

**Subject: Parking Bylaw 9023 – Recommended Amendments on Sandwich Street-Ward 2**

**Reference:**

Date to Council: November 23, 2020  
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Engineering – Corporate Projects

Projects & Right-of-Way  
Report Date: November 4, 2020  
Clerk's File #: ST2020

**To:** Mayor and Members of City Council

**Recommendation:**

That the Parking Bylaw 9023 **BE AMENDED** as listed and as attached in Appendix “A” at the time of the project; and,

That the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the bylaw.

**Executive Summary:**

N/A

**Background:**

Windsor-Detroit Bridge Authority (or WDBA) is a not-for-profit Crown corporation, which reports to Parliament through the Minister of Infrastructure and Communities. As such, WDBA is wholly owned by the Government of Canada and the powers necessary to carry out the Crown Corporation's mandate are vested in the board that directs it.

WDBA is responsible for the delivery of the Gordie Howe International Bridge between Windsor, Ontario and Detroit, Michigan, through a public-private partnership (P3). It is also responsible for project oversight of the construction and the operation of the new crossing. Bridging North America or BNA is WDBA's private-sector partner and is responsible to design, build, finance, operate and maintain the Canadian and US Ports

of Entry and the bridge, and to design, build and finance the Michigan Interchange under a public-private partnership agreement (P3).

Recognizing Sandwich's role as a gateway community to Canada and in response to public consultation, the Windsor Detroit Bridge Authority (WDBA) is investing in improvements to Sandwich Street as part of the Gordie Howe International Bridge project.

Walk Wheel Windsor, the City of Windsor's Active Transportation Master Plan, identifies Sandwich Street from Rosedale Ave. to Chappell Ave as a "connector" in the cycling network.

Ontario traffic Manual guidance Recommends PAINTED BIKE LANES on Sandwich Street as per the following key factors:

- Traffic volumes and speeds
- Available right-of-way and pavement width
- The function of Sandwich Street in the cycling network

Approximately 3 km of Sandwich Street from the intersection of Sandwich Street and Ojibway Parkway to the Rosedale Avenue roundabout will see improvements to the current infrastructure, including new curbs, sidewalks, trails, new pavement, bike lanes and streetscaping features. The scope of work is largely considered surface works, matching the existing road cross section.

## **Discussion:**

High-level concept plans created by the City for the WDBA were presented as part of an online PIC webinar on September 3, 2020 between 4pm and 6pm.

Notices were sent by mail to all residents and property owners adjacent to the scope of works for the Sandwich Street Rehabilitation project including through social media and the media.

Generally, the plans include painted bike lanes on both sides of Sandwich Street from Chewett Street to Chappell Avenue. Between Brock Street and Chappell, the cross section of the road is not wide enough to accommodate the proposed bike lanes and parking on both sides of Sandwich Street. The current parking in this section is on both sides of the street but on alternating months, As per the proposed design, the parking on the northwest side of Sandwich Street would be removed and the southeast side would become no restrictions with alternating months would be removed.

The PIC material can be found at the City of Windsor's website <http://www.windsoreas.ca/> under "Schedule A+ Projects"

Overall, within the Sandwich BIA, approximately (5) parking spaces would be removed in order to accommodate the new bike lanes. The BIA has been consulted and has expressed support for the overall design. Outside of the BIA between 3329 Sandwich Street and Chappell Ave, a total of 89 parking spaces would be removed however the

net loss is approximately 0 due to the fact that there is currently alternate side parking. The southeast side would become parking year round.

The online PIC gathered feedback and comments from the community for information and to make Recommendations to the Environment Transportation & Public Safety Committee for Consideration and to Council for Decision.

A summary of the comments and applicable responses are attached in Appendix "B".

Community input was in favour of the project with many questions regarding detailed design and scope of work. The project is in the early stages of information gathering by BNA at this time before detailed design and coordination with the City can take place.

Most of the comments focused on the bike lanes, safety and amenities.

The lane configuration of the roadway will not change, therefore there no anticipated impacts to traffic.

### **Risk Analysis:**

The Sandwich Street rehabilitation project by WDBA/BNA including the addition of bike lanes is contingent upon the parking elimination being proposed. Not eliminating as noted parking, may delay the project and risks the project being modified to a smaller scope.

### **Financial Matters:**

None of the parking spaces are revenue generating nor would this change require additional infrastructure to be installed, therefore there is no financial implication to this change.

The proposed improvements are fully funded by WDBA.

### **Consultations:**

Jeff Hagan - Transp. Planning Sr Engineer  
Shari Gabriele - Transportation Technologist I  
Shawna Boakes – Senior Manager, Traffic Operations & Parking  
Sandwich BIA

**Conclusion:**

Administration recommends the removal of the specified on-street parking spaces on the Northwest side of Sandwich Street between Brock Street and Chappell Avenue to accommodate proposed bike lanes.

**Planning Act Matters:**

N/A

**Approvals:**

<b>Name</b>	<b>Title</b>
France Isabelle-Tunks	Senior Manager, Engineering / Deputy City Engineer
Mark Winterton	City Engineer and Corporate Leader Environmental Protection and Transportation
Valerie Critchley	City Clerk/License Commissioner and Corporate Leader Public Engagement and Human Services
Shelby Askin Hager	City Solicitor and Corporate Leader Economic Development and Public Safety
Joseph Mancina	Chief Financial Officer/City Treasurer and Corporate Leader Finance and Technology
Onorio Colucci	Chief Administrative Officer

**Notifications:**

<b>Name</b>	<b>Address</b>	<b>Email</b>

**Appendices:**

- 1 Appendix A - Amendments to Parking By-law 9023
- 2 Appendix B - PIC Comments Summary

## Appendix “A”

<i>AMENDMENTS TO PARKING BY-LAW 9023</i>								
ITEM	REGULATION	STREET	SIDE	FROM	TO	ADDITIONAL RESTRICTIONS	ADDITIONAL INFO	REASON
1	Schedule “C” No Parking <b>DELETE</b>	Sandwich Street	Both	Chippawa Street	John B Avenue	4:00 AM to 6:00 AM		Sandwich Street Bicycle Lanes
2	Schedule “C” No Parking <b>ADD</b>	Sandwich Street	East side	Chippawa Street	Chappell	4:00 AM to 6:00AM		Sandwich Street Bicycle Lanes
3	Schedule “H” Accessible On-street Parking <b>ADD</b>	Sandwich Street	East side	36 metres north of Brock Street	42 metres north of Brock Street			Sandwich Street Bicycle Lanes
4	Schedule “D” Alternate Side Parking <b>DELETE</b>	Sandwich Street	West Side	Brock Street	Chippawa Street	4:00 AM to 6:00 AM	February, April, June, August, October, December	Sandwich Street Bicycle Lanes
5	Schedule “D” Alternate Side Parking <b>DELETE</b>	Sandwich Street	East side	Brock Street	Chippawa Street	4:00 AM to 6:00 AM	January, March, May, July, September, November	Sandwich Street Bicycle Lanes
6	Schedule “A” Limited Parking <b>DELETE</b>	Sandwich Street	West Side	A point 24 metres South of Brock Street	A point 57 metres south of Brock Street	2 Hour Limit – 8:00 AM to 6:00 PM- Monday to Saturday		Sandwich Street Bicycle Lanes

**Appendix “A”**

7	Schedule “C” No Parking <b>DELETE</b>	Sandwich Street	East side	Prince Road	Hill Avenue			Sandwich Street Bicycle Lanes
8	Schedule “K” Taxi Cab Stands <b>DELETE</b>	Sandwich Street	East side	Chappell Avenue	John B Avenue		Number of Cabs :6	Sandwich Street Bicycle Lanes
9	Schedule “F” No Stopping or Parking <b>DELETE</b>	Sandwich Street	East side	A point 28.5 metres north of Chappell Avenue	A point 198 Metres south of John B Avenue			Sandwich Street Bicycle Lanes
10	Schedule “F” No Stopping or Parking <b>ADD</b>	Sandwich Street	East side	Chappell Avenue	A point 198 Metres south of John B Avenue			Sandwich Street Bicycle Lanes

**Appendix "B"**  
**PUBLIC INFORMATION CENTRE Summary of Comments**

Sandwich Street Reconstruction - Gordie Howe International Bridge project

The online Public Information Centre was scheduled Sept 3rd, 2020 between 4pm and 6pm

PIC to introduce at a high conceptual level the planned Sandwich Street Reconstruction project by WDBA/BNA. Also, Sandwich St from Brock St to Chappell St currently has parking on both sides. In order to accommodate bike lanes within the existing pavement width, parking will need to be eliminated on one side of Sandwich St in these blocks.

From	Comments Received:	Response/Comment
By Email Aug 31: Darren.Winger@ontario.ca	More advanced facilities to become a "Silver" Bike Friendly Community	The City of Windsor is working to improve its Bike Friendly Community rating through implementing <i>Walk Wheel Windsor</i> , the City's Active Transportation Master Plan. This project is an important part of - and aligned with - that plan.
	Painted intersections along Sandwich are lacking in the plan to create a clear definition of space for pedestrians, cyclists and cars.	Standard pavement markings at intersections will be provided.
	Bike parking corral	Not part of this scope at this time. however city is working on a bike parking policy city wide which include bike corrals.
	Clearly marked cycling lane at crossroads along Sandwich: at South, Chippawa, Watkins, Prince Rd, Hill & Chappell	There are existing cycling facilities on two cross streets (Prince & Brock). The connection to these facilities will be taken into account in the design for this project. Both streets are planned to be upgraded to AAA ("all ages and abilities") facilities in future. The Active Transportation Master Plan does not call for bicycle lanes on any other cross streets in the project area.
	Multi use trail: proper paint marking and signage	On the multi-use trail, "shared pathway" signs will be provided. Normal City of Windsor practice is not to provide pavement markings on multi-use trails; this is compliant with the Ontario Traffic Manual.
By Email Sept 2nd. Neil Mens. 1011 Coventry Ct, Windsor, ON N8S 2W6, neilmens@gmail.com	Need bike lanes on both sides of Sandwich Street Omitted bike lanes from Riverside through Rosedale roundabout to sandwich	Plan shows bike lanes on both sides of the road the area is classified as a very high archeological potential which complicates any reconstruction efforts. In addition the ROW is very narrow. There is a current plan in the works to include for bikes lanes, however will take more time to conduct due diligence to avoid excess project costs or delays.
By Email Sept 2nd: Lorraine Steele, lorraine.steelework@gmail.com	Require visible, safe bicycle parking, that bike lanes are absolutely needed on Sandwich Street and the loss of some on street parking is warranted.	Noted Noted
By Email Sept 3rd: Andrea Lucier, lionslucier@gmail.com	As an avid cyclist, I am elated with the current proposed changes/additions. I am excited for the upgrades that have been proposed and they will be more than welcomed by the community and people who use alternate forms of transportation. Proposal stops the Multi-use Trail at Sandwich and Ojibway Pkwy, just pass Prospect Ave. Proposal #1: I would like to see the Multi-Use Trail be extended down Sandwich Street to Broadway Blvd. Down Broadway Blvd to connect to the Multi-Use Trail currently on Ojibway Pkwy. Proposal #2: Would be to continue along Ojibway Pkwy to Broadway Blvd to connect to the Multi-Use Trail at Ojibway Pkwy and Broadway Blvd.	Noted The new Multi Use Trail (MUT) on Sandwich will continue past the Sandwich Ojibway intersection along Sandwich Street heading south to connect into the newly built Perimeter Access Road (PAR). The PAR includes a trail that connects to Broadway and Ojibway already. There are plans in the works by WDBA and the City to include for another MUT from Broadway/Ojibway to Matchette Rd which will head north to Carmichael at Mic Mac.
By Email Sept 3rd: Marcia Gragg, marciang22@gmail.com	Although I live in Walkerville, I work and have friends in Sandwich. As an almost senior, I will feel much safer riding my bike in the proposed bike lanes. So many more people have taken up riding bikes again in recent months. Thank you,	Noted
By Email Sept 3rd: Melinda Munro, melinda@munrostrategy.com	I wish to add my support to the submissions from Bike Windsor Essex. We should never again consider a road project (from simple mill and pave to major reconstruction) that does not include a facility for active transportation. It supports the Active Transportation Master Plan and the Climate Adaption Plan to encourage less driving and more walking and riding. Sandwich Town is one of Windsor's gems as a walkable and interesting neighbourhood. Rebuilding it with the support of the Gordie Howe Bridge should enhance and grow its attractiveness to businesses, residents and visitors. Safe cycling lanes throughout, safe bicycle parking and attractive infrastructure are the bare minimum that we should expect. As Bike Windsor Essex also noted, the fact that the GH Bridge is being designed to permit cycling mandates, in my view, that we enhance all possible ways to attract tourism over the Bridge to Sandwich Town as well as encourage tourism in Delray by making it easy for cyclists from Canada to get to Detroit. In fact, having a connection from the Riverfront and Great Lakes Trail system to the GH Bridge would encourage international cycling tourism for those attracted by the amazing lakeside cycling from the Quebec Border, around the Bruce Peninsula and along both Lake Erie and Lake St Clair.	Noted
By Email Sept 3rd: Gary J. Williams, P. Eng. (retired), 4115 Betts Avenue, LaSalle (Windsor), ON N9H 2N7, 519-980-9164, g_j_w@hotmail.com	Requirement for a new City Marina. The best place for a new marina is right in Sandwich whether near the boat launch on the west side of the Ambassador Bridge or more likely down near the Mill Street area	Noted and will pass along to Counsellor.
By Email Sept 3rd: Shauna Huffaker, Program Chair, Bachelor of Interdisciplinary Arts and Sciences, Department of History, Associate Professor, University of Windsor, Windsor, Ontario, Canada N9B 3P4, 519.253.3000 ext. 2320, huffaker@uwindsor.ca	I would regularly use these bike lanes were they to be built.	Noted
By Email Sept 3rd: Darren Winger, Regional Development Advisor, Regional Services & Corporate Support Branch, Ministry of Heritage, Sport, Tourism and Culture Industries, Ministry for Seniors and Accessibility, 221 Mill Street, Windsor, ON N9C 2R1, Cell phone: (519) 965-5369, Darren.winger@ontario.ca	Brought forward an opportunity for BIA to explore off street parking alternatives 1. NCCCE parking lot (Old Shoppers Drug Mart) for after business hours access. They operate Mon-Fri 8:30-4:30 pm 2. Conversation of Dollarama lot converted to a public lot for all BIA usage and bar access after-hours. It could become a pay & display lot, concept similar to the lot at Windsor Squash & Fitness on McDougall. I work in Sandwich Towne and there could be alternatives to the BIA concern about losing on-street spots. Both of these lots are empty in evening hours and could assist BIA businesses who operate evening hours.	Noted. Issue for BNA. Only one parking stall was identified for removal within the BIA due to revising the bus stop.

By Email Sept 3rd: Jennifer Escott Bike Windsor Essex	When I saw the design drawings and the right-of-way width, I advised Bike Windsor Essex that this was a good design and we could not expect more. To be clear, Bike Windsor Essex is not interested in adding bollards or separators on Sandwich Street. We will send in a detailed comment supporting these designs and parking removal. Later, I will also write a post explaining to cyclists why it is unreasonable to expect bollards or separations, especially in the BIA.	Noted
By Comment form through email Sept 4th: Josef and Anna Ruttinger. 456 Detroit Street	Excellent idea to promote biking. Please consider crosswalks.	Noted. Sidewalks (according to AODA), ramps with tactile surface indicators, crosswalks (At controlled crossings) and traffic striping will all be new.
By Email Sept 4th: Tom, tbauer@gmail.com	If it is money well spent please focus on bike lanes from Chappell street South? People can ride on Russell from the bridge to Chappell with an excellent river view, so if the bike lanes can go there instead of on busy Sandwich St?? It would also create less construction congestion on Sandwich Street if the bike lanes are put in on Russell. What do you think?	Noted as not part of this scope of work, however feedback will be taken back for future consideration.
By Email Sept 4th: Philippa von Ziegenweid, 6396 Riverside Drive East, Windsor	Although I don't live in Sandwich, I have often cycled to the area. With the gentrification of the neighbourhood that started a couple of years ago, I can see reasons to visit the restaurants on Sandwich Street more often by bike, but safety is an important consideration. very glad to see that bike lanes being planned. The more bike infrastructure that is provided, the more people will be encouraged to use bicycles instead of cars to get around, thereby reducing the need for on-street parking. It seems to me that not all of the planned bike lanes have buffers. It is critically important to encourage people of all ages and cycling abilities to feel safe. I support buffers between the bike lanes and the rest of the road where completely separated trails are not possible. Green paint for the bike lanes would add a visual cue to motorists to be careful - thereby providing another layer of safety.	The existing narrow ROW including existing infrastructure such as hydro poles does not allow for widening of Sandwich Street and thus the reason for eliminating parking on one side of the street. However, every effort will be made to maximize the bike lane widths and buffers.
By Email Sept 7th: Mary Ann Cuderman, Past Chair, Sandwich Business Improvement Area, Business Owner and Resident, 3118 Sandwich St., Windsor, ON N9C 1A6, 519-258-0361, macuderman@hotmail.com	Pros: • Only 1 parking spot is lost in the business section. • Bike corrals can be accommodated in the business section. • Corner of Prince Rd. and Sandwich is identified as a problem with trucks turning. • Sandwich St. is recognized as a connector. (Also a con) Cons: • The bike lanes stop at the roundabout at Rosedale Ave. The Sandwich business community is depending on bike tourism. There is a need to complete asap the lanes to connect with Riverside Dr. Downtown, Walkerville. A dead end bike lane is of limited use to Sandwich for marketing purposes. The bike lanes need to connect. • Russell St. is a designated AAA bike route which needs more discussion. Russell Street is a designated truck route from Detroit St. going south in order to accommodate the aggregate yard at the foot of Detroit St. Ninety percent of its length is industrial to accommodate the Port of Windsor. It is dusty, noisy and isolated. It is not a route that is appealing to travel. • More signage needed to identify designated truck routes.	A multi-use trail is planned on the north side of Riverside Drive/Sandwich Street from McKee Park (near Chewett Street) to the Riverfront Trail (near Huron Church Road). Construction of this trail is planned to proceed once archaeological issues are resolved.  The Active Transportation Master Plan recommends a bike corral program; details of where and how bike corrals are placed will be addressed in the upcoming Bicycle Parking Policy.  Russell Street was identified as the AAA ("all ages and abilities") route through this area primarily because: - providing protected bicycle facilities on Sandwich Street would be impossible without removing on-street parking. - AAA infrastructure is already provided on a significant length of Russell Street (Brock Street to Chewett Street). - the location of Russell Street lends itself to continuous AAA connections to the east and west.  Truck traffic on the western part of Russell Street will be taken into account in that project.  Truck Routes: The City does not sign truck routes and typically only sign 'no truck' where there is a physical impediment or is directly off a truck route.
By Email Sept 8th: Jennifer Escott, Vice Chair, Bike Windsor Essex	SPEED LIMIT REDUCTION - Sandwich Street is a class II arterial road and a bus route. We recommend that the speed limit from the roundabout to Brock Street be reduced to a maximum of 40km/h. This will provide a measure of safety for motorists, cyclists and pedestrians. Although jaywalking is not legal, shoppers and pedestrians WILL dash across the street between intersections and slower speeds will decrease the number and severity of potential collisions between vehicles entering and exiting parking spaces and driveways.	Speed limit changes, in and of themselves, do not tend to reduce operating speeds. The design incorporates speed reduction features that are appropriate for an arterial road, such as reduced lane widths and bump-outs.  Crossing between intersections is generally legal in Ontario, provided the pedestrian waits for a gap.
	BIKE LANE PROTECTION - Bike Windsor Essex recommends protection for cyclists wherever possible, however, after a careful review of the right-of-way (ROW) issues between Detroit and Brock Street, we see that the installation of bollards, planters or other protections will not be feasible on this segment unless trees are removed and utilities are relocated. Considering a 20m ROW width, an average distance between utilities of less than 15m, parking issues and number of driveways - we conclude that protection with bollards is not possible if reasonable bike lane and traffic lane widths are to be maintained.	Noted
	BIKE LANE STRIPES - We would like to see a stripe delineating BOTH sides of the bike lane, not just a single white line on the left side. Preferred would be 2 white stripes with a green paint fill. A single white line simply appears to be an extra wide parking spot. The added stripe (and fill) will clearly define the bike lane and alert drivers parking between the curb and the bike lane to watch for cyclists before opening their doors into the bike lane.	The request is not a typical installation. Every effort will be made to maximize the bike lane widths including for buffers. Design to follow City and Provincial standards.
	OPPORTUNITIES FOR NARROWING BUMP-OUTS - We understand this is the early design stage but it was mentioned in the PIC that all the curbs will stay as they are, that there were no plans to widen or narrow the street from the present profile. We have noticed there are a number of bump-outs within the BIA segment that could be narrowed slightly without the loss of trees or movement of utilities; • Bump-out on the west side of Sandwich St, just south of Mill Street could be reduced by at least a foot • Bump-out in front of the Dollarama mid block • Bump-out on the east side just north of MacKenzie Hall The PIC documents indicate that a new curb will be extended running south from the bump-out just north of Mackenzie Hall to the Brock Street intersection, yet parking and a bus stop is also indicated in that same location. Both the new curb and the parking/bus stop cannot be accommodated.	Noted. The review and adjustment of all bump-outs vs bike lanes will be considered during detailed design
	BICYCLE PARKING - Add at least 1 on-street bike corral located in the street area adjacent to the curb within the BIA. Any bike parking infrastructure must have the ability to lock both bicycle wheels. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. Consider locations for added free standing post and ring or inverted U racks to space out bicycle parking options. Below are some examples of good individual bicycle parking options.	Not part of this scope at this time. however city is working on a bike parking policy city wide which which include bike corrals.
	SHADE PROTECTION - Limit any tree removal (and increase plantings) as the shade they provide is vital to cyclists and pedestrians.	At this time the scope appears to salvage existing trees as much as possible. Additional trees are not included in the scope at this time.
	CHAPPELL STREET INTERSECTION - We are pleased to see what may be Windsor's first cross rides included in this intersection but it is unclear how a cyclist should navigate from the bike lanes to the multiuse trail that begins/ends on the south-west corner.	Intersection to be a possible Signalized pedestrian crossover PXO and not a cross ride. If it is to be a PXO, then bikes will need to dismount and walk.
	PRINCE ROAD INTERSECTION - Sandwich St. and Prince Rd. will become an intersection between 2 bike lanes. Located near Mic Mac Park, the Gordie Howe Bridge, the Herb Grey Trail and the Sandwich business district, it can be assumed that it may be a fairly high volume cycling corridor. At present, this is a dangerous intersection for cyclists. The bike lane striping ends well before the intersection and there is a continual issue with vehicles executing right turns on to Sandwich Street without being alert to cyclists on their right. The drawings provided at the September 3 PIC do not indicate how cyclists will be able to navigate from the north-east corner of Prince and Sandwich to the bike lanes on the west side of Sandwich Street. We recommend some directional paint on the pavement to illustrate to cyclists and vehicles where they should be as they make a turn. The new Gordie Howe Bridge will include bike lanes, and we must provide a route for tourists and residents to access the shops, restaurants and services Sandwich has to offer. Bike lanes along Sandwich street will provide transportation choices and help to build a more people-centred neighborhood. Re-routing cyclists away from the commercial area will have a negative economic impact on an already struggling sector.	Bike lanes on Prince Road will be considered for extension to Sandwich Street as part of this project.  Cyclists turning from Prince Road to Sandwich Street will wait for gaps in traffic (as they do currently) to make a normal turn.  The Active Transportation Master Plan calls for Prince Road to be upgraded to a AAA ("all ages and abilities") cycling route in future, as part of that project, the intersection will be reviewed to determine what upgrades are needed for it to suit all ages and abilities.
	We conclude that bike lanes are absolutely needed on Sandwich Street and the loss of some on street parking is warranted.	Noted
	A couple of notes about the comment sheet.	Noted. Encouraged to email or call with any comments.



<p>By Email Sept 10th: Paul drouillard, roadkilling@live.com</p>	<p>very long-time residents of Sandwich. The residents of Sandwich desperately need parking on both sides of the street, to suggest only one side would only create division in our neighborhood as it pits the south side of Sandwich against the north side of Sandwich. I am a cyclist myself and quite often I find myself perplexed by the need for "bike lanes". My belief is that they are a waste of paint, time and labour. Suggest if bike lanes are required then widen the road to accommodate them and allow parking on both sides as it has always been. . If that is not feasible, I would suggest omitting the bike lanes altogether, suggest that if we are forced to adjust our lives accordingly for cyclists that a cyclist traffic study be performed reflecting similar traffic studies regarding passenger and commercial vehicles. When you take into consideration the volume of transient cyclist traffic in our town does it really make sense to make the residents sacrifice our necessities</p>	<p>The addition of painted bike lanes on Sandwich is supported by the Ontario Traffic Manual, City ATMP and its recommendations by Walk Wheel Windsor. Bike lanes will improve the connection between Sandwich residents and shopping and services in the area. In addition will provide a connection to the new Gordie Howe International Bridge for cycling tourists and connection for commuters from Sandwich and West Windsor to the employment areas along Ojibway Parkway. The narrow ROW and existing infrastructure does not allow for widening of Sandwich Street in order to preserve all existing parking stalls.</p>
<p>By Email Sept 22th: Jerry Gervais, im_aj_2002@cogeco.ca</p>	<p>Sandwich St at Prince Rd. I think the traffic at this intersection warrants a street light. I have been cut off at that intersection from cars turning East onto Prince Rd from Sandwich St. I sat in the parking lot across from this intersection &amp; counted how many cars cut that corner to turn left onto Prince Rd off Sandwich St. and it was 7 out of 10 cars cutting that corner. So I would like to see a painted line so cars will realize that they are cutting the corner. I would also like to see painted lines &amp; a sign saying STOP HERE on Prince Rd before that blind corner. Sidewalks in the Business Area. - I would like to see Coloured Stamped Concrete for a decorative sidewalk. - I would like to see the Stamped Concrete included in front of the Historic Dominion House Tavern and in front of the Historic McGregor – Cowan House Bicycle Racks or Posts: I would like to see Bicycle Posts In front of 3117 Sandwich the Pharmacy and In front of 3118 Sandwich St. the McGregor- Cowan House Trash Cans: I would like to see a trash can at 3117 Sandwich St the Pharmacy. Trolley Tracks at Sandwich &amp; Mill: I hope the Trolley Tracks at Mill &amp; Sandwich North Crosswalk &amp; South Crosswalk I've seen for 70 years will stay.</p>	<p>Sandwich &amp; Prince intersection: a signal warrant review was last carried out in 2018. At that time, the intersection did not warrant a signal. We will continue to review the intersection periodically. Sidewalks: Will be considered as part of design through with coordination between BIA and planning Dept. Bicycle Racks/Parking: Not part of this scope at this time, however city is working on a bike parking policy city wide which include bike corrals. Trash Cans: Not part of this scope, however may be included in WDBA additional community benefits program Trolley Tracks: The preservation of the existing trolley tracks would be at the Brock, Detroit and Mill intersections, within the new cross walk and same as what is there today at Mill and Sandwich.</p>
<p>By Email Sept 24th: jkipping@wechu.org, JESSICA KIPPING-LABUTE</p>	<p>Support a mixed-use neighbourhoods design, with street and sidewalk connectivity to residential, commercial, parks, and recreational spaces. Include appropriate lighting, mature tree canopy, and pedestrian-friendly amenities (such as benches).</p> <p>Walkability: An "age-friendly" assessment should be done in order to provide infrastructure for all ages and mobility groups. This is especially important as the City of Windsor was designated an Age Friendly Community by the World Health Organization. Please refer to the Age-Friendly 2017 final draft report for specific recommendations on creating an age-friendly community. It may also be beneficial to complete an assessment of sidewalk infrastructure to examine any safety concerns (reduce the risk of falls and trips from broken infrastructure), width of sidewalks, curbs at intersections and crossings, and other mobility challenges for older adults and physically disabled populations using these facilities.</p> <p>Active Transportation: Provide separated painted bike lanes along Sandwich St. to allow cyclists to be able to access commercial areas along the way. While making these modifications to encourage more active transportation is positive, for the safety of cyclists and pedestrians, Sandwich St. should have a speed reduction (please see below under Road Safety for the recommendation), especially in the residential and commercial sections of the street. The "bump-outs" at various intersections along the way and the removal of some parking spaces will help provide greater visibility for pedestrians crossing. However, it is important to ensure that there are available parking spots for individuals with disabilities, so they have room to park, as well as having extra space to unload wheelchairs and walkers onto the sidewalks. Currently, there does not appear to be many of these spaces on the plans where parking is available. Bike-friendly streetscape characteristics, including designated bike racks and bike parking areas should be included along the 3 km plan. The proposed off-road trail link, to and from where the Gordie Howe International Bridge will be built, provides a safe and accessible route. It is suggested to have an off-road trail link up with Sandwich St. that continues along Chappell Avenue West, to Russell St. This off-road trail can then link up to the remaining trail section on Russell St. and provide a safe and quick alternative for those who do not wish to cycle on the higher traffic areas of Sandwich St. In the current plans, it is unclear how Sandwich St. will link up with the roundabout by the Ambassador Bridge and then connect with the Riverside Drive Park bike trail. It would be beneficial to complete that small section as well. For pedestrian safety, it is suggested to include painted cross-walks at a few more intersections along Sandwich St. In addition to these cross-walks, it would be beneficial to include signage and an overhead flashing pedestrian light to warn oncoming traffic in both directions that pedestrians are crossing at these intersections. Suggestions: 1) South St. Intersection. There is a convenience store at this corner which the residents access. It would be beneficial to have high visible painted crosswalks here when people are crossing. 2) Chippewa St. Intersection. With businesses for people to access, and bus stops at each side, a visible crosswalk would increase public safety. 3) Detroit St. Intersection. Although there will be a "bump-out" for pedestrians, a painted crosswalk would also be beneficial. Due to a potential blind spot as people round the corner when coming North on Sandwich St., signage or a flashing-light crosswalk would help increase pedestrian safety.</p> <p>Road Safety Street design that prioritizes and balances a variety of users and creates safer and more efficient connections for pedestrians, cyclists, and motorists. This includes new signalized crossings (priority, traffic calming measures, and buffering between vehicular traffic and pedestrians). The complete street concept is designed to accommodate the mobility needs of all ages, abilities, and modes of travel. Use a Vision Zero-based approach to reduce fatalities and serious injuries. Mandating a 30 km/hr speed limit in urban areas is a way to prevent serious injuries and death to vulnerable road users when human error occurs. Use existing traffic-related injuries and fatalities from this area to drive infrastructure changes, enhanced regulation and enforcement, and raise public awareness and commitment to road safety. Other traffic calming measures may be necessary to reduce the speed that vehicles are accustomed to traveling. Enforcement and educational campaigns supporting new road safety measures in this area will increase the likelihood of the change being successful in reducing injuries. Work with the Windsor-Essex County Health Unit and schools in the area to pilot-test safe routes to school initiatives. These initiatives can help to encourage residents to have their children walk and bike to school more instead of depending on personal motor vehicles to drop and pick up their families. This could help to alleviate and reduce high traffic volumes in residential areas during peak times when schools are operating. Consider using tools and processes in the Elementary Road Safety Program offered by Parachute to engage the school community. Consider using red light cameras and automated speed enforcement as a way to increase road safety.</p> <p>Access to Transit: Ensure convenient and safe access to public transit. This encourages the use of public transit, increases opportunities for physical activity, and provides an affordable and environmentally friendly travel option.</p> <p>Parks and Green Space: Provide mature tree canopy along Sandwich St. Work with local partners to promote the networks of trails, parks, and open spaces.</p>	<p>Changes or new lighting, new trees and amenities are not included in this scope. Streetscaping may be included as a separate community benefit by WDBA. The City of Windsor is working to improve its Bike Friendly Community rating through implementing Walk Wheel Windsor, the City's Active Transportation Master Plan. This project is an important part of and aligned with that plan.</p> <p>All sidewalks will be replaced as new according to current standards</p> <p>Bike lanes will be painted separation only. Speed reduction: the design incorporates speed reduction features that are appropriate for an arterial road, such as reduced lane widths and bump-outs. Accessible parking: typically they are not installed on the road unless they are for specific requests from a resident who meets the need for one and are typically provided in lots. Traffic to review whether or not it is possible in the absence of a City owned lot. Bike Racks: Not part of this scope at this time, however city is working on a bike parking policy city wide which include bike corrals. Rosedale Roundabout: the area is classified as a very high archaeological potential which complicates any reconstruction efforts. In addition the ROW is very narrow. There is a current plan in the works to include for bikes lanes, however will take more time to conduct due diligence to avoid excess project costs or delays. Crosswalks will be painted as per City Standard. The intersection of Chippewa and Sandwich meets warrants for a PXO requiring bump outs to reduce crossing widths. It will need to be determined if this is would be part of this WDBA/BNA scope or by City afterwards. Sandwich/South St. and Sandwich/Detroit have not been reviewed for PXOs at this time and are scheduled for review tentatively next year on whether they are warranted.</p> <p>Speed limit changes, in and of themselves, do not tend to reduce operating speeds. The design incorporates speed reduction features that are appropriate for an arterial road, such as reduced lane widths and bump-outs.</p> <p>Collisions in this area were reviewed as part of the City's regular network screening. No collision "hot spots" were identified in the study area with the exception of the Sandwich/Roseland/Riverside/University intersection, which has been addressed with the construction of the roundabout.</p> <p>The City is currently proceeding with a red light camera program and an automated speed enforcement program. Locations for these devices will be chosen based on a city-wide review separate from this project.</p> <p>The City's School Neighbourhood Policy is due for review in 2021. The current policy, adopted in 2016, was developed prior to WECHU's change in emphasis in its school health program from active transportation to vaccinations; as part of the 2021 review, we will consider approaches to deal with the resulting gap in responsibility for encouraging school active transportation. This work will proceed separate from this project.</p> <p>All existing bus stops will remain with new sidewalks.</p> <p>New trees are not a part of the scope.</p> <p>Various City departments, the Windsor Cycling Committee, TWEPI, and other groups currently promote the City's trail network and its parks through various communication channels and outreach methods. This work will continue, with periodic adjustments as necessary, separate from this project.</p>

	Extreme Heat Mitigation: Integrate shade and sun protection design features and landscapes. Include rest areas with benches in shaded areas consistent with the AAA concept.	New amenities are not a part of this scope of work. Streetscaping may be included as a separate community benefit by WDBA. More info to come. No Green Infrastructure anticipated.
PIC Webinar Question: davidhanna 04:10 PM	Resurface or rebuild road? This question has been answered live	Rebuild road section.
PIC Webinar Question: United Way Windsor-Essex 04:11 PM	How many trees will have to be removed as a part of this project. There are a number of mature trees next to Sandwich St. in some cases between the side walk and the road. Given the City's Tree Coverage study and the current tree count, will these mature trees be protected and preserved. If not will they be replaced with new tree plantings along this reconstruction area? This question has been answered live	Every effort to preserve ext trees. May be opportunity to add new trees.
PIC Webinar Question: davidhanna 04:12 PM	New Sewer resize or just reline? This question has been answered live	Relining Ex Sewers
PIC Webinar Question: Gord Bacon AM800 04:13 PM	This work along Sandwich that's set to begin, how will it effect pedestrians/ motorists and what kind of timeline are you looking at. When available to answer? This question has been answered live	Project to provide new road, curb, sidewalks/crosswalks (following ADA), multiuse trails, bike lanes all as benefit to pedestrian and motorists. Construction is anticipated sometime in the fall of next year however currently in the very early stages of design which could impact schedule.
PIC Webinar Question: davidhanna 04:15 PM	No street scape pedestrian improvements / landscaping or Green Infrastructure techniques? This question has been answered live	Streetscaping may be included as a separate community benefit by WDBA. More info to come. No Green Infrastructure anticipated.
PIC Webinar Question: Gord Bacon AM800 04:15 PM	Basically, will their be road and sidewalk closures and if so, how long? This question has been answered live	Yes, Every effort will be made to minimize disruptions through coordination with all parties. Emergency access and trash/recycle services will be encouraged to be maintained. Public Transportation impacts will need to be coordinated
PIC Webinar Question: Tamara Murray 04:17 PM	Many residents and Business owners are grateful for the improvements and road/sidewalk improvements but are concerned about parking. Bike lanes are welcomed but, parking for the businesses need to be addressed. Many in the small business community would like more dialogue on this, is this possible? This question has been answered live	Only one parking stall was identified for removal within the BIA due to revising the bus stop. All other parking stalls required to be removed are between Brock and Chappell.
PIC Webinar Question: carolinetaylor 04:19 PM	Will there be any mitigation measures to calm the smell penetrating from the Lou Romano Water Reclamation plant such as planting foliage around the plant etc.? This question has been answered live	Noted. feedback will be taken back for information.
PIC Webinar Question: davidhanna 04:19 PM	Same street lights and hydro pole or some u/g? GI is not bollards? This question has been answered live	No plan for Green Infrastructure nor upgrades to street lights. Any existing decorative street lights will be preserved. Also, no planned changes to ex. Hydro poles.
PIC Webinar Question: davidhanna 04:21 PM	Green Infrastructure is not bollards and garbage cans. GI mitigates and can treat stormwater This question has been answered live	Noted. No Green Infrastructure being considered at this time.
PIC Webinar Question: Anonymous Attendee 04:23 PM	Parking - BIA could engage NCEE about off hours access and Dollarama about lot becoming BIA usage This question has been answered live	Noted. Only one parking stall was identified for removal within the BIA due to revising the bus stop. Recommendation for BIA.
PIC Webinar Question: Tamara Murray 04:24 PM	Follow up on parking, will the municipal parking at Brock and College SW and SE corners, the angled parking spaces be maintained? (Beside MacKenzie Hall). This question has been answered live	This is outside the scope of work. That cross street parking will not be impacted.
PIC Webinar Question: Mike Cardinal 04:26 PM	Given the opportunity to rebuild as new, why are old-thinking unprotected bike lanes used? Protected bike lanes are know to be far more safe and known to attract 80% of bikers (versus 5 to 10% who will accept the risk of using unprotected bike lanes). For example, within the same footprint, other cities design for the parked cars to provide a barrier between the bike lanes and car traffic. And, within the same overall width, other cities use barrier separated two-way (multi-use) bike lanes. Thanks for the painted bike lanes but their design is already outdated. This question has been answered live	The existing narrow ROW including existing infrastructure such as hydro poles do not allow for widening of Sandwich Street and this the reason for eliminating paring on one side of the street. However, every effort will be made to maximize the bike lane widths including for buffers. Design to follow City standards and Book 18. It is important to accommodate all ages and abilities. Also ATMP calls for two parallel routes. Sandwich to provide more direct travel to commuters, shopping and BIA and the other all ages and abilities on Russell Street (future plan). Book 18 would recommended unprotected bikes lanes for Sandwich Street.
PIC Webinar Question: Veronica Samek 04:27 PM	How will bike lane connect from Sandwich Street through the roundabout - sorry if this was already asked or answered! This question has been answered live	the area is classified as a very high archeological potential which complicates any reconstruction efforts. In addition the ROW is very narrow. There is a current plan in the works to include for bikes lanes, however will take more time to conduct due diligence to avoid excess project costs or delays.
PIC Webinar Question: davidhanna 04:29 PM	Wyandotte St in Walkerville Redo several years ago retained parking despite some community objection. Now even the Walkerville BIA fills in parking spaces with patio and wood walk byes'. Not let street parking overrule good street design with more trees? This question has been answered live	Parking is important the businesses for the BIA and this design does preserve existing parking within the BIA. In walkerville, now that fees have been dropped, business have applied for patios in the ROW overtop parking. It would still be an option for business's to pursue through the city should they wish.
PIC Webinar Question: davidhanna 04:41 PM	Will west portion trail area have new landscape features, new Tree canopy where missing etc. This question has been answered live	Noted. New trees will be considered for inclusion into the project.
PIC Webinar Question: davidhanna 04:42 PM	Consider roundabout at Ojibway Parkway juncture with Sandwich St. or better bike linkage? This question has been answered live	It was considered as part of the preliminary design, however was not included in this scope of work. There is a Bike linkage from
PIC Webinar Question: davidhanna 04:44 PM	Trail on drawings stops before reaching special Pedestrian / Cyclist Customs plaza? This question has been answered live	Sandwich MUT will connect to the northern portion to the recently built Perimeter Access Road that includes for a MUT.
PIC Webinar Question: davidhanna 04:51 PM	Russell St. AAA and Sandwich Town area subsidiary bikeway? This question has been answered live	Noted as correct.
PIC Webinar Question: davidhanna 04:53 PM	What improvements on Russell st? This question has been answered live	Russell St. is outside the scope of work at this time, however is still an important component to the ATMP.
PIC Webinar Question: Krizanovic, Tom 05:02 PM	Will these bike lanes be "protected bike lanes"? There is a lot of concern from cyclists like myself about being doored or over-taken from vehicles, and having planters or curbs that separate the bike lanes from the road. This question has been answered live	The existing narrow ROW including existing infrastructure such as hydro poles does not allow for widening of Sandwich Street and this the reason for eliminating paring on one side of the street. However, every effort will be made to maximize the painted bike lane widths including for buffers.
PIC Webinar Question: davidhanna 05:05 PM	Existing sidewalk planter improvements with less square edges? This question has been answered live	Not included in scope. However info will be taken back for consideration should new planters be considered.
PIC Webinar Question: Krizanovic, Tom 05:05 PM	Thank you! re: protected bike lanes. Even pylons or plastic barriers that separate the road from the bike lanes would be appreciated if they can be considered as part of community consultation, similar to those installed on the new section of the Herb Gray Parkway that currently close off one of the lanes. This question has been answered live	The existing narrow ROW including existing infrastructure such as hydro poles does not allow for widening of Sandwich Street and this the reason for eliminating paring on one side of the street. However, every effort will be made to maximize the painted bike lane widths including for buffers.
PIC Webinar Question: MHSTCI-Darren Winger 05:06 PM	the addition of a bike corral between Mill and Brock would be beneficial...and a 1st for Windsor This question has been answered live	Not part of this scope at this time. however city is working on a bike parking policy city wide which include bike corrals.
PIC Webinar Question: davidhanna 05:11 PM	Enhance new heritage signs to heritage features off site from Sandwich St? This question has been answered live	May be included in additional WDBA Community Benefits efforts.
PIC Webinar Question: davidhanna 05:14 PM	"Armadillo" recycled material, rounded, intermittent bike lane protective signifiers? This question has been answered live	Scope included painted bike lanes and not protected due to the overall road width available.

PIC Webinar Question: carolinetaylor 05:15 PM	a bike coral should be situated in a highly visual area to decrease chance of bike thefts. This question has been answered live	Noted. ATMP identified corner clearance for bike corrals however require further review for each case.
PIC Webinar Question: davidhanna 05:17 PM	Detroit uses special cleaning equipment on bike lanes This question has been answered live	Protected bike lanes would require a significant increase to the overall bike lane width of which we do not have under the current conditions and scope of work. Separated lanes would require a min 2m clear width in order for snow plowing efforts.
PIC Webinar Question: Krizanovic, Tom 05:24 PM	For the lane of Sandwich that maintains both a bike lane and parking, could you alternate the parking and bike lane, so the parked cars can serve as a protector from driving traffic for the bike lane? Similar to the parking and bike lane setup on Michigan Ave in Corktown in Detroit? This question has been answered live	This would require more overall road width of which we don't have
PIC Webinar Question: Mike Cardinal 05:30 PM	Jeff Hagan: please look at how often PROTECTED BIKE LANES have been called for in the WDBA listening sessions and in these details. Please use your abundant skill to find solutions. For example: like in Montreal, Detroit, Toronto, and throughout Europe, we see two-way bike lanes, 2 meters or so wide, on one side of the roadway, protected by parked cars and a curb to keep the parked cars off the wider bike lane. Don't gaslight us. We see this for ourselves in successful cities. Build this for the future, not the minimums of the past! This question has been answered live	Not aware of WDBA listening sessions. Protected Bike lanes are not possible due to narrow ROW and other infrastructure in the way.
PIC Webinar Question: davidhanna 05:31 PM	WDBA promised info on H Gray Parkway Bike connection - still waiting 1 year later? This question has been answered live	The current cycling network within the ATMP do have many connections to the Herb Grey parkway including those that are being worked on currently (Sandwich, PAR and MUT to Mic Mac).
PIC Webinar Question: carolinetaylor 05:32 PM	Will you be installing planters along the sidewalk in the business area? They tend to be hazardous, they collect litter, and the plants in them need to be maintained and they never are. We could do without them. This question has been answered live	New planters are not included in this scope of work. At this time it includes protecting those that are existing.
PIC Webinar Question: Mary Ann Cuderman 05:33 PM	Russell St. is a truck route from Detroit St. west. How does this reconcile with Russell St. being designated AAA This question has been answered live	There are many examples of truck routes that are AAA facilities which are typically using a multiuse trail.
PIC Webinar Question: Mary Ann Cuderman 05:34 PM	Will the fountain at Mill and Sandwich be affected? This question has been answered live	The existing fountain is not to be affected as per the current plans.
PIC Webinar Question: davidhanna 05:42 PM	WDBA community Office reopening soon? This question has been answered live	Due to COVID all offices currently closed and employees working remotely except for contractors. In review for future re-opening. Available by Email info@wdbridge.com or WDBA's 800 number,
PIC Webinar Question: davidhanna 05:45 PM	Great Project! Just like to have near future feedback considered seriously. This question has been answered live	Noted
PIC Webinar Question: davidhanna 05:52 PM	City doing new u/g RTB feature at Sandwich / Ojibway Parkway. Not directly WDBA scope but important that it could be new City landscape or structural Gateway feature	Noted. Info passed along to WDBA/BNA for design coordination.
PIC Webinar Question: davidhanna 05:54 PM	Battle of Detroit Plaque kind of hidden on other side of street there - improve This question has been answered live	Noted. Not included in this scope of work. May be considered as part of future WDBA streetscaping community benefit efforts.
PIC Webinar Question: davidhanna 05:55 PM	Stone pylon, covers in bushes - update? This question has been answered live	Noted
PIC Webinar Question: davidhanna 05:56 PM	Will any of industrial property owners assist in landscaping? This question has been answered live	Not in scope and typically not done during city rehab projects. However will be considered.
PIC Webinar Question: davidhanna 05:57 PM	Public Art potential can help City and their business identity This question has been answered live	Not included in scope. However may be included in other WDBA Community Benefits efforts.