



Main/Wallace Intersection – One Way Block Trial Fact Sheet

In September of 2019, strategies for dealing with core traffic congestion were brought to Council for discussion including short term and longer term options. Council agreed to a short term trial where the operations at the Main/Wallace intersection would be modified and the section of Wallace Avenue between Main Street and Elma Street would be converted to one-way southbound.

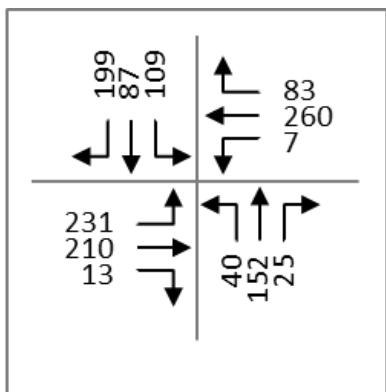
The project included engagement with key stakeholders and the public at a meeting held on March 12th, 2020 to gather input to the parameters of the trial.

Implementation of the proposed trial was planned for April 2020 and delayed until August 2021 due to low traffic volumes during the COVID Pandemic.

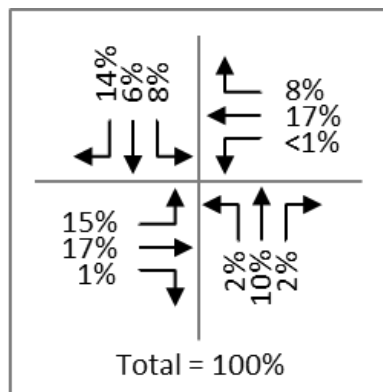
The trial will begin the week of August 16th and will be monitored and evaluated through the Fall period with an update to Council in October.

Intersection Background Traffic Data

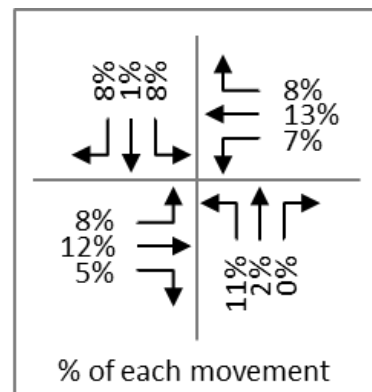
- Traffic data is from May and August of 2018
- Traffic in the summer is about 8% higher
- The intersection carries just over 1,000 cars in the summer Friday morning peak hour
- The intersection carries about 1,400 cars in the summer Friday afternoon peak hour
- Trucks account for just over 5% of the traffic in May and about 10% in August
- Truck traffic is about double in August what it is in May



Summer Friday PM Peak Hour Traffic



Summer Friday Traffic



Summer Friday PM PH Truck Traffic



The trial includes the following:

- Restrict all northbound traffic on Wallace Avenue between Main Street and Elma Street (one-way southbound only)
- Create a dedicated Emergency Vehicle Lane northbound on Wallace Avenue between the fire station and Main Street that does not conflict with southbound traffic
- Restrict parking on Wallace Avenue between Main Street and Elma Street to No Stopping in corridor
- Shift the stop bar for the southbound through and left turns back to create additional space for turning vehicles from Main Street
- Restrict trucks from making an eastbound right turn
- Restrict all westbound left turn traffic
- Remove the pedestrian crossing on the east leg of the intersection. Pedestrian volumes in that crossing are 2 in the morning peak hour and 9 in the afternoon peak hour
- Reallocate time in the traffic signal that currently serves northbound traffic to traffic on Wallace Avenue southbound and to Main Street
- The Elma/Wallace intersection will be converted to all-way stop control
- Remove a **total of seven** parking stalls on the south side of Main Street on both sides of the intersection to allow for safer traffic movement through the intersection
- Option to shorten the cycle length of the traffic signal to further reduce queuing
- Option to shift the westbound stop bar closer to the intersection

Comments Received through the Stakeholder Review

- Will create a problem for Emergency Vehicles and oncoming traffic
- Driving from the south to the north of Listowel will take longer for those living in the south
- Not being able to use the lights to head north on Main will be a problem
- Use Line 84 to bring traffic to Wallace Avenue South
- Remove left turns at Wallace and Inkerman will help traffic in the area
- The issue is transport trucks taking up the entire light (cycle). Make the trucks bypass the downtown.
- Having (an) advanced green from the busiest direction would be a good idea
- Making a one way will make more congestion
- Stopping northbound traffic from heading straight up Wallace will cause massive backups on other streets
- A truck bypass is needed
- Elma street residents will see more traffic
- Create NO TRUCK roads

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