of the Transportation/Transit Master Plan. In addition, the public can continue to submit ideas, comments and suggestions to the following Study Team contact or by visiting the study website at <http://www.getaroundsarnia.ca>.

FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS, PLEASE CONTACT:

Don Drackley, MCIP, RPP
Consultant Project Manager / IBI Group
379 Queen Street South
Kitchener, ON N2G 1W6
Tel: 519-745-9455 Fax: 519-745-7647
E-mail: ddrackley@ibigroup.com

VISIT THE STUDY WEBSITE:
<http://www.getaroundsarnia.ca>



WELCOME

Public Information Centre #2

June 25, 2013, 4:30 p.m. – 7:30 p.m.

Please fill in a Comment Sheet.

Direct any questions or comments to
Study Team members

Purpose of This Public Information Centre

- To present the future transportation vision and plans for transportation network improvements.
- To provide an opportunity for you to ask questions and provide comments about local transportation challenges, priorities and ideas.

Existing Traffic Conditions

Existing Conditions – AM Peak Hour

Existing Conditions – PM Peak Hour



Legend

- Good Intersection Performance
- Fair Intersection Performance
- ↪ Fair Intersection Movement
- ↪ Poor Intersection Movement

Future Travel Demand Forecasts



Sarnia Transportation Master Plan
Preliminary Forecast (2032), AM Peak Hour
Development-Generated Volumes



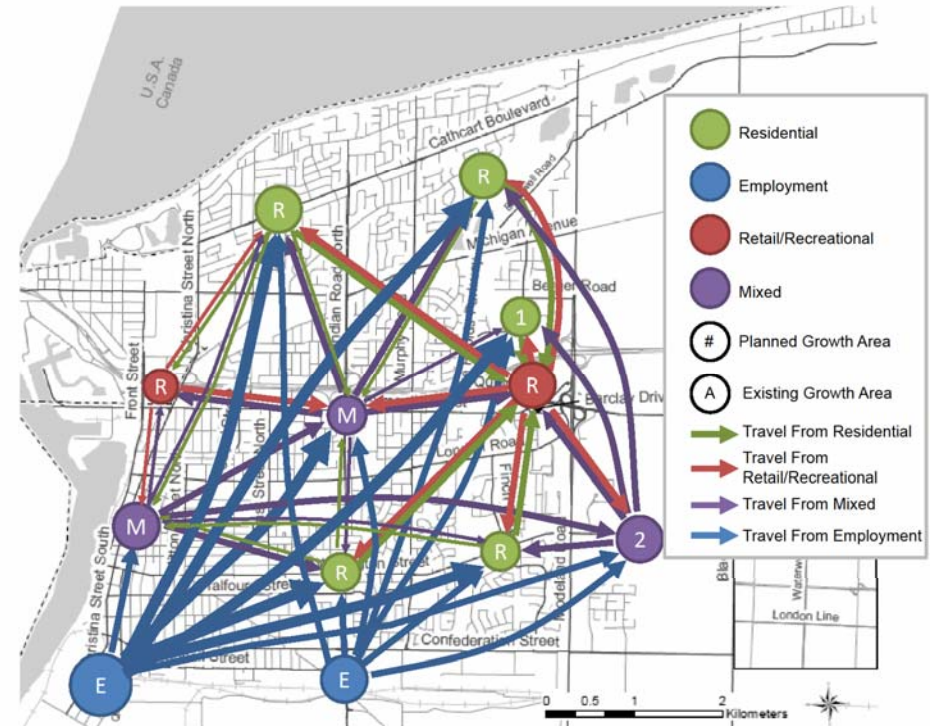
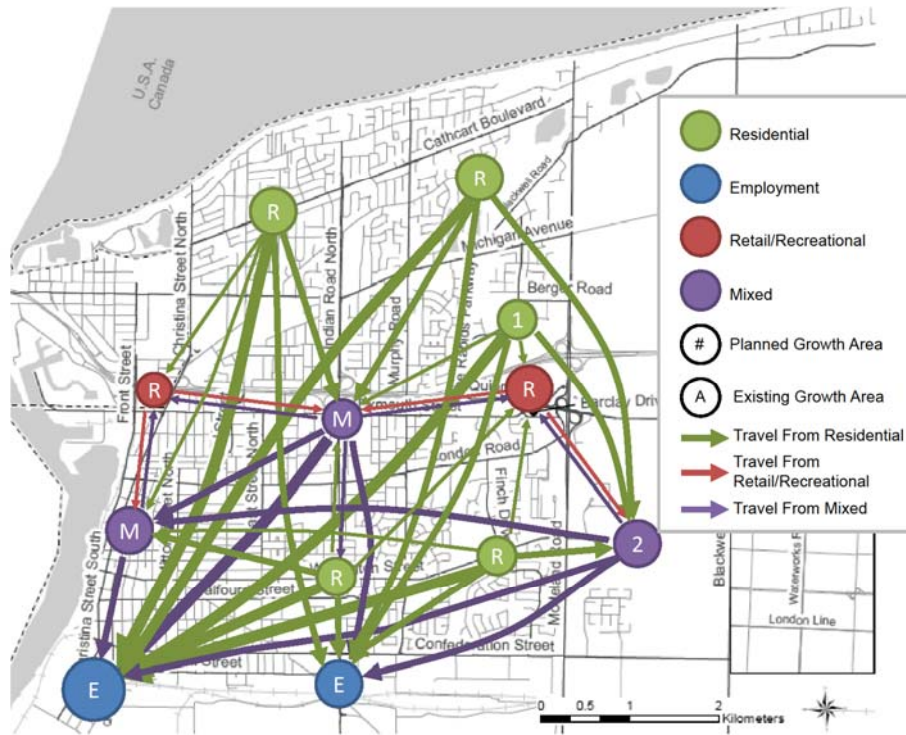
Sarnia Transportation Master Plan
Preliminary Forecast (2032), PM Peak Hour
Development-Generated Volumes



Current Internal City Travel Patterns

AM Peak Hour

PM Peak Hour



These illustrations show the general movement patterns of people to various areas of Sarnia. The thickness of the lines indicate the volume of movement (i.e., the thicker the line, the more people that are travelling).

Strategic Transportation Directions

Business as Usual:

- No major changes to roads, cycling and trails.
- Focus on existing road, transit and trail maintenance.
- Strategic intersection improvements where needed.



Towards More Travel Choices:

- More investment in transit service, bike lanes and trails.
- Resulting growth in use of transit, cycling and walking.
- Road / intersection improvements where required.

Prioritize More Travel Choices:

- Invest mainly in transit, cycling and walking.
- Reduce funding for roads, bridges and intersections.
- Reduce car use using increased parking fees, rideshare incentives, subsidized transit passes, etc.).



Other Transportation Findings

Future of Vidal /Brock 1-Way Streets

Future of Downtown Parking

Potential 2-Way Conversion Impacts:

- Likely will reduce road network capacity.
- Accessibility to local developments will improve.
- Intersection widths will permit only one through lane in each direction per street, for a total of two per direction.

Future Recommendation:

- Keep current configurations.
- Preserves capacity for future work-related trips.
- Improve flow between Vidal/Brock and Highway 402 by expanding Christina Street.

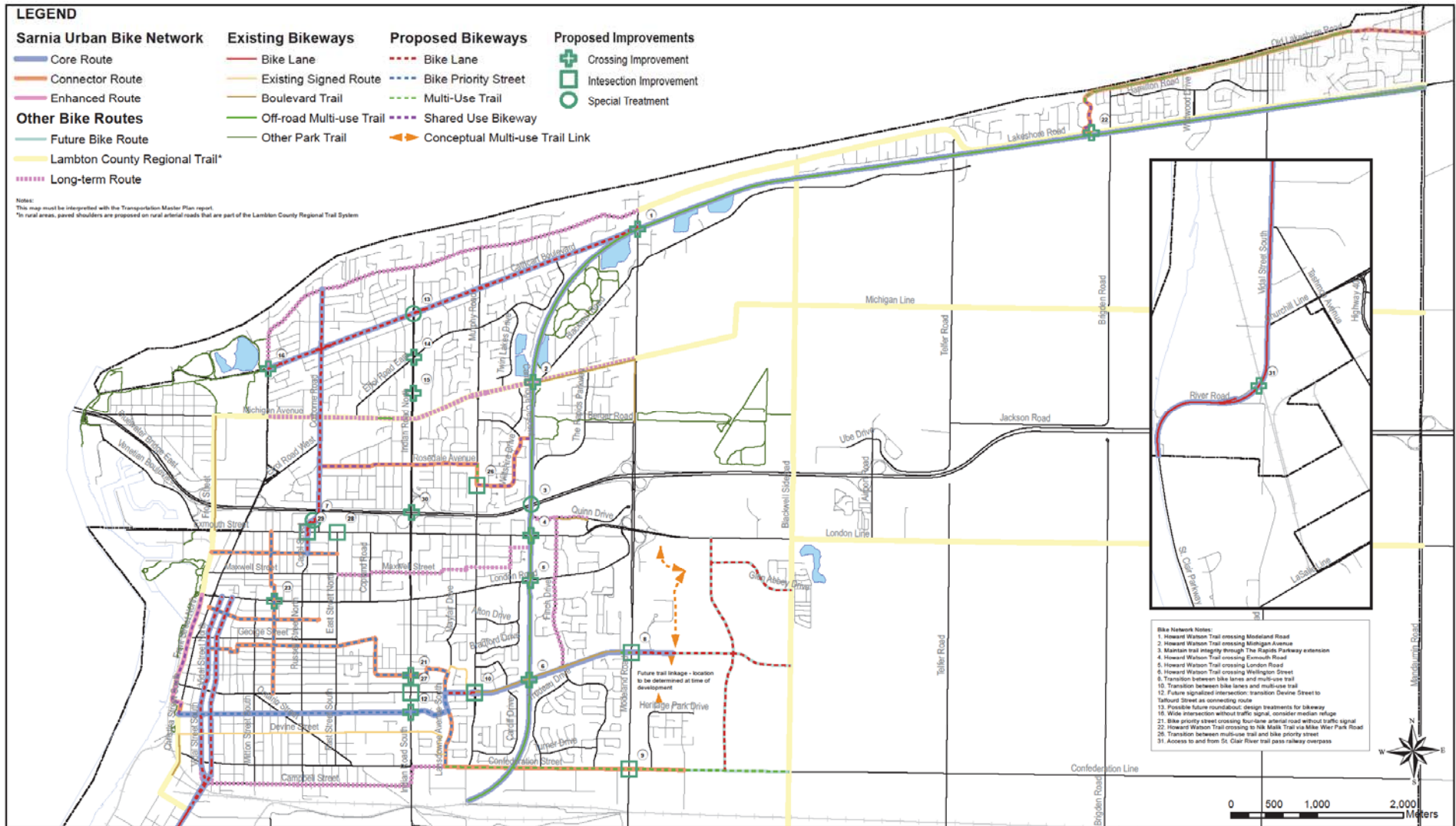
Intersection Improvements

ID	Intersection	Issue	Recommended Action(s)
13	Exmouth St & Indian Rd	EBL critical in PM	Signal phase re-optimization
14	Exmouth St & Murphy Rd	Several critical movements in AM/PM, intersection overcapacity in PM	Convert EBR lane to EBTR with 2 through-traffic receiving lanes Expand Exmouth Street by 1 through-lane in each direction Signal coordination along peak direction on Murphy Road Add another southbound lane
15	Exmouth St & Barclay Dr	EBL and SB (all) critical in PM	Provide separate lanes for southbound left, through, and right movements Provide alternate access route(s) to the shopping destinations
20	London Rd & Indian Rd	NBT critical in PM	Signal phase re-optimization
22	Wellington St & Indian Rd	Several critical movements in AM/PM, intersection overcapacity in AM/PM	Widen intersection by one lane each direction
23	Tatford St & Indian Rd	EB/WS critical in PM	Signalize intersection Signal coordination along peak direction on Indian Road
24	Wellington St & Murphy Rd	EBL critical in PM	Expand intersection with additional through lanes
25	Wellington St & Finch Dr	EBL critical in PM	Expand Wellington Street / extend left turn storage lanes
27	Confederation St & Indian Rd	Several critical movements in AM/PM, intersection overcapacity in AM/PM	Widen intersection by one lane each direction Encourage carpooling for work-related trips
28	Confederation St & Murphy Rd	EBL critical in PM	Signal phase re-optimization

The Rapids Parkway Extension



DRAFT Urban Bike Network



Study Purpose and Timeline

- The City of Sarnia Transit Master Plan includes conventional transit and Care-A-Van service.
- The Plan, along with City's Transportation Master Plan, will develop a sustainable, integrated transportation and transit system.
- Purpose of PIC is to give an opportunity to provide input and comment on:
 - Transit needs and opportunities
 - Strategies to improve service and increase use
 - Short and long-range plans
 - Need and location for a transit terminal
 - Identify appropriate level of investment



Role of Transit to the Community

Enhances personal mobility

- Provides transportation options
- Accessibility and transportation for persons with disabilities

Affordability

- Alternative to driving (i.e. lower costs for fuel, parking, insurance)
- One year of transit passes is \$792. CAA estimates annual cost of car ownership is over \$9,000.

Promotes economic development

- Provides access to jobs and businesses

Environmental alternative to driving

- Reduces congestion and emissions
- Lower fuel consumption per passenger

Achieves City's vision / objectives

- Sustainable future
- Lower greenhouse gas emissions

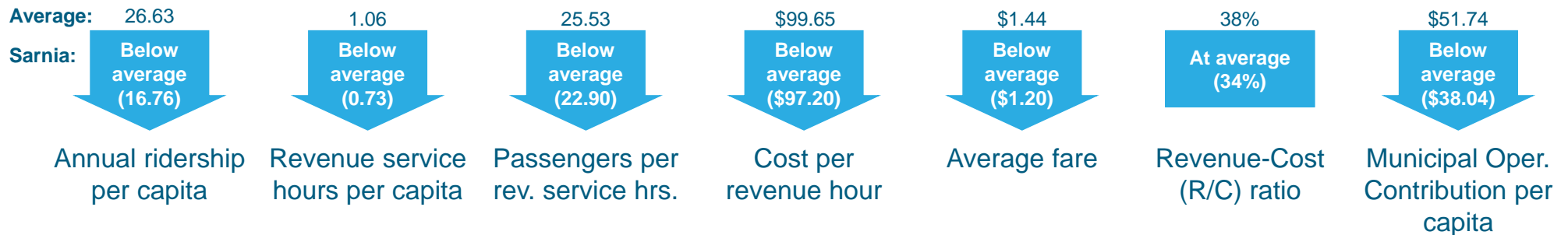
Key Sarnia Transit Statistics

- **Service Population:** 71,420
- **Fixed routes:** 13
- **Active bus fleet:** 23
- 74 full-time and part-time employees
- **Annual ridership:** 1,306,320 passenger trips
17.6 riders / capita
- **Revenue service:** 1,362,452 revenue kms
58,672 revenue hours
- **Total operating revenue:** \$2,149,161
- **Total direct operating expenses:** \$5,220,737
- **Revenue-cost ratio:** 34%
- **Net City Investment:** \$3,071,576

Current fares: (Jan. 2013)

- Cash, \$2.50
- 20 tickets, \$44.00
- Monthly passes, \$66
- Blind Pass, \$27.50
- Lambton College Semester Pass, \$165.00
- Elementary/Secondary, \$148.50
- Summer Savings Pass (July and August), \$99.00

How does Sarnia Transit compare to peers?

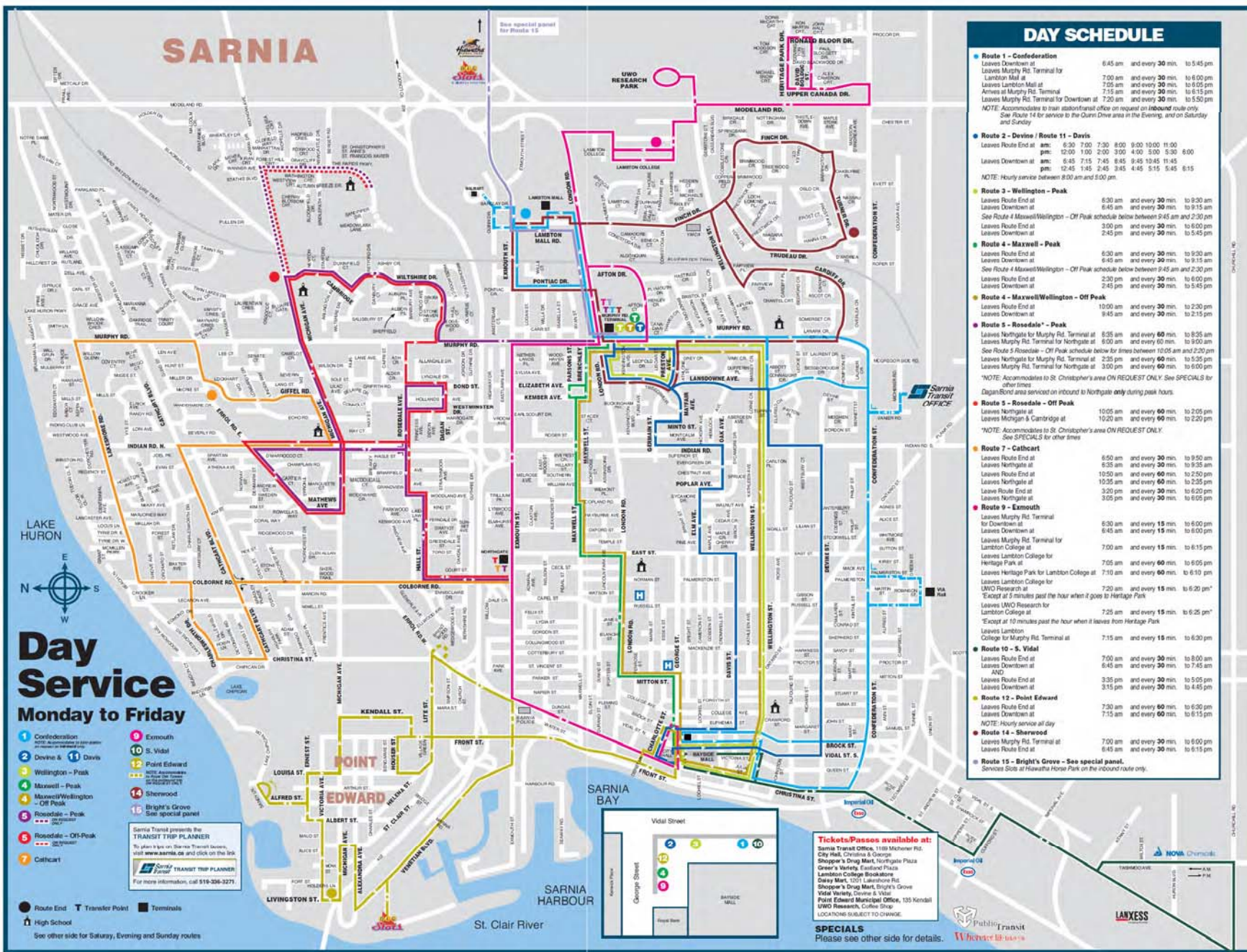


- Transit ridership has grown over the past year at a rate greater than its peers.
- Sarnia operates fewer service hours.
 - Consequently, it has significantly fewer riders per capita.
- Service utilization (passengers per revenue hour) is comparable to its peers.
 - Increasing service has potential to increase ridership to peer averages.
- Cost of operating transit in Sarnia is consistent with the average of its peers.
- Under-investment in transit by municipal government is a key challenge for Sarnia.

Peer Transit Systems

- Brantford, ON
- Niagara Falls, ON
- Fredericton, NB
- Lethbridge, AB
- North Bay, ON
- Peterborough, ON
- Sault Ste. Marie, ON

SARNIA



DAY SCHEDULE

Route 1 - Confederation
 Leaves Downtown at 6:45 am and every 30 min. to 5:45 pm
 Leaves Murphy Rd. Terminal for Lambton Mall at 7:00 am and every 30 min. to 6:00 pm
 Leaves Lambton Mall at 7:05 am and every 30 min. to 6:05 pm
 Arrives at Murphy Rd. Terminal Leaves Murphy Rd. Terminal for Downtown at 7:20 am and every 30 min. to 5:50 pm
 NOTE: Accommodates to train station/fair office on request on inbound route only. See Route 14 for service to the Queen Drive area in the Evening, and on Saturday and Sunday.

Route 2 - Devine / Route 11 - Davis
 Leaves Route End at am: 6:30 7:00 7:30 8:00 9:00 10:00 11:00
 pm: 12:00 1:00 2:00 3:00 4:00 5:00 5:30 6:00
 Leaves Downtown at am: 6:45 7:15 7:45 8:45 9:45 10:45 11:45
 pm: 12:45 1:45 2:45 3:45 4:45 5:15 5:45 6:15
 NOTE: Hourly service between 8:00 am and 5:00 pm.

Route 3 - Wellington - Peak
 Leaves Route End at 6:30 am and every 30 min. to 9:30 am
 Leaves Downtown at 6:45 am and every 30 min. to 9:15 am
 See Route 4 Maxwell/Wellington - Off Peak schedule below between 9:45 am and 2:30 pm
 Leaves Route End at 3:00 pm and every 30 min. to 6:00 pm
 Leaves Downtown at 2:45 pm and every 30 min. to 5:45 pm

Route 4 - Maxwell - Peak
 Leaves Route End at 6:30 am and every 30 min. to 9:30 am
 Leaves Downtown at 6:45 am and every 30 min. to 9:15 am
 See Route 4 Maxwell/Wellington - Off Peak schedule below between 9:45 am and 2:30 pm
 Leaves Route End at 2:30 pm and every 30 min. to 6:00 pm
 Leaves Downtown at 2:45 pm and every 30 min. to 5:45 pm

Route 4 - Maxwell/Wellington - Off Peak
 Leaves Route End at 10:00 am and every 30 min. to 2:30 pm
 Leaves Downtown at 9:45 am and every 30 min. to 2:15 pm

Route 5 - Rosedale* - Peak
 Leaves Northgate for Murphy Rd. Terminal at 6:55 am and every 60 min. to 8:25 am
 Leaves Murphy Rd. Terminal for Northgate at 6:00 am and every 60 min. to 9:00 am
 See Route 5 Rosedale - Off Peak schedule below for times between 10:05 am and 2:20 pm
 Leaves Northgate for Murphy Rd. Terminal at 2:35 pm and every 60 min. to 5:35 pm
 Leaves Murphy Rd. Terminal for Northgate at 3:00 pm and every 60 min. to 6:00 pm
 *NOTE: Accommodates to St. Christopher's area ON REQUEST ONLY. See SPECIALS for other times.
 Dispatch and arrival on inbound to Northgate only during peak hours.

Route 5 - Rosedale - Off Peak
 Leaves Northgate at 10:05 am and every 60 min. to 2:05 pm
 Leaves Morgan & Cartridge at 10:20 am and every 60 min. to 2:20 pm
 *NOTE: Accommodates to St. Christopher's area ON REQUEST ONLY. See SPECIALS for other times.

Route 7 - Cathcart
 Leaves Route End at 6:50 am and every 30 min. to 9:50 am
 Leaves Northgate at 6:35 am and every 30 min. to 9:35 am
 Leaves Route End at 10:50 am and every 60 min. to 2:50 pm
 Leaves Northgate at 10:35 am and every 60 min. to 2:35 pm
 Leave Route End at 3:20 pm and every 30 min. to 6:20 pm
 Leaves Northgate at 3:05 pm and every 30 min. to 6:05 pm

Route 9 - Esmouth
 Leaves Murphy Rd. Terminal for Downtown at 6:30 am and every 15 min. to 6:00 pm
 Leaves Downtown at 6:45 am and every 15 min. to 6:15 pm
 Leaves Murphy Rd. Terminal for Lambton College at 7:00 am and every 15 min. to 6:15 pm
 Leaves Lambton College for Heritage Park at 7:05 am and every 60 min. to 6:05 pm
 Leaves Heritage Park for Lambton College at 7:10 am and every 60 min. to 6:10 pm
 Leaves Lambton College for UWO Research at 7:20 am and every 15 min. to 6:20 pm
 *Except at 5 minutes past the hour when it goes to Heritage Park
 Leaves UWO Research for Lambton College at 7:25 am and every 15 min. to 6:25 pm
 *Except at 10 minutes past the hour when it leaves from Heritage Park
 Leaves Lambton College for Murphy Rd. Terminal at 7:15 am and every 15 min. to 6:30 pm

Route 10 - S. Vidal
 Leaves Route End at 7:00 am and every 30 min. to 8:00 am
 Leaves Downtown at 6:45 am and every 30 min. to 7:45 am
 Leaves Route End at 3:35 pm and every 30 min. to 5:05 pm
 Leaves Downtown at 3:15 pm and every 30 min. to 4:45 pm

Route 12 - Point Edward
 Leaves Route End at 7:30 am and every 60 min. to 6:30 pm
 Leaves Downtown at 7:15 am and every 60 min. to 6:15 pm
 NOTE: Hourly service all day

Route 14 - Sherwood
 Leaves Murphy Rd. Terminal at 7:00 am and every 30 min. to 6:00 pm
 Leaves Route End at 6:45 am and every 30 min. to 6:15 pm

Route 15 - Bright's Grove - See special panel.
 Service Stop at Havelock Pioneer Park on the inbound route only.

Day Service Monday to Friday

- 1 Confederation
- 2 Devine & 11 Davis
- 3 Wellington - Peak
- 4 Maxwell - Peak
- 5 Maxwell/Wellington - Off Peak
- 6 Rosedale - Peak
- 7 Cathcart
- 8 Exmouth
- 9 S. Vidal
- 10 Point Edward
- 11 Sherwood
- 12 Bright's Grove
- 13 See special panel

Sarnia Transit presents the TRANSIT TRIP PLANNER
 To plan a trip on Sarnia Transit buses, visit www.sarnia.ca and click on the link
 TRANSIT TRIP PLANNER
 For more information, call 519-336-3271.



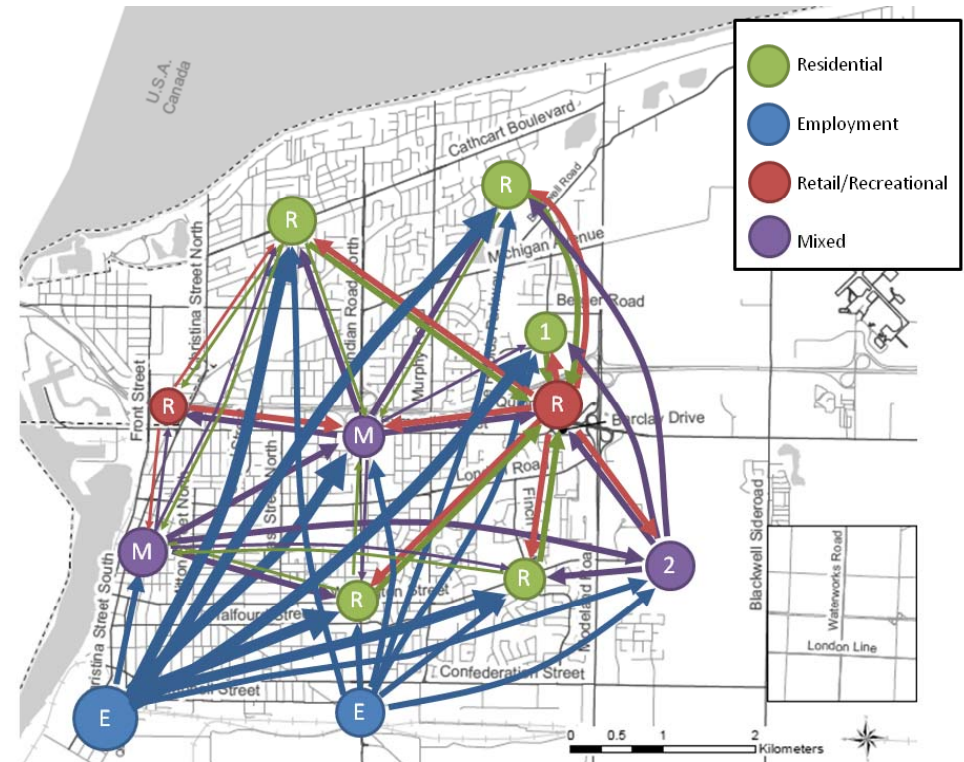
Tickets/Passes available at:
 Sarnia Transit Office, 1189 Michener Rd.
 City Hall, Christina & George
 Shopper's Drug Mart, Northgate Plaza
 Greer's Variety, Eastland Plaza
 Lambton College Bookstore
 Quays Mart, 1201 Lambton Rd.
 Shopper's Drug Mart, Bright's Grove
 Vidal Variety, Devine & Vidal
 Point Edward Municipal Office, 135 Kendall
 UWO Research, Coffee Shop
 LOCATIONS SUBJECT TO CHANGE.

SPECIALS
 Please see other side for details.



Needs and Opportunities

- **Market:**
 - Students (College and High school), workers, Age 25-45, Seniors
- **Service:**
 - Improve service levels = increase ridership
- **Route Network:**
 - Re-structure routes to reflect travel patterns
 - More direct
 - Reduce average speed
- **Accessibility:**
 - Accept wheelchairs and scooters



Needs and Opportunities

■ Infrastructure:

Fleet:

- Continue to purchase low-floor buses
- Larger buses – space, capacity

Bus Stops:

- Improve signage and customer information
- Make accessible

Shelters:

- Increase number of shelters – currently 10% of stops
- Regular cleaning program

Terminals:

- Relocate per route network changes
- Make accessible
- Improve customer information (ITS)

■ Marketing & Communications

- Develop annual plan, expand activities, more resources

■ Transit Service Area (TSA)

- Update or eliminate

Future Service Strategy Options

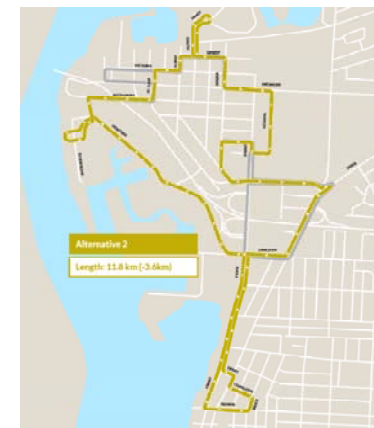
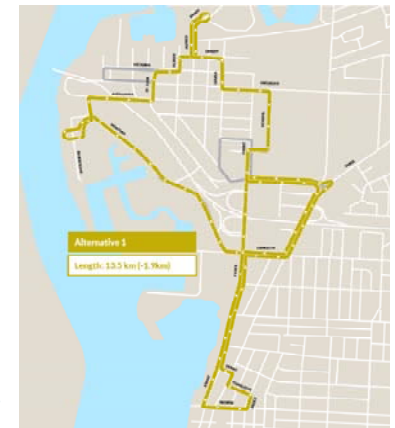
- **Role of Transit**
 - Transportation Master Plan ➔ Increase ridership and modal split

- **Three Strategy Options**

	Status Quo	Peer Level	Enhanced
Investment by City and service levels	<ul style="list-style-type: none"> • Maintain current levels 	<ul style="list-style-type: none"> • Increase to peers: +30% 	<ul style="list-style-type: none"> • Significant increases: 100%
Route network	<ul style="list-style-type: none"> • Restructure 	<ul style="list-style-type: none"> • Restructure 	<ul style="list-style-type: none"> • Restructure: more routes, express services
Route changes	<ul style="list-style-type: none"> • Minor route changes • Expand to new development areas 	<ul style="list-style-type: none"> • Expand to new development and employment areas 	<ul style="list-style-type: none"> • Expand to new areas, employment areas
Ridership	<ul style="list-style-type: none"> • Expectation: minor increase (< 5% over 5 years) 	<ul style="list-style-type: none"> • Target 50% growth over 5 years 	<ul style="list-style-type: none"> • Target 100% growth over 10 years
Other			<ul style="list-style-type: none"> • Eliminate TSA

Interim Service Improvements

- **Route 9, Peak Hour**
 - Add an extra bus on specific trips to provide capacity
- **Route 9, UWO Research Park/Heritage Park**
 - Alter routing in Heritage Park (reduce size of loop)
 - Change trip times to Heritage Park by 15 minutes
- **Route 10, Industrial Extra**
 - Eliminate peak hour trips (not necessary). Alternatives available.
- **Route 12, Point Edward**
 - Shorten route:
 - 3 options being considered
 - Eliminate service west of St. Clair
 - Reduce duplication through Houser
- **Implement changes**
 - September/October 2013



Thank You!

- **Next Steps:**

- Prepare draft Transit Master Plan
 - Present to stakeholders
 - Finalize Plan
 - Present to Council, include in Transportation Master Plan
- September/October
- November/December

- **Have more to say?** Fill out a comment sheet or participate in the online survey at: <http://www.getaroundsarnia.ca>

- **For further information, please contact:**

Chris Prentice

Consultant Project Manager / IBI Group
230 Richmond St. West, 5th Floor
Toronto, ON M5V 1V6

Phone: 416-596-1930, ext. 419
Fax: 416-596-0644
Email: cprentice@ibigroup.com

Comment Sheet

NEXT PUBLIC MEETING

Planned for fall 2013 to present draft transportation / transit master plans to 2032.

Please speak with a Study Team member, complete and submit a comment sheet or feel free to visit the study web site at:

<http://www.getaroundsarnia.ca>

Thank You.



City of Sarnia

**PUBLIC INFORMATION CENTRE # 2
TRANSPORTATION/TRANSIT MASTER PLAN
JUNE 25, 2013**

PIC #2 SUMMARY REPORT

JULY, 2013



DOCUMENT CONTROL

Client:	City of Sarnia
Project Name:	Transportation/Transit Master Plan
Report Title:	Public Information Centre # 2 Transportation/Transit Master Plan June 25, 2013
IBI Reference:	
Version:	
Digital Master:	
Originator:	Marianne Radue, Environmental Planner, IBI Group
Reviewer:	Don Drackley, MCIP, RPP, MITE, IBI Group
Authorization:	
Circulation List:	
History:	

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3.	PUBLIC INFORMATION CENTRE	1
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5.	COMMENTS FROM THE PUBLIC.....	2
6.	COMMENTS FROM EXTERNAL AGENCIES.....	6

LIST OF TABLES

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Exhibit 2: Summary of Comments/ Concerns	3

ENCLOSED APPENDICES

Appendix A: Notice of Public Information Centre #2

Appendix B: Newspaper Advertisements

Appendix C: Attendance Register

Appendix D: Display Panels

Appendix E: Comment Forms

1. INTRODUCTION

The City of Sarnia has retained IBI Group to develop the Transportation Master Plan and the Transit Master Plan. The purpose of these plans is to build a healthy, vibrant and sustainable City by providing direction for enhanced pedestrian, cycling, public transit and roadway infrastructure. The study will follow the master planning provisions of the Municipal Class Environmental Assessment (June 2000 as amended 2011).

The second Public Information Centre (PIC) was held to discuss the issues and future transportation vision to be addressed by the Master Plans. The public was encouraged to attend to learn more about the study and engage in discussions with project representatives.

2. NOTICE OF PUBLIC INFORMATION CENTRE #2

The Notice of PIC #2 (**Appendix A**) was published in the Sarnia Observer on June 15, 2013.

The newspaper advertisement (**Appendix B**) provided residents and stakeholders with information on how to participate actively in the study through the planned PIC.

The Notice of PIC was mailed or emailed to contacts identified on the Project Contact List which was developed at the outset of the study. The list is updated regularly as required and includes the following groups:

- First Nation / Aboriginal Communities;
- External Agencies;
- Members of the Public;
- Stakeholders; and
- Media

3. PUBLIC INFORMATION CENTRE

The PIC was a drop-in format where members of the project team were available to answer questions and address concerns. The session was held as follows:

Date: Tuesday, June 25, 2013
Time: Information Display Drop In: 4:30 p.m. to 7:30 p.m.
Location: Clearwater Arena "Upper Hall"
1400 Wellington Street
Sarnia, Ontario N7S 5R5

Approximately 32 individuals attended the PIC (32 signed in). The attendance register is available under **Appendix C**. Members of the project team were available to facilitate the understanding of information presented including the Municipal Class EA process. The project team present at the PIC included the following individuals:

- Muhammad Ali Khan**, Transportation Engineer, City of Sarnia
- Ivan Peters**, Transit, City of Sarnia
- Don Drackley**, Project Manager, IBI Group
- Chris Prentice**, Transit, IBI Group
- Marian Saavedra**, Transportation Planner, IBI Group
- Marianne Radue**, Environmental Planner, IBI Group

The materials presented at the PIC including comment forms were made available on-line on the *Get Around* website. The last day to receive public comment on the information presented was on **July 16, 2012**.

4. INFORMATION PRESENTED

Display panels were organized in a manner which effectively presented information on the project. The display boards listed in Exhibit 1 were on display at the PIC and can be viewed in full in **Appendix D**.

Exhibit 1: Display Boards

Transportation Master Plan	Transit Master Plan
i. Welcome Board	i. Study Purpose and Timeline
ii. Purpose of the Public Information Centre	ii. Role of Transit to the Community
iii. Existing Traffic Conditions	iii. Key Sarnia Transit Statistics
iv. Future Travel Demand Forecasts	iv. How does Sarnia Transit compare to peers?
v. Current Internal City Travel Patterns	v. Map of Bus Routes
vi. Strategic Transportation Directions	vi. Needs and Opportunities (2 boards)
vii. Other Transportation Findings	vii. Future Service Strategy Options
viii. Draft Urban Bike Network	viii. Interim Service Improvements
ix. Existing Sidewalks and Trails in Sarnia	ix. Thank-you
x. Thank-you	

5. COMMENTS FROM THE PUBLIC

The public was requested to submit comments by **July 16, 2012**. Those who provided contact information were added to the project contact list and will receive future notifications relating to the study. In total 18 comment forms were completed and submitted to the project team during or after the PIC. Exhibit 2 summarizes written comments/concerns received as of **July 16, 2012**. All comment forms and correspondence received is available in **Appendix E**. No project team responses were required.

Exhibit 2: Summary of Comments/ Concerns

Question #1 Are there other network improvement needs that should be considered?
<ul style="list-style-type: none"> • Roads are in poor condition (e.g., potholes). • Condition of the roads dangerous for cyclists (e.g., potholes). • No parking on Lakeshore Road. • Need bike lanes on Lakeshore Road to Bright's Grove. • Keep Brock and Vidal as one way streets. • Controlled crossings with activated stop lights should be added to Howard Watson trails crossings at: <ul style="list-style-type: none"> • Modeland Road; • Exmouth Street; • London Road; • Wellington Street; and • Confederation Street. • South Vidal Street overpass at Suncor is currently very unsafe, used regularly by road cyclists, and only connector linking Sarnia to St Clair Parkway path system. • A network of paths to a variety of recreation spots should be a high priority. This should include connections between Downtown Sarnia, Point Edward Bridge and shoreline area, Canatara Park, swimming and beach access points at the north ends of Colborne Road, Murphy Road, Modeland Road, Blackwell Road and connect at various points to Howard Watson Trail. • General Safety Issues: <ul style="list-style-type: none"> • Ensure that grating and on-street facilities are designed and oriented in a manner that will not create a safety hazard to cyclists. • Wherever possible within the open space system, bicycle and pedestrian networks should be separated from each other by distinct grade changes, landscaping or berming. The City should promote the use of appropriate signage, symbols or distinct surface treatments to distinguish the different networks. • Howard Watson trail surface needs improvement. Recent gravel resurfacing made cycling very difficult and unsafe in areas due to gravel type / size. • Many intersections currently have traffic lights that require a vehicle's presence to activate a change of lights - making it difficult for cyclists to cross through the intersection safely. One example is Vidal St South at Imperial Oil and Lakeshore and Murphy. • Parking - More cycling infrastructure and parking facilities should be included at the hospital

where parking and staff transportation are a challenge.

Question #2 Regarding the Existing Traffic Conditions on panel #3, are there any other intersections you feel have poor performance?

- Quinn Drive.
- Colborne turnoff to Northgate Plaza.
- Capel, Colborne and Exmouth.
- Murphy and Exmouth.
- Lambton Mall Road and London Road.
- Lambton Mall Road and Exmouth.
- Exmouth and Quinn - Barclay at Dairy Queen.
- Quinn and Barclay (near Walmart).
- Traffic from Exmouth to Colborne business area do not obey the stop signs and should be restricted to local road, no access to Colborne.
- Michigan and Modeland (drivers do not judge speed of N/S traffic properly when turning on to Modeland from Michigan).
- The intersections of Vidal, Kenny and Tashmoo are dangerous for cyclists.
- Any major intersections near schools. Need to re-direct the traffic that doesn't need to be in that area (i.e., use a different artery like Colborne/Modeland versus Michigan/Indian).

Question #3 Which strategic transportation direction do you prefer (from panel #6): Business as Usual; Toward More Travel Choices or Prioritize More Travel Choices?

- Nine people answered Toward More Travel Choices.
 - Subsidize transit passes for teens, low income individuals and families. Seniors should get free transit on certain days and/or during certain times of day.
 - Focus on Modeland north - south corridor between Lakeshore and Confederation.
- Three people answered Prioritize More Travel Choices.

Question #4 Do you have any comments on the draft Urban Bike Network (panel #8)?

- Pave shoulder on Lakeshore for bikes.
- Lakeshore should be a short-term goal not a long-term goal. Connect to Bright's Grove.
- No safe passage for pedestrians and cyclists from Heritage Park.
- Put a bike lane on Cathcart to tie into the Point Edward waterfront.
- Additional traffic lights on Indian Road between Talfourd and London Road would not improve traffic flow. Devine Street is preferable to Talfourd because of the better quality pavement and the elimination of the need to incur expense on Talfourd.
- Cathcart between Indian and Christina. Designate bike lanes and paint car lanes. Right now it's extra wide and there's room.

<ul style="list-style-type: none"> • Core city routes of Vidal, Brock, Wellington, and Colborne should have bike lanes • Howard Watson path needs work. It's currently a gravel-based path with variable surface, potholes, depressions, and various types of aggregate making cycling both dirty and difficult. • Howard Watson route does provide good "through city" access but needs controlled crossings at Exmouth, London Rd, Confederation, Wellington, and Modeland to be effective and safe for users. • Several existing roads could accommodate marked bike paths since they are currently more than wide enough to accommodate single lanes for auto traffic. (e.g., Lakeshore Road between Canatara Park entrance and Murphy). Both sides could accommodate a marked bike lane at no additional cost. Others are Wellington, Cathcart, Colborne, Christina Street., Vidal Street, and Brock Street.
<p>Question #5 Do you think there is enough off-street parking in downtown Sarnia?</p>
<p>12 - Yes 2 - No</p>
<p>Question #6 Do you think there is enough on-street parking in downtown Sarnia?</p>
<p>12 - Yes 2 - No</p>
<p>Question #7 To increase turnover of downtown on-street parking, to make it available for more users, do you support paid on-street parking?</p>
<p>5 - Yes 9 - No</p>
<p>Question #8 Based on the study issues presented today are there any other issues we should be aware of?</p>
<ul style="list-style-type: none"> • Regarding bus route #12 – Point Edward, shorten this route. • Eliminate the loop, Michigan south of St. Clair, Livingston and Victoria Avenue to St. Clair. • Put a bus shelter on Sandy Lane in front of Drenlo Apartments. • Consider express buses for high traffic routes. • Special fares for buses during low ridership periods. Daily tour pass for visitors (i.e. \$5.00 unlimited bus use for the day). • Howard Watson trail street crossings for cyclists and pedestrians need to be put in place on Michigan, Exmouth, and London. • Better signage for commercial loading zones. • Quinn Drive should be extended east and wrap around to the Michael's store to take people into the Wal-Mart plaza. The current entrances should be exit only. Use the main internal Wal-Mart road to handle traffic and not Quinn Drive. • Consider bike parking facilities. • Repair and resurfacing is occurring on South Vidal St at the Suncor Overpass. This area is currently very unsafe for cyclists and could be made safe with minor changes to lane width,

etc.

- Major sewer replacement underway along Colborne Rd. This resurfacing opportunity should/could accommodate “Sharrows” and/or Bike Lanes to connect Sarnia’s core to Cathcart and Lakeshore Road.
- Paint bike lanes on the following streets:
 - Lakeshore Road between Canatara Park entrance and Murphy Road;
 - “Sharrow” added to Wellington Road between Modeland and Front Street;
 - “Sharrow” added to Cathcart between Modeland Road and Christina Street;
 - “Sharrow” added to Christina Street between George Street and Cathcart Boulevard;
 - “Sharrow” added to Brock Street between Confederation Street and London Road; and
 - “Sharrow” added to Vidal Street between London Road and Confederation Street.
- Bike lane access south on Vidal to the factories ends abruptly at Churchill with no way to cross the Suncor overpass to access the St Clair Parkway.
- Limited and unsafe crossings linking the North and South parts of Sarnia across Highway 402. Issues include;
 - Front Street – unsafe angled railway crossings near Exmouth intersection;
 - Christina Street crossing – 4 lanes of N/S traffic with no accommodation for cyclists;
 - Colborne Road underpass crossing – no accommodation for cyclists with narrow lanes;
 - Indian Road crossing - 4 lanes of N/S traffic with no accommodation for cyclists;
 - Murphy Road crossing – 4 lanes of N/S traffic with no accommodation for cyclists;
 - Modeland Road crossing – 4 lanes of N/S traffic with no accommodation for cyclists; and
 - Howard Watson crossing – gravel trail with limited connectability, does not accommodate road cyclists, and unsafe intersection at Exmouth Street.

6. COMMENTS FROM EXTERNAL AGENCIES

No comments were received from external agencies regarding the PIC, materials used, and the information presented.

APPENDIX A

NOTICE OF PUBLIC INFORMATION CENTRE #1



NOTICE OF PUBLIC INFORMATION CENTRE #2

RESPONSE TO TRANSPORTATION ISSUES AND NEEDS IN SARNIA

A city-wide Transportation/Public Transit Master Plan is being prepared for the City of Sarnia. The plan will recommend how to improve the way people and goods move within and through the City. Sarnia is changing and growing, so transportation and transit systems need to adapt to embrace a more sustainable travel future for everyone.

Public Information Centre (PIC) #1 took place on November 6, 2012 with information and discussion on the transportation challenges, priorities and choices facing Sarnia. Since PIC #1, the Study Team has reviewed existing and forecasted transportation needs in the City. The Study Team has also carried out technical studies in support of the Transportation/Transit Master Plan dealing, for example on traffic growth and management, trail and bikeway planning, potential changes to some streets and management of downtown parking.

PIC #2 is planned to give the public an opportunity to view and comment on:

- **FUTURE TRAVEL DEMAND FORECASTS** (future travel patterns and key intersection operations);
- **PROPOSED CYCLING ROUTES AND OFF ROAD TRAILS SYSTEM;**
- **FUTURE OF ONE-WAY STREETS AND DOWNTOWN PARKING;**
- **FUTURE OF PUBLIC TRANSIT** including Care-A-Van; and
- **UPDATED ROAD CLASSIFICATION** including description of road classes and long-term road network projects.

PUBLIC INFORMATION CENTRE #2

WHEN Tuesday, June 25, 2013
Drop in anytime between 4:30 p.m. and 7:30 p.m.

This will be an informal open house with no formal presentation.

WHERE Clearwater Arena "Upper Hall"
 1400 Wellington Street
 Sarnia, ON N7S 5R5

Clearwater Arena is served by Sarnia Transit Route 14. Free parking is available on site.

Representatives from the City of Sarnia and the Consultant will be in attendance to provide information on these subjects, and receive public input and comments to help build the master plans.

The public is encouraged to attend this PIC to learn more about transportation and transit master planning, and provide input on some of the new transportation plans and changes being considered for Sarnia. This information will help shape the focus of the Transportation/Transit Master Plan. In addition, the public can continue to submit ideas, comments and suggestions to the following Study Team contact or by visiting the study website at <http://www.getaroundsarnia.ca>.

FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS, PLEASE CONTACT:

Don Drackley, MCIP, RPP
 Consultant Project Manager / IBI Group
 379 Queen Street South
 Kitchener, ON N2G 1W6
 Tel: 519-745-9455 Fax: 519-745-7847
 E-mail: dadrackley@ibigroup.com

VISIT THE STUDY WEBSITE:
<http://www.getaroundsarnia.ca>



NOTICE FIRST POSTED: JUNE 15, 2013

APPENDIX B
NEWSPAPER ADVERTISEMENT



CIVIC CORNER

SARNIA COUNCIL MEETINGS

The next regularly scheduled meeting of Sarnia City Council will be held at 4:00 p.m. on Monday, June 24th, 2013. This meeting will be held in Sarnia City Hall Council Chambers, main floor City Hall.

Agendas for the Regular Meeting are available on the Friday prior to the meeting, in the Clerk's Department, 2nd Floor, City Hall, at the Sarnia Public Library (Main Branch, Mill Road Branch and Bright's Grove Branch), and the City of Sarnia web page www.sarnia.ca.

PUBLIC MEETING ST. PATRICK'S PROPOSED PARKING LOT EXPANSION

It was agreed at the April 25th, 2013, Council Meeting that the City of Sarnia would call a Public Meeting to allow for input from residents and business owners in the vicinity of the school and hospital to mitigate and decrease any impact as it relates to parking in the 2013/2014 school year.

A drop-in meeting to receive public input on this issue will be held on Wednesday, June 19th, 2013, from 5:00 p.m. to 7:00 p.m. This meeting will be held in the Café of the Strangway Centre at 260 East Street North. Staff will receive public input which will be forwarded to the school and hospital boards. Public input received regarding municipal signs and parking at this staff public meeting will be reviewed by staff and serve as Public Consultation for Council.

If you have written information that you would like to contribute, please provide it to the City Engineering Department by e-mail engineering@sarnia.ca, or by fax 519-332-0776, or mail to 255 N. Christina Street, P.O. Box 3016, Sarnia, ON N7T 7N2.

CHANGE IN FINAL TAX BILL DUE DATES

As a result of a change in the final property tax bill due dates, the following information is being provided:

Tax due dates for the 2013 final property tax bills will be the following:

1st Final tax due date – June 27, 2013
 2nd Final tax due date – August 28, 2013

The previous final tax due dates were the first business days in July and September.

There is **no change** to how interest is to be applied. Interest is applied to all overdue accounts at the end of business on the 1st business day of each month that taxes are in arrears.

Taxes are due on the dates as listed above, however, for the purposes of application of overdue interest there is no change and interest will still be applied on the first business day of each month.

Payment Methods – There is no change to payment methods – All current payment methods are still accepted by the City. There is always a delay for all payments made at banks or over the internet. The delay is usually 2-3 days between when the payment is made and when the payment is received by the City for these two payment methods.

All payments made at banks or through the internet need to be dated no later than the tax due dates to ensure that payment is received by the City prior to interest being applied.

For all questions regarding this media release, please contact the City's Customer Service Centre at 519-332-0330 ext. 3238.

OFFICIAL PLAN REVIEW NOTICE OF SPECIAL PUBLIC MEETING

Please be advised that, pursuant to Section 25 of the Planning Act, R.S.O. 1990, as amended, Sarnia City Council will be holding a Special Public Meeting on **MONDAY, JULY 15th, 2013**, at 5:00 p.m. or shortly thereafter, in the Council Chambers at City Hall to discuss revisions that may be required to the City of Sarnia Official Plan.


The meeting will include a presentation from City Planning staff to present the findings of the Official Plan review process to date and to initiate the drafting of policies and maps for an amendment to the Official Plan. The draft Official Plan will be made available for public review prior to future public meetings and open houses which will be scheduled over the coming months.

A copy of the background studies and reports relating to the Official Plan Review and the current Official Plan are available for viewing in the Planning and Building Department on the 3rd floor of City Hall or on the Planning Department web page on the City's website at www.sarnia.ca.

Any person may attend the special public meeting to provide verbal comments or they may provide written comments at any time during the Official Plan review process. Persons wishing to speak at this meeting are requested to notify the City Clerk on or before noon, Wednesday, July 10th, 2013 in order to be placed on the Agenda, although anyone in attendance will be given an opportunity to address Council on these matters. The Council Agenda for this meeting will be posted on the City's website at www.sarnia.ca or it can be obtained from the Clerk's Department on the second floor of City Hall, on Friday, July 12th, 2013.

ADDITIONAL INFORMATION
 If you are unable to attend the meeting, you may provide written comments by submitting them to the City Clerk, City of Sarnia, City Hall, 255 Christina St., North, Sarnia, Ontario, N7T 7N2 during the review process.

For additional information, or to be added to the project mailing list, please contact: Kevin Edwards, Manager, Planning and Building Department, 519-332-0330 ext. 3344 or via email at kevin.edwards@sarnia.ca or planning@sarnia.ca.



RESPONSE TO TRANSPORTATION ISSUES AND NEEDS IN SARNIA

A Public Transportation Master Plan is being prepared for the City of Sarnia. The plan will address the issues and needs of the City of Sarnia in order to provide a safe, efficient and sustainable public transit system for the future.

Public information sessions will be held on the following dates:

- WEDNESDAY, JUNE 19, 2013**
 5:00 p.m. to 7:00 p.m.
 Strangway Centre, Café
 260 East Street North, Sarnia, ON N7T 7N2
- WEDNESDAY, JULY 10, 2013**
 5:00 p.m. to 7:00 p.m.
 Sarnia Public Library, Main Branch
 100 Mill Road, Sarnia, ON N7T 7N2

For further information, or to be added to the project mailing list, please contact: Kevin Edwards, Manager, Planning and Building Department, 519-332-0330 ext. 3344 or via email at kevin.edwards@sarnia.ca or planning@sarnia.ca.

NOTICE OF PUBLIC INFORMATION CENTRE #2

The City of Sarnia is currently in the process of reviewing the Official Plan and is seeking public input on the proposed changes. The City is holding a series of public information sessions to provide an opportunity for residents to provide input on the proposed changes. The sessions will be held on the following dates:

- WEDNESDAY, JUNE 19, 2013**
 5:00 p.m. to 7:00 p.m.
 Strangway Centre, Café
 260 East Street North, Sarnia, ON N7T 7N2
- WEDNESDAY, JULY 10, 2013**
 5:00 p.m. to 7:00 p.m.
 Sarnia Public Library, Main Branch
 100 Mill Road, Sarnia, ON N7T 7N2

For further information, or to be added to the project mailing list, please contact: Kevin Edwards, Manager, Planning and Building Department, 519-332-0330 ext. 3344 or via email at kevin.edwards@sarnia.ca or planning@sarnia.ca.

July, 2013

Page 10



NOTICE OF PUBLIC INFORMATION CENTRE #3

RESPONSE TO TRANSPORTATION ISSUES AND NEEDS IN SARNIA

A city-wide Transportation/Public Transit Master Plan is being prepared for the City of Sarnia. The plan will recommend how to improve the way people and goods move within and through the City. Sarnia is changing and growing, so transportation and transit systems need to adapt to embrace a more sustainable travel future for everyone.

Public Information Centre (PIC) #1 took place on November 6, 2012 with information and discussion on the transportation challenges, priorities and choices facing Sarnia. PIC #2 took place on June 25, 2013 and provided information on future travel patterns and key intersection operations, proposed cycling routes and off road trails systems, the future of one way streets and downtown parking, public transit and an updated road classification.

PIC #3 is planned to give the public an opportunity to view and comment on:

- **EXPANDED ACTIVE TRANSPORTATION PLAN FOR WALKING AND CYCLING**
- **TRANSIT SERVICE IMPROVEMENTS; AND**
- **RECOMMEDED PLANS FOR THE ROADWAY NETWORK;**

Representatives from the City of Sarnia and the Consultant will be in attendance to provide information on these subjects, and receive public input and comments to help build the master plans.

The public is encouraged to attend this PIC to learn more about transportation and transit master planning, and provide input on some of the new transportation plans and changes being considered for Sarnia.

PUBLIC INFORMATION CENTRE #3

WHEN Thursday, May 22, 2014
Drop in anytime between
4:30 p.m. and 7:30 p.m.

This will be an informal open house with no formal presentation.

WHERE Clearwater Arena "Upper Hall"
1400 Wellington Street
Sarnia, ON N7S 5R5

Clearwater Arena is served by Sarnia Transit Route 14. Free parking is available on site.

This information will help shape the focus of the Transportation/Transit Master Plan. In addition, the public can continue to submit ideas, comments and suggestions to the following Study Team contact or by visiting the study website at <http://www.getaroundsarnia.ca>.

FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS, PLEASE CONTACT:

Don Drackley, MCP
Consultant Project Manager / IBI Group
101-410 Albert Street
Waterloo, ON N2L 3V3
Tel: 519-585-2255 Fax: 519-585-2269
E-mail: ddrackley@ibigroup.com

VISIT THE STUDY WEBSITE:

<http://www.getaroundsarnia.ca>



WELCOME

Public Information Centre #3

May 22, 2014, 4:30 p.m. – 7:30 p.m.

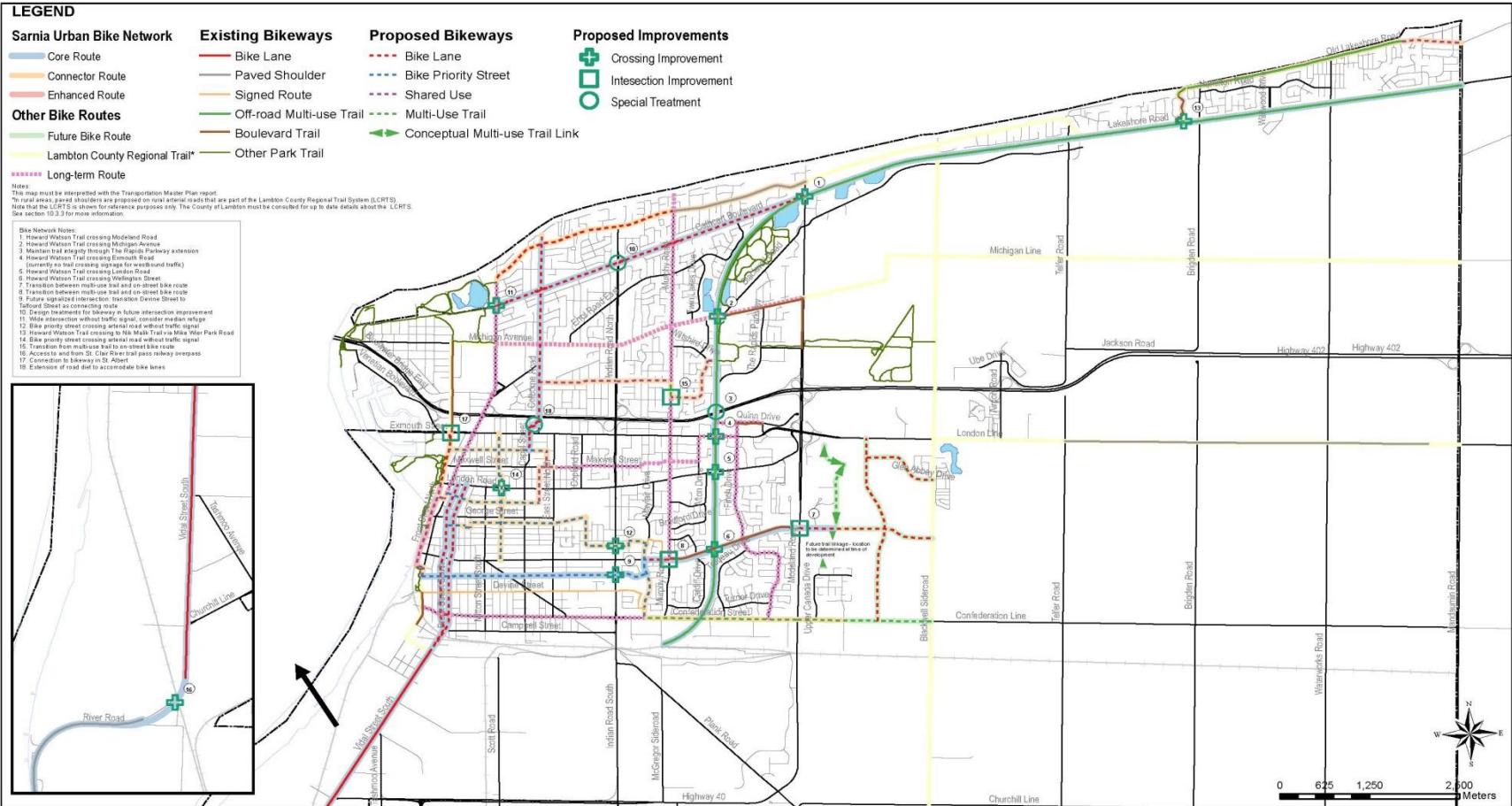
Please fill in a Comment Sheet.

Direct any questions or comments to
Study Team members

Purpose of This Public Information Centre

- To view and comment on:
 - Active Transportation Plan for cycling and walking;
 - Transit Master Plan and service improvements; and
 - Recommendations for the Sarnia roadway network.
- To provide an opportunity for you to ask questions and provide comments about local transportation challenges, priorities and ideas.

Recommended Urban Bike Network



Prepared: August-21-13

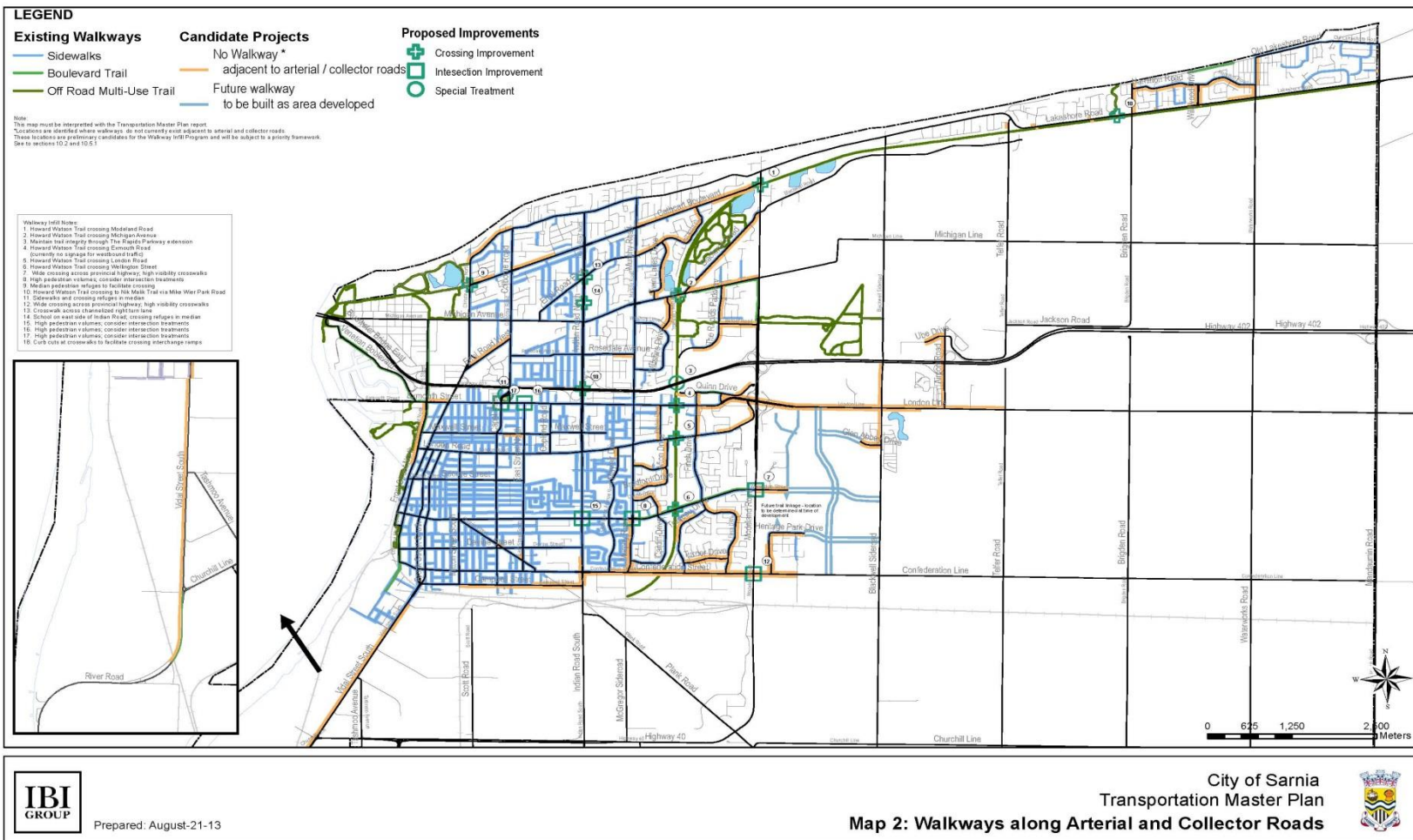
City of Sarnia
 Transportation Master Plan
 Map 3: Urban Bike Network



www.getaroundsarnia.ca



Recommended Walkways Along Arterial & Collector Roads



Prepared: August-21-13

City of Sarnia
 Transportation Master Plan



Map 2: Walkways along Arterial and Collector Roads



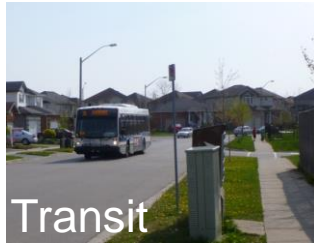
www.getaroundsarnia.ca



Active Transportation Strategy

WALKING

- Endorse a Pedestrian Charter for the City recognizing benefits of walking and affirming a commitment to improve the walking environment;
- Install pedestrian crossing treatments across major street intersections; and
- Walkway Infill Program to build sidewalks where missing along priority pedestrian corridors;



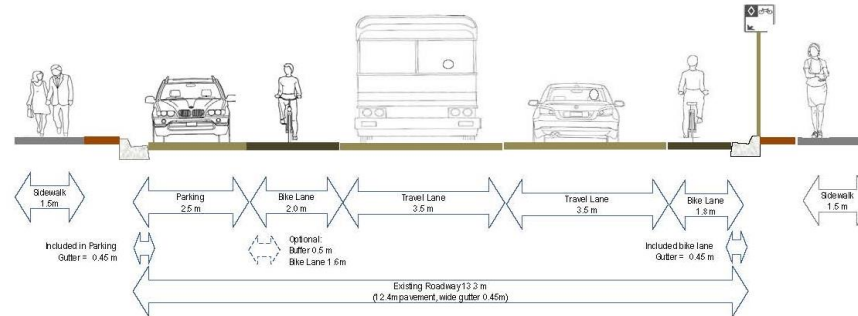
CYCLING

- Install proposed bikeways on Cathcart, Colborne, Vidal and Brock + trail crossings on Howard Watson Trail at Exmouth, Wellington, Michigan/Blackwell, Modeland and London;
- Install boulevard multi-use trails on Confederation;
- Hared use marking and signage along Front Street;
- Install bikeways for Connector Routes as per Recommended Urban Bike Network;
- Incorporate proposed bike lanes and multi-use trails in new development areas;
- Do not allow cycling by adults on sidewalks; and
- Include paved shoulders in the cost of rehabilitating rural roads.

Active Transportation Strategy

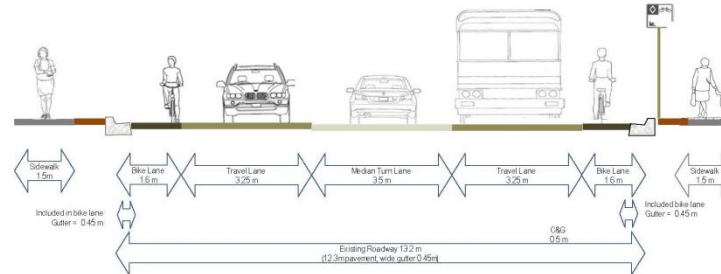
Cathcart Boulevard – Bike Lane Retrofit Concept

Narrow lanes to 3.5m, repaint with bike lanes and parking on one side



Colbourne Road – Road Diet Concept

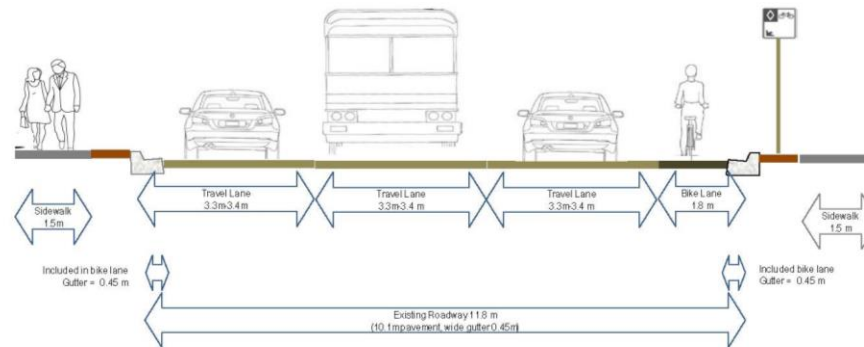
Reduce from 4 lanes to 3 lanes, repaint with bike lanes and median turn lane



Active Transportation Strategy

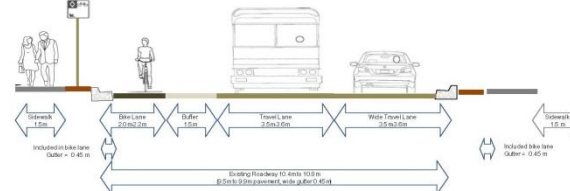
Brock Street – Bike Lanes Concept

Reduce lane widths in 3 lanes, repaint with bike lane at right side

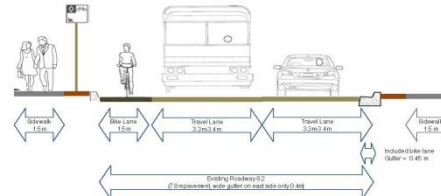


Vidal Street– Bike Lanes Concept

Reduce from 3 to 2 lanes, repaint with buffered bike lane at right side



Reduce lane width of 2 lanes, repaint with bike lane at right side



Transit Recommendations – 10 Year Plan

CONVENTIONAL TRANSIT

- Restructure route network to better serve travel patterns and future growth areas;
- Relocate Murphy Road terminal to near Lambton Mall Road area;
- Introduce north-south service along Colborne Road / Russell Street corridor;
- Provide demand–response services in Heritage Park, Blackwell Sideroad;
- Increase transit service levels to Peer levels - from 62,500 annual revenue hours to 81,700 revenue hours;
- Increase ridership from 17.6 riders/capita today to 25.8 rides/capita;
- Progressively increase transit fares to \$3.00, maintain cost recovery at 38%
- Accept wheelchair and scooter users on conventional transit buses; and
- Eliminate Transit Service Area funding

CARE-A-VAN SERVICE

- Changes in eligibility criteria for appropriate users and monitor use;
- Adopt automated scheduling system and other demand management changes to improve the efficient use of vehicles and staff;
- Allow Care-A-Van registrants to travel free on Sarnia Transit fixed routes to encourage use of Sarnia Transit by those who can; and
- Adopt service standards for maximum trip times, on-time performance, cancellations, no-shows, user assistance and cost recovery.

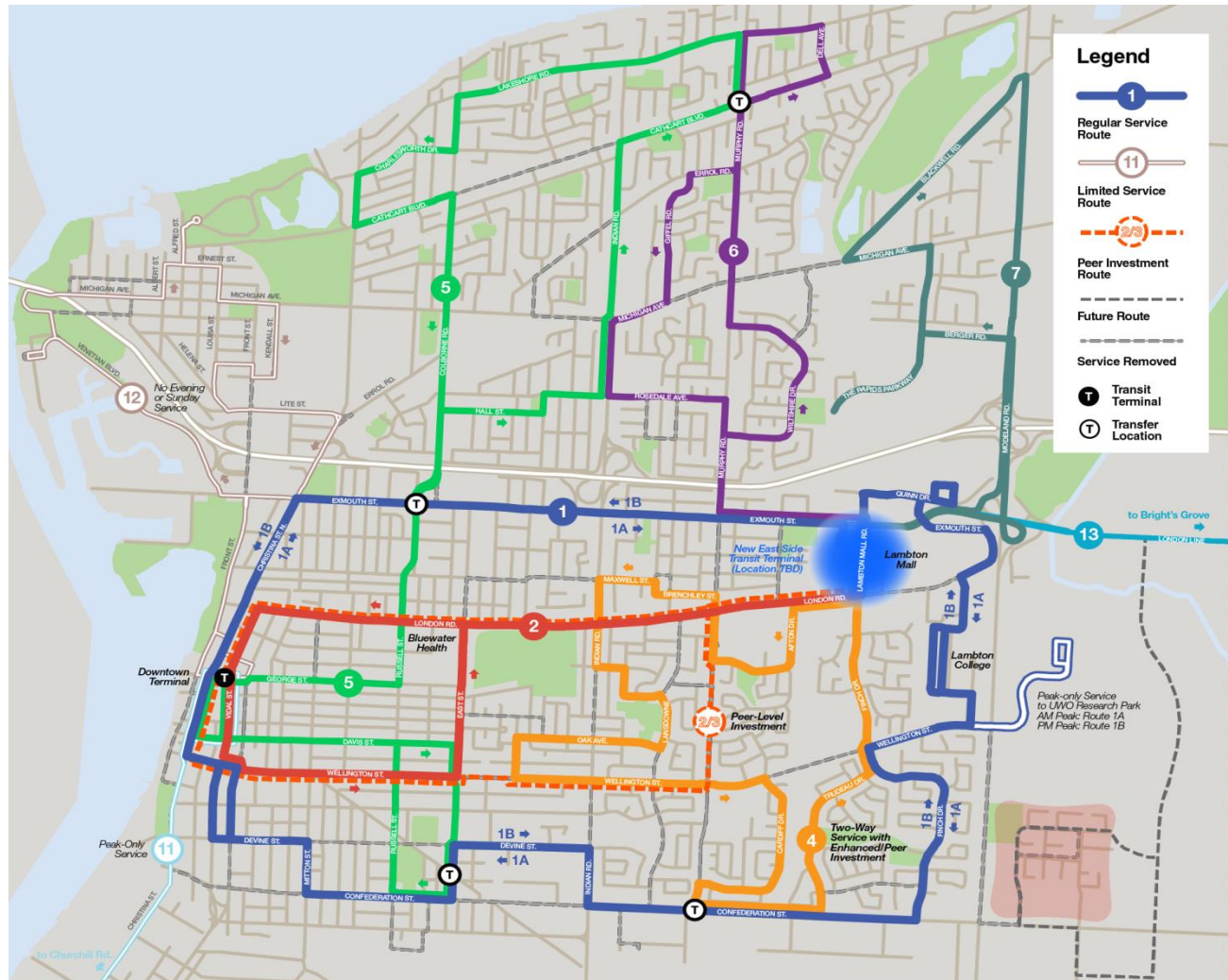
TECHNOLOGY PLAN

- In 0-2 years – deploy SmartBus System and new rostering and dispatch software; and
- In 2-5 years – deploy automatic passenger counters, advanced traveller information via web site and mobile devices, security system upgrades and transit signal priority.



Transit Recommendations

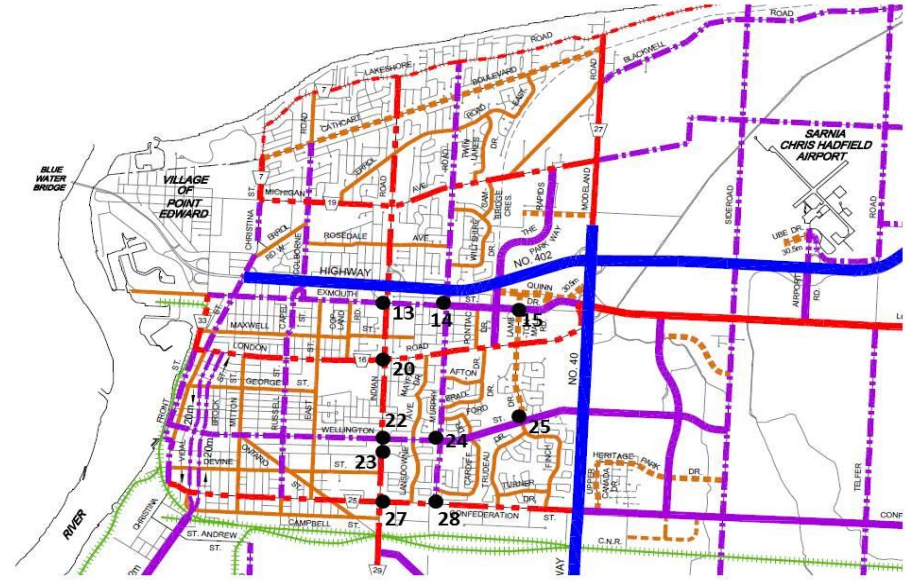
Recommended Transit Route Network



Key Roadway Network Recommendations

CRITICAL INTERSECTION IMPROVEMENTS

ID	Intersection	Issue	Recommended Action(s)
13	Exmouth St & Indian Rd	Eastbound Left critical in PM	Signal phase re-optimization
14	Exmouth St & Murphy Rd	Several critical movements in AM/PM, intersection overcapacity in PM	Convert Eastbound Right lane to Eastbound Thru/Right with 2 thru-traffic receiving lanes Signal coordination along peak direction on Murphy Road Add another southbound lane
15	Exmouth St & Barclay Dr	Eastbound Left and Southbound (all) critical in PM	Add a dedicated southbound left lane, provide alternate access route(s) to the shopping destinations
20	London Rd & Indian Rd	Northbound Thru critical in PM	Signal phase re-optimization
22	Wellington St & Indian Rd	Several critical movements in AM/PM, intersection overcapacity in AM/PM	Signal coordination along peak direction on Indian Road Provide Westbound left permitted protected Widen intersection by one lane each direction
23	Talfourd St & Indian Rd	Eastbound & Westbound critical in PM	Signalize intersection Signal coordination along peak direction on Indian Road
24	Wellington St & Murphy Rd	Eastbound Left critical in PM	Signal phase re-optimization
25	Wellington St & Finch Dr	Eastbound Left critical in PM	Signal phase re-optimization
27	Confederation St & Indian Rd	Several critical movements in AM/PM, intersection overcapacity in AM/PM	Provide Westbound Left permitted protected Signal coordination along peak direction on Indian Road Widen intersection by one lane each direction Encourage carpooling for work-related trips
28	Confederation St & Murphy Rd	Eastbound Left critical in PM	Signal phase re-optimization



OTHER PROJECTED INTERSECTION NEEDS

- Intersections near Highway ramps and crossings that cannot be widened due to physical constraints; and
- Adjust traffic signal timing at major intersections based on annual turning movement counts.

Key Roadway Network Recommendations

NEW COMPLETE STREETS POLICY

“ Complete Streets are designed, operated and maintained to enable safe access for all users.”

Incorporate the principle of Complete Streets into all Sarnia transportation projects (except where prohibited by law, or there is no demonstrated need.

EXMOUTH STREET

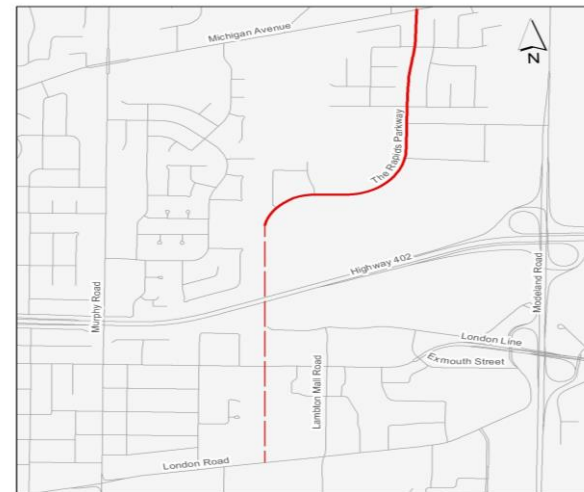
At Barclay Dr. – 3 lanes with southbound left turn lane added;
At Murphy Rd. – convert eastbound right turn lane to shared thru/right turn lane;
and
Plan on adding 1 lane/direction to Exmouth St. in longer term.

RAPIDS PARKWAY EXTENSION

Extend south to Exmouth St. and London Rd.;

To serve planned subdivision growth west of Modeland and north of Highway 402; and

Relieve overloading at the Berger Rd. and Modeland Rd. intersections.



Key Roadway Network Recommendations

VIDAL-BROCK CORRIDOR

Recommend maintaining existing one-way configuration because:

- a bike lane can be added to Brock St. without reverting to 2-way;
- preserves road capacity for the future; and
- Improved access between Vidal/Brock and Highway 402 can be achieved when required by improving capacity on other north-south street such as Christina St.

DOWNTOWN PARKING

- Replace more than 20% of any parking lost to downtown development through:
 - Property purchase or lease
 - Added parking required
 - Cash-in-lieu of parking.
- Maintain free 2 hr on-street parking;
- Off-street monthly parking rate should be at least the same or more than monthly transit pass;
- Following provincial legislation, allocate 2% of downtown on-street parking to accessible parking; and
- Provide free public parking for veterans.

Next Steps

- Review comments received from this Public Meeting;
- Final Draft Transportation Master Plan and Transit Master Plan; and
- Present the Master Plans to City Council for endorsement on Monday, June 30, 2014

Please speak with a Study Team member, complete and submit a comment sheet or feel free to visit the study web site at:

<http://www.getaroundsarnia.ca>

Thank You.



Public Information Centre # 3 Summary Report

Transportation/Transit Master Plan May 22, 2014



Prepared for City of Sarnia
by IBI Group

June 2014

Document Control Page

CLIENT:	City of Sarnia
PROJECT NAME:	Transportation/Transit Master Plan
REPORT TITLE:	Public Information Centre # 3 Summary Report Transportation/Transit Master Plan May 22, 2014
IBI REFERENCE:	32588
VERSION:	1
DIGITAL MASTER:	[File Location]
ORIGINATOR:	Marianne Radue, Environmental Planner, IBI Group
REVIEWER:	Don Drackley, MCP, IBI Group
AUTHORIZATION:	
CIRCULATION LIST:	
HISTORY:	

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3	Public Information Centre	1
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5	Comments from the Public	2
6	Comments from External Agencies	4
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	Exhibit 2: Summary of Comments/ Concerns.....	2
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	Appendix B: Display Boards	
	Appendix C: Comment Sheets	

1 Introduction

The City of Sarnia has retained IBI Group to develop a Transportation Master Plan and a Transit Master Plan for the City. The purpose of these plans is to build a healthy, vibrant and sustainable City by providing direction for enhanced pedestrian, cycling, public transit and roadway infrastructure. The study has followed the master planning provisions of the Municipal Class Environmental Assessment (June 2000 as amended 2011).

The third Public Information Centre (PIC) was held to give the public an opportunity to view and comment on the final recommendations for major roadway network improvements, transit service improvements and an expanded active transportation plan for walking and cycling.

2 Notice of Public Information Centre #3

The Notice of PIC #3 (**Appendix A**) was first published in the Sarnia Observer on May 10, 2014.

The newspaper advertisement (**Appendix A**) provided residents and stakeholders with information on how to participate actively in the study through the planned PIC.

The Notice of PIC #3 was mailed or emailed to contacts identified on the Project Contact List which was developed at the outset of the study. The list is updated regularly as required and includes the following groups:

- First Nation / Aboriginal Communities;
- External Agencies;
- Members of the Public;
- Stakeholders; and
- Media

3 Public Information Centre

The PIC was a drop-in format where members of the project team were available to answer questions and address concerns. The session was held as follows:

- Date:** Thursday, May 22, 2014
- Time:** Information Display Drop In: 4:30 p.m. to 7:30 p.m.
- Location:** Clearwater Arena "Upper Hall"
1400 Wellington Street
Sarnia, Ontario N7S 5R5

Approximately 18 individuals signed in to the PIC. Members of the project team were available to explain of the information presented including the Municipal Class EA process. The project team present at the PIC included the following individuals:

Mike Berkvens, Development Manager, City of Sarnia

Jim Stevens, Transit, City of Sarnia

Don Drackley, Project Manager, IBI Group

Chris Prentice, Transit, IBI Group

Marian Saavedra, Transportation Planner, IBI Group

Marianne Radue, Environmental Planner, IBI Group

The materials presented at the PIC including comment forms were made available on-line on the *Get Around* website. The last day to receive public comment on the information presented was on **June 5, 2014**.

4 Information Presented

Display panels were organized in a manner which effectively presented information on the project. The display boards listed in **Exhibit 1** were on display at the PIC and can be viewed in full in **Appendix B**.

Exhibit 1: Display Boards

i. Welcome	vi. Transit Recommendations – 10 Year Plan (2 boards)
ii. Purpose of this Public Information Centre	vii. Transit Recommendations
iii. Recommended Urban Bike Network	viii. Key Roadway Network Recommendations (3 Boards)
iv. Recommended Walkways Along Arterial & Collector Roads	ix. Next Steps
v. Active Transportation Strategy (3 boards)	

5 Comments from the Public

The public was requested to submit comments by **June 5, 2014**. Those who provided contact information were added to the project contact list and will receive future notifications relating to the study. In total 10 comment forms were completed and submitted to the project team during or after the PIC. Exhibit 2 summarizes written comments/concerns received as of **June 5, 2014**. All comment forms and correspondence received is available in **Appendix C**. No project team responses were required.

Exhibit 2: Summary of Comments/ Concerns

PLEASE PROVIDE ANY COMMENTS YOU MAY HAVE REGARDING THE FOLLOWING SUBJECTS OF THIS PLAN:
1. Active Transportation Plan (Cycling & Walking)
<ul style="list-style-type: none">• The path along Confederation is a priority.• Improved pathway from Heritage Park to Wellington extension.• Howard Watson trail crossing safer.• Howard Watson Trail, Exmouth to Michigan, must be preserved.• Do not extend Rapids Parkway over the Howard Watson Trail.

- Pedestrian/cyclist generated traffic light at Homer Watson Trail and Exmouth crossings.
- Supports the plans for Cathcart and Colborne, and Brock and Vidal.
- Do not need a bike lane on Cathcart; it is wide enough and not very busy.
- Lakeshore east of Murphy needs paved shoulders and a lane to Brights Grove
- Howard Watson Trail is not suitable for road bikes and commuter cycles.
- Intersections at Cathcart, Indian and Murphy require additional attention for pedestrians and cyclists.
- Does not support cycling route proposals. (2 comments)
- Bike lanes should not be put onto busy streets (e.g., Brock, Vidal and Colborne)
- As a senior, would like to use the sidewalks legally.
- Supply benches, trash cans and bike racks.

2. Transit Master Plan

- The Vidal/Brock proposals do not allow for parking.
- Increasing bus fare is counterproductive to increasing ridership. The “transit area” fee should remain.
- Demand-response service is a smart idea.
- A bus along Colborne is a good idea.
- Supports the North/south Colborne/Russell route, as long as the buses run regularly like the #9.
- Bus terminals at downtown and Murphy need to protect bus passengers during inclement weather.
- How will you increase ridership?
- Supports the new terminal and route restructuring.

3. Strategic Road Network Projects

- Wellington should go through Blackwell as soon as possible.
- London Line connection to Confederation with shared sidewalk for cyclists along Confederation from Blackwell to Murphy.
- Extending Rapids Parkway over the Howard Watson Trail is a mistake.
- Supports Rapids Parkway extension.
- Remove bike lanes.
- Supports parking recommendations.
- Look at low cost, simple solutions (e.g., 4-way stop, reduced speed limits).
- Better suited for quicker and higher usage.

4. Do you have any other comments on the draft plan?

- New Beginnings A.B.I. and Stroke Recovery Association – programming is cut short for

members dependant on Care-A-Van, because Care-A-Van cannot accommodate pick up times after 2:15 pm.

- Maintain Howard Watson Trail all the way.
- Supports the Bike Plan.
- Make it easier for families, seniors, and low income to use transit. Offer free ride days and income based ticket discounts.
- Will not use bike lanes on busy roads. There are many quiet streets in Sarnia cyclists can use.
- A priority is the Colborne/402 underpass for both pedestrians and cyclists. Also Lambton Mall at Lambton Road and Exmouth Street.
- Undertaking is necessary to support the growth of Sarnia.

6 Comments from External Agencies

No comments were received from external agencies regarding the PIC, materials used, and the information presented.