



# Wyandotte Street East Corridor Review

Devonshire Road to Watson Avenue

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Public Information Centre #1

# Meeting Purpose

**We're here today to:**

- Get your feedback on design alternatives for **Wyandotte Street East from Devonshire Road to Watson Street**
- Find out your priorities for the Wyandotte Street East corridor

# Project Background

## What have we been directed to do?

- In 2019 and 2020, Council asked City staff:
  - To review the feasibility of a road diet on Wyandotte Street East (St. Luke to Lauzon Road)
  - To find active transportation projects along the corridor that could be accelerated
- In 2020, City staff reported back to Council on the feasibility of a Wyandotte road diet.
  - In response, Council directed City staff to prepare design concepts for cycling infrastructure on Wyandotte Street East

## What have we heard so far?

- We've heard your concerns about:
  - Speeding
  - Road safety and collisions
  - Lack of cycling infrastructure
  - Keeping existing on-street parking, especially in commercial areas
- We've heard that you have conflicting priorities for Wyandotte Street East:
  - Some stakeholders want traffic volumes reduced significantly
  - Some stakeholders want Wyandotte Street East to stay a convenient commuting route for drivers

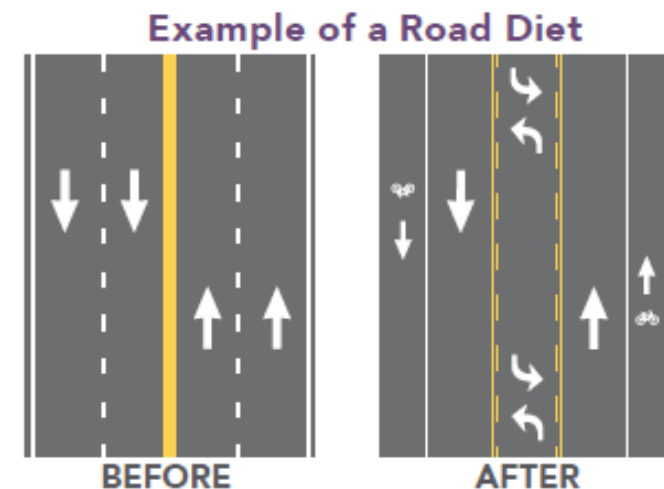
# What is a Road Diet?

A road diet is a reduction in the number of travel lanes on a street and reallocation of this width for other purposes, such as:

- Turning lanes
- On-street parking
- Bike infrastructure
- Pedestrian space
- Green space

Road diets can:

- Reduce speeding
- Reduce collision frequency and severity
- Encourage cycling
- Increase separation between traffic and pedestrians



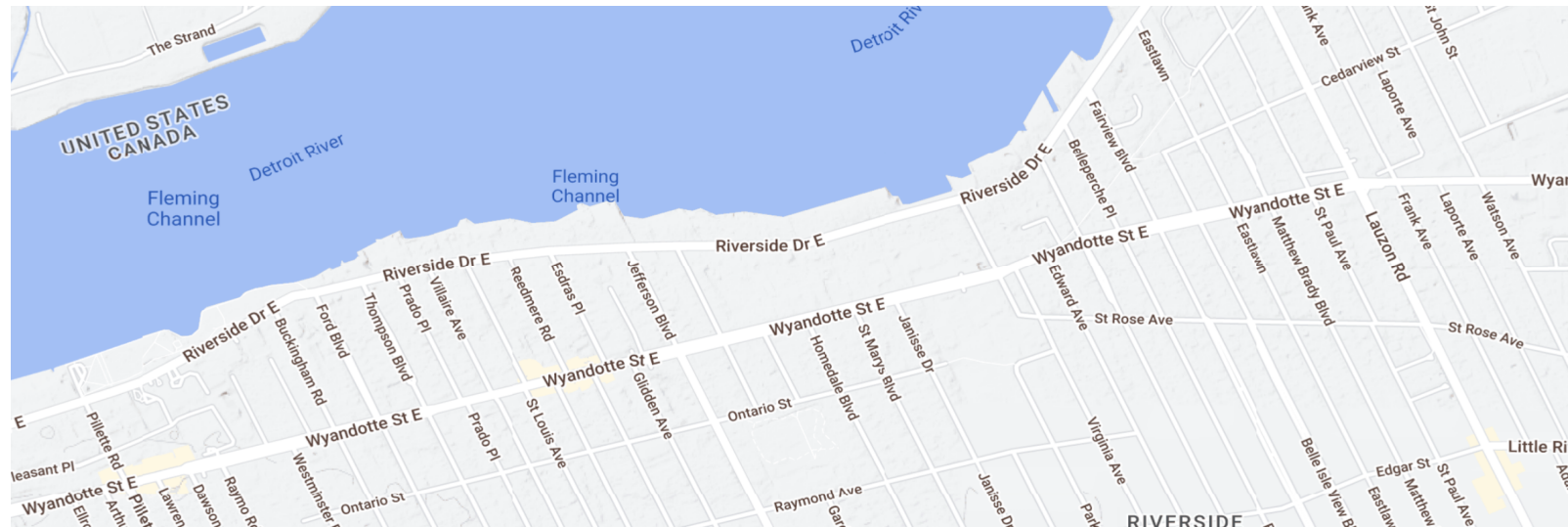
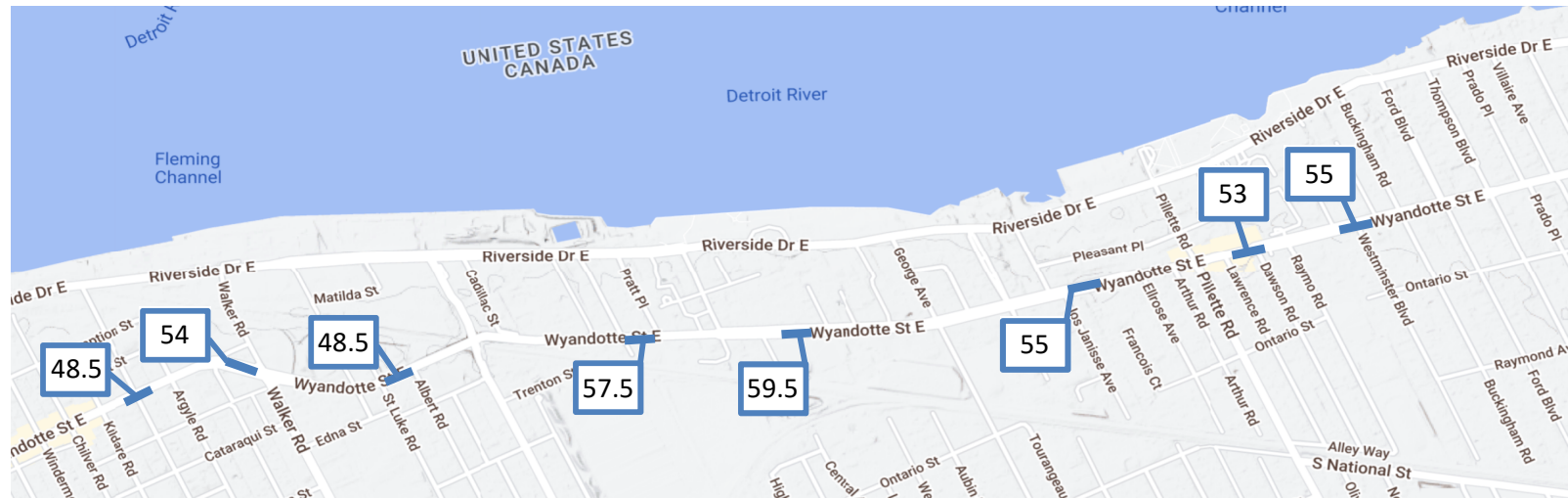


# Existing Conditions - Speed

Most sections of the corridor have operating speeds higher than the speed limit (50 km/h).

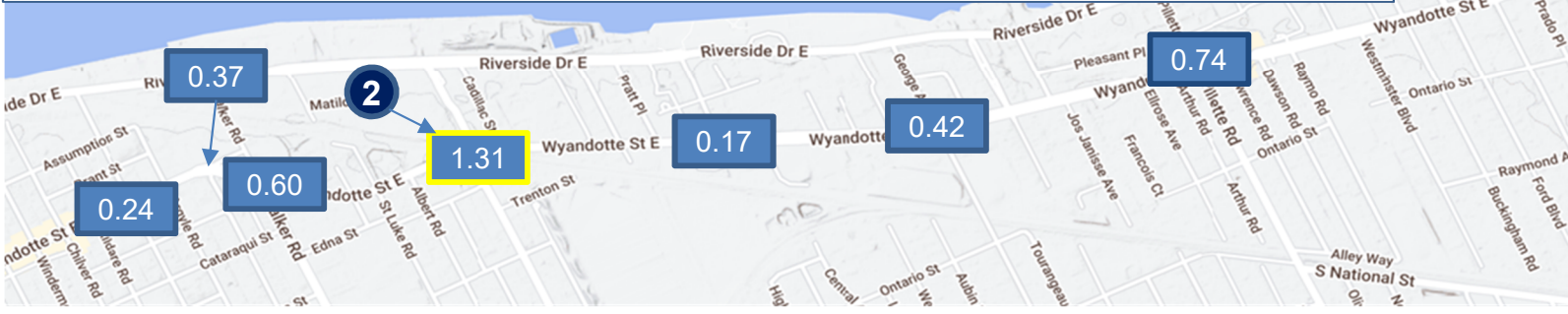
Highest speed sections:

- Drouillard to George
- Jefferson to Lauzon



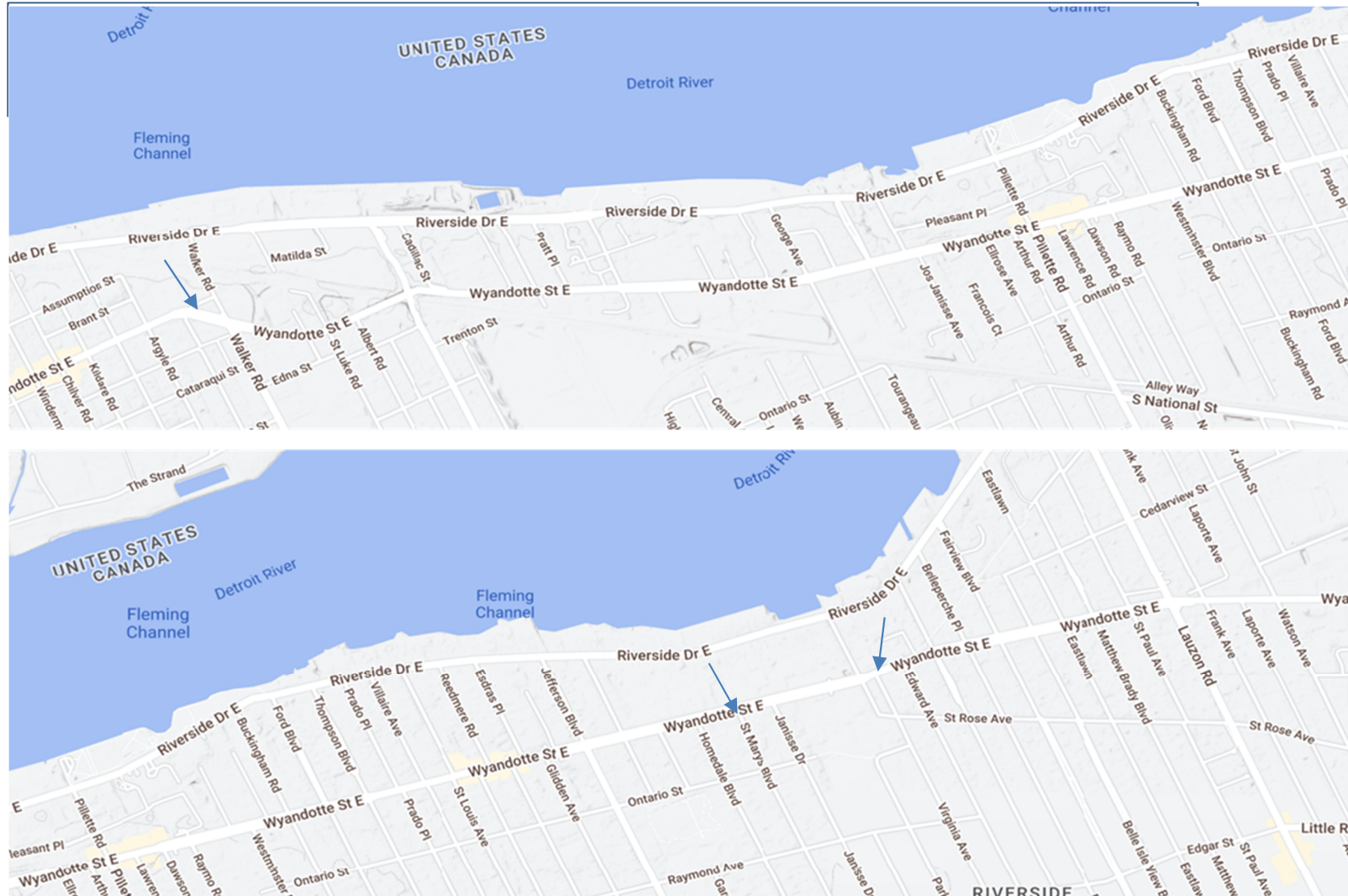
# Existing Conditions – Road Safety

#.##	Signalized intersection collision rate 2015-2019 (collisions per million vehicles entering)
##	Collision “hot spot”
#	Fatal and major injury collisions 2015-2019 (total)





# Existing Conditions – Road Safety



## Rush Hour Traffic – Weekday Mornings

### Without a road diet:

- Traffic flows well along most of the corridor
- There are bottlenecks and congestion east of Lauzon Road, at Pillette, and west of Walker Road.
- Over time, traffic growth will increase delay along the corridor. Wyandotte at Pillette will approach capacity.

### With a road diet:

- Initially, travel time along the corridor increases by 8 minutes and new bottlenecks are created.
- Over time, traffic flow improves as some drivers switch to cycling and transit.

Weekday AM Peak Hour		Westbound Arterial Level of Service (A to F)					
Wyandotte Street		Without Road Diet ("Do Nothing" & Alternative 2)			With Road Diet (Alternative 1)		
From	To	2020	2030	2040	2020	2030	2040
Riverdale Ave	Watson Ave	D	D	D	D	D	D
Watson Ave	Lauzon Rd	E	E	E	F	E	E
Lauzon Rd	St. Rose Ave	B	B	B	C	C	C
St. Rose Ave	Jefferson Blvd	B	B	B	C	B	B
Jefferson Blvd	St. Louis Ave	B	B	B	E	D	D
St. Louis Ave	Thompson Blvd	C	C	C	F	F	F
Thompson Blvd	Raymo Rd	C	C	C	E	C	C
Raymo Rd	Pillette Rd	E	E	F	F	F	F
Pillette Rd	George Ave	B	B	B	C	B	C
George Ave	Strabane Ave	C	C	C	B	B	B
Strabane Ave	Drouillard Rd	C	C	C	E	D	D
Drouillard Rd	Walker Rd	D	D	D	D	D	D
Walker Rd	Monmouth Rd	E	E	E	E	E	E
Monmouth Rd	Devonshire Rd	E	E	E	F	E	E
<b>Overall</b>		<b>C</b>	<b>C</b>	<b>C</b>	<b>E</b>	<b>D</b>	<b>D</b>
<b>Total Travel Time (Watson to Devonshire)</b>		<b>11 minutes</b>	<b>11 minutes</b>	<b>12 minutes</b>	<b>19 minutes</b>	<b>15 minutes</b>	<b>15 minutes</b>

## Rush Hour Traffic – Weekday Afternoons

### Without a road diet:

- Traffic flows well along most of the corridor
- There are bottlenecks and congestion west of Walker Road and east of Lauzon Road
- Over time, traffic growth will increase delay along the corridor. Wyandotte at Pillette will approach capacity.

### With a road diet:

- Initially, travel time along the corridor increases by 12 minutes and new bottlenecks are created.
- Over time, traffic flow improves as some drivers switch to cycling and transit.

Weekday PM Peak Hour		Eastbound Arterial Level of Service (A to F)					
Wyandotte Street		Without Road Diet ("Do Nothing" & Alternative 2)			With Road Diet (Alternative 1)		
From	To	2020	2030	2040	2020	2030	2040
Lincoln Rd	Devonshire Rd	F	F	F	F	F	F
Devonshire Rd	Monmouth Rd	E	E	E	E	D	D
Monmouth Rd	Walker Rd	F	F	F	F	F	F
Walker Rd	Drouillard Rd	C	C	C	E	E	E
Drouillard Rd	Strabane Ave	B	B	B	D	C	C
Strabane Ave	George Ave	B	B	B	E	C	C
George Ave	Pillette Rd	C	C	D	F	F	F
Pillette Rd	Raymo Rd	C	C	C	D	D	D
Raymo Rd	Thompson Blvd	B	B	B	F	F	F
Thompson Blvd	St. Louis Ave	C	C	C	E	D	D
St. Louis Ave	Jefferson Blvd	B	B	B	D	D	D
Jefferson Blvd	St. Rose Ave	B	B	B	F	E	E
St. Rose Ave	Lauzon Rd	C	C	C	E	E	E
Lauzon Rd	Watson Ave	E	E	E	E	D	D
<b>Overall</b>		<b>D</b>	<b>E</b>	<b>E</b>	<b>F</b>	<b>E</b>	<b>E</b>
<b>Total Travel Time (Devonshire to Watson)</b>		<b>16 minutes</b>	<b>18 minutes</b>	<b>18 minutes</b>	<b>28 minutes</b>	<b>23 minutes</b>	<b>23 minutes</b>

# Existing Cycling Infrastructure



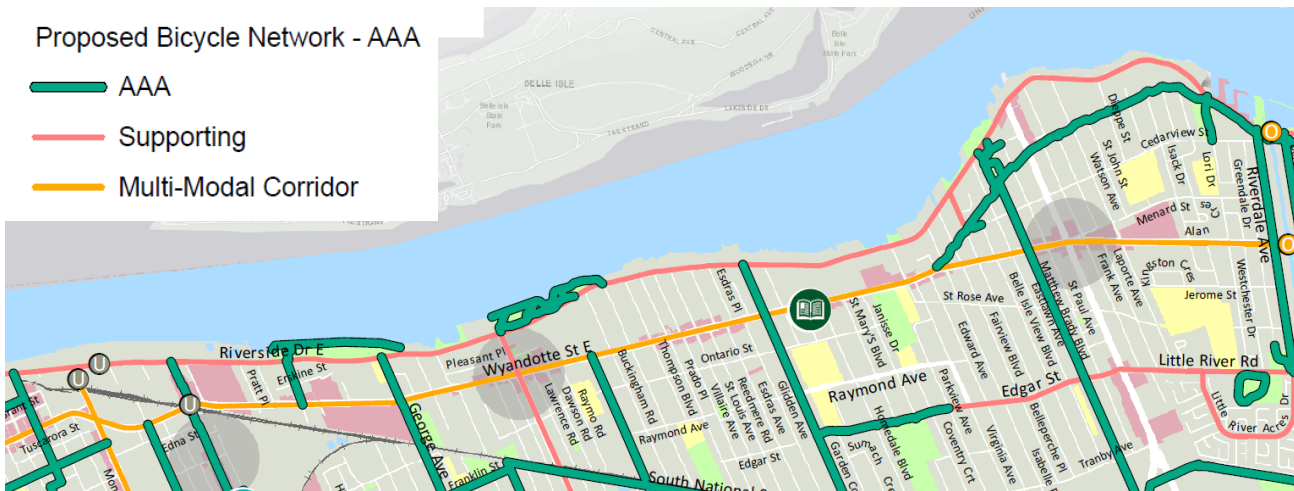


# Future Cycling Infrastructure

## Wyandotte Street East is a **Multi-Modal Corridor** in the Active Transportation Master Plan, *Walk Wheel Windsor*

Proposed Bicycle Network - AAA

- AAA
- Supporting
- Multi-Modal Corridor



*The proposed bicycle network includes several multi-modal corridors, which are major streets that need further review to consider how they will accommodate active transportation given other competing priorities. [...] These streets are some of Windsor's main travel corridors, serving a variety of vehicle types and modes while playing an important role in the City's transportation system.*

*These multi-modal corridors will require more in-depth analysis through specific corridor studies or Environmental Assessments. Recognizing that these corridors serve desire lines within the bicycle network, these studies can determine whether bicycle facilities can be accommodated on the corridors or adjacent streets.*

[...]

*It is important to note that as part of a complete and connected bicycle network that meets the needs of all users, there is still a place for complementary, non-AAA facilities such as painted bicycle lanes.*

(Excerpt – *Walk Wheel Windsor* Final Report)

# Alternative Approaches

Alternative	Description
<b>“Do Nothing”</b>	Take no action – leave the Wyandotte Street East corridor as-is.
<b>1 – Bikeway with road diet</b>	Reduce the number of through lanes on Wyandotte Street East to reduce speeds while also providing space for bikeway infrastructure.
<b>2 – Bikeway without road diet</b>	Provide an east-west bikeway without reducing the number of through lanes on Wyandotte Street East. Space for the bikeway is provided by other means, such as removing on-street parking.



# Alternative Approaches

Alternative	Auto Level of Service (Weekday PM peak hour)	Cyclist Level of Service	Pedestrian Level of Service	Vehicle Speeds	On Street Parking	Can be Implemented Along Entire Corridor?
<b>“Do Nothing”</b>	2020: D 2030: E 2040: E	<b>F</b>	C to E	No change from existing conditions	No change from existing conditions	Yes
<b>1 Bikeway with road diet</b>	<b>2020: F</b> 2030: E 2040: E	A (“all ages and abilities” options) or C (non-AAA options)	B to E (varies along corridor)	Moderate reductions	Affected in some options – see design concepts	Yes
<b>2 Bikeway without road diet</b>	2020: D 2030: E 2040: E	C to E (varies along corridor)	D to E (varies along corridor)	No change from existing conditions	<b>All on-street parking removed</b>	<b>No</b>

**These alternatives can take different forms along the corridor.**

**The future design of Wyandotte Street can be one of these alternatives for the entire corridor or a mixture of different alternatives in different sections.**

# Key Map

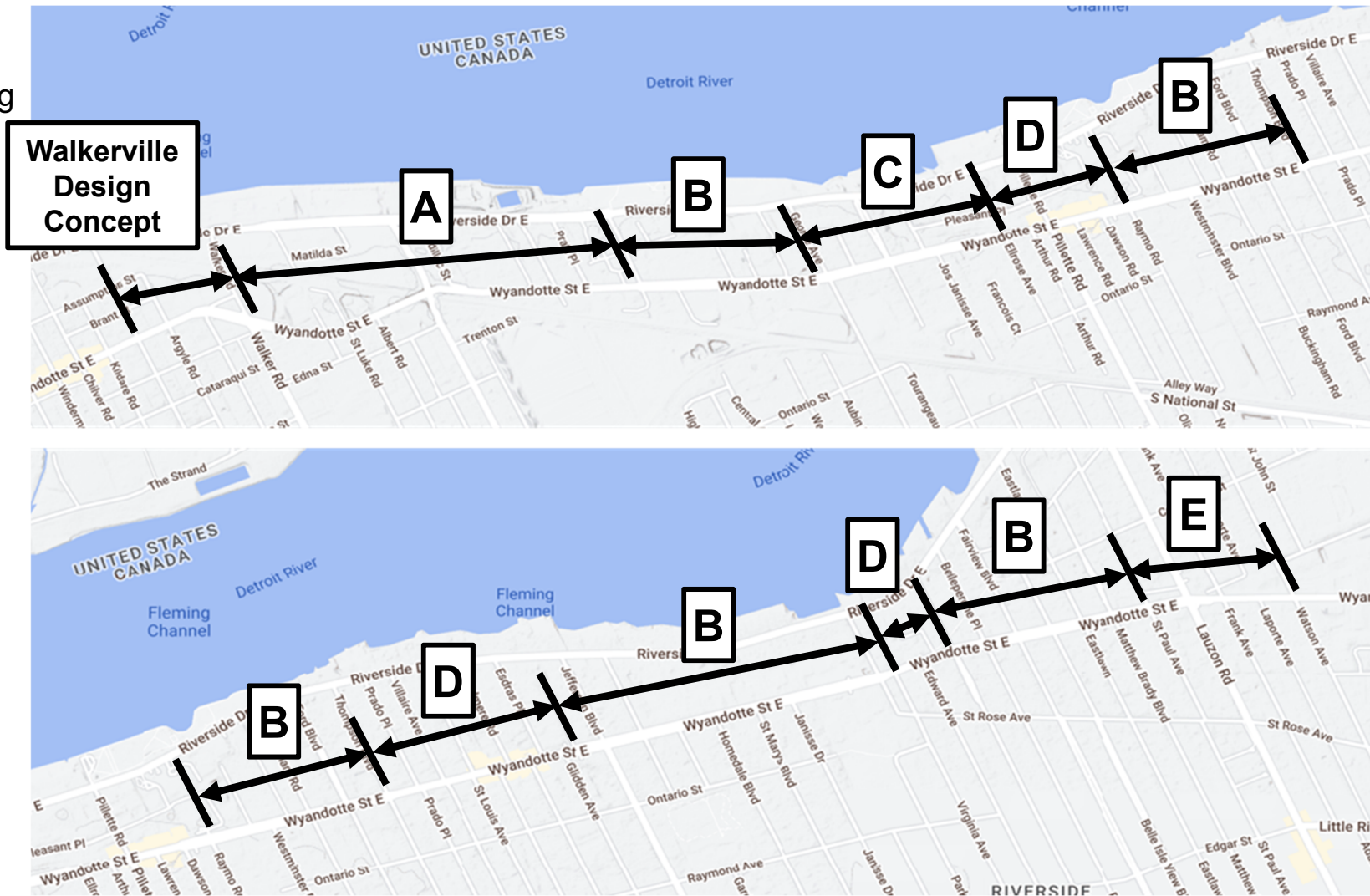
**Section A**  
Undivided without existing on-street parking

**Section B**  
Divided without existing on-street parking

**Section C**  
Divided with existing on-street parking

**Section D**  
Undivided with existing on-street parking on both sides

**Section E**  
Undivided with existing on-street parking on one side





# Walkerville Design Concept

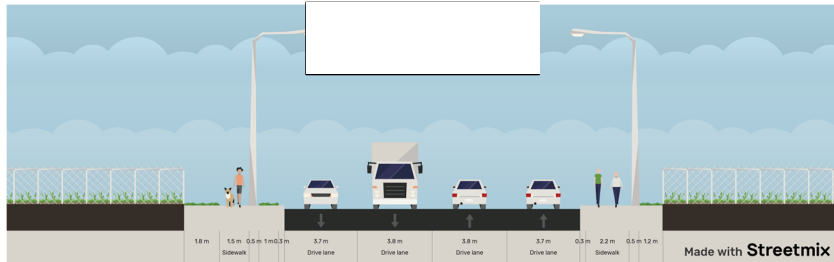
**Existing:** gap in bike lanes (blue) from Devonshire/Argyle to Monmouth.



**Proposed:** close gap with protected bike lanes (green & orange) by reducing the number of general purpose lanes.



# Alternative Design Concepts <sup>16</sup>

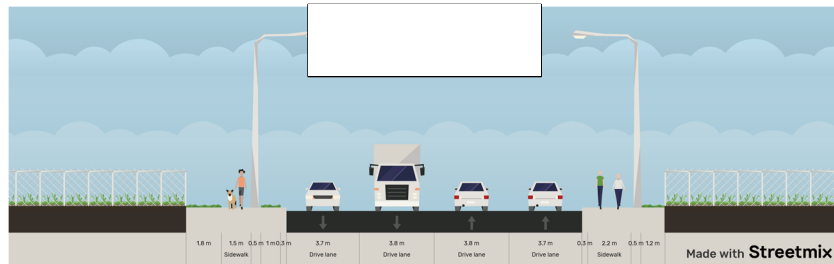


## Section A: Undivided Wyandotte without On-street Parking (Example: East of Bellevue)

- 4 travel lanes
- No cycling infrastructure
- No on-street parking

Options for Alternative 1: Bikeway With Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
	<ul style="list-style-type: none"> <li>• 2 travel lanes</li> <li>• Protected bicycle lanes (AAA)</li> <li>• No on-street parking</li> </ul>	A	C
	<ul style="list-style-type: none"> <li>• 2 travel lanes</li> <li>• Two-way left turn lane</li> <li>• Buffered bicycle lanes (non-AAA)</li> <li>• No on-street parking</li> </ul>	C	E

# Alternative Design Concepts <sup>17</sup>

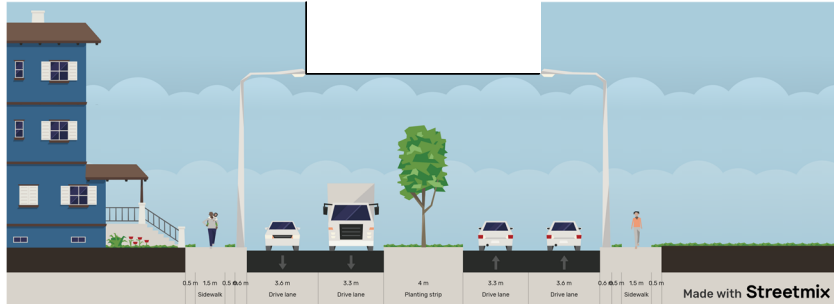


## Section A: Undivided Wyandotte without On-street Parking (Example: East of Belleview)

- 4 travel lanes
- No cycling infrastructure
- No on-street parking

Options for Alternative 2: Bikeway Without Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
No options available with current roadway width		N/A	N/A

# Alternative Design Concepts <sup>18</sup>



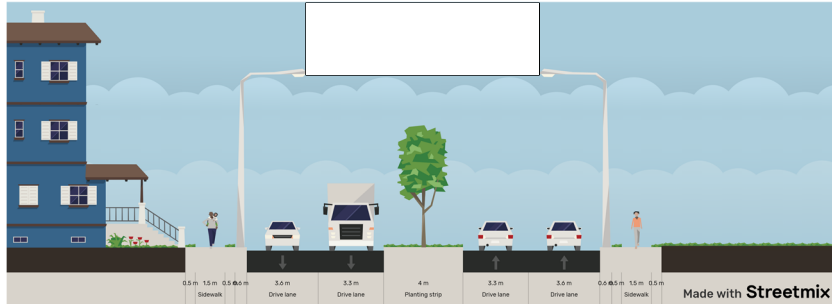
## Section B: Divided Wyandotte Without On-street Parking (Example: West of Westminster)

- 4 travel lanes with median
- Left turn lanes at intersections
- No cycling infrastructure
- No on-street parking

Options for Alternative 1: Bikeway With Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
<p>This diagram shows a cross-section of a street with two travel lanes. From left to right: sidewalk (0.3m), bike lane (2m), median (1.0m), drive lane (3.3m), planting strip (4m), drive lane (3.3m), median (1.0m), bike lane (2m), and sidewalk (0.3m). The text 'Made with Streetmix' is at the bottom right.</p>	<ul style="list-style-type: none"> <li>• 2 travel lanes with median</li> <li>• Left turn lanes at intersections</li> <li>• Protected bicycle lanes (AAA)</li> <li>• No on-street parking</li> </ul>	A	E
<p>This diagram shows a cross-section of a street with two travel lanes. From left to right: sidewalk (0.3m), bike lane (1.8m), buffer (1.2m), drive lane (3.3m), planting strip (4m), drive lane (3.3m), buffer (1.2m), bike lane (1.8m), and sidewalk (0.3m). The text 'Made with Streetmix' is at the bottom right.</p>	<ul style="list-style-type: none"> <li>• 2 travel lanes with median</li> <li>• Left turn lanes at intersections</li> <li>• Buffered bicycle lanes (non-AAA)</li> <li>• No on-street parking</li> </ul>	C	E



# Alternative Design Concepts <sup>19</sup>

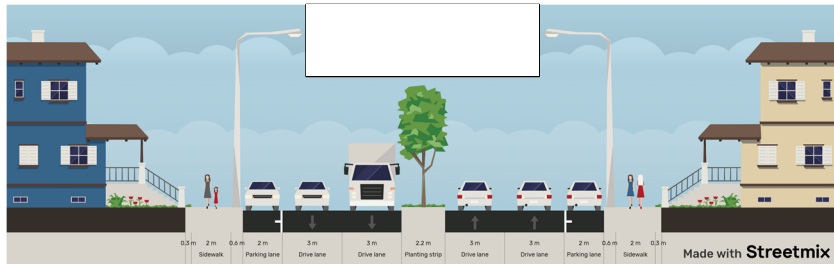


## Section B: Divided Wyandotte Without On-street Parking (Example: West of Westminster)

- 4 travel lanes with median
- Left turn lanes at intersections
- No cycling infrastructure
- No on-street parking

Options for Alternative 2: Bikeway Without Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
No options available with current roadway width		N/A	N/A

# Alternative Design Concepts <sup>20</sup>



## Section C: Divided Wyandotte with On-street Parking (Example: East of Rossini)

- 4 travel lanes (substandard width) and median
- Left turn lanes at intersections
- No cycling infrastructure
- On-street parking on both sides (substandard width)

### Options for Alternative 1: Bikeway With Road Diet



### Description

- 2 travel lanes with median
- Left turn lanes at intersections
- Protected bicycle lanes (AAA)
- On-street parking on both sides

Cyclist Level of Service

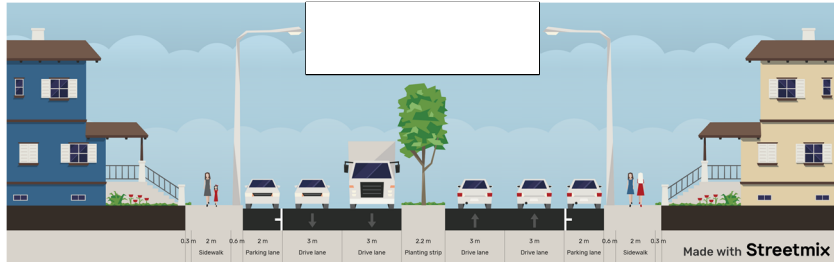
Pedestrian Level of Service

A

B



# Alternative Design Concepts <sup>21</sup>



## Section C: Divided Wyandotte with On-street Parking (Example: East of Rossini)

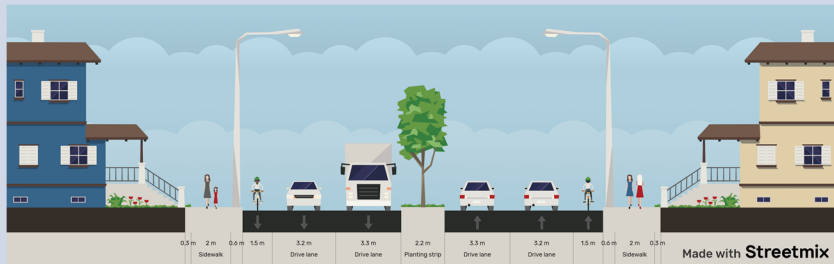
- 4 travel lanes (substandard width) and median
- Left turn lanes at intersections
- No cycling infrastructure
- On-street parking on both sides (substandard width)

### Options for Alternative 2: Bikeway Without Road Diet

### Description

Cyclist  
Level of  
Service

Pedestrian  
Level of  
Service

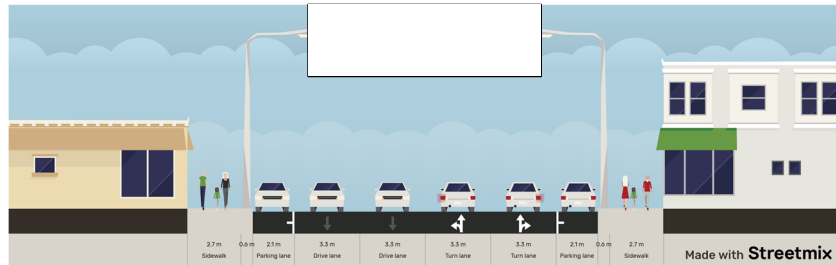


- 4 travel lanes
- Painted bicycle lanes (non-AAA)
- On-street parking is removed

E

D

# Alternative Design Concepts <sup>22</sup>

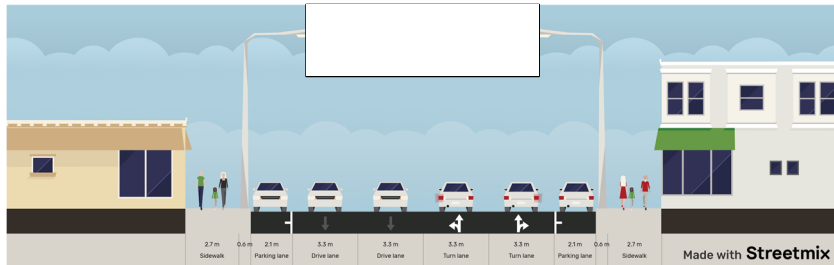


## Section D: Undivided Wyandotte with On-street Parking Both Sides (Example: East of Pillette)

- 4 travel lanes
- No cycling infrastructure
- On-street parking on both sides

Options for Alternative 1: Bikeway With Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
	<ul style="list-style-type: none"> <li>• 2 travel lanes</li> <li>• Left turn lane only at major intersections</li> <li>• Protected bicycle lanes (AAA)</li> <li>• On-street parking on both sides</li> <li>• Parking removed where required for left turn lane</li> </ul>	A	B
	<ul style="list-style-type: none"> <li>• 2 travel lanes</li> <li>• Left turn lane</li> <li>• Painted bicycle lanes (non-AAA)</li> <li>• On-street parking on both sides</li> </ul>	C	C
	<ul style="list-style-type: none"> <li>• 2 travel lanes</li> <li>• Left turn lane</li> <li>• Protected bicycle lanes (AAA)</li> <li>• On-street parking is removed</li> </ul>	A	C

# Alternative Design Concepts <sup>23</sup>



## Section D: Undivided Wyandotte with On-street Parking Both Sides (Example: East of Pillette)

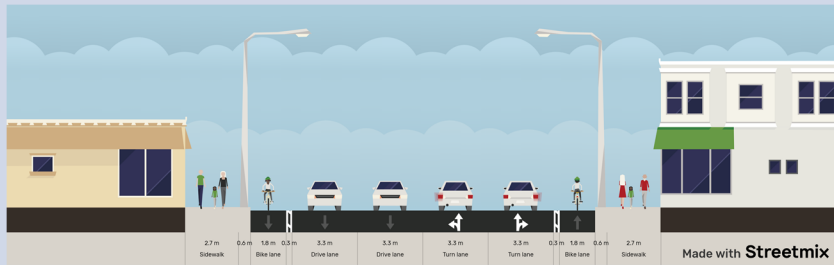
- 4 travel lanes
- No cycling infrastructure
- On-street parking on both sides

### Options for Alternative 2: Bikeway Without Road Diet

### Description

Cyclist Level of Service

Pedestrian Level of Service

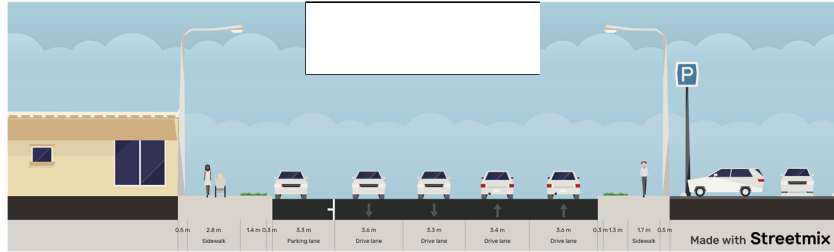


- 4 travel lanes
- Buffered bicycle lanes (non-AAA)
- On-street parking is removed

C

D

# Alternative Design Concepts <sup>24</sup>

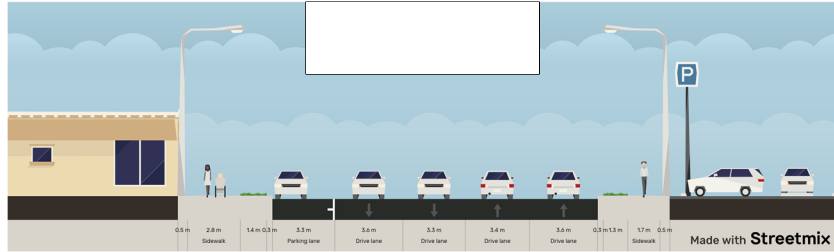


## Section E: Undivided Wyandotte With On-street Parking on One Side (Example: East of Frank)

- 4 travel lanes
- No cycling infrastructure
- On-street parking on one side

Options for Alternative 1: Bikeway With Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
	<ul style="list-style-type: none"> <li>• 2 travel lanes</li> <li>• Protected bicycle lanes (AAA)</li> <li>• On-street parking on one side</li> </ul>	A	<p>North Side: D</p> <p>South Side: B</p>
	<ul style="list-style-type: none"> <li>• 2 travel lanes</li> <li>• Two-way left turn lane</li> <li>• Buffered bicycle lanes (non-AAA)</li> <li>• On-street parking on one side</li> </ul>	<p>North Side: C</p> <p>South Side: D</p>	<p>North Side: E</p> <p>South Side: C</p>

# Alternative Design Concepts <sup>25</sup>



## Section E: Undivided Wyandotte With On-street Parking on One Side (Example: East of Frank)

- 4 travel lanes
- No cycling infrastructure
- On-street parking on one side

Options for Alternative 2: Bikeway Without Road Diet	Description	Cyclist Level of Service	Pedestrian Level of Service
	<ul style="list-style-type: none"> <li>• 4 travel lanes</li> <li>• Buffered bicycle lanes (non-AAA)</li> <li>• On-street parking is removed</li> </ul>	C	North Side: E  South Side: D

# Next Steps

## Stakeholder feedback

- Please provide comments by June 1, 2022

## Develop a recommended design

## Public Information Centre #2

- Planned: Fall 2022

## Report to Environment, Transportation & Public Safety Standing Committee

## Council Approval



# Wyandotte Street East Corridor Review

Devonshire Road to Watson Avenue

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Please provide comments by June 1, 2022

transportation@citywindsor.ca

or

<https://tiny.one/wyandottesurvey>