

## 6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The intersection of James Street at York Boulevard/Wilson Street is a four-legged signalized intersection with a considerable skew angle for the eastbound and westbound approaches. The intersection is in a commercial area with high pedestrian demand at all crosswalks. The skewed geometry results in safety risks between turning motorists, especially for the eastbound right-turn approach, and vulnerable road users. In addition, the existing bike lanes on York Boulevard terminate at James Street, which forces cyclists to travel in mixed traffic east of the intersection.

To mitigate the safety risks that exist at the intersection, several remedial measures were identified and categorized into the following categories:

- ▶ Short-term actions include relatively inexpensive measures that could be implemented in the short-term without major physical changes to the layout of the intersection.
- ▶ Medium/long-term recommendations are more costly, which require long-term planning, design, and property.

### *Short-term Actions*

- ▶ 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.
  - 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.
- ▶ Implement LPI at all crosswalks to increase the visibility and right-of-way for pedestrians.
- ▶ Implement RTOR restrictions for the northbound, eastbound, and westbound approaches.
- ▶ Install ladder-type crosswalk markings to increase crosswalk visibility for motorists.

### *Medium/Long-term Recommendations*

- ▶ 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.
- ▶ Restrict the southbound left-turn movement.
- ▶ Install AODA features at the intersection, consisting of TWSIs at curb ramps and APS to improve accessibility for blind or vision impaired pedestrians.
- ▶ Close or relocate the parking access on the southeast corner of the intersection.