

**APPENDIX A – SUMMARY OF
COMMENTS PROVIDED BY PUBLIC
BEFORE AND AFTER
PUBLIC INFORMATION CENTRES 1
AND 2**

Public Comments received during PIC No. 1 by Category

Culture (Cafes, Events, Malls, and Public Space)

- + Encourage, assist, and facilitate sidewalk cafes and restaurants to bring vibrancy to downtown
- + Block off Ouellette for 2 blocks during the summer for cafes and events
- + Give businesses sidewalk café permits
- + More pedestrian malls
- + Pedestrian mall on Ouellette Avenue with outdoor patios would draw more people and hopefully draw some small or big retail
- + Keep things like the downtown market
- + More family friendly events
- + More culture through music, art galleries, dance, and street events
- + Fountains that spring water up so kids can play in them are fabulous to get people to linger and cool off
- + Concerned about the handling of event parking

Cycling

- + A collective group of cyclists, such as the Windsor Bicycling Committee, consistently present in the downtown will naturally influence and change the built environment
- + Bike exchange on the trail by Riverside Drive where people would pay to rent a bike for use downtown or on the trail
- + Chart of injured / killed cyclists in the downtown area
- + Close down Ouellette from University to Riverside
- + Incentives for increased cycling in the downtown area
- + More dedicated bike lanes to ensure safety for pedestrians, cyclists and motorists
- + Slowing traffic on Wyandotte might encourage more alternative methods of transportation
- + Team up with other agencies for communications to make cycling “less scary”

Public Comments received during PIC No. 1 by Category

Downtown Revitalization

- + Downtown revitalization begins with housing and ends with streetscaping and beautification for cyclists / pedestrians
- + Anything that prioritizes humans and limits the movement of vehicle traffic will be an improvement

Lighting

- + Lighting needs to be improved
- + Trim the branches around the light poles and up the wattage

Pedestrians

- + More pedestrian crossings on Riverside Drive
- + People friendly crossing area across Riverside Drive to provide easier access to the Riverfront

Speed

- + Current Riverside Drive acts as high speed barrier
- + Two lanes on Riverside Drive through the downtown area to slow traffic, facilitate pedestrian movement between downtown and Riverfront, make biking and walking more pleasant, and create scenic route
- + Planters down the middle of Riverside Drive near the core
- + Concern about the visibility of traffic signs and the speed of traffic in downtown residential streets
- + More appropriate sign placement and paint on the street to make stops (especially two-way) more visible, especially along school routes (bus and pedestrian)

Streetscaping

- + More streetscaping (benches, trees, patios) that encourage a community feel and a slower, more pedestrian friendly pace

Public Comments received during PIC No. 1 by Category

Transit

- + Windsor needs and deserves better transit service levels and routes
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Tunnel

- + “Designated” and differentiated path in and away from the tunnel opening / entrance by way of LED, SPV, photo luminescent pavers, paint or middle of the road strips that “lead” the traffic to / from the tunnel or any other roadway that needs differentiation
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Utilities

- + Visit / re-visit the City’s broadband of fibre optic cable communication system – as laying the platform for business growth / recreation – allowing for low cost / free outdoor WIFI connectivity in prime areas, especially on the waterfront

Public Comments received after PIC No. 1 by Category

Traffic

- + Flow of traffic along Pitt Street including the volume of cars, trucks and buses entering / exiting from the car parks, the city garage and the condo's garage; Situation will be exacerbated with the extension of the sidewalk to accommodate the outside patios of three restaurant / bars
- + Left turn lane from Ouellette travelling south onto Pitt; Cars travelling north on Ouellette use the turn lane because there are trucks and other vehicles parked along the east side of the street; Cars making a left have no way to go and it becomes quite dangerous; Not clear to the drivers travelling north that they are driving in the turn lane
- + Parking is prohibited between 4 and 6 pm on Goyeau street; This was established to accommodate heavy tunnel traffic and this parking prohibition is redundant and should be eliminated
- + Replace the traffic control signal at Goyeau and Park Street with stop signs; This intersection was once busy with tunnel traffic that has now been greatly diminished and the signal is redundant
- + Riverside Drive should be reduced to two lanes through the downtown and traffic speed should be reduced / calmed; Metered parking on one or both side of the street could help finance the change
- + The one way streets going in and out of downtown no longer serve any great purpose and simply encourage cars to speed, making it uncomfortable for pedestrians / cyclists as well as connected residential neighbourhoods, including Dougall Avenue

Study Process

- + Hold an open house for public input
- + Not all key user groups were aware and potentially able to attend the PIC to provide key user feedback
- + Receive a copy of the report

Public Comments received after PIC No. 1 by Category

Pedestrians and Cyclists

- + Actively pursue a Windsor-Detroit downtown ferry with provision for cyclists; This involves other levels of government, but let's do what we can at the local level
- + Adopt coloured markings like in Toronto and the redesigned Queens Quay: <http://www.thestar.com/news/gta/2015/06/22/the-new-queens-quay-a-cyclists-view.html>
- + All of the residential streets surrounding the downtown should be examined for measures to make cycling / walking into the downtown convenient, safe and enjoyable
- + Bicycle lanes should be established in each direction on Riverside Drive; It would also address the hassle of cyclists, runners and pedestrians having to find alternate routes when the Riverfront Trail is closed for special events at the Festival Plaza
- + Bicycle lanes should be established in each direction on Wyandotte Street; Currently bicycle lanes begin and end at Aylmer Avenue but should continue within the downtown area between Aylmer and Crawford; An alternative would be for sharrows to be painted on the roadway, erecting "Share the Road" signs and painting hot boxes at high traffic intersections for bicyclist safety; A further alternative would be to establish bicycle lanes on Aylmer and Glengarry from Wyandotte to University Avenue East; These lanes should ultimately connect to Riverside Drive
- + Bicycle lanes should be established on McDougall between Giles and University
- + Bicycle lanes should be established on University Avenue east and west in both directions between Aylmer and Bruce Avenue; An alternative for parts of this route may be sharrows and hot boxes
- + Bike lanes for the new bridge
- + Bike lanes should have a distinct colour, with places where bikes can wait when turning

Public Comments received after PIC No. 1 by Category

- + Connect the pedestrian part of Ouellette with the Riverside Park, by putting Riverside Drive through an underpass under the walking-only Ouellette to Riverside connection; Do not put pedestrians into the basement, put cars through that underpass; Open that area up for entertainment, events, and cafes with river view (not underground)
- + Create ring roads that direct traffic around the core, with parking to turn drivers into walkers; Comfortable parking near the core will allow drivers easy access, and they can walk one block to get to the Ouellette pedestrian center; Make some roads car centered to move the traffic, while others are pedestrian and bike centered
- + Cycling paths and pedestrian walk ways in the downtown area should not only be about from getting from point A to point B; Individuals wish to enjoy the path in which they take – whether it's stopping to enjoy a park, garden, or green spaces in general
- + Direct traffic around the core, with convenient strategically located parking areas to convert drivers into pedestrians
- + Enforcement issues - vigorous anti-idling enforcement for noise control and better air quality, as well as additional enforcement for cyclist safety (for example, enforcement of no parking in bicycle lanes)
- + Get inspiration from what other cities have done
- + Give priority to pedestrians and bicyclists over cars and trucks ('bike boxes' at intersections, for example), and provide safe passages for pedestrians and bicyclists
- + Host user focus groups and invite Bike Friendly Windsor Essex
- + Jackson Park should be connected to the downtown and the riverfront parks with some sort of protected active transportation route; Could be on Pelissier Street, Victoria Ave., McDougall Avenue
- + McDougall: install bike lane from Eugenie to the Casino, painted lane cycling facility with identifiable bike markings in the lane (access point for residents from the south)
- + More cycling paths and walkability in the downtown area

Public Comments received after PIC No. 1 by Category

- + Operational issues - provision should be made for clearing bike lanes of snow and maintaining the quality of lanes in terms of smoothing and line painting, etc.
- + Particular attention to having bike routes to / from schools in order to create safe routes to school and make an important public health contribution
- + Pedestrians shop and enjoy entertainment – cars and trucks do not shop but disturb
- + Pelissier & Victoria: create 1 way streets / install a 2 way cycle track / lane with 1 lane traffic or 1 lane traffic and designated painted bike lane; Could start at Giles or Tecumseh
- + Protected bike lanes at intersections
- + Provide physical separation of bike lanes away from the roads
- + Provide safe passages for pedestrians and bicyclists
- + Put Riverside Drive through an underpass under the walking-only Ouellette to Riverside connection
- + Put some canopies on the pedestrian part of Ouellette for some limited rain and snow protection
- + Recognition of the role of cycling in multi-modal transportation is important; In particular, the strategy should enhance cycle-transit links; Bike lanes to / from the bus depot would be useful
- + Re-route car traffic away from areas where we want pedestrians and bicyclists to congregate; Reduce traffic flow at north end of Ouellette, while still maintain a positive flow of traffic; Don't eliminate the car traffic from the core, enhance it; Reduced speeds will maintain traffic and not discourage drivers from interacting with the downtown core
- + Re-route car traffic away from areas where you want pedestrians and bicyclists (e.g. the northern downtown area of Ouellette)
- + Review of parking for cycling safety
- + Secure and innovative / creative / attractive bike parking design should be considered; Provision of temporary bike parking for special events should also be improved; The construction of a new city hall will be an opportunity to get

Public Comments received after PIC No. 1 by Category

bike parking right and may provide a central, covered bike parking facility to convert drivers to pedestrians

- + Shuttle boat between Windsor and Detroit, departing and arriving near downtown, with the option to take a bicycle along
- + The signal lights at University East and Aylmer are redundant and should be replaced with stop signs for east / west traffic; Having redundant traffic signals discourages cycling and encourages those who do cycle to ignore them; Similar suggestion for the traffic control signal at University and Glengarry but it may be that casino traffic justifies them at that location
- + The strategy should provide for physical separation of bike lanes away from the roads wherever feasible; Separating pedestrians and bicycles from vehicular traffic is vital
- + The transportation strategy should map onto a wider planning strategy for downtown; Notably, more green corridors and parkettes would attract more cyclists and pedestrians
- + There is an application for an extension of a sidewalk on the south side of Pitt Street East, which residents have petitioned against based on the loss of parking spaces, safety of pedestrians and vehicular traffic and noise
- + University Ave: redesign the current bike lane and extend from University of Windsor to downtown core; Identifiable paint markings on the streets; Similar strategy for Wyandotte Street could be adopted
- + Use back alleys for new bike paths where feasible
- + Use of paint to create clear identification of space for drivers and cyclists; For example: here are two links on products http://hubss.com/wp-content/uploads/2014/10/Brochure_Enhanced-Colorized-Lanes_Trio.pdf and <http://hubss.com/solutions/green-preferential-bike-lane-treatments/>
- + Whatever is done with bicycle infrastructure, additional connectivity and flow will be important; By connectivity we mean connectivity to other bicycle infrastructure leading to and from the downtown core; Connectivity to the University by bike will be particularly important given the new downtown campus, but connectivity to the waterfront trail and other cycling infrastructure will also be important.

Public Comments received after PIC No. 1 by Category

- + With the university's downtown campus slated for completion within two years' time, the need for more environmentally friendly options for travel and a revitalization of the downtown area has never been greater; With mounting tuition costs and costs of living, many students rely primarily on their bicycle for travel; Students should be able to travel between the campuses and to downtown without having to worry about the appropriate infrastructure being in place

Transit and Taxis

- + Bad bus lanes
- + Electrify all public busses and city taxis; Use only electrified public busses in the downtown core to improve air quality for active transportation users (and consider doing the same for taxis); Rigorous anti-idling enforcement for noise control and better air quality – no bus idling at the bus center
- + Raised curb for easier bus loading; Curb extensions are easier and faster for buses; A distinct colour is needed, not grey
- + The bus stops at Wyandotte and Ouellette are one of the most important transit hubs in the city, but the area is unsightly and typically not clean

Other

- + Electric vehicle charging infrastructure in parking areas
- + Some greenery is good

Public Comments received during PIC No. 2 by Category

Culture (Cafes, Events, Malls, and Public Space)

- + Better use of Riverfront Festival plaza area
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Cycling

- + A bike lane would be great
 - + More dedicated bike lanes, as roadways are not bike friendly
 - + Scattered hubs for bicycles with locks, scattered throughout downtown
 - + More students are coming downtown and there is a definite need for bike lanes
 - + Include well-lit 'bicycle parking lots
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Downtown Revitalization

- + Review signage on one-way streets as people turn the wrong way onto these streets
 - + Involve people / residents in the design
 - + Supports the idea of the extended boulevard on Victoria Avenue north of University Avenue
 - + Victoria Avenue south of University Avenue does not need to be as wide as it is
 - + Implement the strategy in stages spanning a couple of years
 - + Reduce Riverside Drive from 4 lanes to 2 lanes
 - + Remove one-way streets in the downtown area
 - + Provide free parking on weekends, downtown and riverfront
 - + Repair damaged road surfaces
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Pedestrians

- + Address gaps for pedestrians and cyclists, i.e. crossing at Ouellette past Tecumseh Road
- + Any future walking plans should take safety and lighting into consideration
- + Widen sidewalks

Public Comments received during PIC No. 2 by Category

Streetscaping

- + The added green space included in the streetscape would be ideal
- + A little is better than an overload of trees / bushes and space to sit down

Traffic

- + One-way streets (i.e. Bruce Avenue) are hazardous due to speed
- + Goal should be to reduce vehicular traffic in the downtown core
- + Reduce parking costs in lots

Transit

- + Use the Janette Avenue rail system for commuting in and out of downtown to “connect” downtown transit users
- + Connect VIA / Drouillard rail line to further connect to the downtown centre. Solutions should reach beyond the city core
- + Equip buses with a tracker and bus stops with electronic updates, perhaps develop an app that would allow residents to confirm bus arrival times
- + Mark maps and routes clearly at bus stops
- + Dedicated transit lanes on University Avenue
- + Provide more buses and routes

Other

- + Thank you for your hard work, I look forward to seeing Windsor become a great walkable, bike rideable City
- + Do not waste money on face projects, such as big flag and underground pass way
- + Remove cement blocks, and fine property owners for being irresponsible

Public Comments received after PIC No. 2 by Category

Pedestrians and Cyclists

- + Repave bike path on Riverfront from pump station to the Bridge
 - + Open up Riverside Drive to cyclists / e-bikes
 - + Plans for ample and secure bike parking should be more explicit
 - + Ouellette needs a bike facility or a shared transit / bike facility; this should be a complete street
 - + Bike lanes should be physically separated from vehicles; where not possible, clear, durable street markings (i.e. solid painted lanes) should be considered
 - + Recommendations should have a plan for bike parking / pedestrian rest areas to be included with infrastructure enhancement plans and launched with infrastructure changes to encourage users
 - + Provide dedicated bike lanes
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Streetscaping

- + Prominent features (benches, tables, trees) contribute to the university / college atmosphere
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Traffic

- + Remove all the one-way street except Pitt Street, due to the entrance / exit for 75 Riverside Drive residents
 - + Make Riverside Drive 2-way
 - + Provided dedicated transit lane on University Avenue
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Other

- + Downtown marina with docks and possibly a gas refuel station
- + Provide downtown marina where boats can stop briefly or stay for the summer
- + No big flag; it is costly and will block residents' view of the river

Public Comments received after PIC No. 2 by Category

- + No underground pass way to the Riverfront; it is costly and not enough people utilize the location
- + Project should consider day visitors as well as residents of the area