

James Street North and York Boulevard/Wilson Street				
1.1 - Short-term Actions				
Item:	Safety Enhancement:	Action / Status:	Timeline:	Funding:
1.1.1	Remove the existing bike lanes on York Boulevard east of Bay Street. Signage should be installed to direct cyclists north to the protected cycle tracks on Cannon Street. or If the cycling facilities are extended east of James Street, the city could increase the level of separation and visibility of the cycling facility by constructing a raised cycle track near the intersection.	Partially completed as implemented through on-going capital reconstruction for York Boulevard. Permanent enhancements are programmed to be completed	2024/2025	Additional funding not required, existing operation/capital budget to be utilized
1.1.2	Implement Leading Pedestrian Intervals (LPI) at all crosswalks to increase the visibility and right-of-way for pedestrians.	Programmed to be completed. The existing traffic cabinet/controller needs to be replaced as it cannot support the implementation of LPI.	2025	Additional funding not required, existing operation/capital budget to be utilized
1.1.3	Implement Restrict Turning On Red (RTOR) restrictions for the northbound, eastbound, and westbound approaches.	Programmed to be completed, pending approval of Traffic By-Law amendments scheduled for October 2024	Q4 2024	Additional funding not required, existing operation/capital budget to be utilized
1.1.4	Install ladder-type crosswalk markings to increase crosswalk visibility for motorists.	Completed	Completed in June 2024	Completed. Funded from existing operating budget

1.2 – Medium/Long-Term Actions				
Item:	Safety Enhancement:	Action / Status:	Timeline:	Funding:
1.2.1	Implement curb extensions on the northwest, southwest, and southeast corners of the intersection to reduce the intersection width, reduce vehicle turn speeds, and reduce pedestrian crossing distance.	Programmed to be completed, pending capital budget approval. Partial reconstruction of the intersection is required, inclusive of detailed engineering design, tendering and construction.	2025	Pending Engineering Priorities - Vision Zero - 2025 capital funding approval
1.2.2	Restrict the southbound left-turn movement.			Pending Engineering Priorities - Vision Zero - 2025 capital funding approval
1.2.3	Install AODA features at the intersection, consisting of TWSIs at curb ramps and APS to improve accessibility for blind or vision impaired pedestrians.			Pending Engineering Priorities - Vision Zero - 2025 capital funding approval
1.2.4	Close or relocate the parking access on the southeast corner of the intersection.	Programmed to be reviewed	TBD	To be determined by Transportation Planning and Parking Division