



Central North London Traffic Study



getinvolved.london.ca/central-north-london-traffic-study

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Overview

Purpose

- These concepts show different ways to manage traffic within the neighbourhood. The goal is to improve safety, reduce cut-through traffic, and support all modes of travel, including walking, cycling, transit, and driving.

Approach

- Each concept focuses on a primary traffic management measure. The concepts are not mutually exclusive—elements from multiple options may be combined and refined through community feedback and technical review.

Key Considerations

- Maintain access for emergency services, including the hospital and fire hall.
- Preserve through movement on higher-order streets (Neighbourhood Connectors), which support transit.
- Discourage cut-through traffic on local Neighbourhood Streets.
- Improve safety and comfort for pedestrians and cyclists.



Measure 1 – Alternating One-Way Streets

Converts streets to one-way

What is it?

Alternating one-way streets convert select local roads to one-way operation, allowing traffic to travel in only one direction.

This measure can help reduce cut-through traffic and maintains access for pedestrians, cyclists, and mobility devices.



One-way Queen Street at Adelaide Street



Measure 1 – Alternating One-Way Streets

Converts streets to one-way

What does it do?

Benefits



Can help reduce cut-through traffic by limiting direct routes through the neighbourhood



Simplifies pedestrian crossings by requiring crossing in one direction at a time (one lane of moving traffic)



Improves safety for motor vehicles by reducing conflict points at intersections

Considerations



May increase traffic on higher-order streets (Neighbourhood Connectors)



May require indirect routes for drivers



May increase vehicle speeds on one-way streets



May impact intersection operations and traffic control



Potential for wrong-way driving



Measure 1 – Alternating One-Way Streets

Converts streets to one-way

How would it be used here?

Implementation

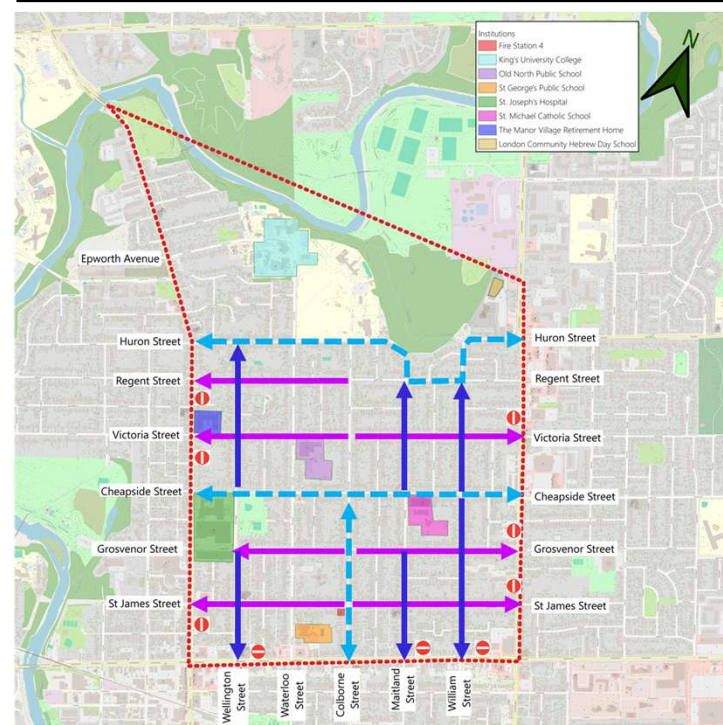
- Typically implemented as a **permanent measure** due to coordinated changes to signage, pavement markings, and intersection operations (including traffic signals, where applicable)

Key Considerations

- Not suitable on higher-order streets** (Neighbourhood Connectors), transit routes, or near the hospital/fire hall
- Can be combined with traffic calming** to address vehicle speeds, including on Neighbourhood Connector streets
- Will require changes to intersection control at some locations**, as measures will affect how traffic moves through intersections
- Intersection, crossing, and school zone design** will be developed after a recommended plan is confirmed, as measures will influence traffic operations at each location

❗ CONCEPTUAL ONLY

Locations shown are subject to change



← → Transit Route ← East-West One-Way Road
← North-South One-Way Road

Measure 2 - Directional Diverters

Restricts through traffic

What is it?

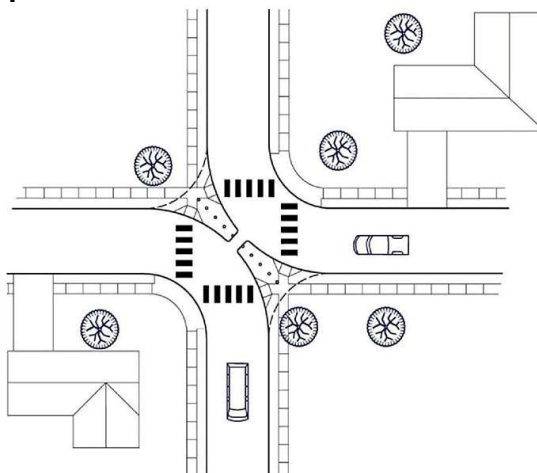
A directional diverter is a raised barrier placed diagonally within an intersection. It prevents vehicles from travelling straight through, requiring them to turn.

This measure can help reduce cut-through traffic and maintains pedestrian, cyclist, and mobility device access through openings in the diverter.



Temporary directional diverter at
Lindsey Ave and Gladstone Ave

Source: City of Toronto



Directional diverter design

Source: Delaware Department of Transportation



Directional diverter

Source: Paul Kruegar / Creative Commons



Measure 2 - Directional Diverters

Restricts through traffic

What does it do?

Benefits



Reduces vehicle speeds as drivers must slow to turn



Reduces cut-through traffic on local streets (typically 20–70%, ~35% average)



Improves safety for pedestrians and cyclists through lower speeds and volumes



Improves safety for drivers and passengers by reducing conflict points at intersections

Considerations



May increase traffic on higher-order streets (Neighbourhood Connectors)



May require indirect routes for drivers



May restrict emergency routes



May impact intersection operations and traffic control



Measure 2 - Directional Diverters

Restricts through traffic

How would it be used here?

Implementation

- Installed first as a **temporary measure** to evaluate benefits and impacts
- May become permanent based on **monitoring and community feedback**
- Temporary installations allow for **adjustments before permanent changes**

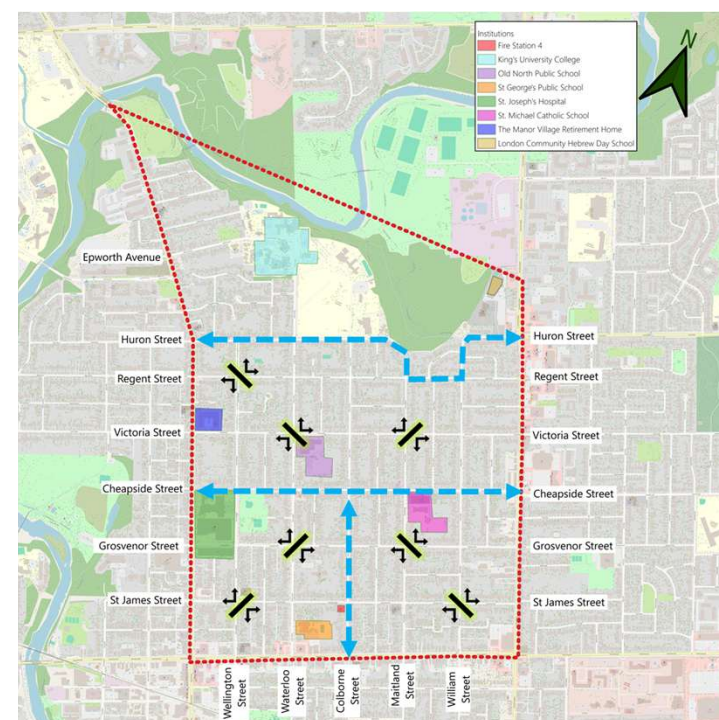
Key Considerations

- **Not suitable on higher-order streets** (Neighbourhood Connectors), transit routes, or near the hospital/fire hall
- **Can be combined with traffic calming** to address vehicle speeds, including on Neighbourhood Connector streets
- **Will require changes to intersection control at some locations**, as measures will affect how traffic moves through intersections
- **Intersection, crossing, and school zone design** will be developed after a recommended plan is confirmed, as measures will influence traffic operations at each location

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←---→ Transit Route



Directional Divorter

Measure 3 – Right-in/Right-out Channel

Restricts through and left-turn movements

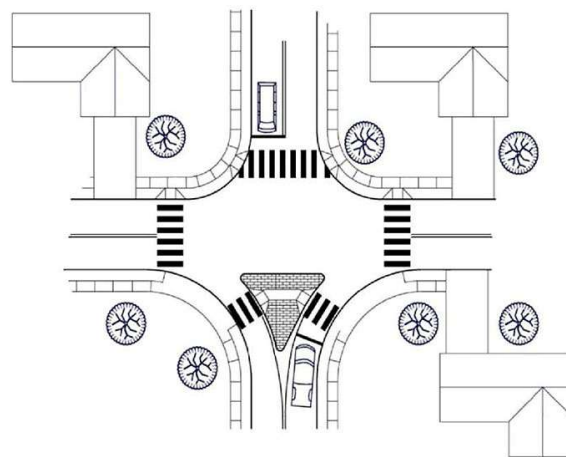
What is it?

A right-in right-out channel is a concrete island which restricts through and left-turn movements, permitting only right-turn movements at an intersection.

This measure can help reduce cut-through traffic and maintains access for pedestrians, cyclists, and mobility devices.



Right-in / right-out channel at
Adelaide Street and Regent Street



Right-in / right-out design
Source: Delaware Department of Transportation



Measure 3 – Right-in/Right-out Channel

Restricts through and left-turn movements

What does it do?

Benefits



Reduces cut-through traffic on local streets by restricting through and left-turn movements



Improves safety for pedestrians and cyclists through lower volumes



Improves safety for drivers and passengers by reducing conflict points at intersections around the perimeter of the study area

Considerations



May increase traffic on higher-order streets (Neighbourhood Connectors)



May require indirect routes for drivers



May impact intersection operations and traffic control



Measure 3 – Right-in/Right-out Channel

Restricts through and left-turn movements

How would it be used here?

Implementation

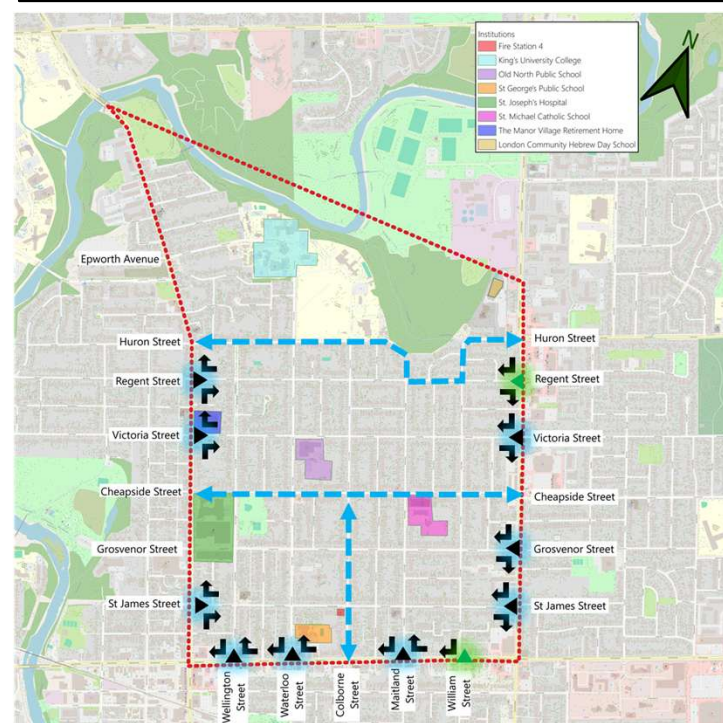
- Typically implemented as a **permanent measure** due to the need for channelization, signage, and traffic signal updates (where applicable)

Key Considerations

- Not suitable on higher-order streets** (Neighbourhood Connectors), transit routes, or near the hospital/fire hall
- Can be combined with traffic calming** to address vehicle speeds, including on Neighbourhood Connector streets
- Will require changes to intersection control at some locations**, as measures will affect how traffic moves through intersections
- Intersection, crossing, and school zone design** will be developed after a recommended plan is confirmed, as measures will influence traffic operations at each location

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← → Transit Route

↔ Right-In Right-Out Channel (New)
↔ Right-In Right-Out Channel (Existing)
↔ Right-Out Channel (Existing)



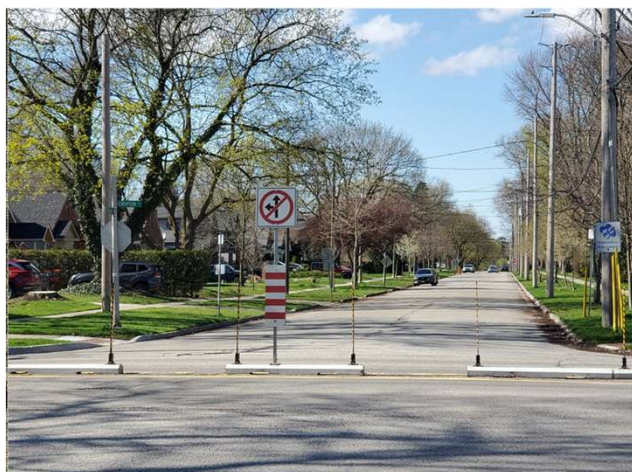
Measure 4 – Intersection Median Islands

Restricts through and left-turn movements

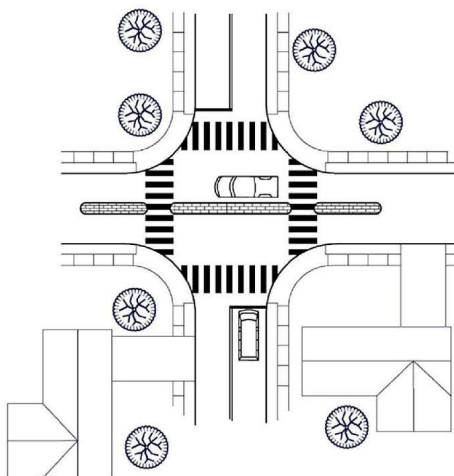
What is it?

An intersection median island is a raised median placed through the centre of an intersection, restricting through and left-turn movements.

This measure can help reduce cut-through traffic and maintains pedestrian, cyclist, and mobility device access through openings in the median island.



Temporary intersection median island
at William St and Cheapside St



Intersection median island design
Source: Delaware Department of Transportation



Intersection median island
Source: Eugene Jud, Jud Consultants



Measure 4 – Intersection Median Islands

Restricts through and left-turn movements

What does it do?

Benefits



Reduces vehicle speeds



Reduces cut-through traffic on local streets by restricting through and left-turn movements



Improves safety for pedestrians and cyclists through lower speeds and volumes



Improves safety for motor vehicles by reducing conflict points at intersections

Considerations



May increase traffic on higher-order streets (Neighbourhood Connectors)



May require indirect routes for drivers



May restrict emergency routes



May impact intersection operations and traffic control



Measure 4 – Intersection Median Islands

Restricts through and left-turn movements

How would it be used here?

Implementation

- Installed first as a **temporary measure** to evaluate benefits and impacts
- May become permanent based on **monitoring and community feedback**
- Temporary installations allow for **adjustments before permanent changes**

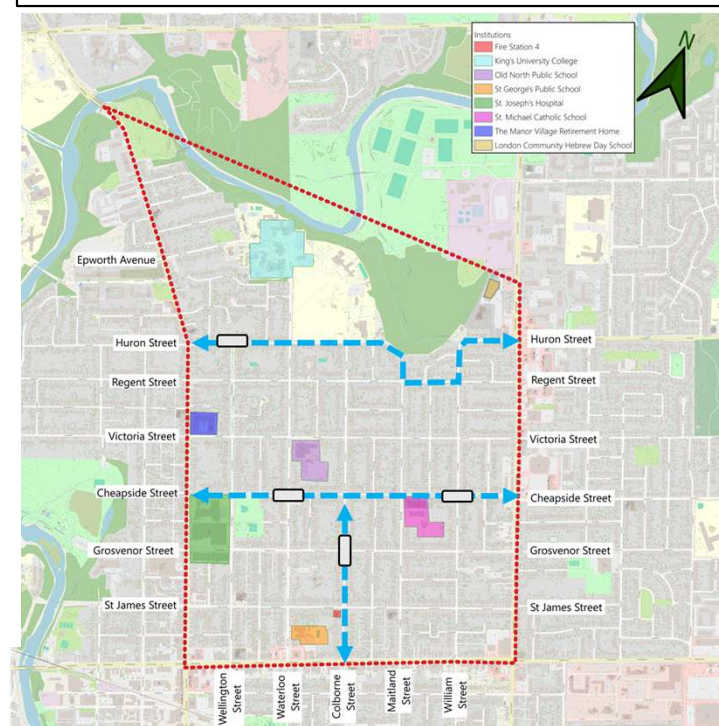
Key Considerations

- **Not suitable for restricting traffic along higher-order streets** (Neighbourhood Connectors), transit routes, or near the hospital/fire hall
- **Can be combined with traffic calming** to address vehicle speeds, including on Neighbourhood Connector streets
- **Will require changes to intersection control at some locations**, as measures will affect how traffic moves through intersections
- **Intersection, crossing, and school zone design** will be developed after a recommended plan is confirmed, as measures will influence traffic operations at each location

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← → Transit Route □ Intersection Median Islands



Measure 5 – Traffic Calming

Uses physical measures to slow traffic

What is it?

Traffic calming includes a range of measures such as speed cushions, raised pedestrian crossings, localized road narrowing, and traffic circles.

These measures are used to reduce vehicle speeds and improve safety while maintaining full access for all road users.



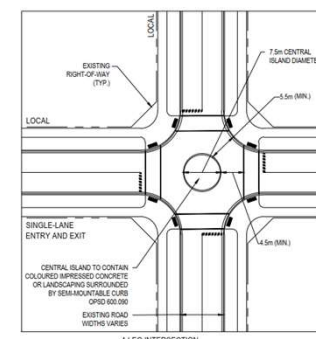
Speed Cushions



Raised Pedestrian Crossing



Localized road narrowing



Traffic Circle



Measure 5 – Traffic Calming

Uses physical measures to slow traffic

What does it do?

Benefits



Reduces vehicle speeds



Maintains full access for vehicles, cyclists, and pedestrians



Improves safety for pedestrians and cyclists through lower speeds

Considerations



Does not directly reduce cut-through traffic



May affect emergency response times due to speed reduction features



Measure 5 – Traffic Calming

Uses physical measures to slow traffic

How would it be used here?

Implementation

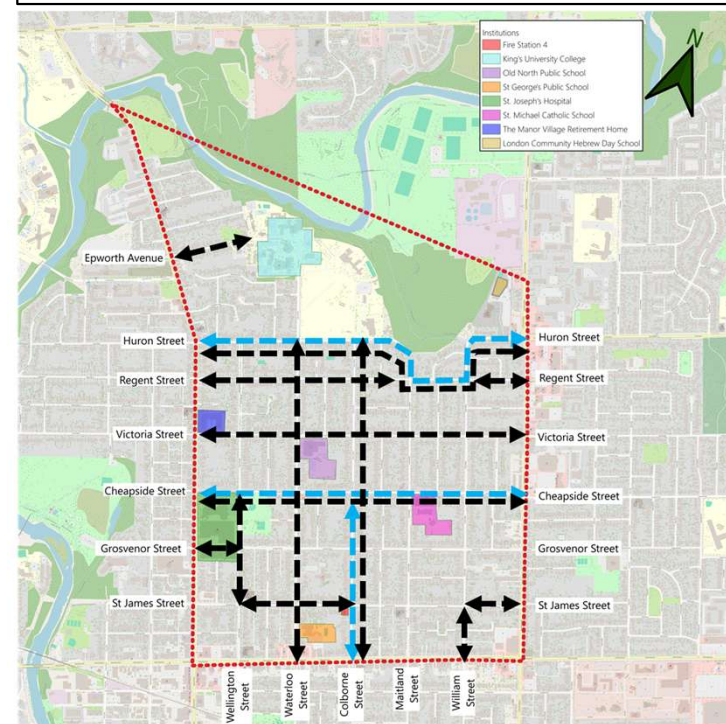
- **Can be implemented individually or in combination** across the neighbourhood
- **May be introduced in phases** as standalone improvements or as part of future planned roadway projects

Key Considerations

- **May be suitable on both local streets and some connector streets**
- **Selection of measures** depends on street context and needs
- **Can be combined with other measures** to address cut-through traffic
- **Intersection, crossing, and school zone design** will be developed after a recommended plan is confirmed, as measures will influence traffic operations at each location

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←---→ Transit Route

←---→ Roads of Interest

Relative Comparison of Measures

Measure	Reduces Cut-Through Traffic	Reduces Speeds	Impact on Driving	Implementation Effort <i>design & construction</i>
1 - Alternating One-Way Streets <i>Converts streets to one-way</i>	●●	●	●●	●●●
2 - Directional Diverters <i>Restricts through traffic</i>	●●●	●●	●●	●
3 - Right-in/Right-out Channels <i>Restricts through and left-turn movements</i>	●●	●	●●	●●
4 - Intersection Median Islands <i>Restricts through and left-turn movements</i>	●●●	●●	●●	●
5 – Traffic Calming <i>Uses physical measures to slow traffic</i>	●	●●●	●	●●

High = ●●●
Medium = ●●
Low = ●



Next Steps

We want to hear from you.

Please take the time to complete the feedback form available on the project website here: getinvolved.london.ca/central-north-london-traffic-study.

Your feedback will be used to help inform the development of a preferred plan for the study area.

What happens next?

- **Develop a recommended plan** based on technical analysis and community feedback
- **Review intersections** for potential improvements (e.g., changes to intersection control, where appropriate)
- **Enhance pedestrian and cyclist safety and connectivity** (e.g., improved crossings)
- **Refine school zone treatments**
- **Prepare an implementation plan**

Future communications.

This next public information centre is tentatively planned for June.

Updates will be shared on the project website.

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