



# WELCOME

## to the Roseland Neighbourhood Active Transportation Improvements Open House!

*We're excited to have you here!*

Our team is excited to be able to meet with you in person, and we're looking forward to sharing information with you about the active transportation improvements proposed for the Roseland neighbourhood and answering any questions you have about the project.

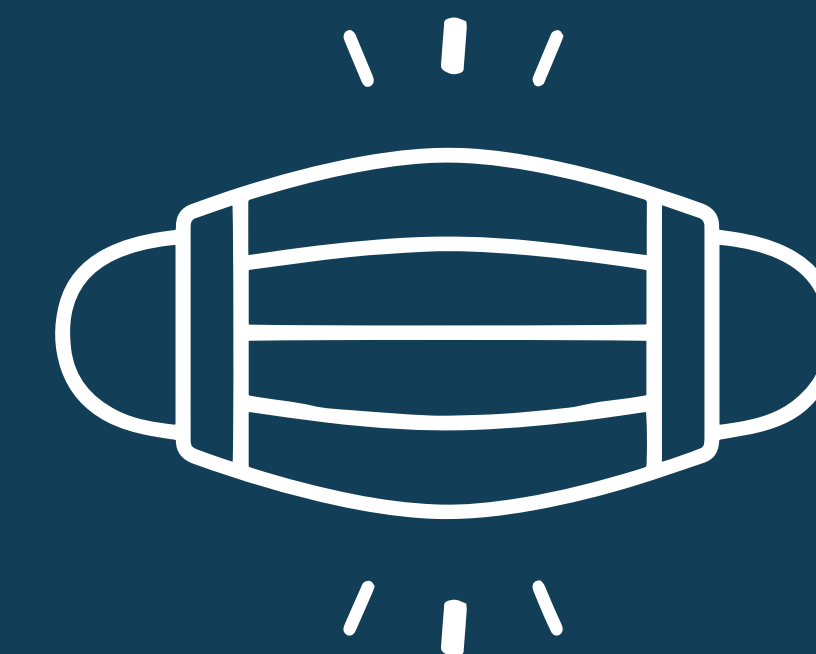
### COVID-19 Safety

We understand that there are different comfort levels around public gatherings, so for the comfort and safety of yourself and others, please:

*Maintain a safe physical distance*



*Wear a mask if you choose - help yourself to one here!*



*Sanitize your hands upon entering*



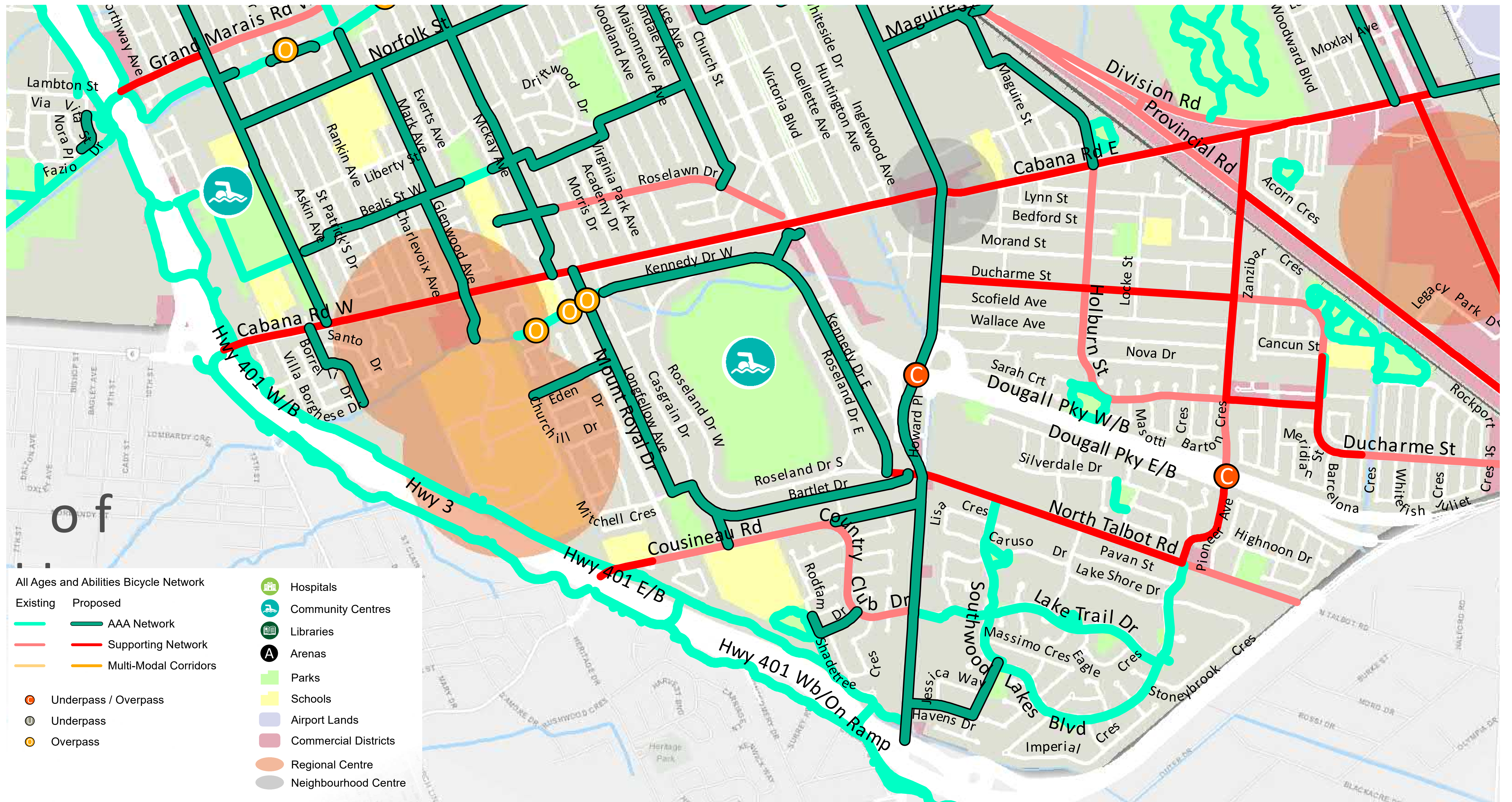
# PURPOSE OF TODAY:

- 🍊 Provide information about the study area and the proposed active transportation facilities
- 🍊 Present two facility types that are being considered for the street, including renderings of what the street would look like with each improvement
- 🍊 Present the trade-offs between the two facility types
- 🍊 Gather your feedback on the proposed designs
- 🍊 Share next steps and how your feedback will be incorporated in the study



# ACTIVE TRANSPORTATION IN ROSELAND

## Windsor Active Transportation Network



# ACTIVE TRANSPORTATION IN ROSELAND

## Roseland Neighbourhood

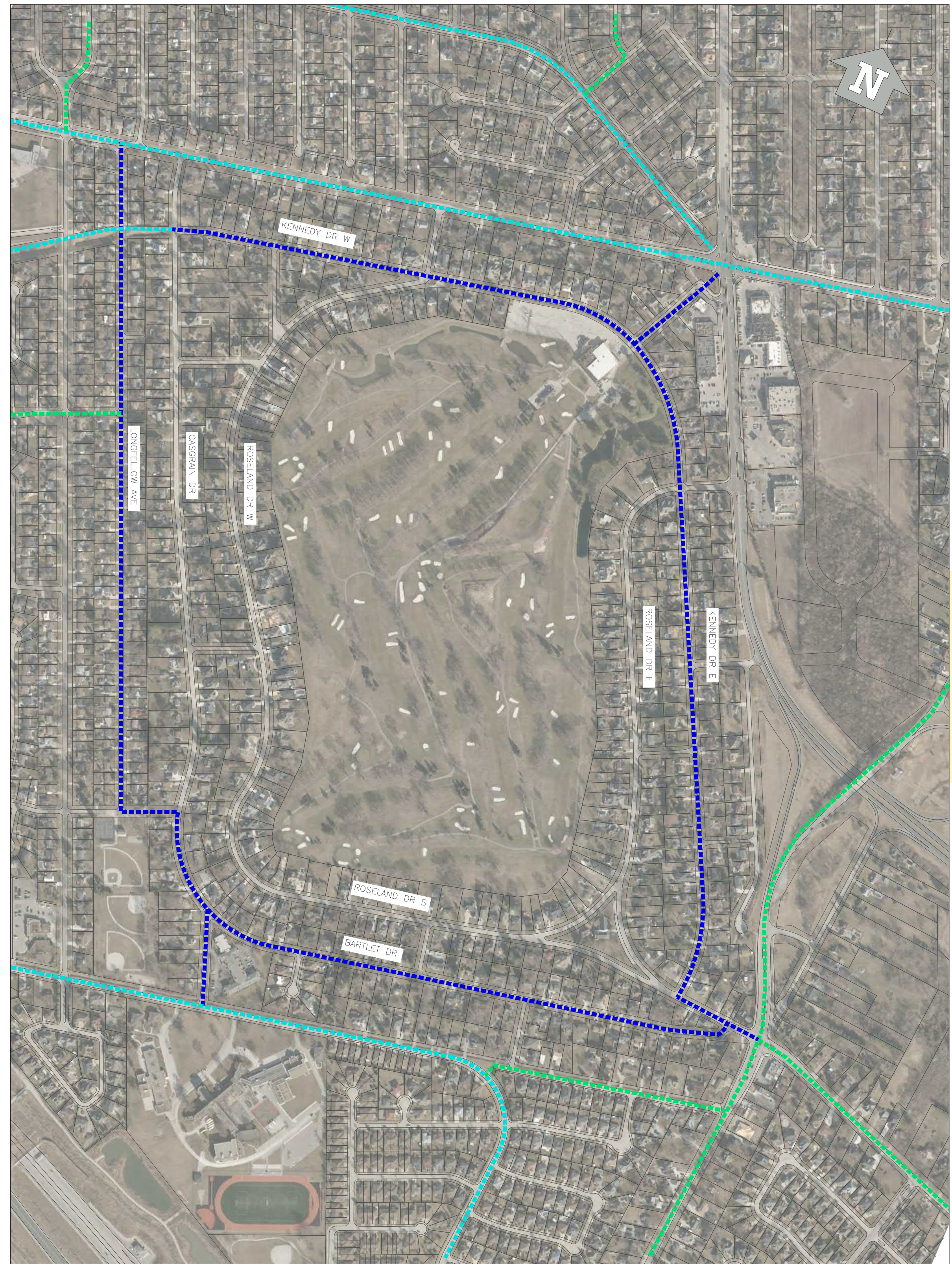
The Roseland neighbourhood is identified in the City of Windsor's Active Transportation Master Plan as a future location for active transportation facilities.

Active transportation facilities in this area would act as connector routes to Cabana Road West and Howard Avenue.

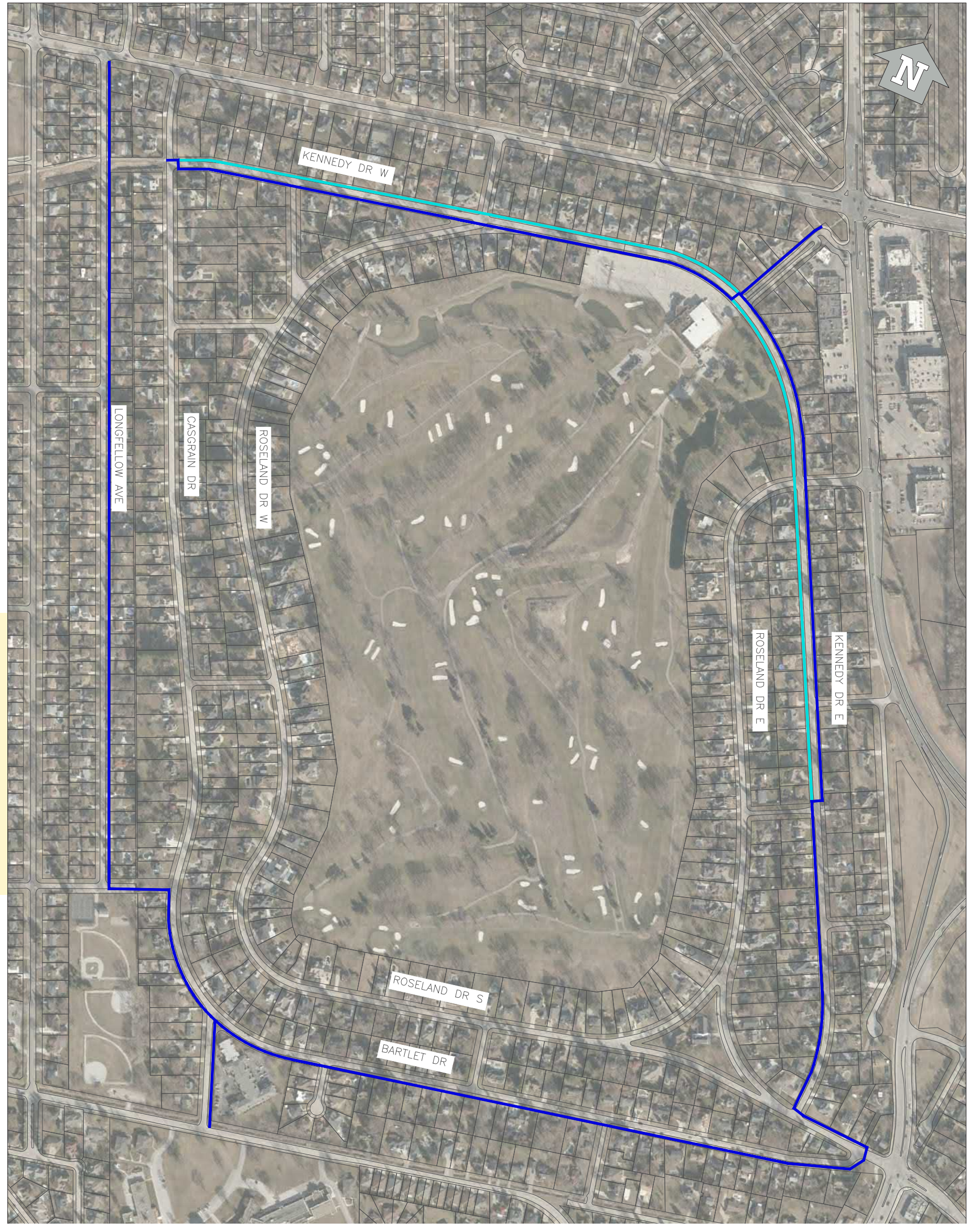
We have developed two options for active transportation facilities in this neighbourhood, and are looking for your help to identify a preferred option to move forward to conceptual design.

The map to the left shows existing and future active transportation facilities, as well as the Roseland Neighbourhood study area.

The map to the right shows the recommended pathway alignment options for the Roseland Neighbourhood.



- EXISTING ACTIVE TRANSPORTATION FACILITY
- ROSELAND NEIGHBOURHOOD ACTIVE TRANSPORTATION STUDY
- FUTURE ACTIVE TRANSPORTATION FACILITY (ACTIVE TRANSPORTATION MASTER PLAN)



- RECOMMENDED MULTI-USE PATHWAY OR SIDEWALK NETWORK
- ALTERNATIVE ALIGNMENT FOR MULTI-USE PATHWAY OR SIDEWALK

# ROSELAND NEIGHBOURHOOD

## PEDESTRIAN & CYCLING FACILITY OPTIONS

### *Option 1: Local Street Bikeway and Sidewalks*

- shared bicycle routes on streets with **low traffic volumes and speeds** and that have been optimized to prioritize bicycle traffic
- often located on **streets that run parallel to major roads** or **within neighbourhoods on residential streets**
- Potential improvements would include traffic calming measures such as those listed on OTM 18 for Local Street Bikeways.

This option includes **1.5m sidewalks** on **one side of the street**.

Sidewalks would be designed to limit impacts to existing boulevard features such as trees, landscaping, and utilities.

### Sample Cross-section



# ROSELAND NEIGHBOURHOOD

## PEDESTRIAN & CYCLING FACILITY OPTIONS

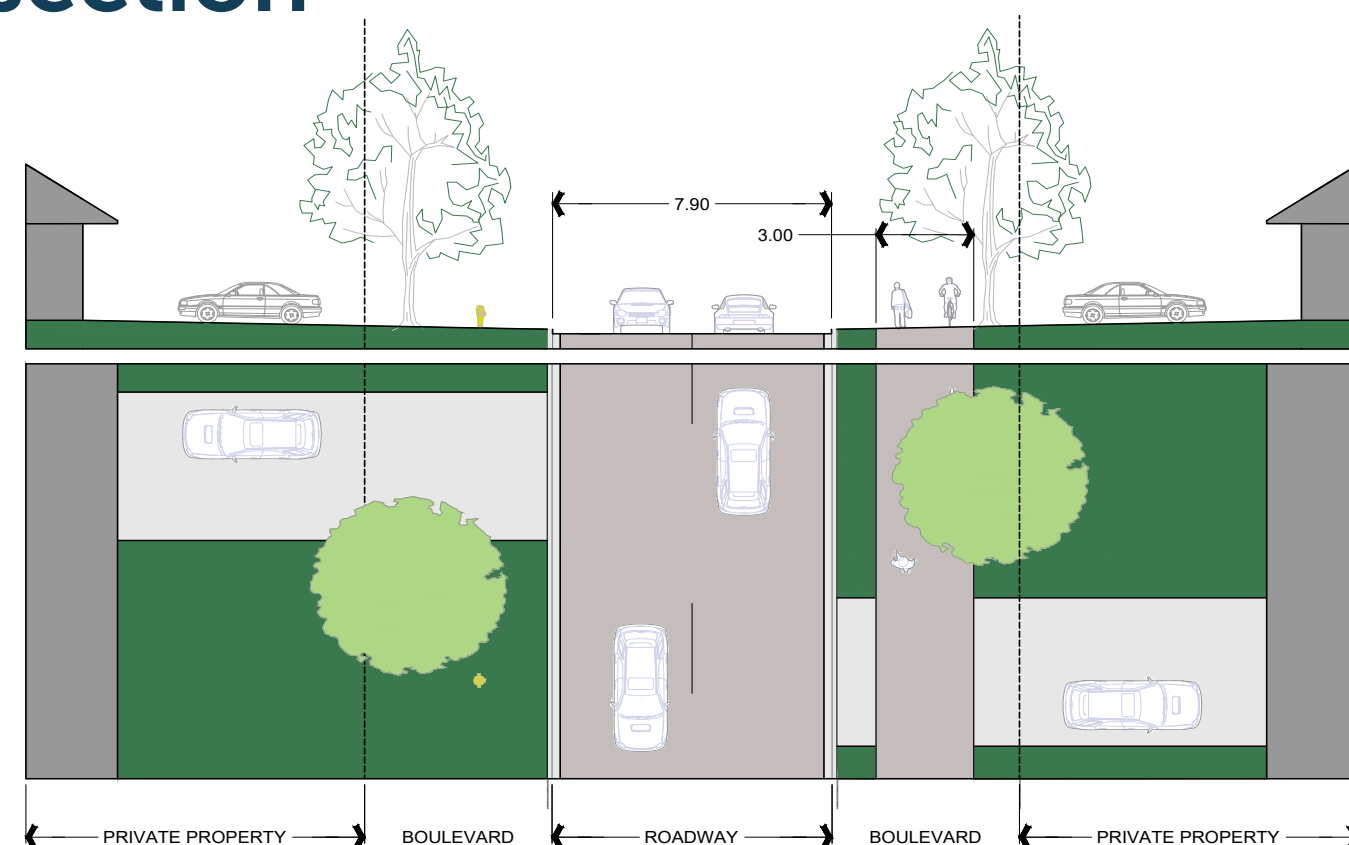
### *Option 2: Off-Street Multi-Use Pathway*

- ☉ physically separated from motor vehicles by open space or a barrier, depending on the application.
- ☉ sufficient width and supporting facilities to be **used by cyclists, pedestrians, and other forms** of active transportation.
- ☉ can be **paved or unpaved surfaces**. Paved or firm surfaces are often preferable for cyclists' use, people with mobility aids or strollers.
- ☉ a common facility for roads where right of way is available parallel to a major roadway, within a park, or along a railway corridor.

This option includes a **3m multi-use pathway**.





The pathway would be designed to limit impacts to existing boulevard features such as trees, landscaping, and utilities. Tree removal in certain locations may be required.

### Sample Cross-section





# LOCAL STREET BIKEWAY & SIDEWALKS

## PROS

-  Less impactful to the existing boulevards
-  Slows down traffic, reduces traffic volumes
-  Low cost for traffic calming features
-  Separation of cyclists and pedestrians

## CONS



-  No dedicated space for cyclists
-  No physical protection from vehicles

*What do you like about the On-Street Bikeway design?*




*What do you dislike about the On-Street Bikeway design?*

# OFF-STREET MULTI-USE PATHWAY

## PROS

-  Dedicated facility for active transportation users
-  Physical protection from motor vehicles

## CONS

-  Significant capital costs
-  Impacts to existing boulevard space, including driveways
-  May require removal of trees and/or relocation of utilities

*What do you like about the Off-Street Multi-Use Pathway design?*

*What do you dislike about the Off-Street Multi-Use Pathway design?*

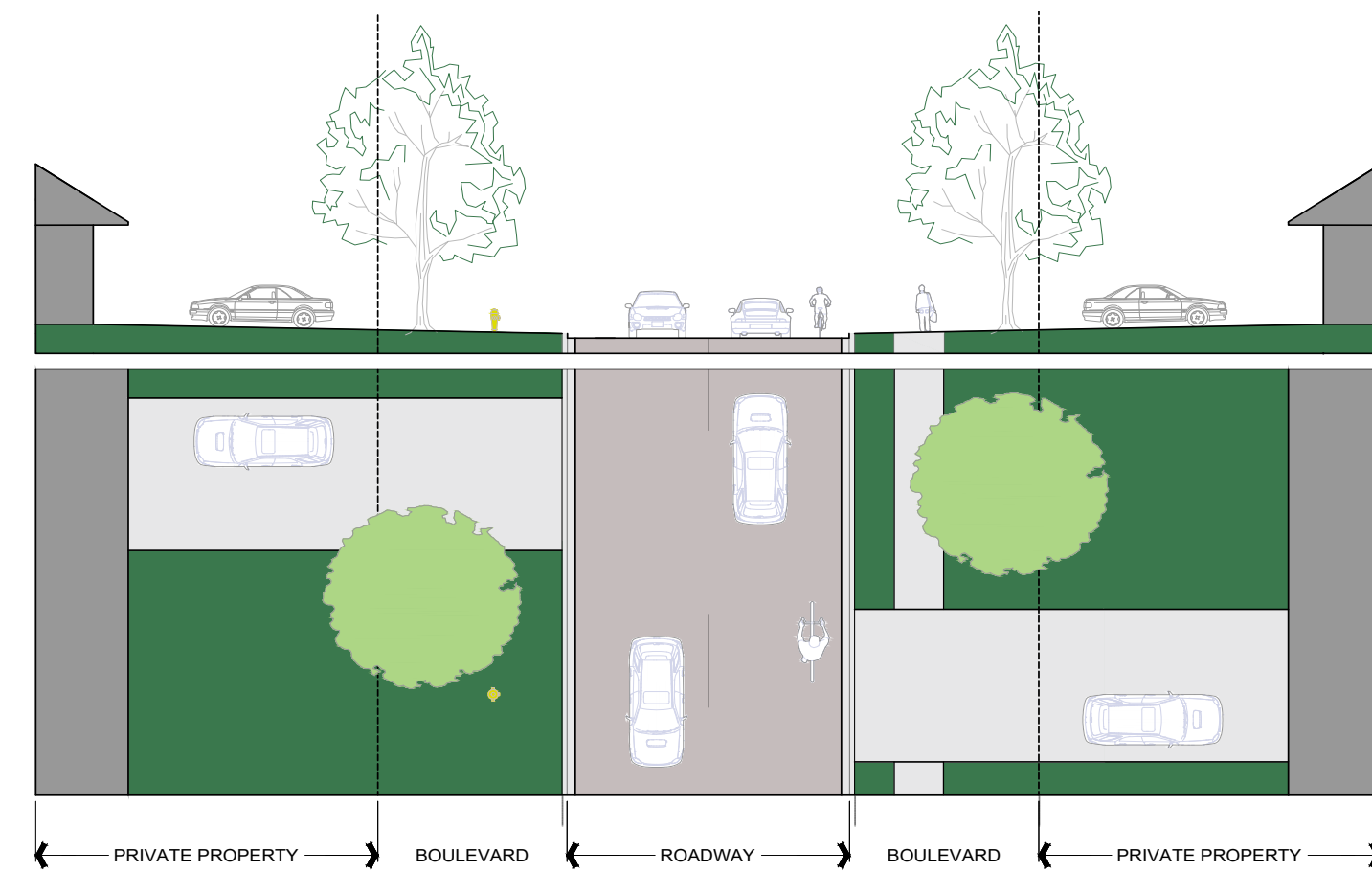


# CONSIDERING THE OPTIONS

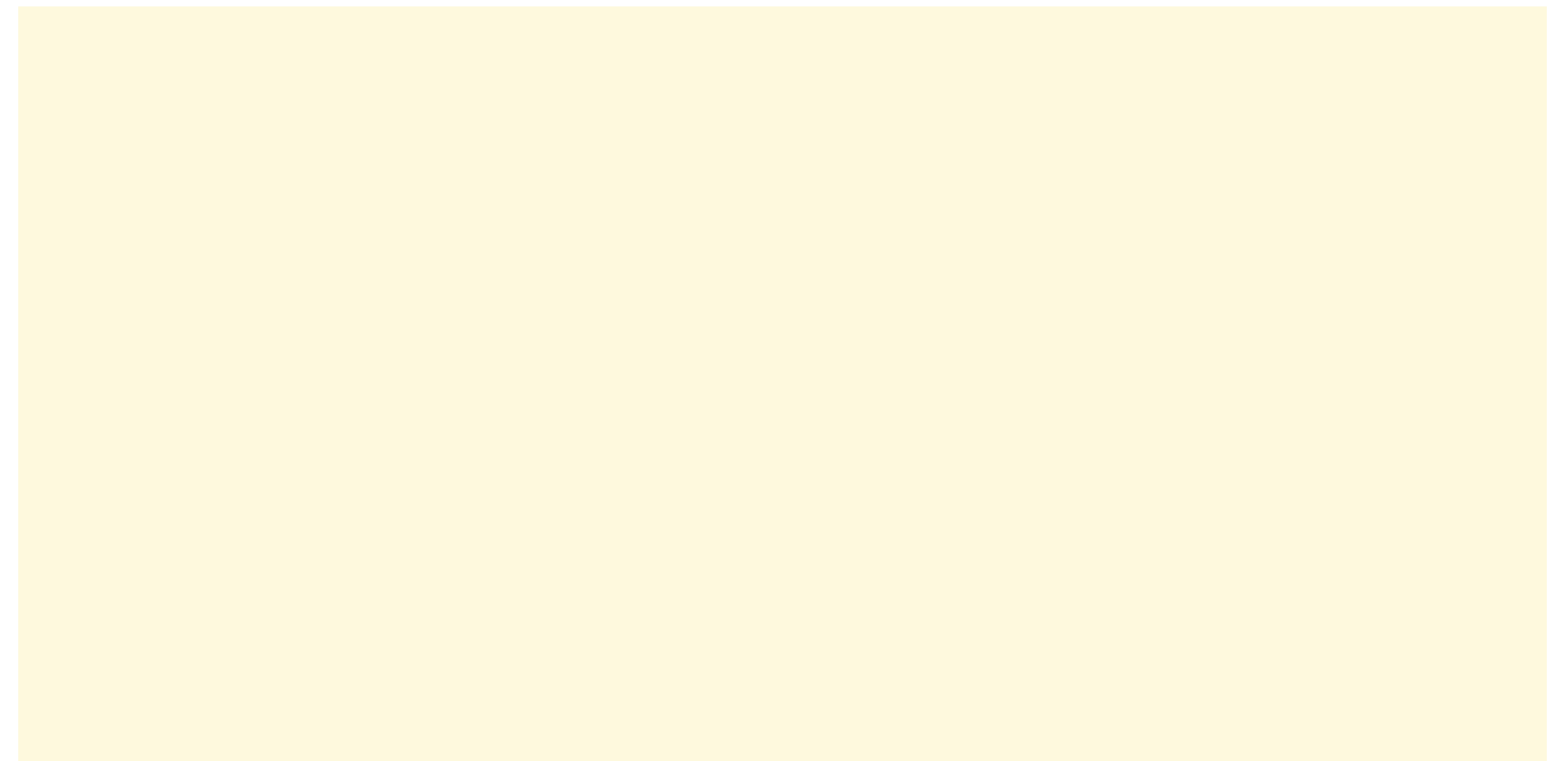
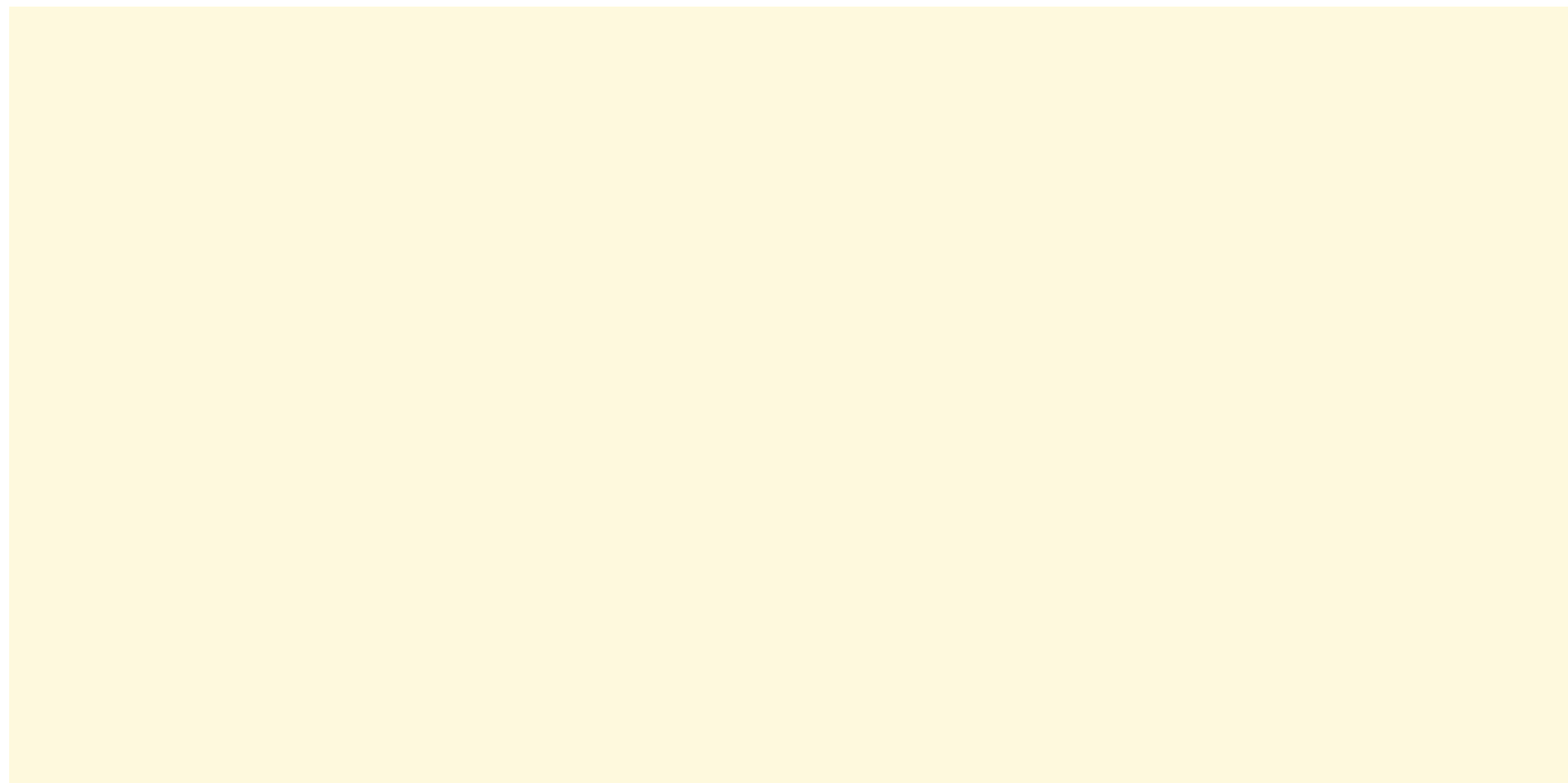
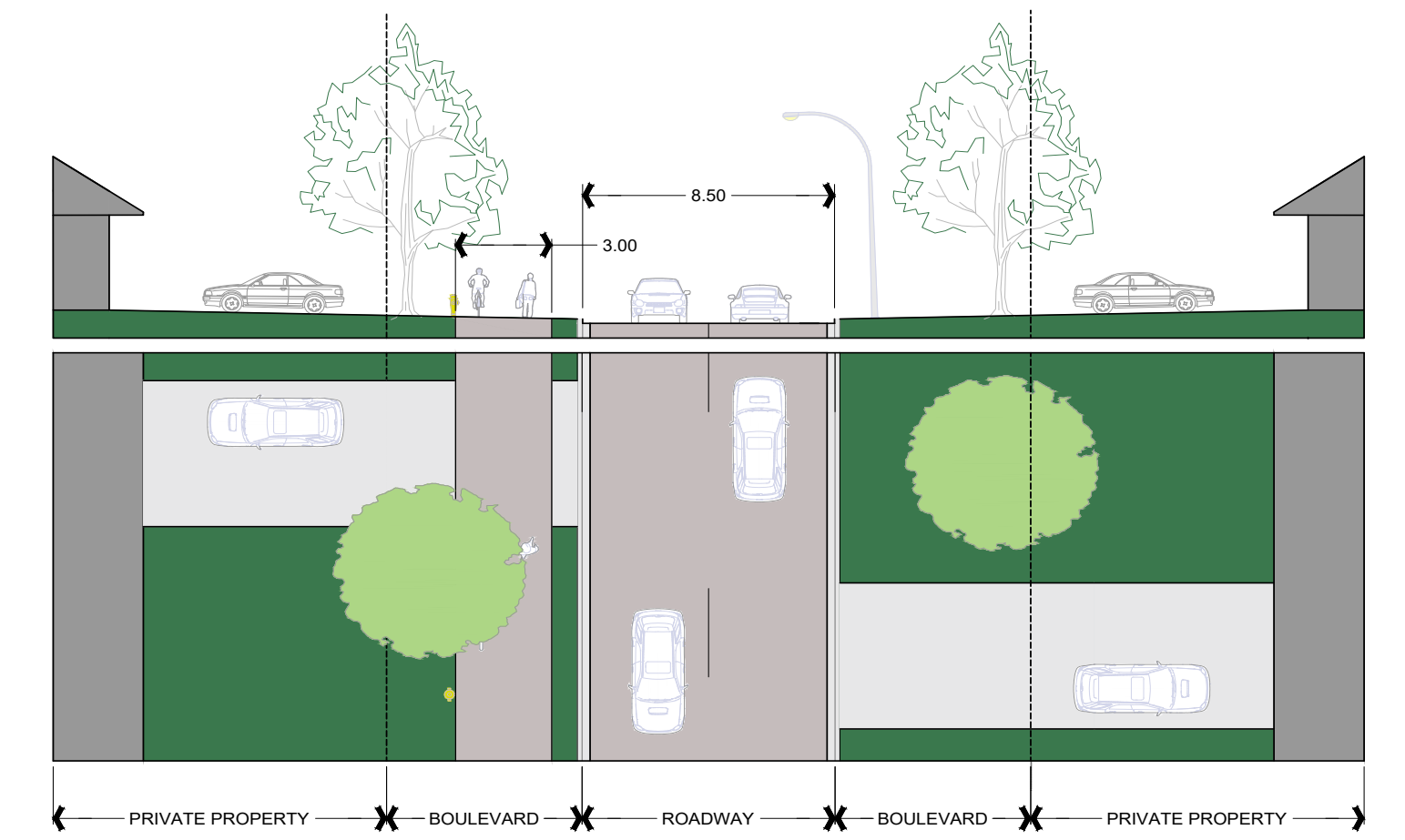
Which route do you think will best serve the community?

Please take a sticky dot and place it on your preferred design option.

## Option 1: Local Street Bikeway and Sidewalks



## Option 2: Off-Street Multi-Use Pathway





# THANK YOU

**for helping us improve active transportation  
in the Roseland community!**

*Do you have more feedback to share? Do you  
know someone from the neighbourhood who  
couldn't make it today?*

## WE HAVE AN ONLINE SURVEY!

From February 28 to March 17, 2023,  
an online survey will be available at  
<https://tinyurl.com/roselandsurvey>  
or through the QR code. The purpose  
of the survey is to understand how  
community members travel around the  
Roseland neighbourhood and which  
active transportation facility you think  
would be best for this street.



# CONTACT US

*If you would like to learn more about this project, or other active transportation initiatives, we'd be happy to connect! You can reach out to either of the contacts listed below.*

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