



Appendix H:

Public Information Centre No. 1

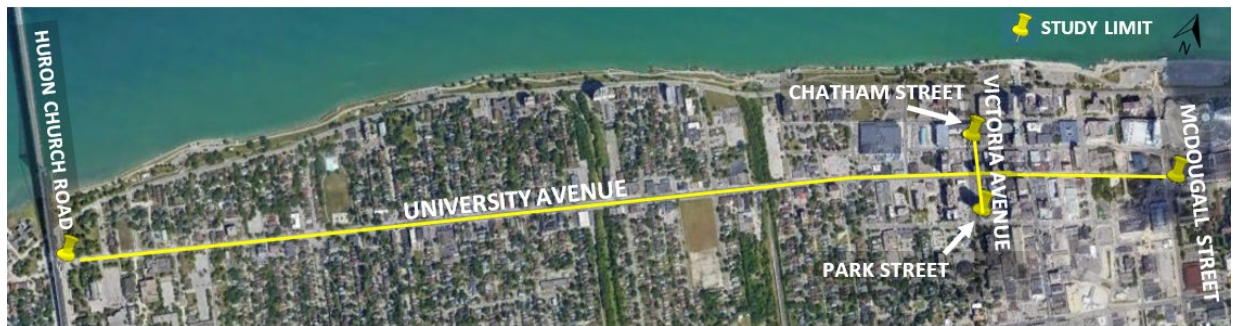


Notice of Public Information Centre #1

Municipal Class Environmental Assessment Study University Avenue & Victoria Avenue

The City of Windsor is conducting a study to review the existing roadway elements along the University Avenue and Victoria Avenue corridors and consider opportunities within the right-of-way to provide a pleasant experience for all roadway users. The study corridors are illustrated on the key plan and include University Avenue West/East between Huron Church Road and McDougall Street and Victoria Avenue from Chatham Street West to Park Street West. The solution being sought is context specific as the right-of-way varies along the 3.5 km stretch of the corridors under study. The study will consider opportunities to optimize the existing right-of-way to achieve safe, efficient, comfortable and convenient travel for roadway users of all ages, abilities and modes within the study corridors for a 20 year study horizon.

Key Plan



You are Invited

A key component of this study is public and agency consultation. Two Public Information Centres (PICs) will be held to present the study findings and receive public feedback. The first PIC is scheduled for **November 1, 2018** to provide members of the public with an opportunity to meet the project team, review existing conditions of the study area and provide comments on potential alternatives for the corridor. Public input received at the PIC will be used to confirm the preferred solution for the study corridor. The PIC will be held as follows:

Date: Thursday, November 1, 2018

Time: 5:00 PM – 8:00 PM

Location: Windsor International Aquatic and Training Centre - Lower East Atrium
401 Pitt St W, Windsor, ON N9A 0B2

If you have any questions regarding the study, or would like to be included on the project mailing list, please contact one of the Project Team members below;

Jaime Garcia, P.Eng.

Consultant Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6814
WindsorUniversityAve.EA@cima.ca

Josette Eugeni, P. Eng.

Manager of Transportation Planning
City of Windsor
1266 McDougall Street
Windsor, ON N8X 3M7
Tel: 519-255-6418
jeugeni@citywindsor.ca

This notice was first issued on October 27, 2018.

Personal Information is being collected under the Municipal Freedom of Information and Protection of Privacy Act. This information will be used for the purpose of gathering feedback for completing the environmental assessment. Questions about this collection may be directed to Kenneth Andoh-Dontoh, Transportation Engineer I, at (519) 255-6247 ext. 6025, e-mail kandoh-dontoh@citywindsor.ca.

October 24, 2018

**RE: CITY OF WINDSOR
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
UNIVERSITY AVENUE & VICTORIA AVENUE
STAKEHOLDER MEETING #1**

Dear Stakeholder,

The City of Windsor is conducting a study to review the existing roadway elements along the University Avenue and Victoria Avenue corridors and consider opportunities within the right-of-way to provide a pleasant experience for all roadway users. The study corridors include University Avenue West/East between Huron Church Road and McDougall Street and Victoria Avenue from Chatham Street West to Park Street West. The solution being sought is context specific as the right-of-way varies along the 3.5 km stretch of the corridors under study. The study will consider opportunities to optimize the existing right-of-way to achieve safe, efficient, comfortable and convenient travel for roadway users of all ages, abilities and modes within the study corridors for a 20 year study horizon.

A key component of this study is public and agency consultation. The purpose of this letter is to invite you to attend a Stakeholder Meeting schedule for **November 1, 2018**. The meeting is an opportunity to meet the project team, review existing conditions of the study area and provide comments on potential alternatives for the corridor. Input received at the meeting will be used to confirm the preferred solution for the study corridor. The Stakeholder Meeting will be a drop-in style format with display boards available for your review and discussion with the Team. The meeting will be held as follows:

Date: Thursday, November 1, 2018
Time: 4:00 PM – 5:00 PM
Location: Windsor International Aquatic and Training Centre - Lower East Atrium
401 Pitt St W, Windsor, ON N9A 0B2

If you have any questions regarding the study please feel free to contact the undersigned.

Sincerely,

Jaime Garcia, P.Eng.
Consultant Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6814
WindsorUniversityAve.EA@cima.ca

Stakeholder Group	Organization Name	Prefix	First	Last	Title / Property Address	Address
Provincial Agency	Ministry of Environmental and Climate Change				Environmental Assessment and Permissions Branch	
Provincial Agency	Ministry of Environmental and Climate Change				South West Region	
Provincial Agency	Ministry of Natural Resources and Forestry				Aylmer District Office	
Provincial Agency	Ministry of Natural Resources and Forestry	Ms.	Karina	Cerniavskaja	District Planner	
Provincial Agency	Ministry of Natural Resources and Forestry				Aylmer District Office	
Provincial Agency	Essex Region Conservation				Planning Department	
Provincial Agency	Essex Region Conservation				General Inquiries Unit	
Provincial Agency	Ministry of Tourism, Culture and Sport	Ms.	Karla	Barboza	Team Lead	
Provincial Agency	Ministry of Tourism, Culture and Sport	Ms.	Katherine	Kirzati	Heritage Planner	
Utilities	Enbridge Gas Distribution				Planning & Design	500 Consumers Road
Utilities	Rogers Cable	Mr.	Richard	Humpage	EA Coordinator	244 Newkirk Road
Utilities	Alectra Utilities	Mr.	Chris	Kafel	Manager, Distribution Design, Customer Capital	3240 Mavis Road
Utilities	Enwin Utilities					787 Ouellette Avenue, P.O. Box 1625, St
Utilities	Essex Power Corporation					2730 Highway 3
Utilities	ELK Energy Inc.					
Utilities	Hydro One					
Utilities	Union Gas	Mr.	Tom	Byng	Manager, Contracting and Customer Support	
Utilities	Bell Canada					
Utilities	Primus Canada					
Utilities	Gosfield North Communications					128 County Rd 34 W
Municipality	City of Windsor	Mr.	Adam	Coates	Planner II - Urban Design	
Stakeholder	St. Clair College				St. Clair College Centre for the Arts	201 Riverside Drive West
	Riverwest Citizens Initiative	Ms.	Lena	Angelidas		
Stakeholder	Riverwest Citizens Initiative	Mr.	Jeffery	Williams		
Stakeholder	Windsor Bicycling Committee				Committee Coordinator	350 City Hall Square West, Suite 530
Stakeholder	Windsor Accessibility Advisory Committee				Committee Coordinator	350 City Hall Square West, Suite 530
Stakeholder	Downtown Windsor BIA					419 Pelissier St.
Stakeholder	University of Windsor Student's Alliance					401 Sunset Avenue, CAW Student Centre
Stakeholder	AIM Professional Services Ltd.	Mr.	Kevin	Larkin	President & Paralegal	860 University Ave. W
Stakeholder	AIM Professional Services Ltd.					
Stakeholder	AIM Professional Services Ltd.					
Stakeholder	OLG	Mr.	Paresh	Jariwala	Sr. Manager Operation - Windsor Energy Centre	
Stakeholder	OLG	Mr.	Paul	Schentag	Director Engineering from Caesars Windsor	
Stakeholder	Property Owner - ██████████ █	██	████	████		██████████
Stakeholder		██	██████	████		
Stakeholder		██	████	████		██████████

City	Province	Postal Code	Phone Number	Email
				MEA.Notices.EAAB@ontatio.ca
				eanotification.swregion@ontario.ca
				ESA.Aylmer@ontario.ca
			519-773-4757	karina.cerniavskaja@ontario.ca
				mnr.f.a.y.l.planners@ontario.ca
				planning@erca.org
				admin@erca.org
				karla.barboza@ontario.ca
				Katherine.Kirzati@ontario.ca
North York	ON	M2J 1P8	1-877-362-7434	
Richmond Hill	ON	L4C 3S5	905-780-7014	richard.humpage@rci.rogers.com
Mississauga	ON	L5C 3K1	905-283-4036	chris.kafel@alectrautilities.com
Windsor	ON	N9A 5T7		
Oldcastle	ON	N0R 1L0		
				customer.service@elkenenergy.com
				CustomerCommunications@HydroOne.co
				storage.transportation@uniongas.com
				accessible@bell.ca
				support@primus-wireless.ca
Cottam	ON	N0R 1B0		
			(519) 255-6543x6352	acoates@citywindsor.ca
Windsor	ON	N9A 5K4	(519) 252-8311	
				mediter2home@hotmail.com
				jeff@mailingcanada.com
Windsor	ON	N9A 6S1	(519) 255-6222 ext. 6430	clerks@citywindsor.ca
Windsor	ON	N9A 6S1	(519) 255-6222 ext. 6430	clerks@citywindsor.ca
Windsor	ON	N9A 4L2	519-252-5723	
Windsor	ON	N9B 3P4		uwsa@uwindsor.ca
Windsor	ON	N9A 5R9	519-256-3421 Ext. 228	kevinalarkin@gmail.com
				larkindon@aol.com
				lsmith@aimproservice.com
			519-254-6965	pjariwala@OLG.CA
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				████████████████████
██████	██	██████	(██████████)	██████████████████



Bike Windsor Essex 628 Monmouth Road, Windsor ON N8Y 3L1

November 1, 2018

Jaime Garcia, P.Eng.
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7

Dear Jamie,

The reconstruction of the University Avenue corridor is a major opportunity for the City of Windsor. This vital street will be the link that brings visitors and trade from the new Gordie Howe bridge, along Sandwich Street (due to be reconstructed in 2020) to our downtown core. Numerous Special Interest Areas are located along or near University Avenue;

There is already the beginning of two main axes of institutional and cultural activities in the downtown with ongoing university and college development soon to add to them. The east-west axis connects the Windsor International Aquatic and Training Centre in the west to City Hall in the east with several college and university buildings along the way¹

Although University Avenue is classified as a Class II arterial road, traffic along the corridor is much lower than is observed along Wyandotte Street or Ouellette Avenue². With its wide right-of-way (ROW), low traffic volumes, and excess roadway capacity, University is one of the few arterial roads in the city that has all the elements to create a comprehensive **complete street** that will accommodate all forms of transportation.

These factors add up to make University Avenue likely to be the highest density commuter cycling corridor in the city. At present, any cycle counts along University Avenue will not show the pent-up demand of cyclists due to the dangerous state of the road surface in the bike lane. We have interviewed hundreds of students regarding their cycling habits, many of them avoid riding on University Avenue for safety reasons.

We anticipate that this project will be developed in 2 views;

1. Huron Church to Bruce, where the ROW is 30.5 m and often accommodates 5 vehicle lanes, 2 bike lanes and 2 under-used parking lanes,
2. Bruce to McDougall where the ROW narrows to 24m.

We understand the constraints of creating AAA³ cycling facilities in the narrower space, however, discontinuing bike lanes and adding sharrows or other "share the road" signage is not an acceptable solution. This plan will dictate the look and usage of one of Windsor's major corridors for a minimum of 20 years. Transportation needs will change significantly in that time. We need innovative urban and transportation design on University Avenue to provide a walkable, bikable neighbourhood and safe, comfortable transportation to ALL road users.

¹ Downtown Transportation Strategy p.87

² Downtown Transportation Strategy p.35

³ NACTO - <https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/>

The 2018 City of Windsor Capital Budget stated;

“As per the 2014 Enhanced Capital Plan, Council approved in principle funds from the 2018 Debt Reduction Levy for an environmental assessment that will be undertaken to create an attractive **complete streets** corridor by identifying the preferred alternative to reallocate any identified surplus vehicle capacity and optimize the design of the right-of-way.”⁴

Cyclists of Windsor Essex would like to see University Avenue reconstructed as a COMPLETE STREET that includes the following elements;

FOR CYCLING

- **Protected bike lanes** to physically separate people on bikes from dangerous traffic with curbs, landscaping (not simply a buffer of paint or flexible bollards)
- **Colored Crossrides** (a crosswalk for bikes) at major intersections
- **Bike share stations** to give people more transportation options
- **Secure Bike parking** to encourage people to bike to their destination
- **Bike boxes** at some intersections to allow cyclists to make safe turns off arterial streets
- **Dedicated bike signals** to protect people on bikes from turning traffic
- **NO sharrows** - neither drivers or cyclists understand them

FOR WALKING

- **Wide sidewalks** to provide space for people to walk, talk and relax
- **Curb extensions** to create a shorter crossing distance
- **Pedestrian head starts** and exclusive crossing times to facilitate safe crossing (should be standard on all arterial streets)

FOR DRIVING

- **Narrowed lanes** to calm traffic and reduce driving speeds
- **Timed traffic signals** to make it easier for drivers to travel at the speed limit
- **Loading zones** to provide space for deliveries and discourage double parking
- **Directional Paint** on pavement at intersections to show drivers where they should be

FOR TRANSIT

- **Bus bulbs** to give people more room to wait for the bus and prevent buses from weaving in and out of traffic
- **Bus shelters** - Covered, attractive, comfortable

FOR EVERYONE

- **Trees and landscaping** to provide shade and better aesthetics
- **Permeable surfaces** to reduce runoff, flooding and increase resiliency
- **Benches and Plazas** to encourage people to be active and provide space to take a break

⁴ 2018 Capital budget - project description OPS-003-14

This is what a complete street looks like to us.



Existing City of Windsor plans and documents identify University Avenue as a dedicated cycling corridor



Schedule F of the City of Windsor Official Plan echoes the recommendations of the City of Windsor's Bicycle Use Master Plan (BUMP) regarding the use of University Avenue as a cycling corridor for the completion of a Primary Cycling Network servicing the City Centre Planning District.

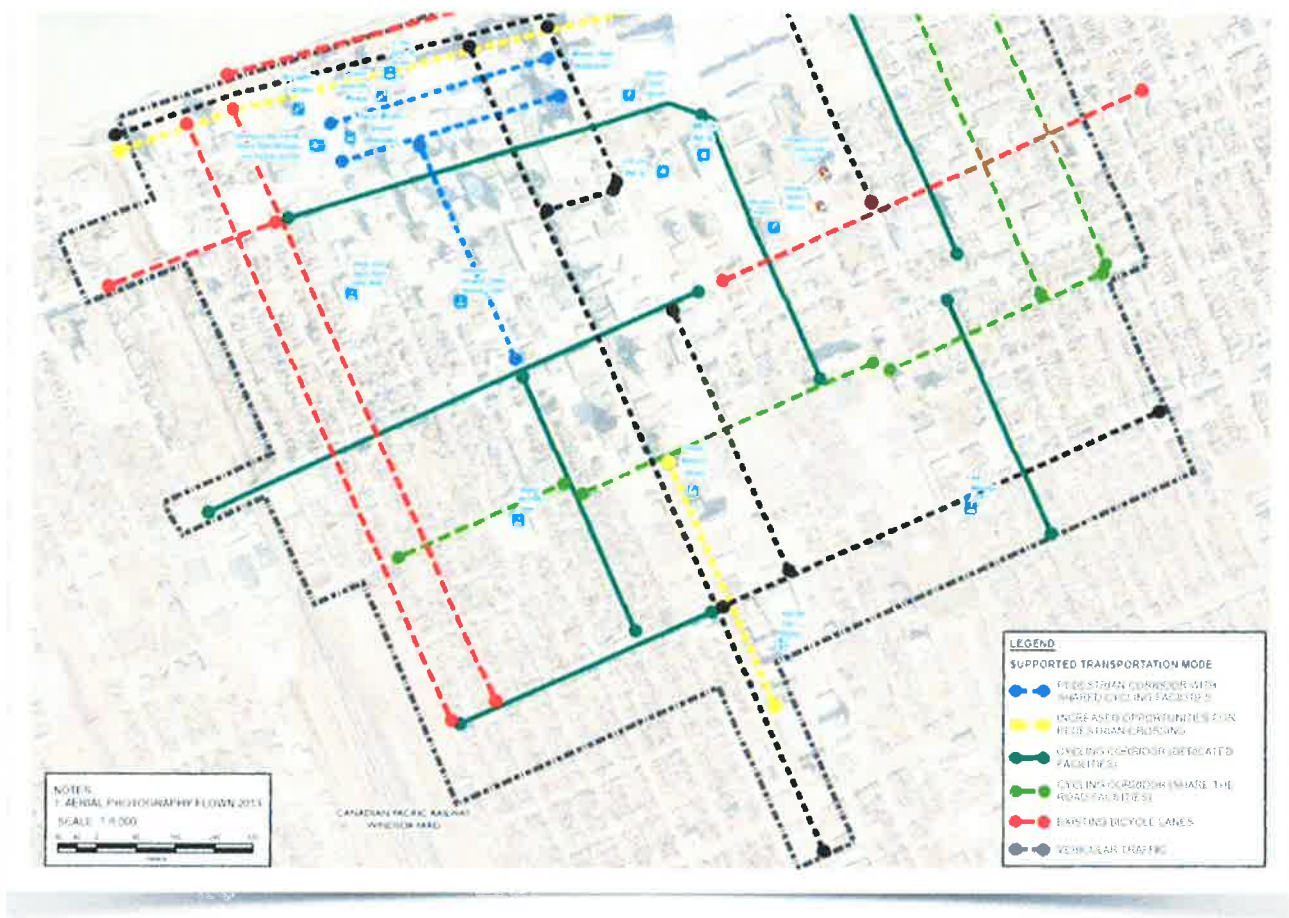
LEGEND

- BIKE LANE, WITHIN 5 YEARS
- - - BIKE LANE, YEAR 5 THROUGH 20
- MULTI-USE TRAIL, WITHIN 5 YEARS
- - - MULTI-USE TRAIL, YEAR 5 THROUGH 20
- SIGNED ROUTE WITHIN 5 YEARS
- PARKS AND OPEN SPACE
- INSTITUTIONAL LAND
- GOVERNMENT OWNED LAND
- CITY LIMITS

Detail from BUMP - primary cycle network map (Feb. 2001)

The **2016 Downtown Transportation Strategy** identifies University Avenue as a Cycling Corridor for dedicated (not shared) cycling facilities in the core.

A key element of the strategy is to create a finer grid for active transportation connecting Areas of Special Interest, such as cultural and recreation facilities, post-secondary institutional buildings, civic government and more. University Avenue touches all of these areas of special interest and it is essential that all road users are provided safe and equal access to them. This means that bike lanes must be more than a line of paint.



What do residents want?

The City of Windsor has contracted Urban Systems to develop and Active Transportation Plan that is expected to be completed in 2019. An interim report⁵ outlining the results of an education and engagement campaign provides us with what residents are looking for when they walk, bike or take the bus. The first round of public engagement reached more that 4000 residents.

⁵ ATP Public Engagement Summary

When Urban Systems asked residents what would encourage them to bike more, they overwhelmingly responded that they wanted to be physically separated from traffic.

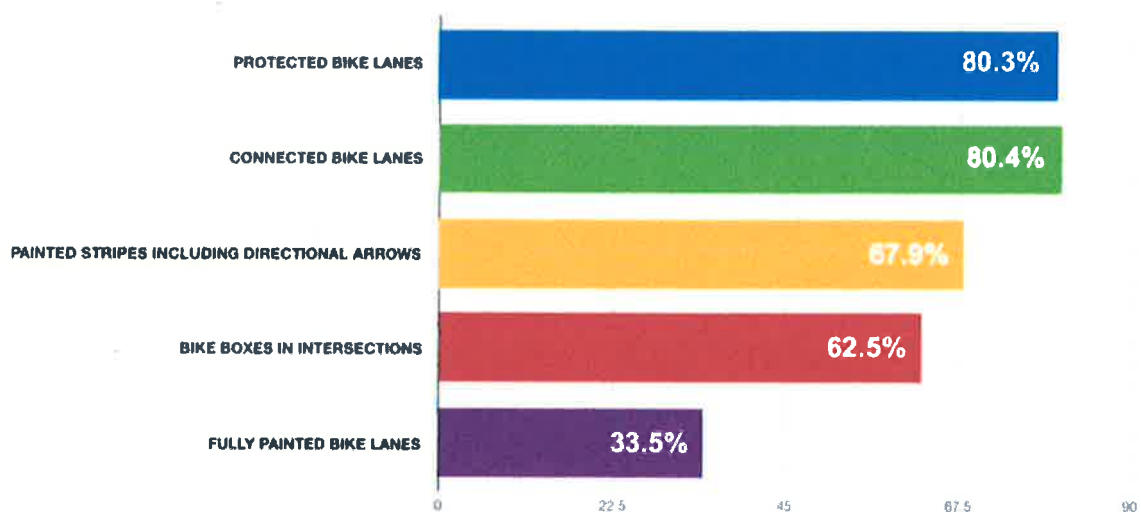
OPPORTUNITY

OF RESPONSES

OPPORTUNITY	# OF RESPONSES
Build bike lanes physically protected from traffic	599
Build more trails and pathways	499
Build more painted bike lanes	436
Build more bike routes on quiet streets	182
Provide more bike parking	172
Ensure bike routes are well-lit	154
More education about cycling	77
Provide secure bike parking at bus stops	75

This result matches the responses that over 1000 residents provided to an on-line survey conducted by Bike Windsor Essex;

To encourage you and your neighbours to ride, what do you believe is needed?



In summary, University Avenue may be the City of Windsor's best chance to develop a complete street that provides an active corridor for all road users. It has a wide right-of-way, low traffic volumes, and excess roadway capacity. Numerous City of Windsor studies propose that University Avenue be designated a dedicated cycling corridor. A number of other published and ongoing surveys agree that residents overwhelmingly want physical separation when cycling. The minimum cycling infrastructure that should be considered for this corridor is AAA* protected bike lanes. Serious consideration should be given to crossrides and bike boxes at selected intersections.

- **Protected bike lanes** to physically separate people on bikes from dangerous traffic with curbs, landscaping (not simply a buffer of paint or flexible bollards)
- **Colored Crossrides** (a crosswalk for bikes) at major intersections
- **Bike share stations** to give people more transportation options
- **Secure Bike parking** to encourage people to bike to their destination
- **Bike boxes** at some intersections to allow cyclists to make safe turns off arterial streets
- **Dedicated bike signals** to protect people on bikes from turning traffic
- **NO sharrows** - neither drivers or cyclists understand them



Thank you for your consideration



Jennifer Escott

Vice Chair - Bike Windsor Essex

info@bikewindsor.essex.com



About us:

Bike Windsor Essex is a non-profit representing thousands of cyclists and residents throughout Windsor and Essex County. We are a cycling advocacy and education organization.

We offer the following services:

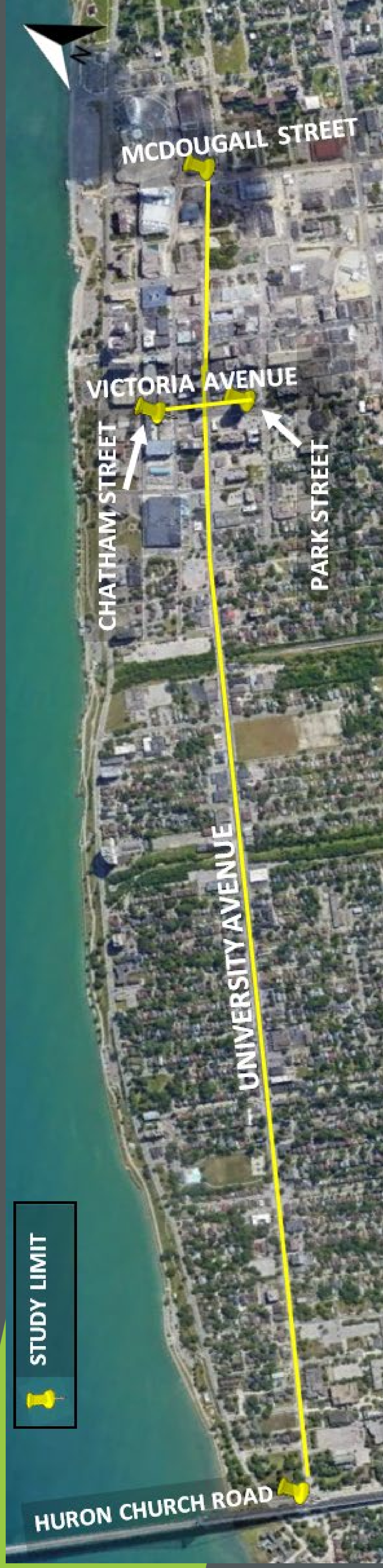
- Advocating for safe cycling infrastructure and all things cycling
- Cycling data collection, tracking and analysis
- Can-Bike training (the only certified Can-Bike instructors in the region)
- Wrench-up Classes (how to fix and maintain your bike)
- Ride With Confidence Classes (the rules of the road)
- Earn-a-Bike program
- Weekly Community Rides
- Bike Valet Service for festivals and community events
- Bike Rodeos to teach kids safe cycling
- Downtown Bike Kitchen for do-it-yourself bike repair and maintenance

Municipal Class Environmental Assessment

University Avenue (Huron Church Road to McDougall Street)

&

Victoria Avenue (Chatham Street West to Park Street West)



Public Information Centre #1

November 1, 2018

Purpose of the Study

The purpose of this study is to review existing and future conditions along the corridors and evaluate alternatives to create a safe, efficient, comfortable and convenient travel experience for roadway users of all ages, abilities and modes for the 20-year study horizon.

The existing right-of-way will need to consider space for all of these elements, specific to the immediate context:

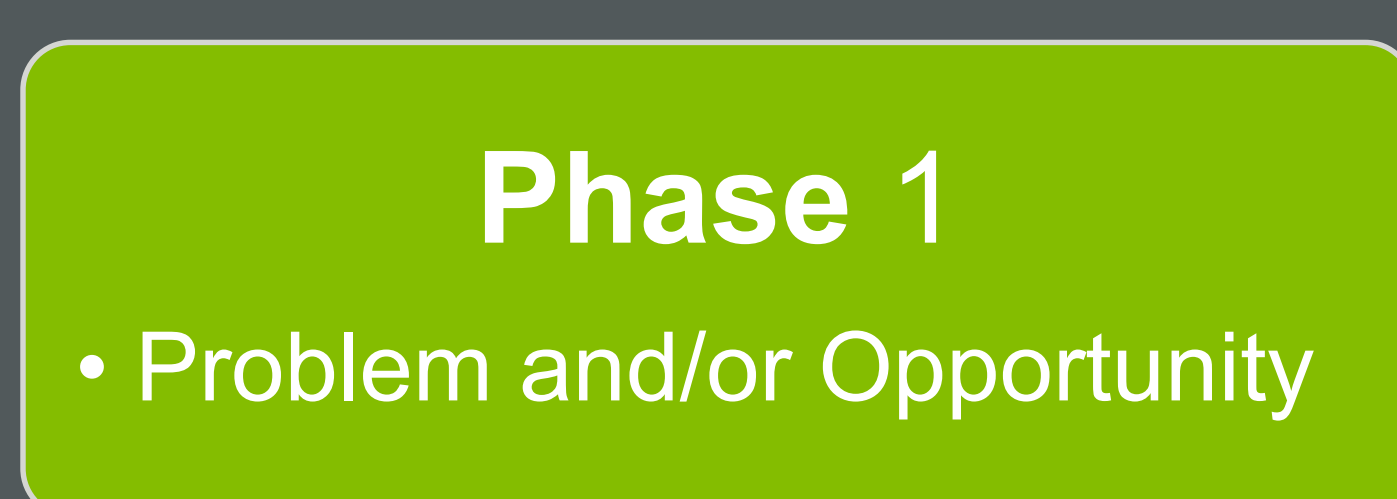
- Vehicular traffic
- Utilities
- Parking
- Pedestrian environment
- Cycling facilities
- Transit
- Boulevards
- Streetscaping (Street Furniture, Greening, Lighting, etc.)

Development and determination of the preferred alternatives will follow a **Schedule C** Municipal Class Environmental Assessment Process.

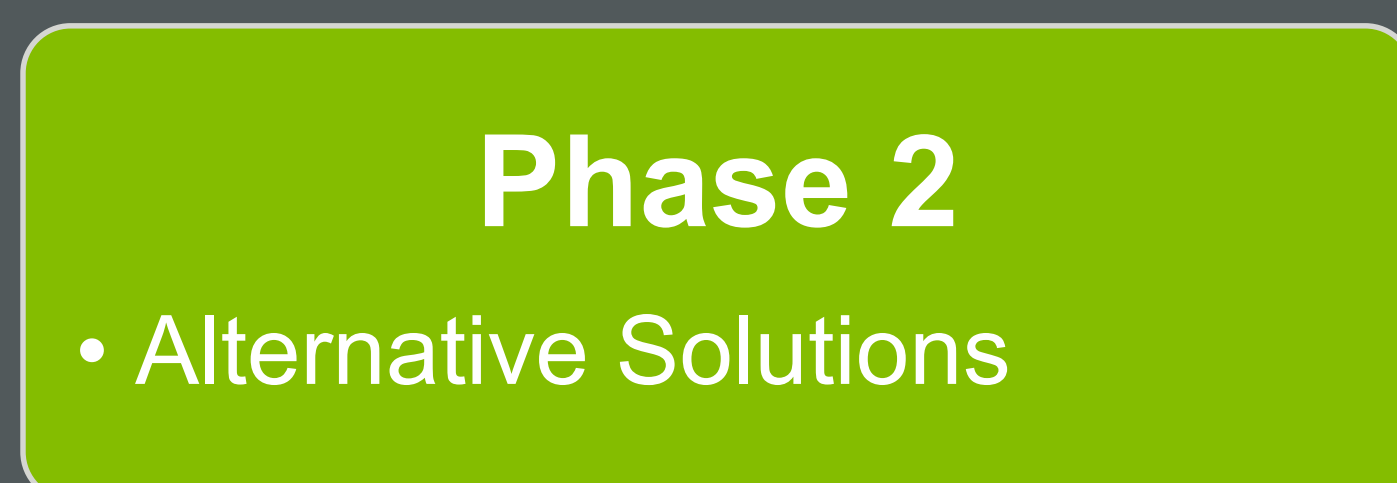


Process

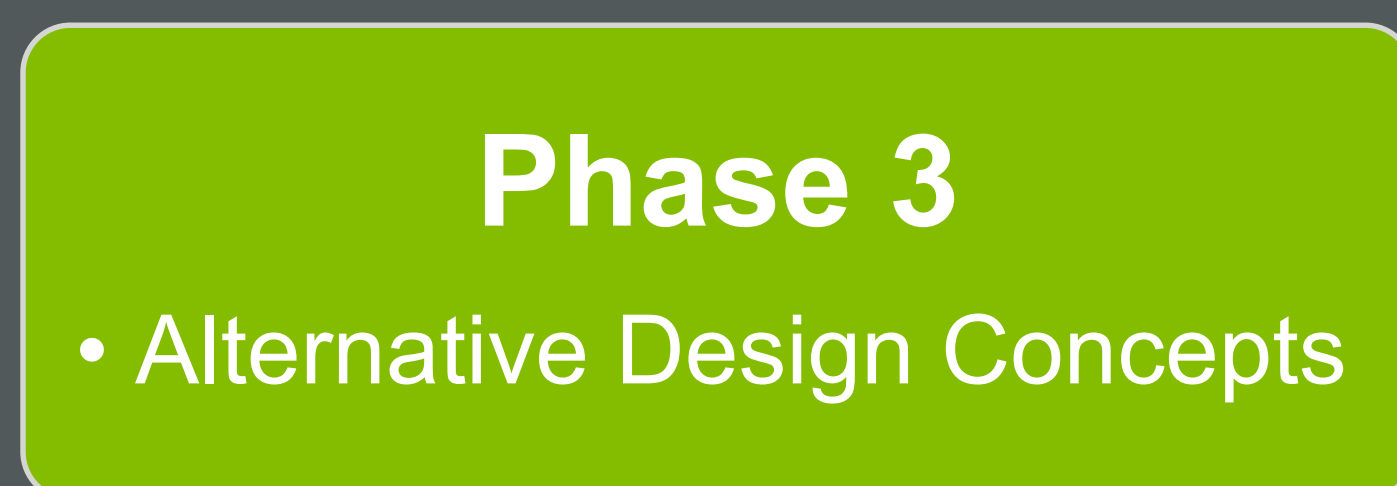
- The Municipal Class EA is a planning and design process approved by the Ministry of Environment, Conservation and Parks to meet the requirements of the Ontario Environmental Assessment Act.
- This Study follows the Class EA process for **Schedule C** projects and will complete Phases 1 to 4 as outlined below:



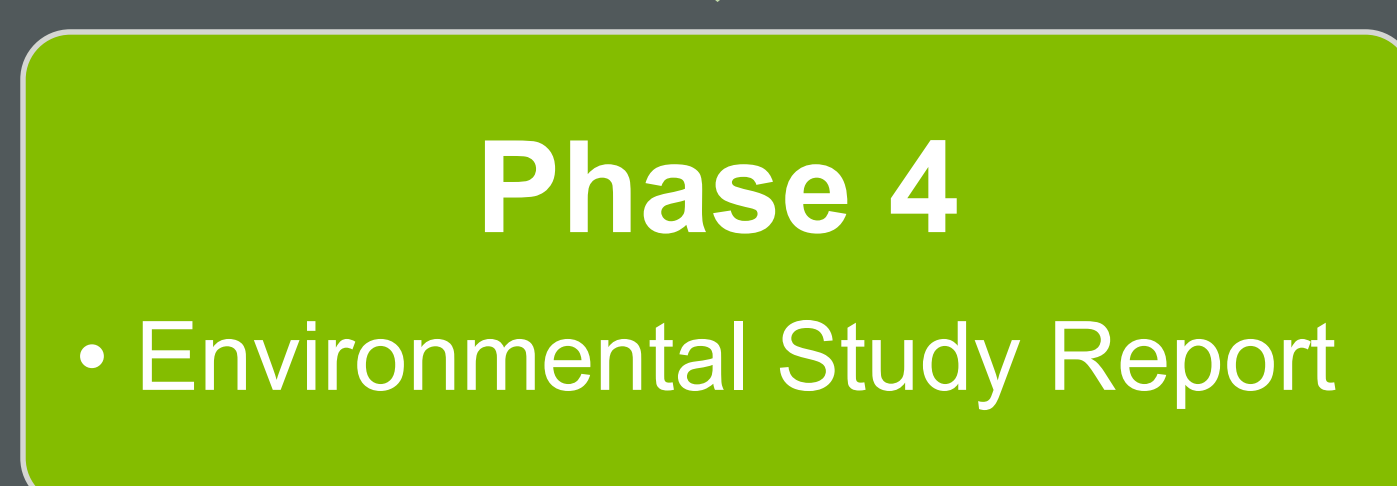
**Notice of Study
Commencement**
July 25, 2018



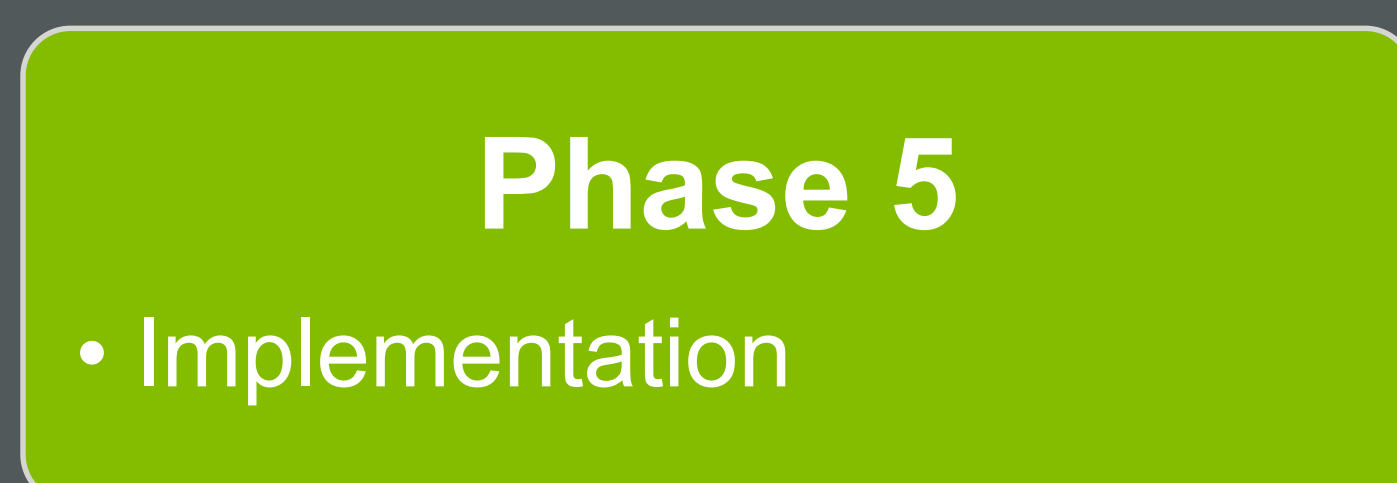
PIC #1
November 1, 2018
(You are here)



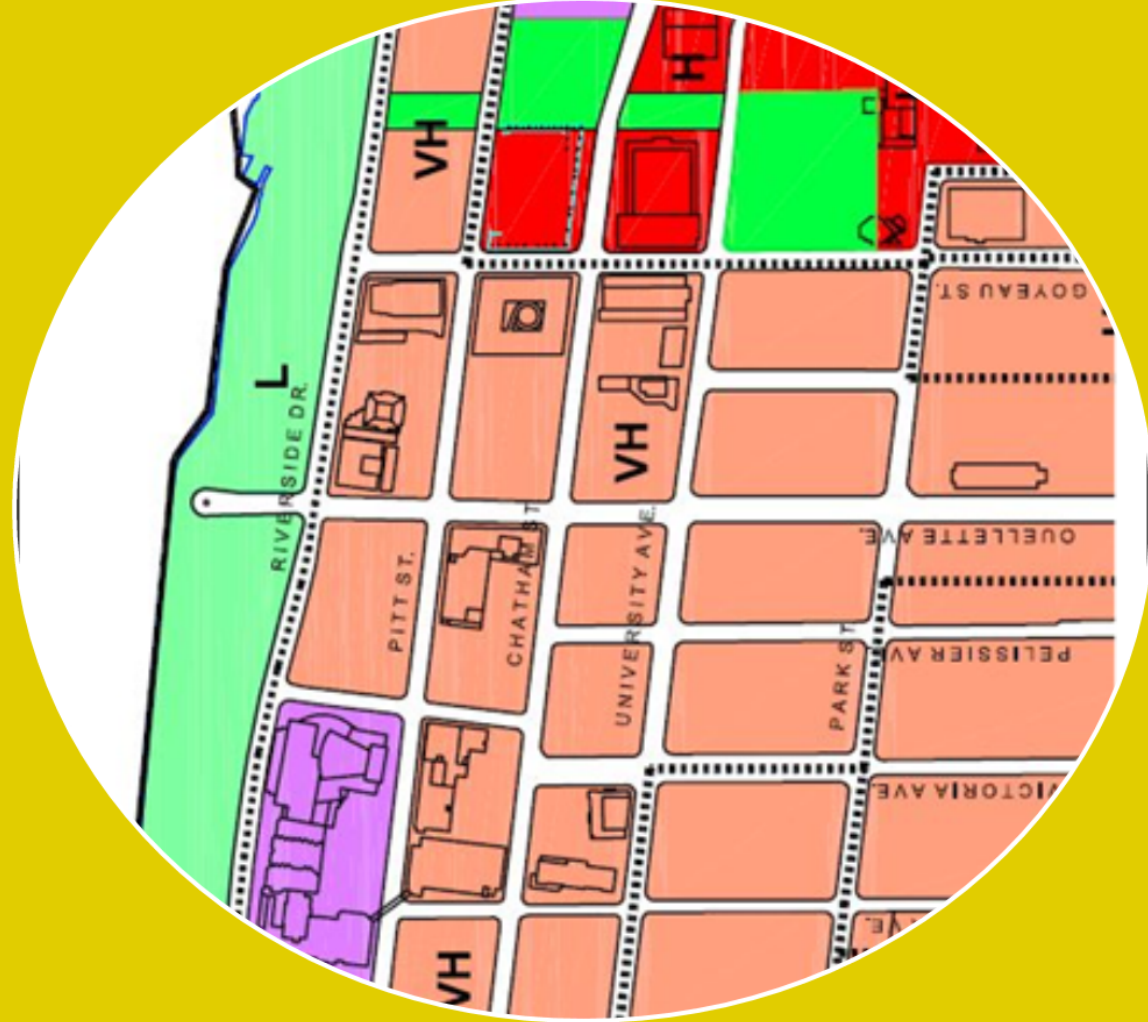
PIC # 2



Notice of Study Completion



Background Studies



City of Windsor
Official Plan and
Schedules
Bicycle Use Master
Plan (BUMP)



Downtown Windsor
Enhancement
Strategy and
Community
Improvement Plan
Central Riverfront
Implementation
Plan



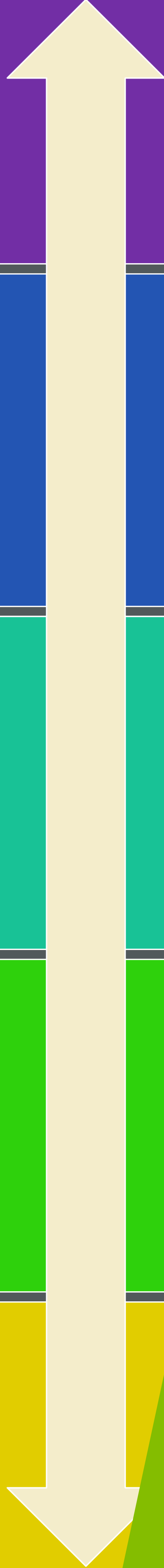
University of
Windsor, Campus
Vision Master Plan



Downtown Windsor
Transportation
Strategy



Transit Windsor
Active
Transportation
Master Plan
Campbell/University
Storm Water Master
Plan
Sanitary and Storm
Sewer Master Plan
Study



Concurrent Studies



Transit Windsor

Transit Windsor is undertaking a full service review of all existing routes and service. This review will look at expanding service, improving frequencies, and other overall improvements to Transit Windsor’s overall service level.

Active Transportation Master Plan.

The purpose of the study is to outline the required strategy, planning policies, procedures and best practices, planning policies, procedures and best practices, infrastructure, initiatives and programs, and implementation plan that will meet the City’s requirements and objectives

Campbell/University Storm Water Master Plan Sanitary and Storm Sewer Master Plan

Those studies are underway and recommendations will be incorporated as part of this EA.



What Can Homeowners Do?



Disconnected Downspout

Connected Downspout

Comparison of Connected versus Disconnected Downspout

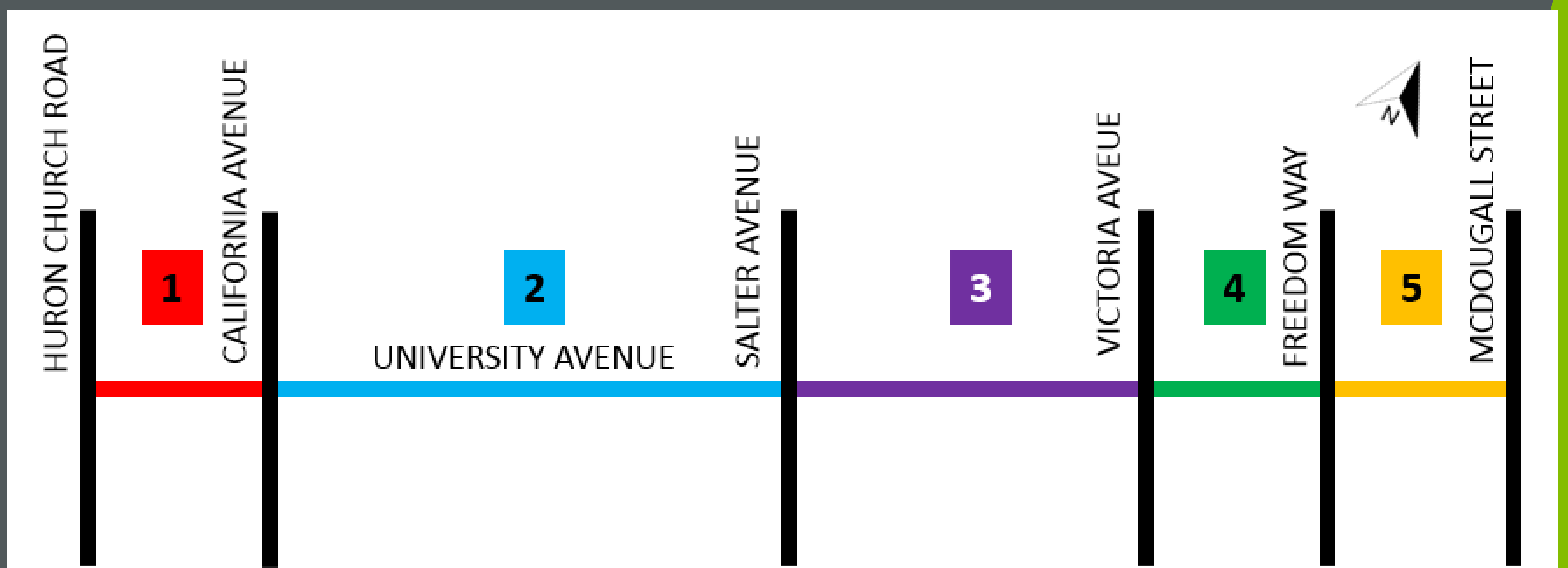
Take Action on Flooding (Exerpt)



Study Context Zones

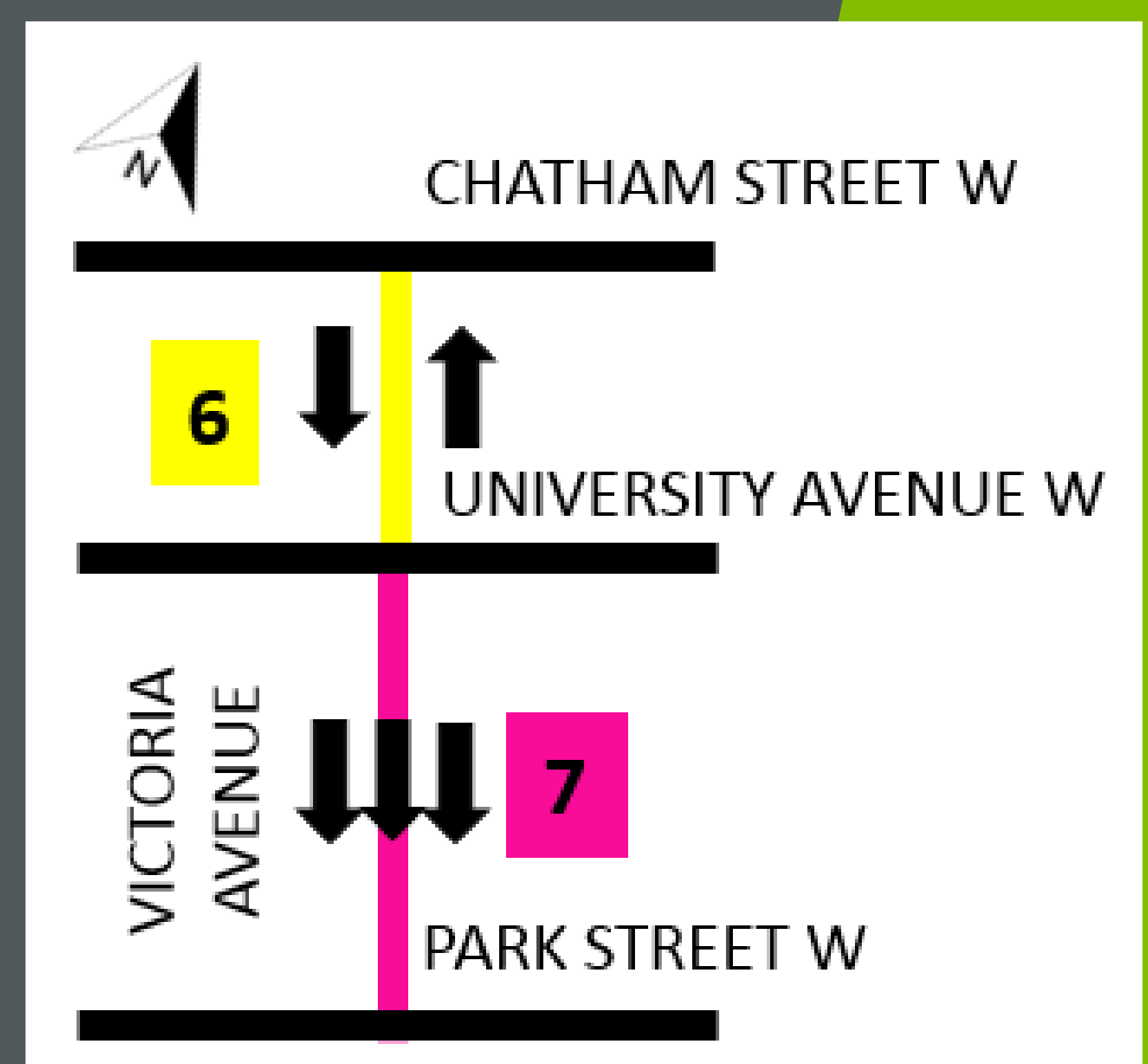
- The **University Avenue** corridor has been divided into the following contexts:

1. Riverwest – University Campus Area (Huron Church Road to California Avenue)
2. Riverwest – Residential Urban Area (California Avenue to Salter Avenue)
3. Downtown Transitional Area (Salter Avenue to Victoria Avenue)
4. Downtown Core (Victoria Avenue to Freedom Way)
5. University- Institutional Area (Freedom Way to McDougall Street)



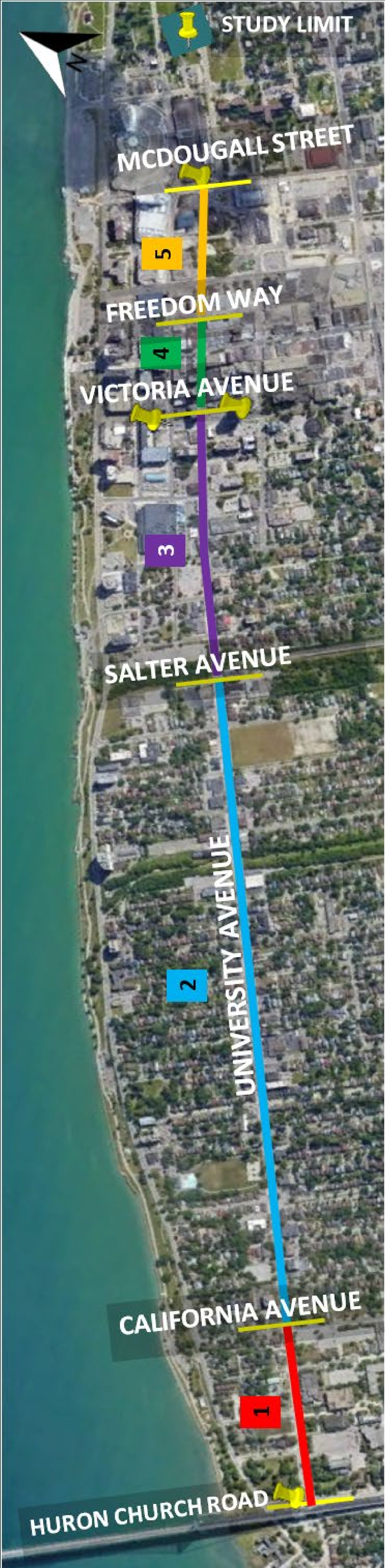
- The **Victoria Avenue** corridor has been divided into the following contexts:

6. Victoria- Gateway Area (Chatham Street W to University Avenue W)
7. Victoria – Transition Area (University Avenue W to Park Street W)



Existing Conditions

University Avenue



Legend	Traffic Conditions
$v/c < 0.85$	Under capacity
$0.85 \leq v/c < 1.0$	Approaching or at capacity
$v/c \geq 1.0$	Over capacity
v/c	Volume to capacity ratio
AADT	Average annual daily traffic

Existing AADT	5,094
2038 AADT	6,113
Existing v/c Ratio	0.31
2038 v/c Ratio	0.38
85 TH Percentile Speed	44 km/h
Typical ROW	20.0 m

Existing AADT	5,436
2038 AADT	6,523
Existing v/c Ratio	0.34
2038 v/c Ratio	0.40
85 TH Percentile Speed	48 km/h
Typical ROW	19.5 m

Existing AADT	7,020
2038 AADT	8,424
Existing v/c Ratio	0.43
2038 v/c Ratio	0.52
85 TH Percentile Speed	55 km/h
Typical ROW	19.8 m

Existing AADT	7,776
2038 AADT	9,332
Existing v/c Ratio	0.24
2038 v/c Ratio	0.29
85 TH Percentile Speed	63 km/h
Typical ROW	30.3 m

Existing AADT	5,580
2038 AADT	6,696
Existing v/c Ratio	0.34
2038 v/c Ratio	0.41
85 TH Percentile Speed	62 km/h
Typical ROW	30.7 m

Existing Conditions

Victoria Avenue



Legend	Traffic Conditions
$v/c < 0.85$	Under capacity
$0.85 \leq v/c < 1.0$	Approaching or at capacity
$v/c \geq 1.0$	Over capacity
v/c	Volume to capacity ratio
AADT	Average annual daily traffic

Existing AADT	2,025
2038 AADT	2,430
Existing v/c Ratio	0.13
2038 v/c Ratio	0.15
Typical ROW	27.0 m

Existing AADT	2,151
2038 AADT	2,582
Existing v/c Ratio	0.09
2038 v/c Ratio	0.11
Typical ROW	27.4 m

& Opportunity

Taking into consideration background growth rate and planned developments, the future vehicular traffic expected along the corridors under study will require the following for the 20 year study horizon;

- For **University Avenue**; 2 lanes, 1 per direction
- For **Victoria Avenue**
 - North of University Avenue; 2 lanes, 1 per direction
 - South of University Avenue; 1 lane, southbound only.
- Auxiliary lanes will be maintained at intersections as required.

Opportunity:

- This creates the opportunity to optimize roadway elements in the balance of the right-of-way to;
 - Create a pleasant mobility experience for
 - Pedestrians
 - Cyclists
 - Transit operations
 - Increase green areas and pervious surface for the mitigation of urban heat island effects
 - Incorporate street furniture and amenities within the right-of-way

For consistency with previous studies, the evaluation criteria developed for the Downtown Windsor Transportation Strategy was used as the basis for the preliminary evaluation of alternatives.

Urban Design Qualities	Description	Evaluation Factors
Connectivity	Introduce or enhance opportunities for integration of other modes of transportation	<ul style="list-style-type: none">• Vehicular capacity• Level of Service• Input from related projects
Accessibility	Meet or surpass the AODA requirements.	<ul style="list-style-type: none">• Sidewalk design elements (i.e. width, clearance, intersection treatments)
Behavioural Factors	Create a physical environment that encourages safe roadway user behaviour and minimizes conflict between different modes of transport.	<ul style="list-style-type: none">• Safety of all roadway users
Spatial Experience	Introduce or enhance opportunities for street furniture, landscaping and other urban design amenities	<ul style="list-style-type: none">• Urban heat reduction• Improvement of the pedestrian realm
Parking Availability	On-street parking provision	<ul style="list-style-type: none">• Number of parking spaces

Alternative Solutions

The Study considered the following options as elements within the study area:

1. Light Rail

Not carried forward

2. Public Transportation:

- Bus Rapid Transit
- Dedicated Transit Lanes
- Shared Lanes with Vehicular Traffic (3.65 m per lane)

Not carried forward

Not carried forward

Recommended

3. Pedestrians comfort:

- AODA Standard Sidewalks (sidewalks at 1.5 m minimum as per AODA)

Recommended

4. Cycling Infrastructure:

- Multi-Use Trails
- Conventional On-Road Infrastructure
- Protected Bike Facilities (approximately 2.2 m per lane)

Not carried forward

Not carried forward

Recommended

5. On-Street Parking

- Context specific solution (approximately 2.5 m)

Recommended

6. Medians/ Boulevards/Street furniture:

- Context specific solution

Recommended

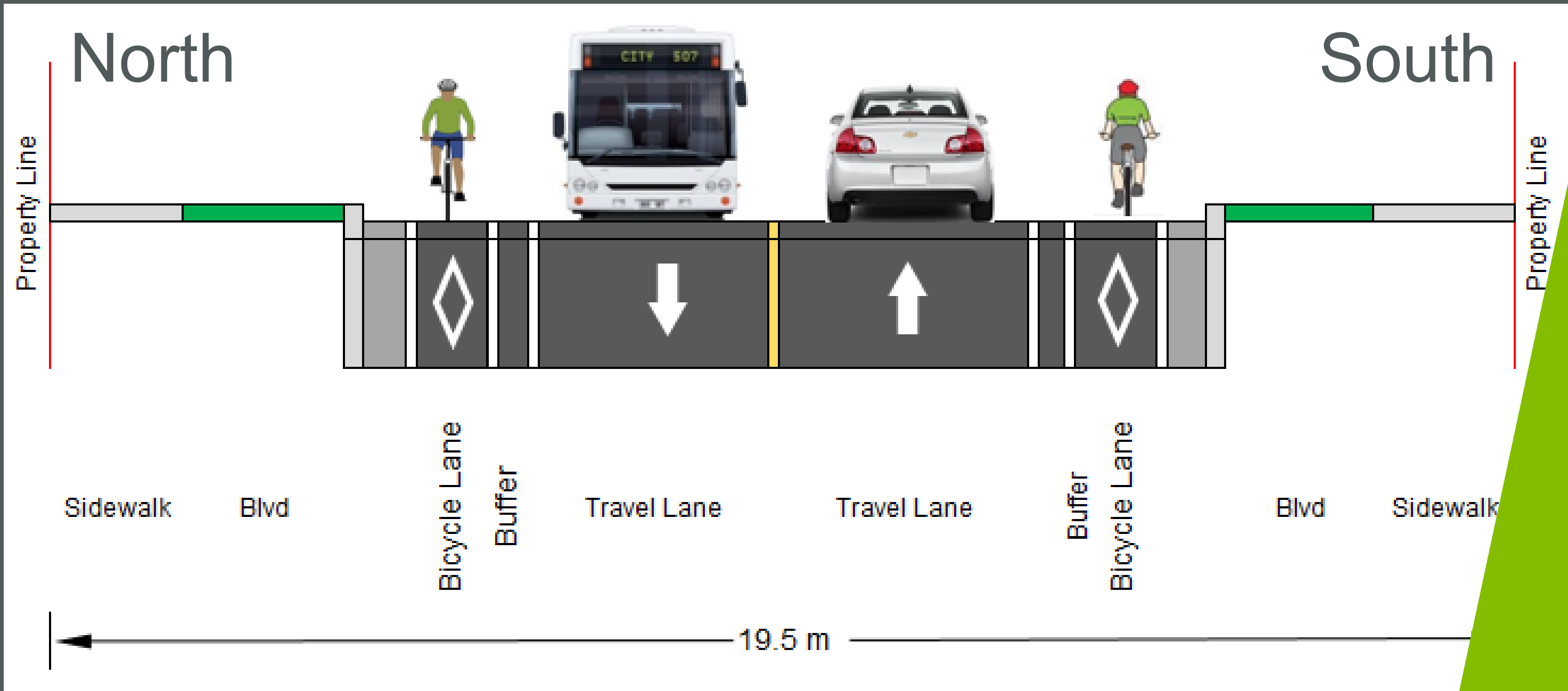
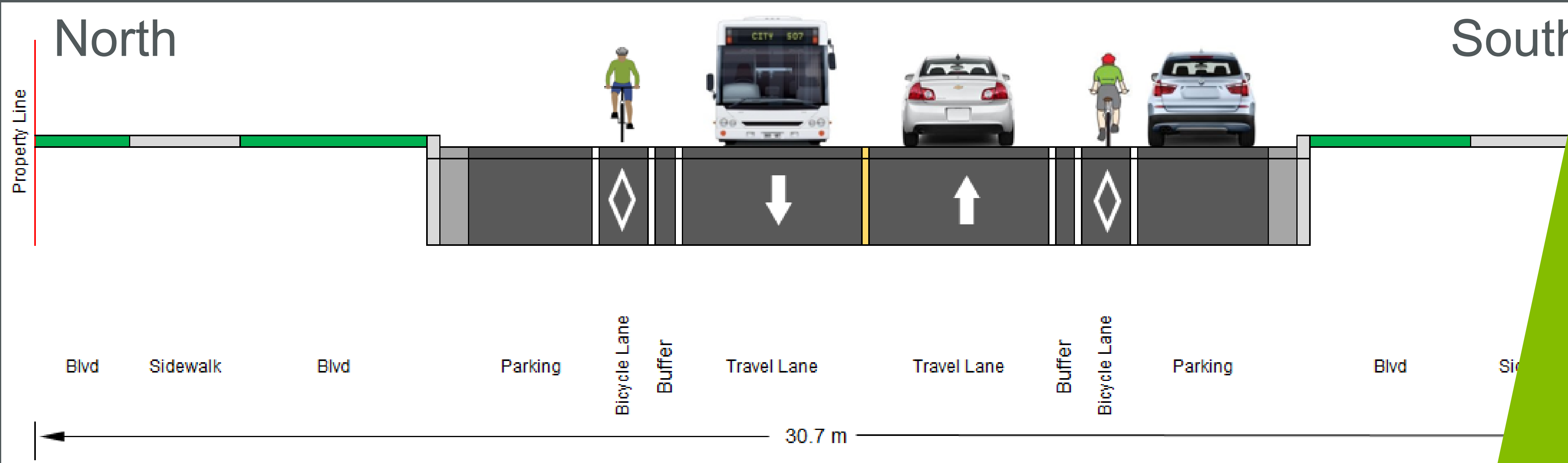
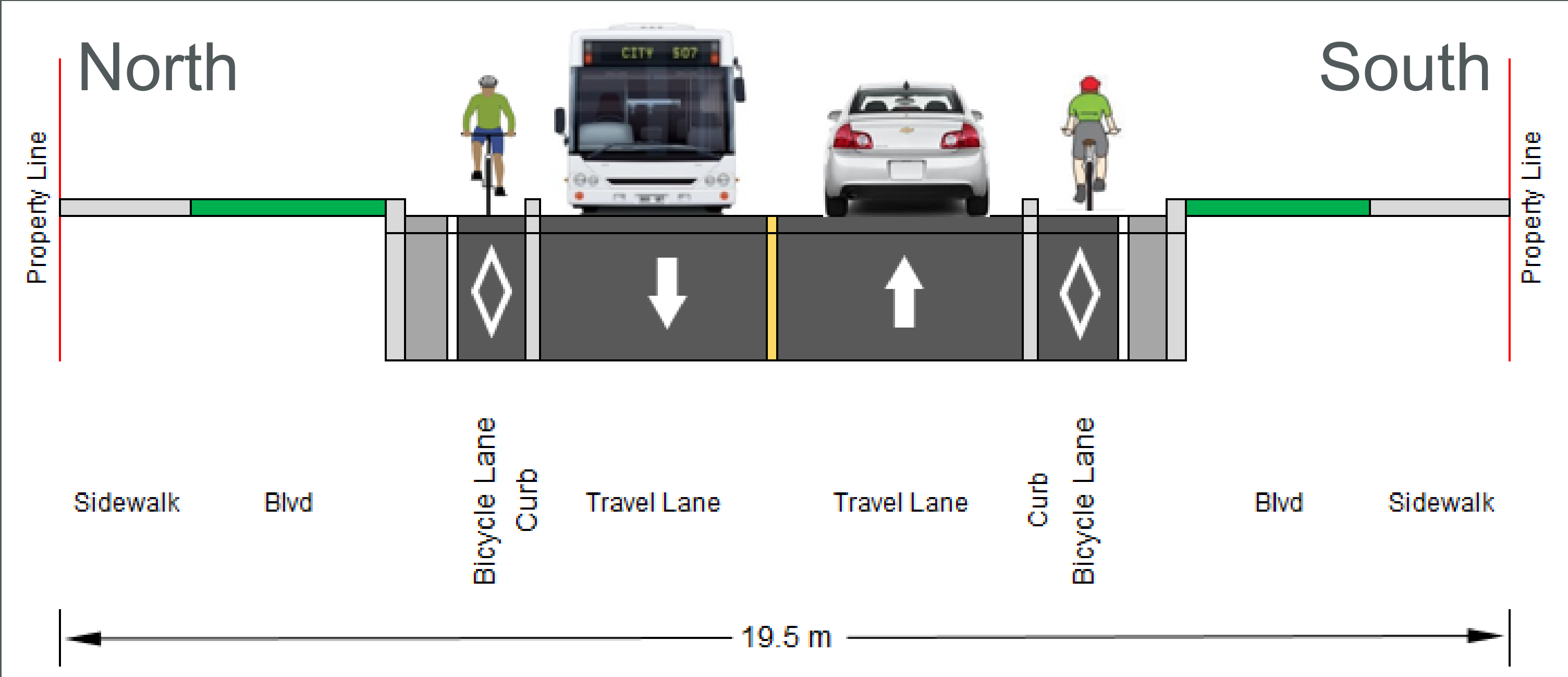
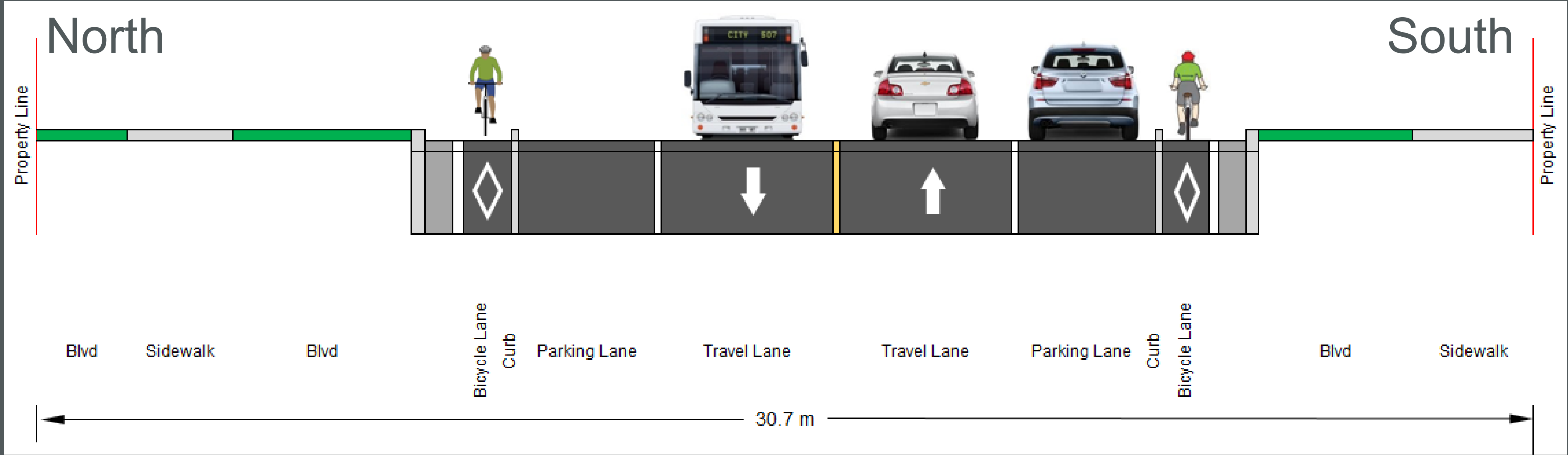
Please see the next board for illustrations of the elements listed above.

Alternative Solutions



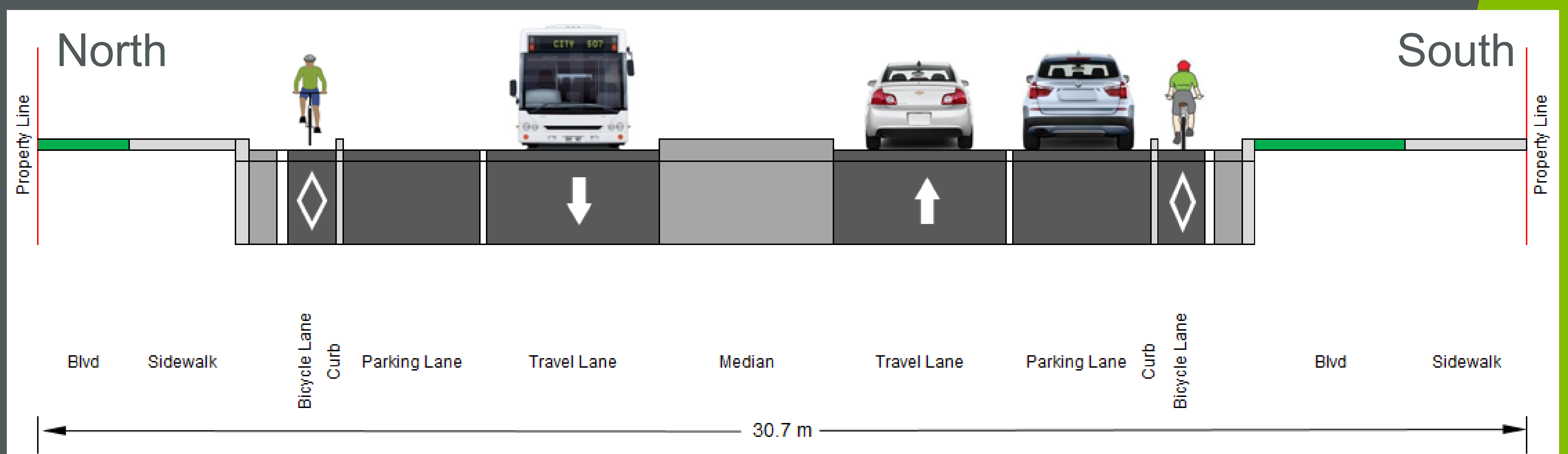
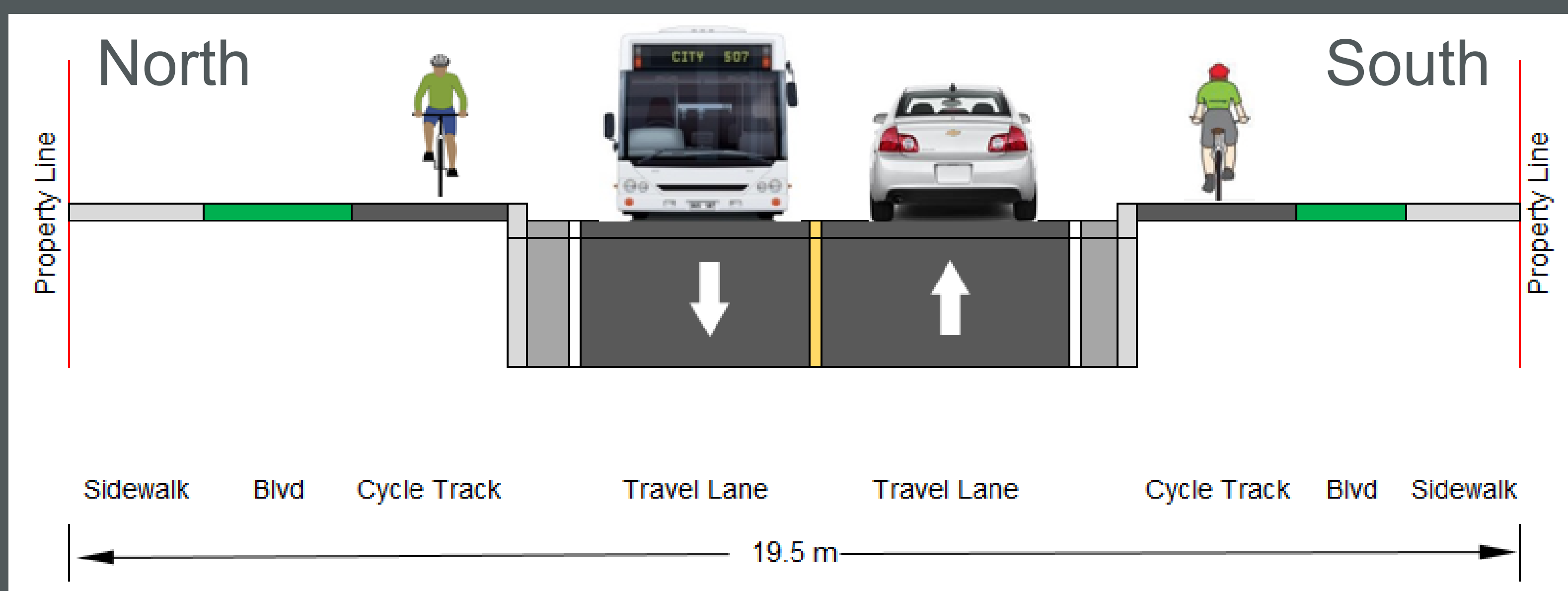
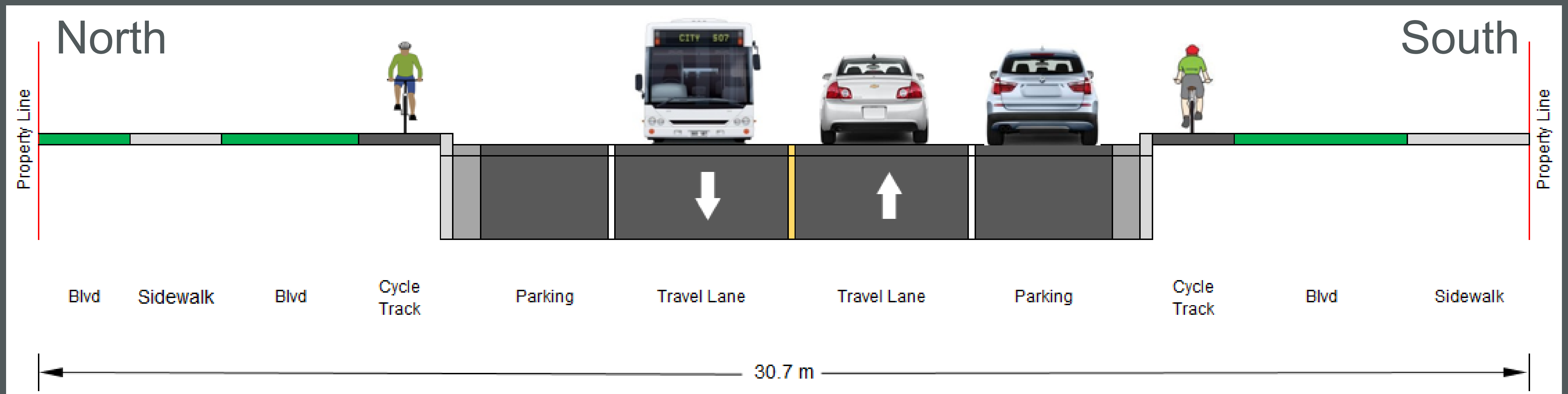
THE CITY OF
WINDSOR
ONTARIO, CANADA

University Avenue



Alternative Solutions

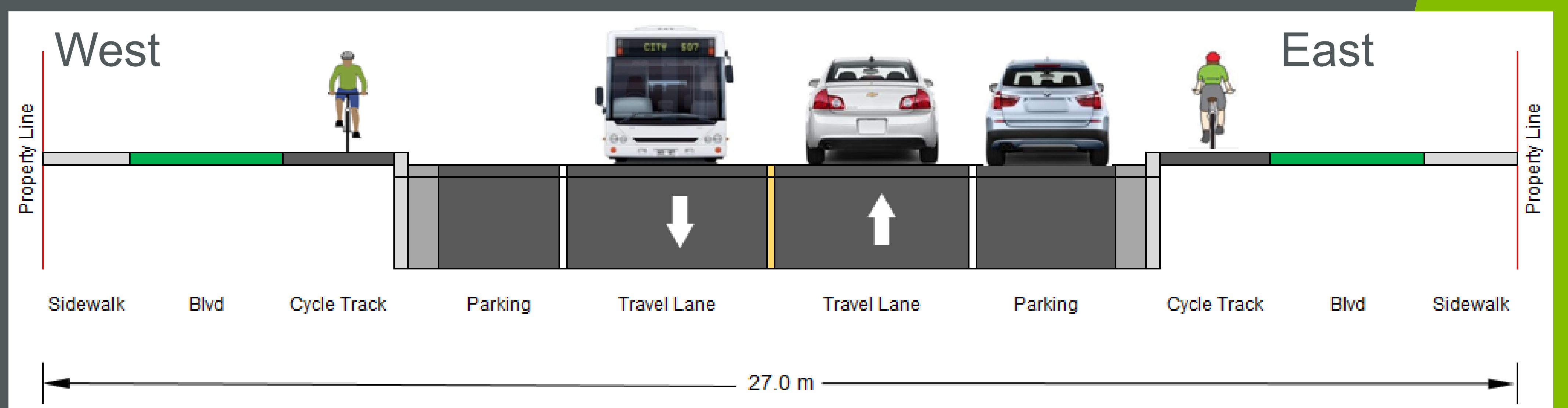
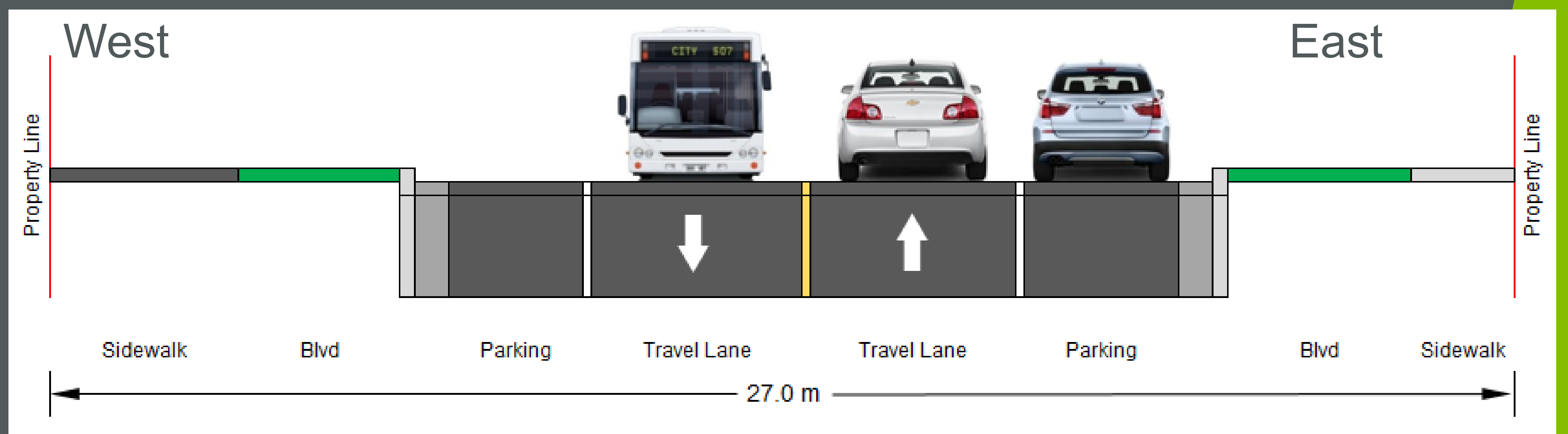
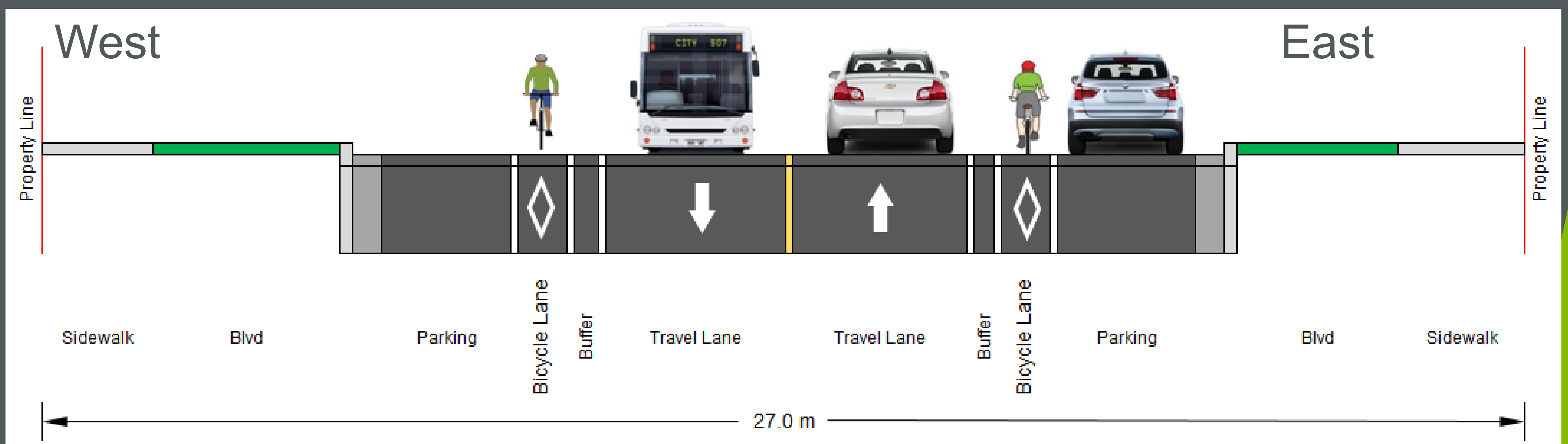
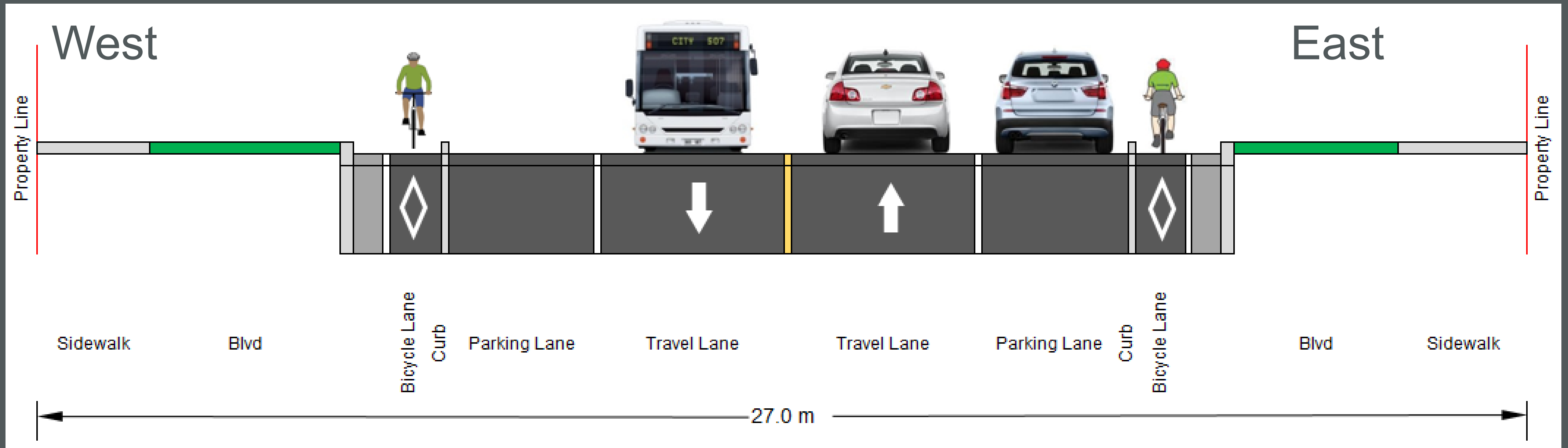
University Avenue



- The cross-sections provided above are for illustration purposes only to show the different elements under consideration. The preferred cross-sections will differ based on the specific context zones.

Alternative Solutions

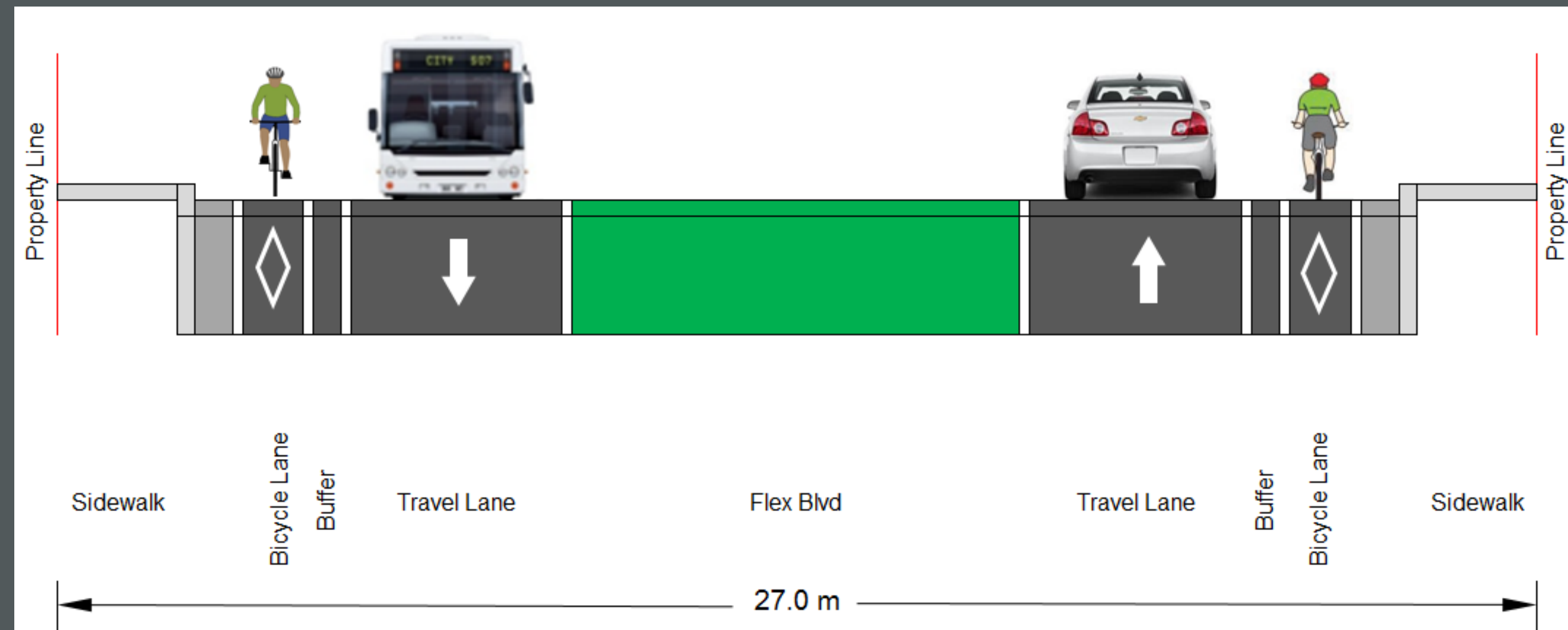
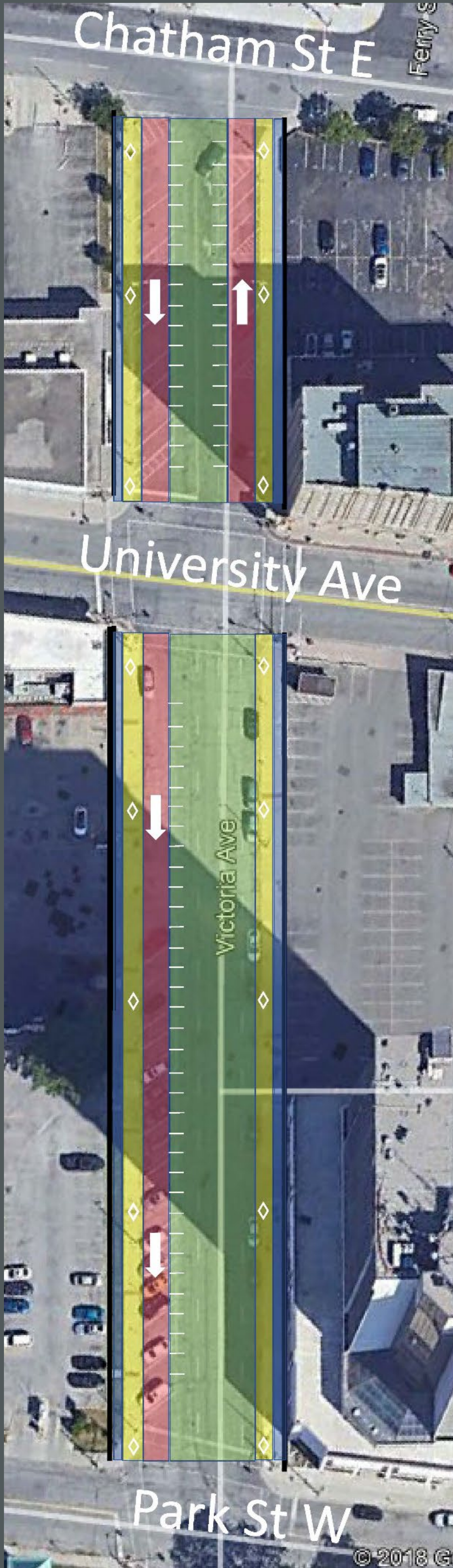
Victoria Avenue (Chatham Street W to University Avenue W)



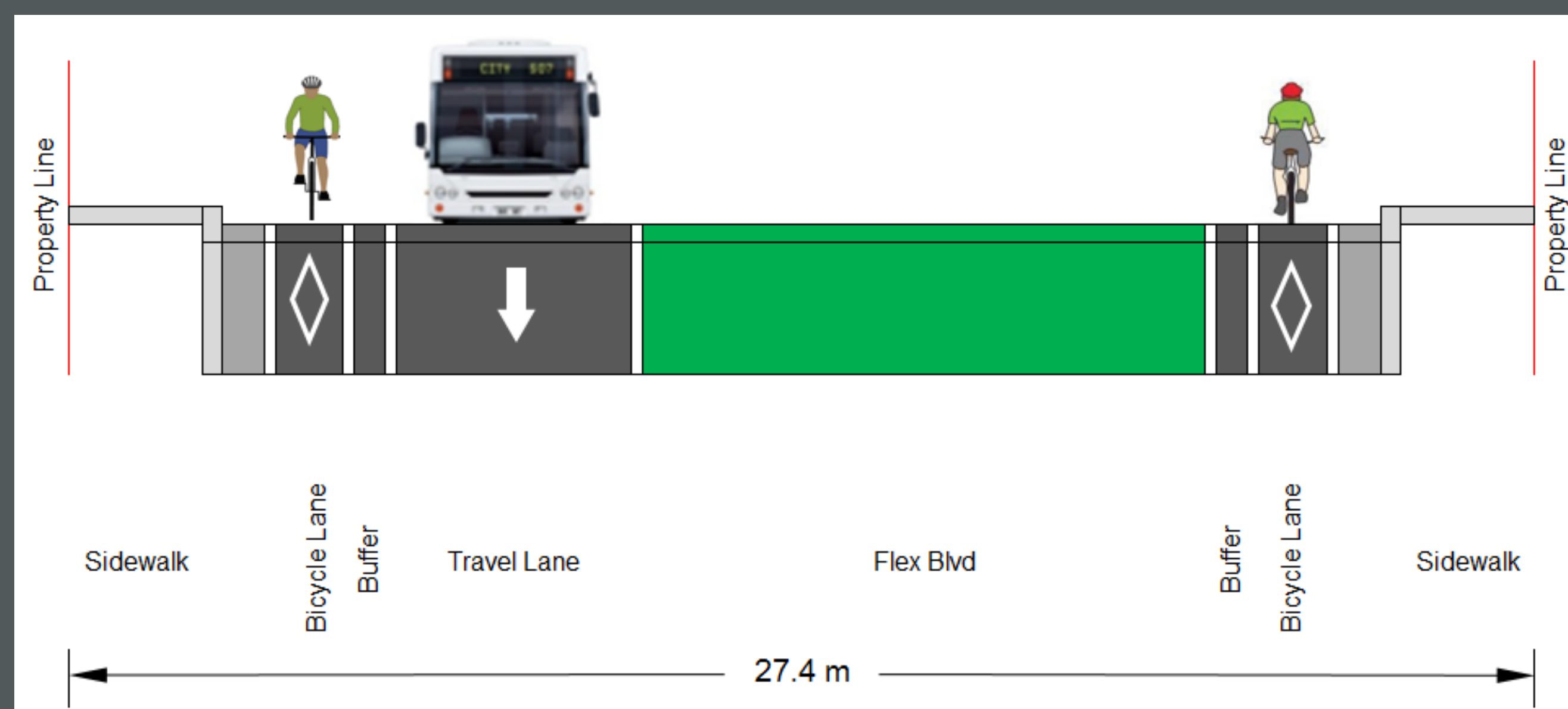
- Options for Victoria Avenue south of University Avenue will be evaluated during detailed design to confirm the need for two-way traffic operations

Victoria Avenue

(Flex-Street)





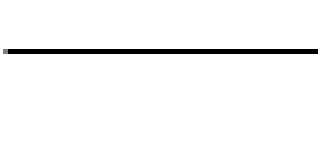


Chatham Street W to University Avenue W



University Avenue W to Park Street W

The parallel parking in the flex boulevard can be converted into multi-purpose open space for community events.

-  Sidewalk
-  Bicycle Lane + Buffer
-  Travel Lane
-  Flex Boulevard
-  Parallel Parking

Next Steps

Following this PIC the Project Team will:

- Review all comments received
- Refine the preliminary preferred alternatives for each section
- Select the preferred alternatives for each section
- Plan for Public Information Centre No. 2

How to get involved:

- Complete a comment sheet at this PIC
- Request that your name be added to the study mailing list
- Participate in the next PIC
- Provide your feedback by contacting the study team directly

Please share your comments with either Project Manager:

Josette Eugeni, P. Eng.

Manager of Transportation Planning
City of Windsor
1266 McDougall Street
Windsor, ON N8X 3M7
Tel: 519-255-6418
jeugeni@citywindsor.ca

Jaime Garcia, P.Eng.

Consultant Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6814
WindsorUniversityAve.EA@cima.ca

Your comments are welcome at any time throughout the study however, we kindly ask that you provide comments with respect to the PIC No.1 materials **by November 24, 2018** to allow us to incorporate critical information into the next stage of the study.

Visit www.windsoreas.ca for updated project information throughout the study.