



Appendix K:

Public Information Centre No. 2



Notice of Public Information Centre #2

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.

You are Invited

A key component of this study is public and agency consultation. The second PIC is scheduled for **July 27, 2021** to provide members of the public with an opportunity to



meet the project team, review the evaluation process of the preferred solutions and provide comments on the recommended plan for the University Avenue and Victoria Avenue corridors. Public input received at the PIC will be used to finalize the Recommended Plan. The PIC will be held in a virtual format as follows:

Date: Tuesday, July 27, 2021

Time: 6:00 PM – 8:00 PM

Location: Zoom Webinar

To join online: <https://tinyurl.com/UniversityPIC2>

To join by phone:

- Call 647-374-4685
- When prompted, enter the webinar ID: 956-7872-5487
- Presentation materials will be available at <https://tinyurl.com/UniversityEA>. If you do not have internet access, please call (519) 255-6100 ext. 6831 to request a paper copy of the presentation materials.

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

Jeff Hagan, P.Eng., PTOE

Transportation Planning Senior Engineer
City of Windsor
1266 McDougall Street
Windsor, ON N8X 3M7
Tel: 519-255-6267 ext. 6003
jhagan@citywindsor.ca

This notice was first issued on July 15, 2021.

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 Awele Nwaesei, Transportation Planning Coordinator, at (519) 255-6100 ext. 6831, e-mail anwaesei@citywindsor.ca.

November 23, 2018

**RE: CITY OF WINDSOR
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
UNIVERSITY AVENUE & VICTORIA AVENUE
STAKEHOLDER MEETING #2**

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.

Since a key component of this study is public and stakeholder consultation we would like to invite you to participate in a Stakeholder Meeting in which you will have an opportunity to meet the project team, review the received public feedback and discuss the potential alternatives for the corridors. Input received at the meeting will be used to inform the preferred solution for the study corridors. The Stakeholder Meeting will be a work session with material for discussion presented in an electronic format. The meeting will be held as follows:

Date: December 6th, 2018, 2:30 PM – 4:30 PM
Location: City of Windsor Public Works – Boardroom
1266 McDougall Street
Windsor, Ontario N8X 3M7

A copy of the display boards presented at Public Information Centre #1 and Stakeholder Meeting #1 on November 1, 2018 are available for review at www.windsoreas.ca.

Please RSVP at WindsorUniversityAve.EA@cima.ca by December 03, 2018. If you are unable to attend the meeting or have questions for the project team, 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
Utilities	Cogoeco Cable Services	Mr.	Bill	Sorrell		2225 Dougall Avenue
Utilities	Enwin Utilities					787 Ouellette Avenue, P.O. Box 1625, Station A
Utilities	Essex Power Corporation					2730 Highway 3
Utilities	Hydro One					
Utilities	Union Gas	Mr.	Tom	Byng	Manager, Contracting and Customer Support	
Utilities	Bell Canada					
Utilities	Enwin Utilities	Mr.	Grant	Switzer	Water Systems Engineer	4545 Rhodes Drive
Utilities	Windsor Utilities Committee	Mr.	Spencer	Johnston	Supervisor Water Construction and Design	4545 Rhodes Drive
Municipality	City of Windsor	Mr.	Adam	Coates	Planner II - Urban Design	
Stakeholder	St. Clair College	Mr.	John	Fairley	St. Clair College Centre for the Arts	201 Riverside Drive West
Stakeholder	University of Windsor Student's Alliance	Ms.	Maria	Hamilton	General Manager(UWSA)	401 Sunset Avenue, CAW Student Centre, 2nd Floor, Room 209
Stakeholder						
Stakeholder	Uwindsor Graduate Student Socety	Dr.	Patricia	Weir	Dean	University of Windsor 3rd Floor, Chrysler Hall Tower
Stakeholder						
Stakeholder	Organisation of Part-time University Students					Organisation of Part-time University Students (OPUS) University of Windsor 401 Sunset Avenue, CAW
Stakeholder	Riverwest Citizens Initiative	Ms.	Lena	Angelidas		
Stakeholder	Riverwest Citizens Initiative	Mr.	Jeffery	Williams		
Stakeholder	Windsor Bicycling Committee	Ms.	Karen	Kadour	Committee Coordinator	350 City Hall Square West, Suite 530
Stakeholder	Windsor Accessibility Advisory Committee	Ms.	Karen	Kadour	Committee Coordinator	350 City Hall Square West, Suite 530
Stakeholder	City Council (and Mayor)	Mr.	William	Foot	Council Assistant	350 City Hall Square West, Suite 530
Stakeholder	Downtown Windsor BIA	Ms.	Debi	Croucher	Executive Director	419 Pelissier St.
Stakeholder	Downtown Windsor BIA	Mr.	Yaw	Asiedu	Projects Coordinator	419 Pelissier St.
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		██	██████	██████		██████████
Stakeholder		██	██████	██████		
Stakeholder		██████████	██████████	██████		
Stakeholder	Windsor Police Service	Mr.	Barry	Horrobin	Director of Planning & Physical Resources	150 Goyeau Street, PO Box 60
Stakeholder	Windsor Fire and Rescue	Mr.	John	Lee	Fire Chief	815 Goyeau Street
Stakeholder	Windsor Fire and Rescue	Ms.	Andrea	Dejong	Deputy Fire Chief	815 Goyeau Street
Stakeholder	Essex-Windsor EMS	Mr.	Chris	Grant	Deputy Chief, Planning and Physical Resources	360 Fairview Ave West, Suite 115
Stakeholder	Community Development & Health Administration	Mr.	Steven	Lynn	Coordinator Social Planning	301-400 City Hall Square East
Stakeholder	Stroll Windsor	Mr.	Justin	Lafontaine		
Stakeholder						
Stakeholder	Windsor Essex County Health Unit	Mr.	Neil	Mackenzie	Manager, Chronic Disease and Injury Prevention	1005 Ouellette Avenue

City	Province	Postal Code	Phone Number	Email	Responded to Notice of Study
Windsor	ON	N9A 5T7			N
Oldcastle	ON	N0R 1L0			N
				CustomerCommunications@HydroOne.ca	N
				storage.transportation@uniongas.com	N
				accessible@bell.ca	N
Windsor	ON	N9A 5T7	519-251-7300 ext 289	gswitzer@enwin.com	
Windsor	ON	N9A 5T7	(519) 251-7300 ext 609	sjohnston@enwin.com	
			(519) 255-6543x6352	acoates@citywindsor.ca	N
Windsor	ON	N9A 5K4	519-972-2762	jfairley@stclaircollege.ca	N
Windsor	ON	N9B 3P4	519-253-3000 Ext. 4504	uwsa@uwindsor.ca	mariah@uwindsor.ca
Windsor	ON	N9B3P4	(519) 253-3000 Ext. 2107	gradst@uwindsor.ca	
Windsor	ON	N9B3P5	(519) 253-3000 Ext. 360	opus@uwindsor.ca	
				mediter2home@hotmail.com	Y
				jeff@mailingcanada.com	Y
Windsor	ON	N9A 6S1	(519) 255-6222 ext. 6430	kkadour@citywindsor.ca	N
Windsor	ON	N9A 6S1	(519) 255-6222 ext. 6430	kkadour@citywindsor.ca	N
Windsor	ON	N9A 6S1	(519) 255-6100 ext. 6322	wfoot@citywindsor.ca	
Windsor	ON	N9A 4L2	519-252-5723	Debi@downtownwindsor.ca	N
Windsor	ON	N9A 4L2		yaw@downtownwindsor.ca	
Windsor	ON	N9A 5R9	519-256-3421 Ext. 228	kevinalarkin@gmail.com	Y
				larkindon@aol.com	Y
				lsmith@aimproservice.com	Y
			519-254-6965	piariwala@OLG.CA	Y
				[REDACTED]	Y
Tecumseh	ON	N8N 1A3		[REDACTED]	N
				[REDACTED]	Y
Windsor	ON	N9B3A7	(519) 962-6120	[REDACTED]	Y
				[REDACTED]	Y
				[REDACTED]	Y
Windsor	ON			bhorrobin@police.windsor.on.ca	
Windsor	ON			jlee@citywindsor.ca	
Windsor	ON			adejong@citywindsor.ca	
Essex	ON	N8M1Y6	519 776-6441 ext 2226	cgrant@countyofessex.on.ca	
Windsor	ON				
		N9A7K6	519 255-5200 Ext. 5302	slynn@citywindsor.ca	
			(416) 712-8819	justin.p.lafontaine@gmail.com	
Windsor	ON	N9A4J8	(519) 258-2146	nmackenzie@wechu.org	

Member of Public Comments	Project Team Answers
<p>Currently the city has a sidewalk cafe program that allows an outdoor seating area, located within the public right-of-way, which functions as an outdoor seasonal extension of the primary business of food and/or beverage service and may include other outdoor seating areas. With the current dependency on outdoor seating, has this been considered in the study? I've collected signatures and messages from 9 businesses on University Ave W between Victoria and Freedom way in the hospitality industry that supports the lane reduction and the addition of an increased sidewalk/boulevard space to accommodate outdoor seating for patios and cafes.</p>	<p>This question has been answered live</p>
<p>Understood that it will take time for the EA to be completed. This will be an expensive project that is not budgeted. Will the city begin to build a budget for this project in 2022 budget?</p>	<p>This question has been answered live</p>
<p>Please go over the locations of the study again please. And, have any considerations been given to respondents providing different suggestions/proposals etc. since the pandemic? I would expect that there would be many new suggestions</p>	<p>This question has been answered live</p>
<p>Hello, will the recording be shared after? Thank you.</p>	<p>Yes. It will be posted on the University project page on the City website.</p>
<p>With cyclists using University Ave to cross the city, is there a plan to ensure safety at the corners? In a previous area where I lived this was a huge safety concern as drivers would often not yield to cyclists continuing straight through an intersection when turning.</p>	<p>This question has been answered live</p>
<p>How has this project interacted with the ongoing consultation to redevelop City Hall and Charles Clark Squares? Will the crossing between the Squares be made safe and beautiful.</p>	<p>This question has been answered live</p>
<p>Would the sidewalk space increase between Victoria and freedom way? I noticed a turning lane which wouldn't be needed as it would be a right turn only</p>	<p>This question has been answered live</p>
<p>What will the proposed boulevards be consisted of (i.e. trees/grass/benches/bike parking)?</p>	<p>This question has been answered live</p>
<p>I'm all for increased patio space and bicycle lanes as a priority. The community that uses All Saints' church and other centers needs a ton of accessible parking. Will that be considered?</p>	<p>This question has been answered live</p>

All Saints lost a ton of parking when the access past 400 CHS was cut off.	This question has been answered live
There is street vehicle parking between Goyeau and McDougal on the north side of University currently. Could the redesign of the Squares (Charles Clark and City Hall) incorporate the bike lanes to permit retention of the existing parking?	This question has been answered live
Have you considered the proposed "districting" for downtown?	This question has been answered live
have you considered a drop off option for cars at Charles Clark square?	This question has been answered live
What type of public education campaigns will happen to ensure that folks use the cycle track and sidewalk appropriately (I.E., how will people with mobility devices, Bird scooters, etc. interact with these?)?	This question has been answered live
Could you explain how the cycle track, sidewalk, and bus stops will all interact?	This question has been answered live
Relatedly, could you please discuss what consultation has been done/will be done with the University of Windsor community - students, faculty and staff? With this stretch linking the two campuses, this seems a key constituency. Thank you.	This question has been answered live
Is any consideration being made in regard to idling buses. They currently line up at Victoria and Chatham causing noise pollution for the residents, especially in the evenings. Councillor Bortolin has advised me in the past that they have no other place to line up now.	This question has been answered live
After the proposed lane reduction, will University Ave W between Victoria and freedom way be able to be shut to allow street closures?	This question has been answered live
In that case I would like to recommend that it be specified that the area between Ferry and Victoria not be used as an idling station for transit Windsor as it would defeat the purpose of streetscaping that street.	This question has been answered live



Municipal Class Environmental Assessment

University Avenue (Huron Church Road to McDougall Street)

Victoria Avenue (Chatham Street West to Park Street West)

Virtual Public Information Centre #2

July 27, 2021

Purpose of the Study

The purpose of this study is to review existing and future conditions along the **University Avenue and Victoria Avenue** 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.



University Avenue

Purpose of the Study

The existing right-of-way will need to consider the space for all of these elements, specific to the immediate context: vehicular traffic, utilities, parking, pedestrian environment, cycling facilities, transit, boulevards, and streetscaping (street furniture, greening, lighting, etc.).



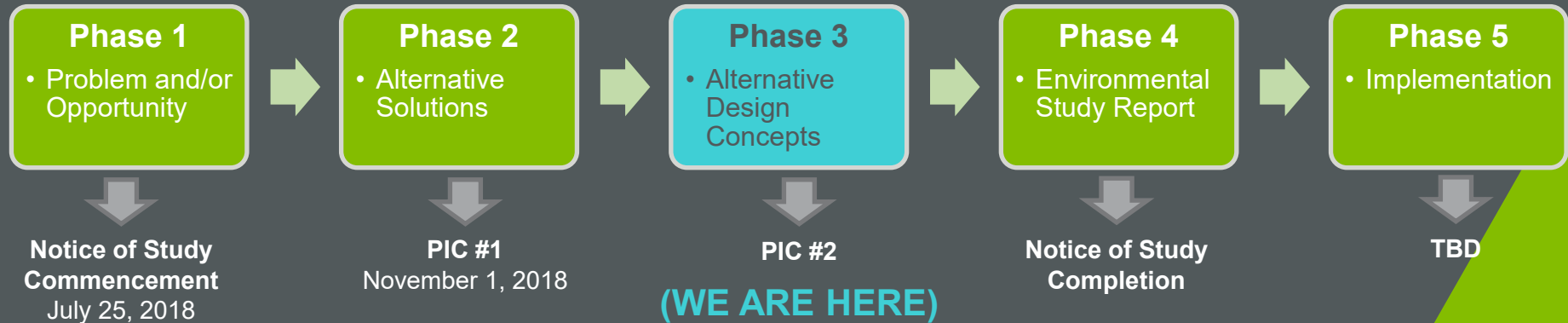
University Avenue

Purpose of the Study

Development and determination of the preferred alternative(s) followed a Schedule C Municipal Class Environmental Assessment Process.



Municipal Class Environmental Assessment Process and Study Progress



This Study follows the Class EA process for Schedule C projects and will complete Phases 1 to 4.

Public Information Centre (PIC) No. 1



- PIC #1 was held on November 1, 2018, from 5pm – 8pm at the Windsor International Aquatic and Training Centre
- The PIC was an opportunity to hear comments from the public on existing conditions, problems identified within study area, and alternative planning solutions.

Public Information Centre (PIC) No. 1



- Many of the comments noted support for protected cycle lanes (either off-road or physically protected with a curb).
- The comments also indicated support for additional trees, landscaping, street furniture, and wider sidewalks.

Other Engagement Opportunities



- As part of the public consultation process, the City took advantage of the Open Streets as it engaged many residents through the study area.
- Preliminary information regarding the Study was presented and interested residents offered their feedback.
- Working meetings with a variety of stakeholders were conducted as part of the Study on November 1st, 2018, and December 6th, 2018.
- The meetings provided an opportunity for stakeholders to meet the project team, receive the received public feedback and discuss potential alternatives for the corridor study.

Overview of Materials Presented at PIC 1

- Existing Conditions

- The Study Area encompassed the University Avenue corridor between Huron Church Road to McDougall Street and the Victoria Avenue corridor between Chatham Street West to Park Street West.
- Existing conditions along the corridors under study were determined based on background information provided by the City and other stakeholders, as well as data collected by the consulting team.



Overview of Materials Presented at PIC 1

- Projected Scenarios

Overview of Materials Presented at PIC 1

- Opportunity

Optimize roadway elements in the balance of the right-of-way to:

- Create a safe and pleasant experience for:
 - Pedestrians
 - Cyclists
 - Transit users
- Increase green areas and pervious surface for the mitigation of urban heat island effects
- Incorporate street furniture and amenities within the right-of-way

Overview of Materials Presented at PIC 1

- Various road cross-sections options were generated for University Avenue and Victoria Avenue considering the following Urban Design Qualities.

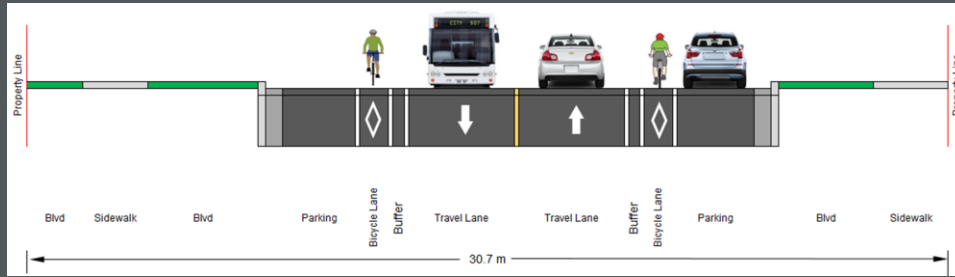
Urban Design Qualities	Description	Evaluation Factors
Connectivity	Introduce or enhance opportunities for integration of other modes of transportation	<ul style="list-style-type: none"> • Vehicular capacity • Level of Service • Input from related projects
Accessibility	Meet or surpass the AODA requirements.	<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 island reduction • Improvements to the pedestrian realm
Parking Availability	On-street parking provision	<ul style="list-style-type: none"> • Number of parking spaces

Overview of Materials Presented at PIC 1

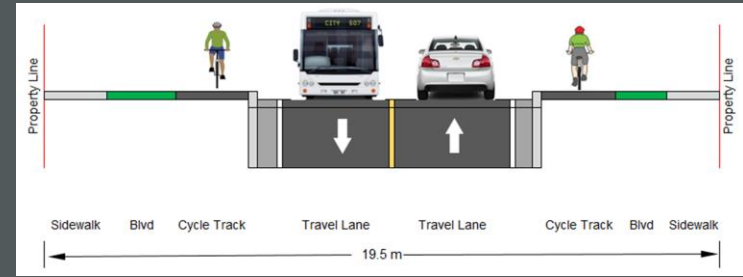
- Three options for the implementation of protected bike facilities were developed:
 - Physically Protected Bicycle Lanes
 - Buffered Bicycle Lanes, and
 - Cycle Tracks (One-way)

Overview of Materials Presented at PIC 1

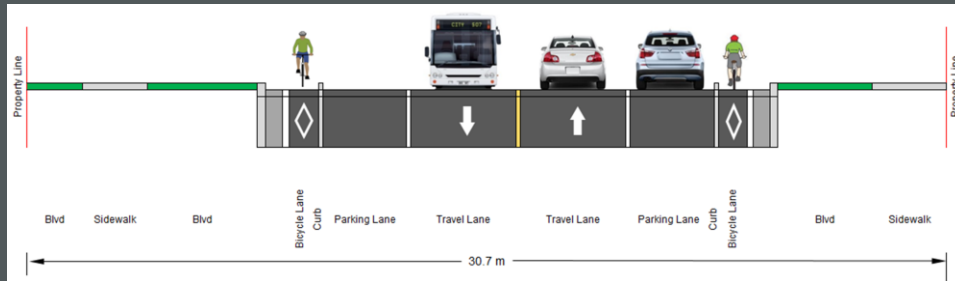
- University Avenue



Physically Protected Bicycle Lanes



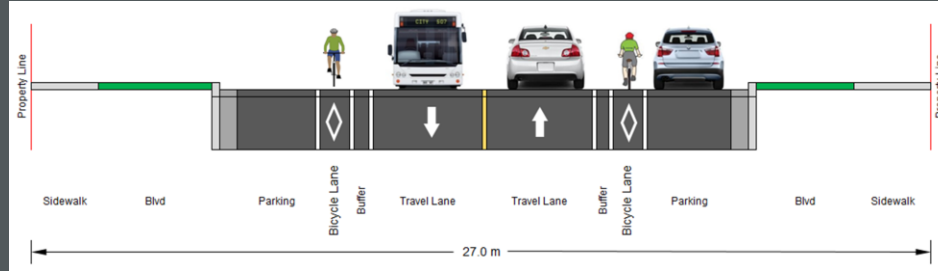
Cycle Tracks (One way)



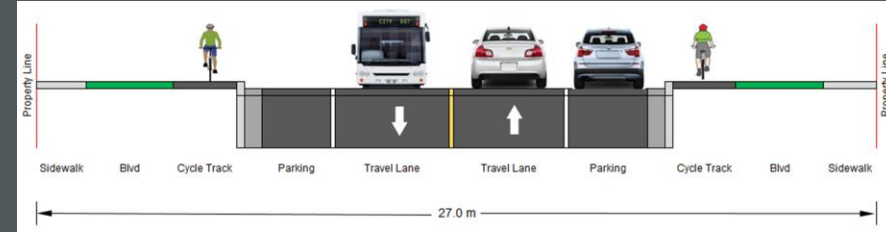
Buffered Bicycle Lanes

Overview of Materials Presented at PIC 1

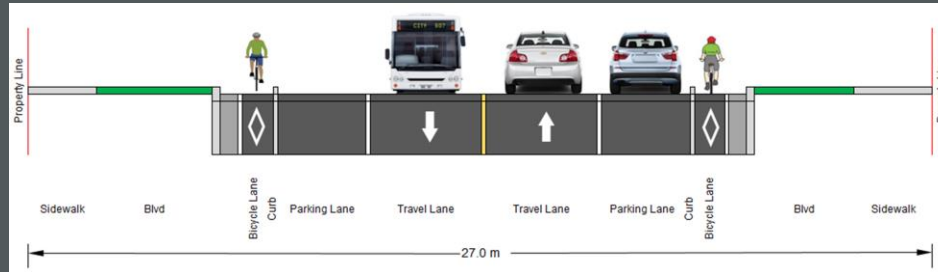
- Victoria Avenue



Physically Protected Bicycle Lanes



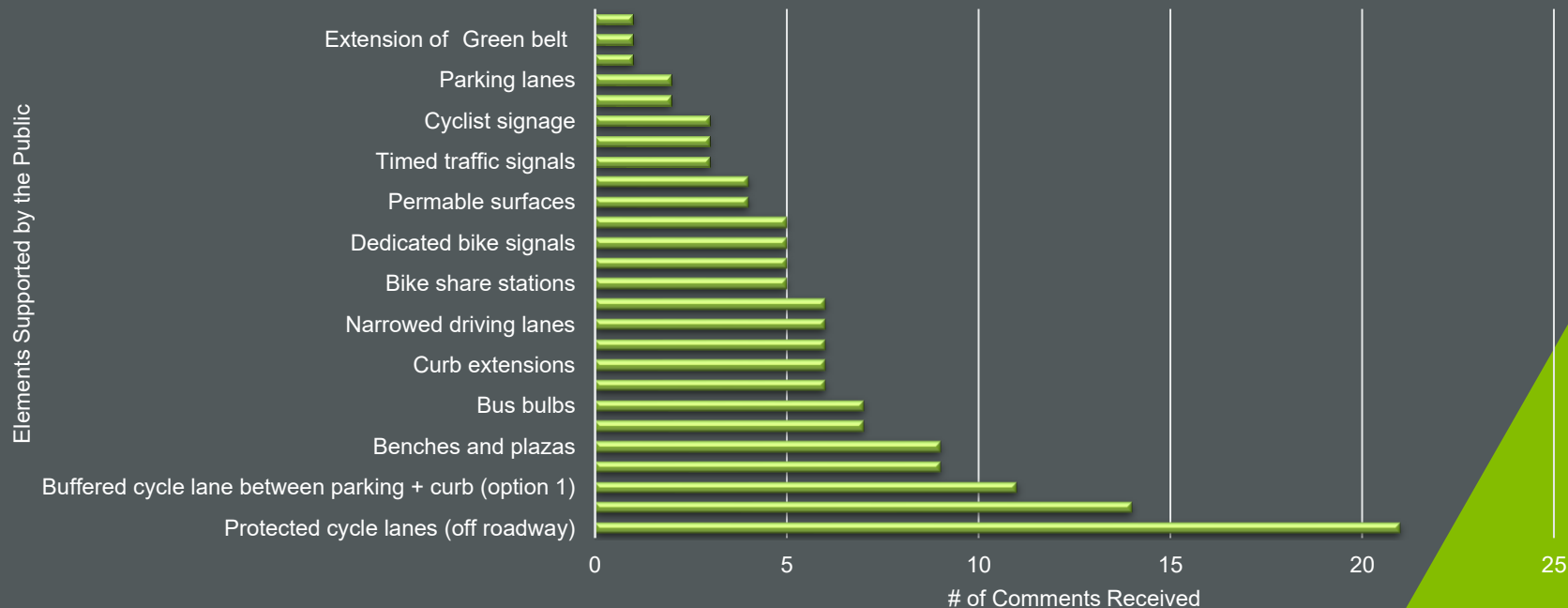
Cycle Tracks (One way)



Buffered Bicycle Lanes

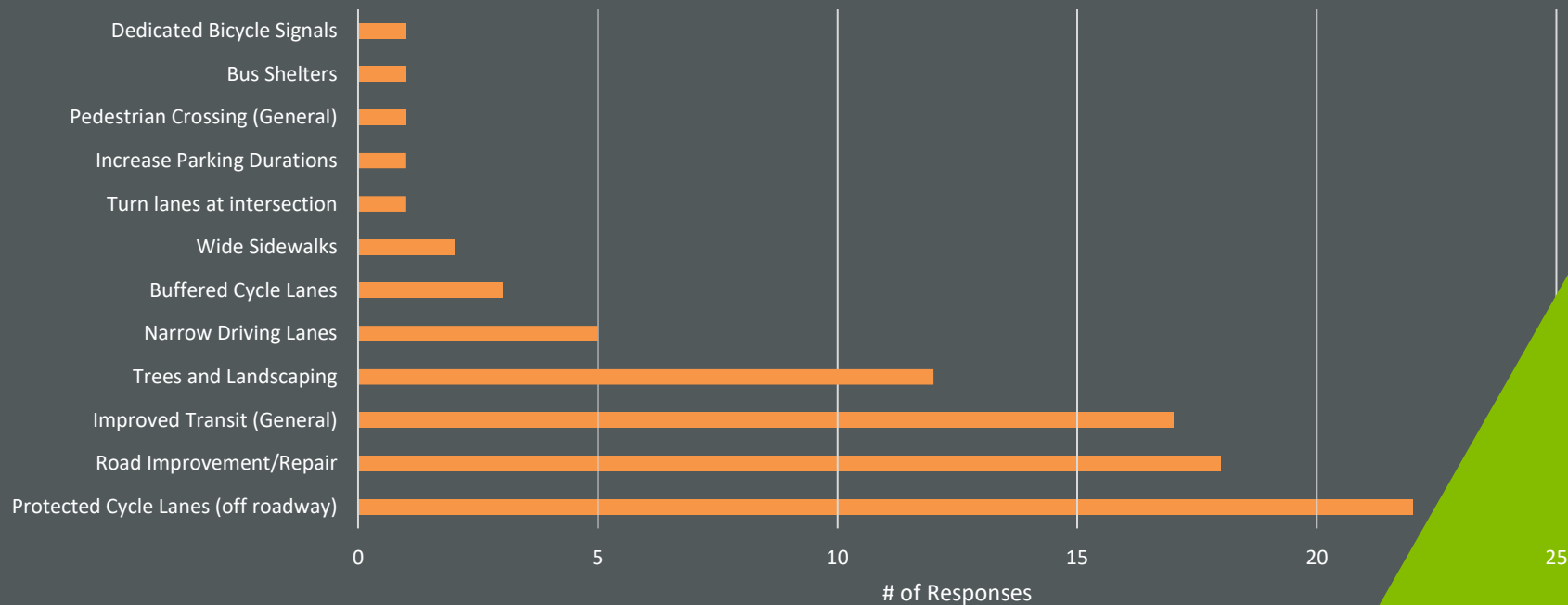
“What We Heard”

Summary of Public Support



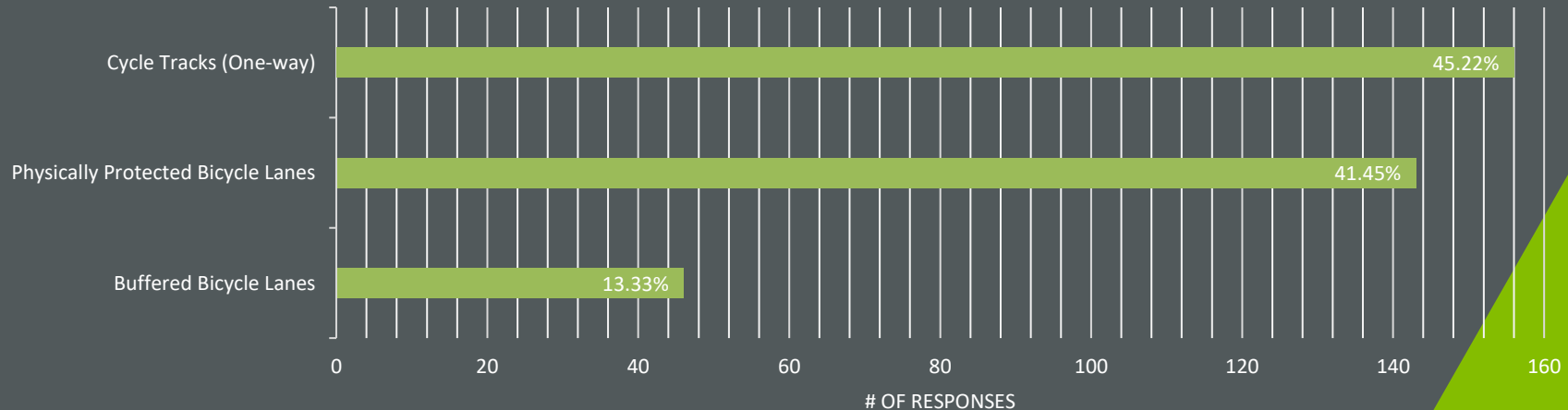
“What We Heard”

Summary of Additional Comments and Suggestions

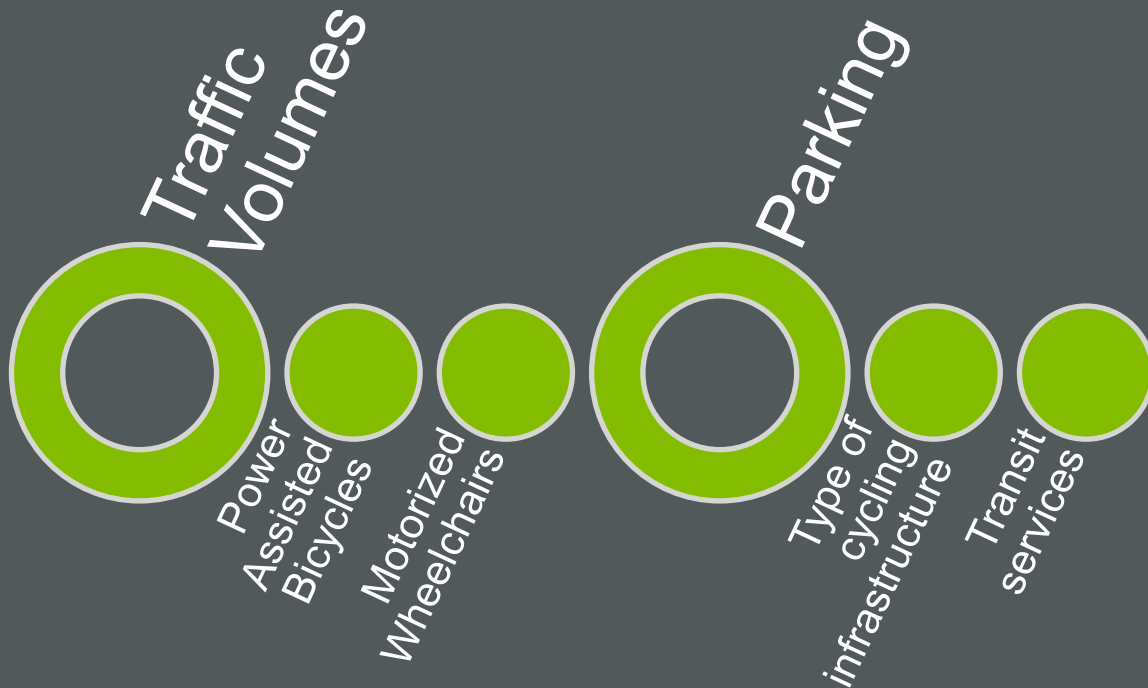


“What We Heard”

Three different types of protected cycling facilities are considered for the University Avenue and Victoria Avenue corridors. Which of these options do you recommend to support the project goals?



“What We Heard”



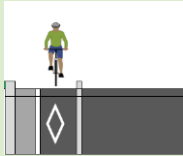

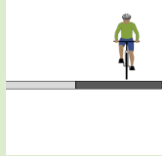
Preferred Solutions

- Based on the results of the technical studies, comments from general public and feedback from stakeholders the elements of the preferred solution were identified as follow:
 - **Public Transportation.** Shared Lanes with Vehicular Traffic
 - **Pedestrian infrastructure.** Sidewalks at 1.5 minimum as per AODA
 - **Cycling Infrastructure.** Protected Bike Facilities
 - **On-Street Parking.** Context specific solution based on availability of space
 - **Boulevards and Streetscaping.** Context specific solution based on availability of space.

Phase 3 – Alternative Design Concepts for Preferred Solution

University Avenue.

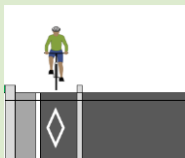

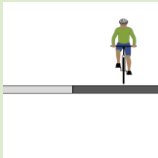
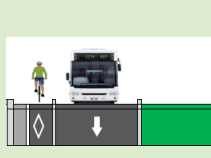
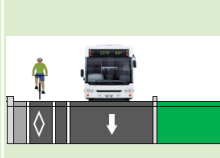
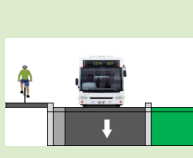
- Alternative design concepts for the preferred solution considered as part of this Study are the following:

Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Cycle Track and Buffered Bicycle Lane (Hybrid)
			Context specific solution

Phase 3 – Alternative Design Concepts for Preferred Solution

Victoria Avenue.

- Alternative design concepts for the preferred solution considered as part of this Study are the following:

Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Physically Protected Bicycle Lanes with Flex Boulevard	Alternative 5 Buffered Bicycle Lanes with Flex Boulevard	Alternative 6 Cycle Tracks (One way) with Flex Boulevard
					

Phase 3 – Alternative Design Concepts for Preferred Solution

All alternative design concepts for the preferred solution were evaluated based on the following evaluation criteria:

Traffic Operations and Safety

- Future traffic operations
- Motorist safety
- Pedestrian safety
- Cyclist safety
- Pedestrian and cyclist security and comfort
- Parking
- Transit
- Compliance with concurrent studies

Natural Environment

- Stormwater management
- Opportunities for landscaping

Socio Economic Environment

- Opportunities for streetscaping
- Cultural heritage
- Archaeological impacts
- Accessibility
- Network connectivity
- Implications to stakeholders

Implementation

- Utility relocation
- Operations and maintenance
- Construction staging
- Constructability
- Cost





















Phase 3 – Alternative Design Concepts for Preferred Solution

University Avenue – Evaluation Matrix

Phase 3 – Alternative Design Concepts for Preferred Solution

Technical Criteria University Avenue	Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Cycle Track and Buffered Bicycle Lane (Hybrid)
Future Traffic Operations	●	●	●	●
Motorist Safety	◐	◐	◐	◐
Pedestrian Safety	●	●	●	●
Cyclist Safety	●	◐	●	◐
Pedestrian and Cyclist Security and Comfort	◐	◐	●	◐
Parking	●	●	●	●
Transit	◐	●	◐	◐













Phase 3 – Alternative Design Concepts for Preferred Solution

Technical Criteria University Avenue	Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Cycle Track and Buffered Bicycle Lane (Hybrid)
Compliance with Concurrent Studies				
Stormwater Management				
Opportunities for Landscaping				
Opportunities for Streetscaping				
Cultural Heritage/Archaeological Impacts				

Phase 3 – Alternative Design Concepts for Preferred Solution

Technical Criteria University Avenue	Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Cycle Track and Buffered Bicycle Lane (Hybrid)
Accessibility	●	●	●	●
Network Connectivity	●	●	●	●
Implications to Stakeholders	◐	◐	◐	◐
Utility Relocation	◐	◐	◐	◐
Operations and Maintenance	◐	●	◐	●

Phase 3 – Alternative Design Concepts for Preferred Solution

Technical Criteria	Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Cycle Track and Buffered Bicycle Lane (Hybrid)
University Avenue				
Construction Staging and Constructability				
Cost				
Recommendation				
	Not recommended	Not recommended	Recommended	Not recommended































Phase 3 – Alternative Design Concepts for Preferred Solution

Victoria Avenue – Evaluation Matrix

Phase 3 – Alternative Design Concepts for Preferred Solution

Technical Criteria	Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Physically Protected Bicycle Lanes with Flex Boulevard	Alternative 5 Buffered Bicycle Lanes with Flex Boulevard	Alternative 6 Cycle Tracks (One way) with Flex Boulevard
Victoria Avenue						
Future Traffic Operations	●	●	●	●	●	●
Motorist Safety	●	●	●	●	●	●
Pedestrian Safety	●	●	●	●	●	●
Cyclist Safety	●	◐	●	●	◐	●
Pedestrian and Cyclist Security and Comfort	◐	◐	●	◐	◐	●
Parking	●	●	●	◐	◐	◐



















Phase 3 – Alternative Design Concepts for Preferred Solution

Technical Criteria	Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Physically Protected Bicycle Lanes with Flex Boulevard	Alternative 5 Buffered Bicycle Lanes with Flex Boulevard	Alternative 6 Cycle Tracks (One way) with Flex Boulevard
Victoria Avenue						
Transit						
Stormwater Management						
Opportunities for Landscaping						
Opportunities for Streetscaping						
Cultural Heritage/Archaeological Impacts						

Phase 3 – Alternative Design Concepts for Preferred Solution

Technical Criteria	Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Physically Protected Bicycle Lanes with Flex Boulevard	Alternative 5 Buffered Bicycle Lanes with Flex Boulevard	Alternative 6 Cycle Tracks (One way) with Flex Boulevard
Victoria Avenue						
Accessibility	●	●	●	●	●	●
Network Connectivity	◐	◐	◐	◐	◐	◐
Implications to Stakeholders	●	●	●	◐	◐	◐
Utility Relocation	◐	◐	◐	◐	◐	◐
Operations and Maintenance	◐	●	◐	◐	◐	◐

Phase 3 – Alternative Design Concepts for Preferred Solution

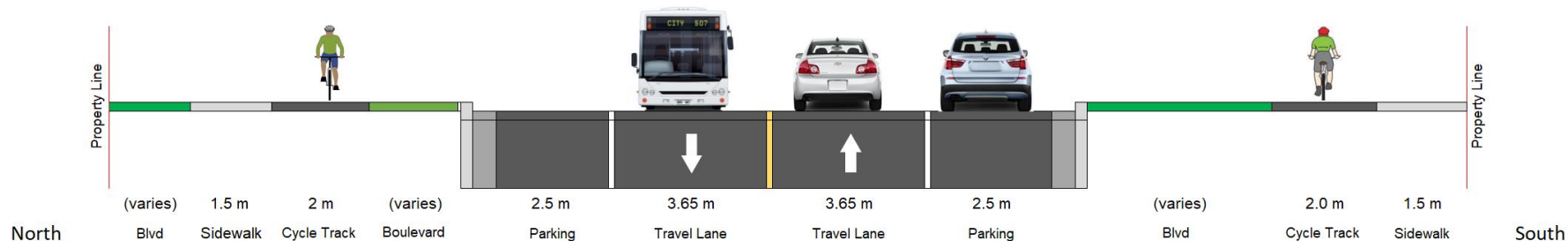
Technical Criteria	Alternative 1 Physically Protected Bicycle Lanes	Alternative 2 Buffered Bicycle Lanes	Alternative 3 Cycle Tracks (One way)	Alternative 4 Physically Protected Bicycle Lanes with Flex Boulevard	Alternative 5 Buffered Bicycle Lanes with Flex Boulevard	Alternative 6 Cycle Tracks (One way) with Flex Boulevard
Victoria Avenue						
Construction Staging and Constructability						
Cost						
Recommendations						
	Not recommended	Not recommended	Recommended	Not recommended	Not recommended	Not recommended

Phase 3 – Alternative Design Concepts for Preferred Solution

- Based on the results of the evaluation process, the alternative design concept that considers the implementation of cycle tracks (one-way) on both sides of the University Avenue and Victoria Avenue is recommended.
 - The Cycle Track is preferred to be behind the boulevard in all instances throughout the project and not against the curb area.
 - This provides an area for snow storage during the winter months from both the road and the cycle tracks
 - Additionally, it eliminates a hazard to both cyclists and pedestrians exiting and leaving vehicles.
 - Utilities relocation including hydro poles is acceptable for a project of this scope and scale.

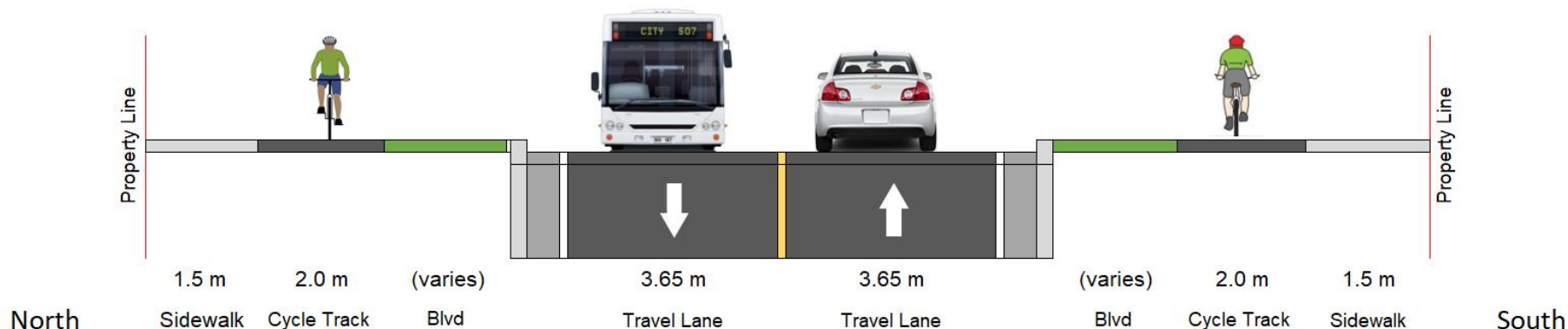
Phase 3 - Recommended Design – University Avenue

Huron Church Road to Salter Avenue



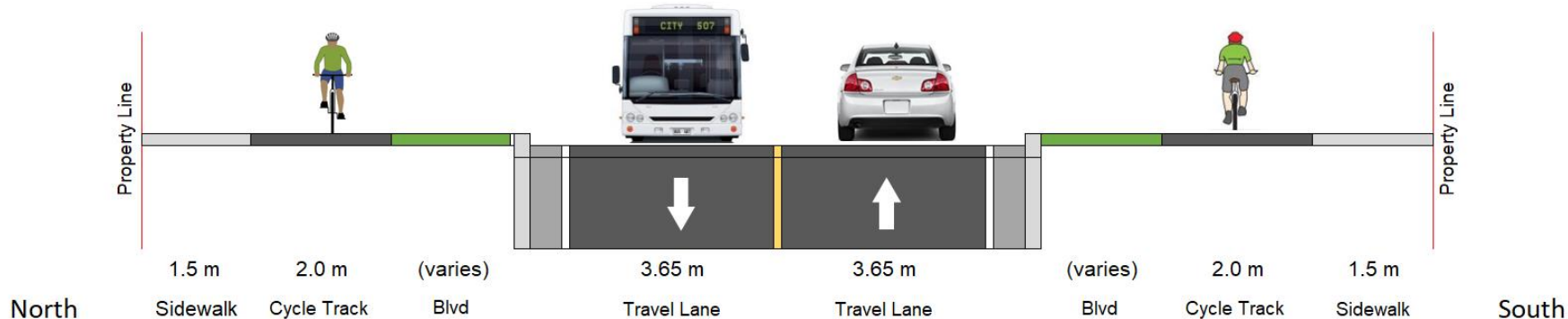
Phase 3 - Recommended Design – University Avenue

Salter Avenue to Pelissier Street



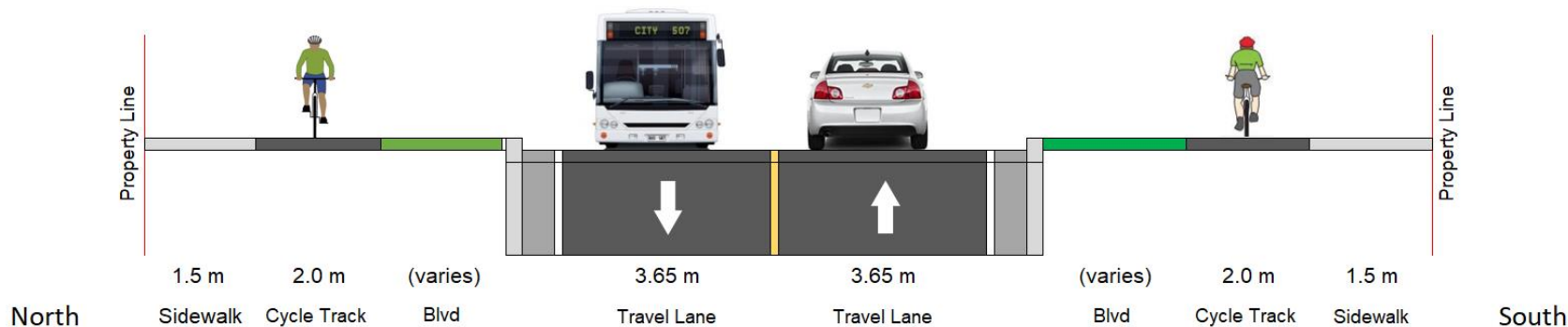
Phase 3 - Recommended Design – University Avenue

Oullette Avenue to Freedom Way



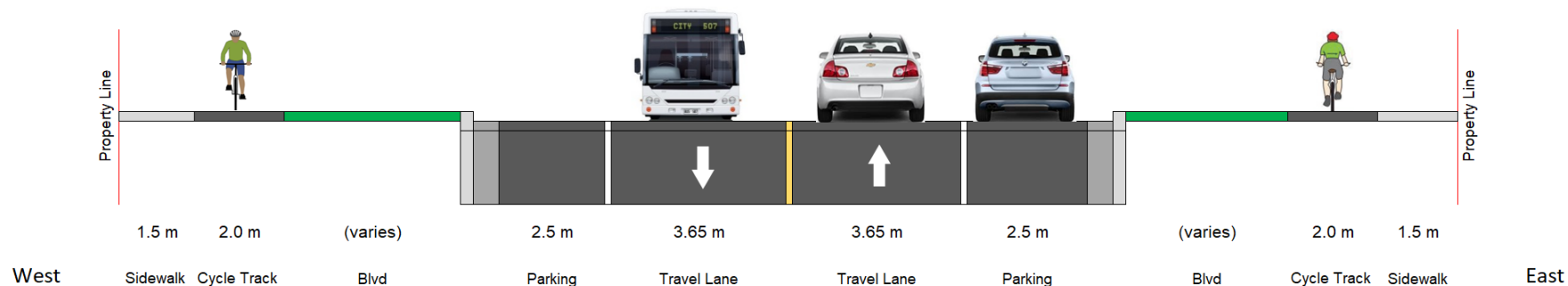
Phase 3 - Recommended Design – University Avenue

Freedom Way to City Hall Square



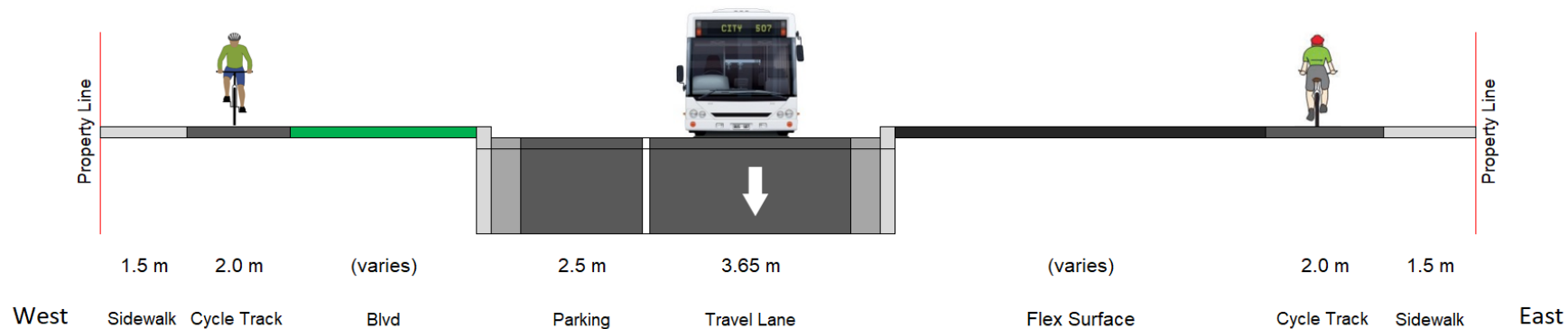
Phase 3 - Recommended Design – Victoria Avenue

Chatham Street to University Avenue

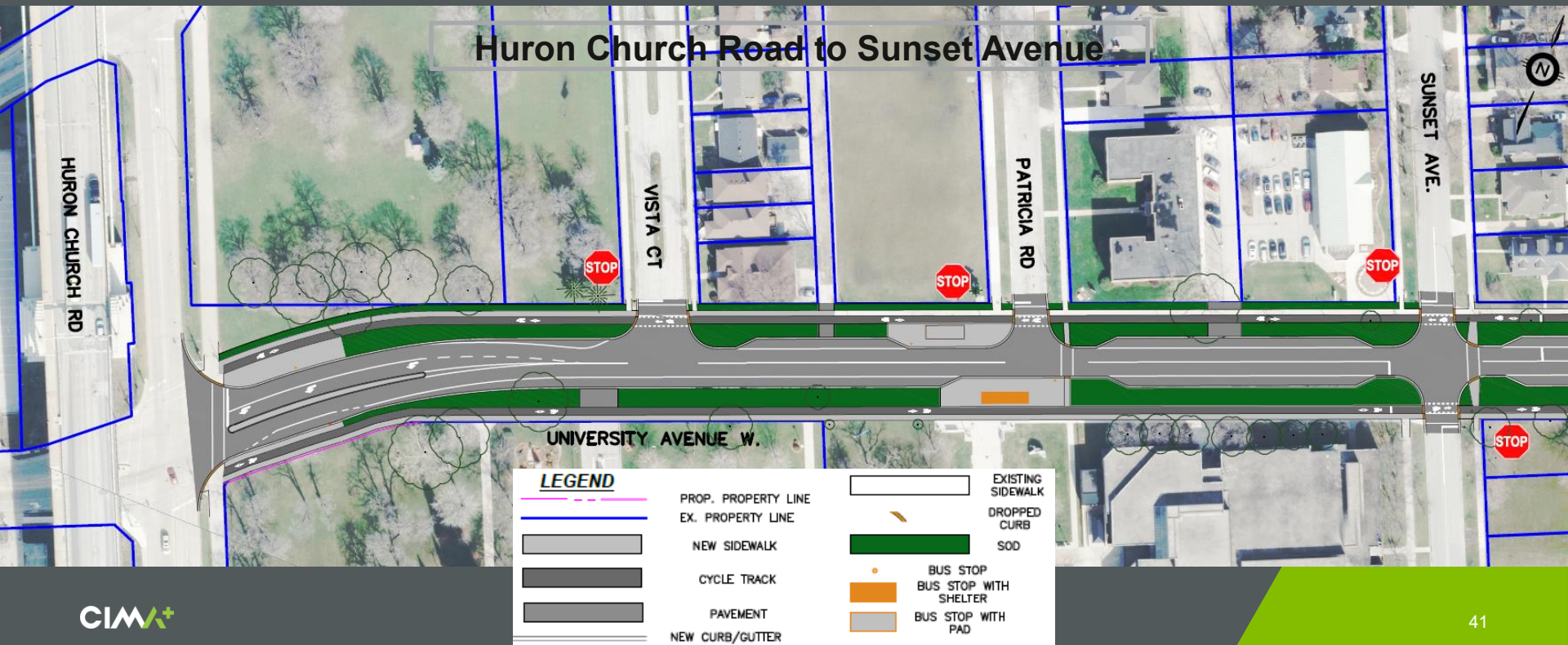


Phase 3 - Recommended Design – Victoria Avenue

University Avenue to Park Street

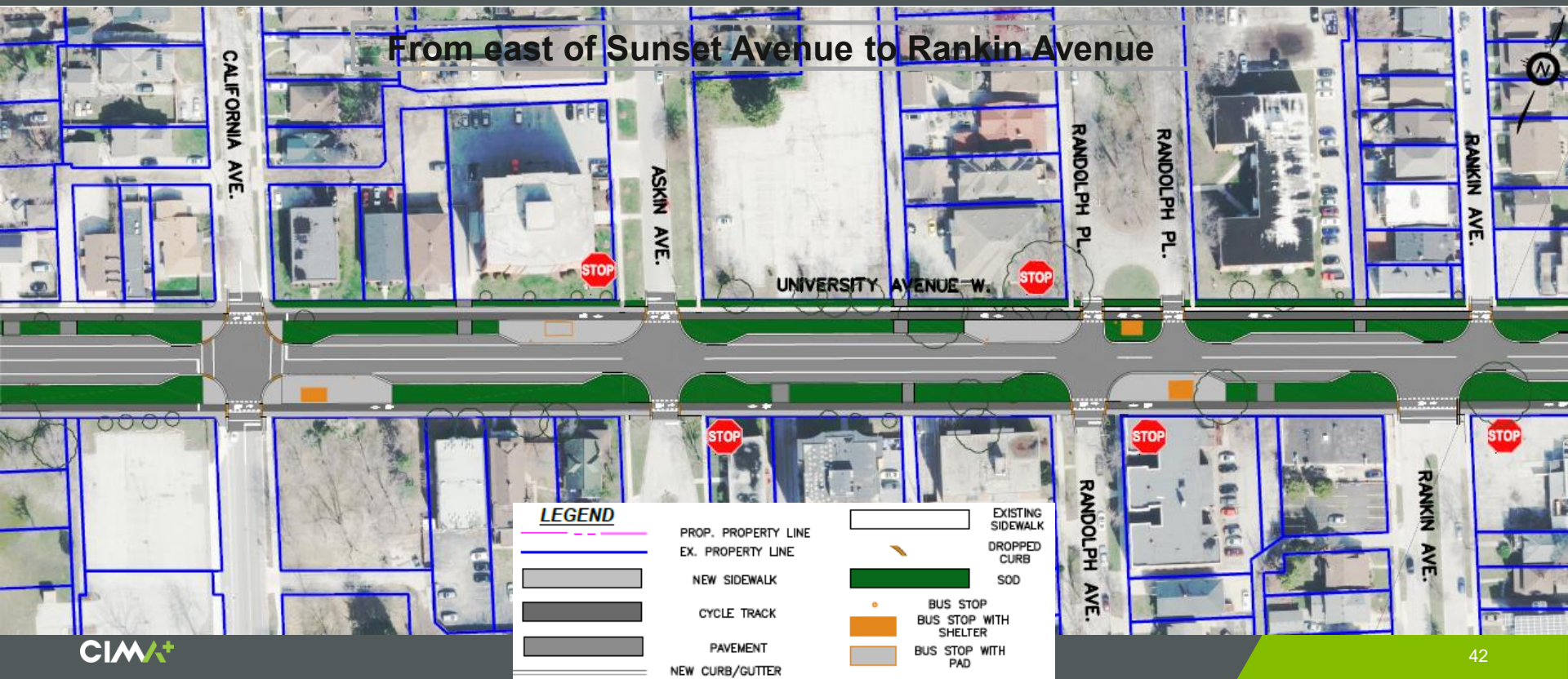


Phase 3 - Recommended Plan – University Avenue



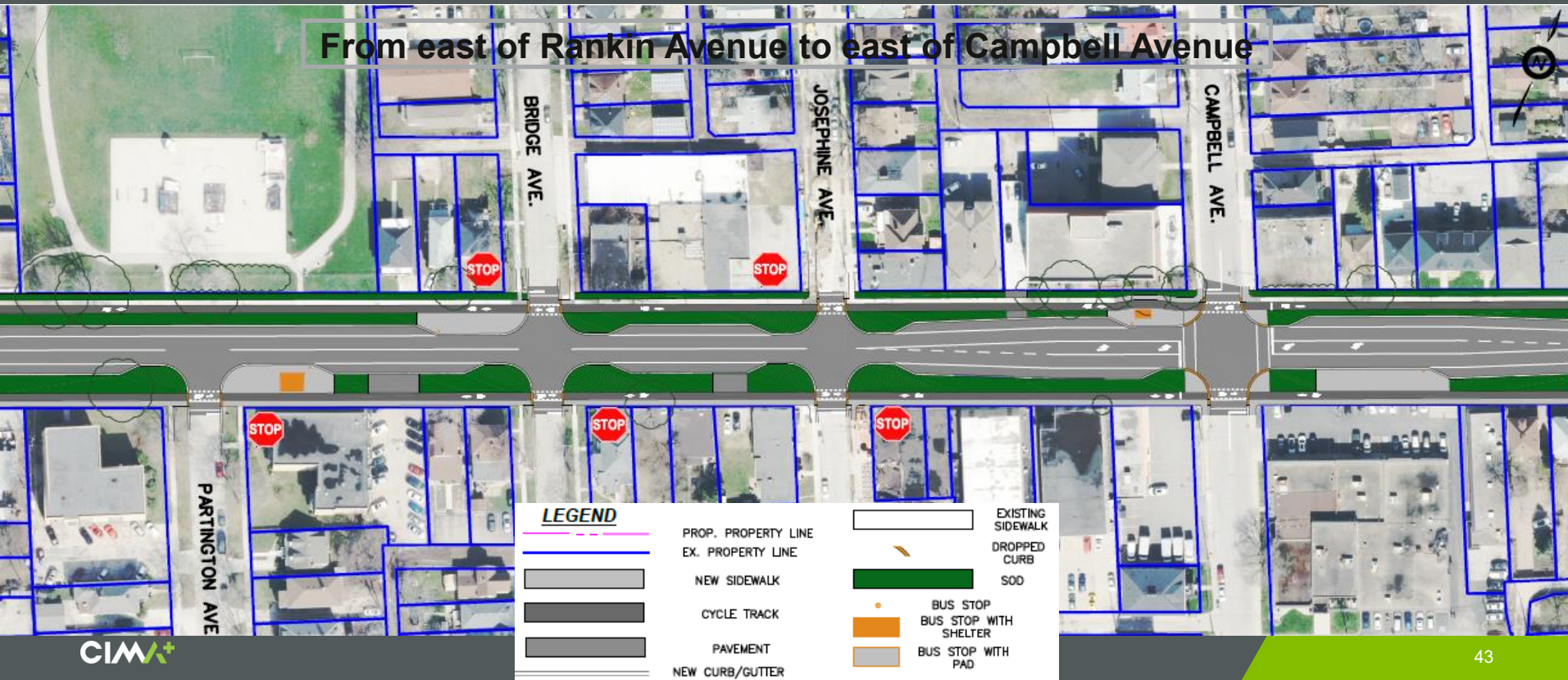
Phase 3 - Recommended Plan – University Avenue

From east of Sunset Avenue to Rankin Avenue



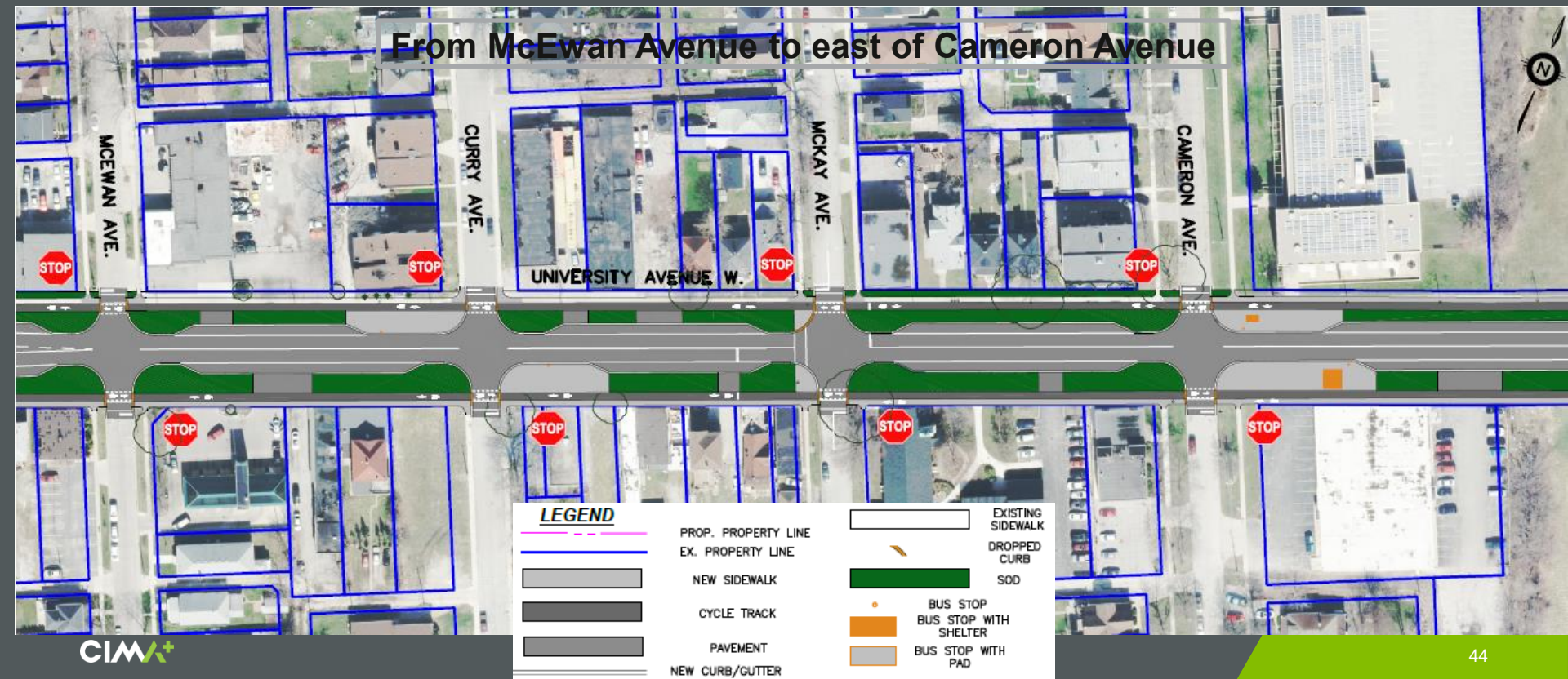
Phase 3 - Recommended Plan – University Avenue

From east of Rankin Avenue to east of Campbell Avenue



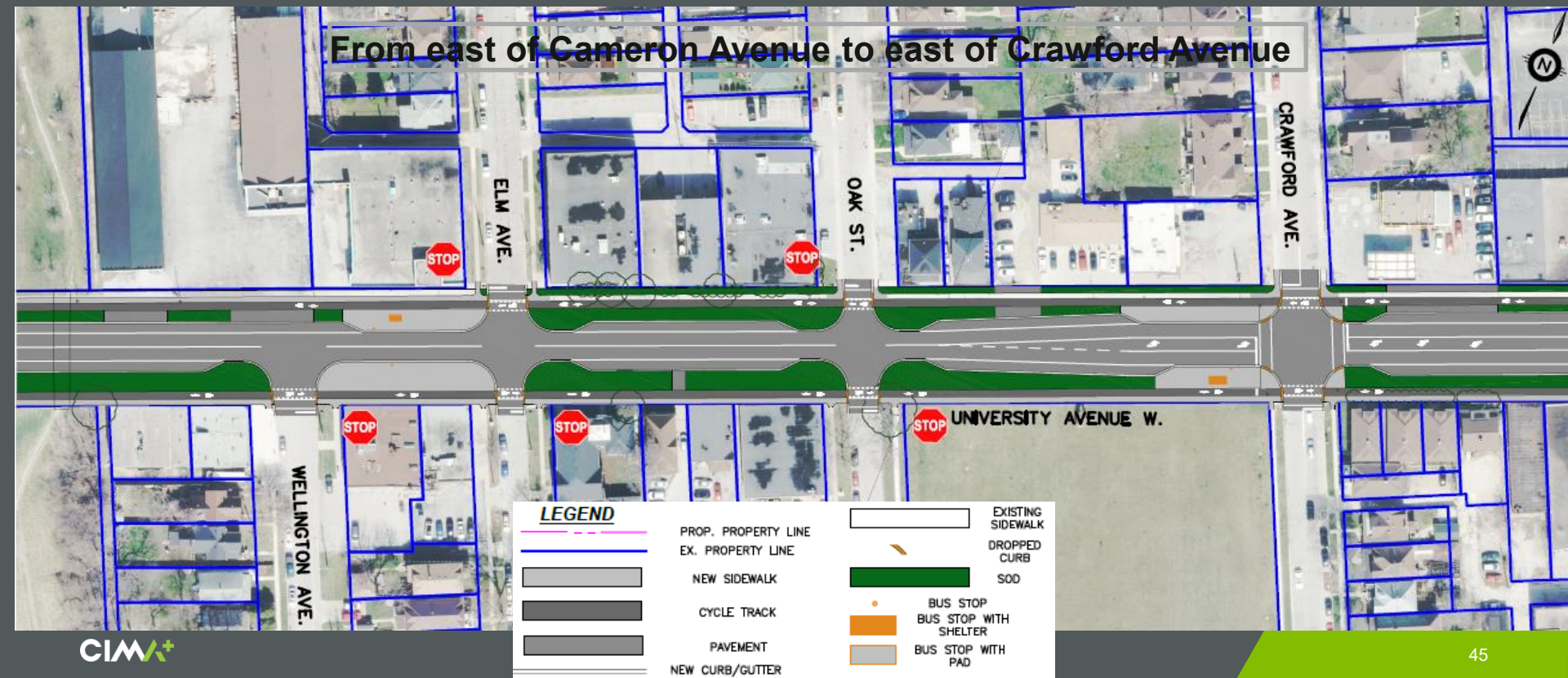
Phase 3 - Recommended Plan – University Avenue

From McEwan Avenue to east of Cameron Avenue



Phase 3 - Recommended Plan – University Avenue













From east of Cameron Avenue to east of Crawford Avenue



Phase 3 - Recommended Plan – University Avenue

From east of Crawford Avenue to east of Bruce Avenue

Potential Bridge Replacement

LEGEND	
	PROP. PROPERTY LINE
	EX. PROPERTY LINE
	NEW SIDEWALK
	CYCLE TRACK
	PAVEMENT
	NEW CURB/GUTTER
	EXISTING SIDEWALK
	DROPPED CURB
	SOD
	BUS STOP
	BUS STOP WITH SHELTER
	BUS STOP WITH PAD

Phase 3 - Recommended Plan – University Avenue

Bridge at Salter Avenue



Potential removal of the existing bridge will be reviewed and evaluated as part of the completion of the Environmental Study Report. Communication with stakeholders – including Canadian Pacific Railway will take place as part of the review process.

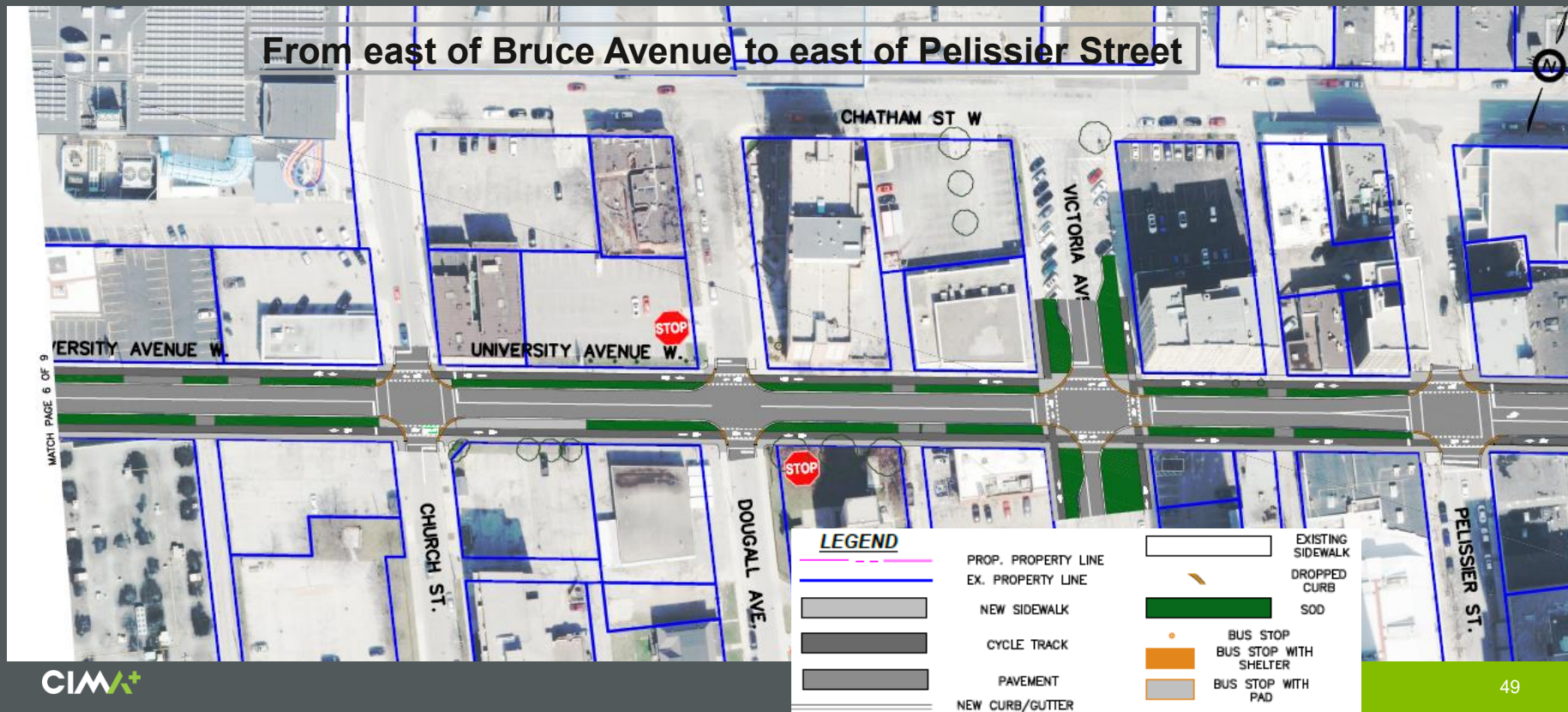
Phase 3 - Recommended Plan – University Avenue

Bridge at Salter Avenue



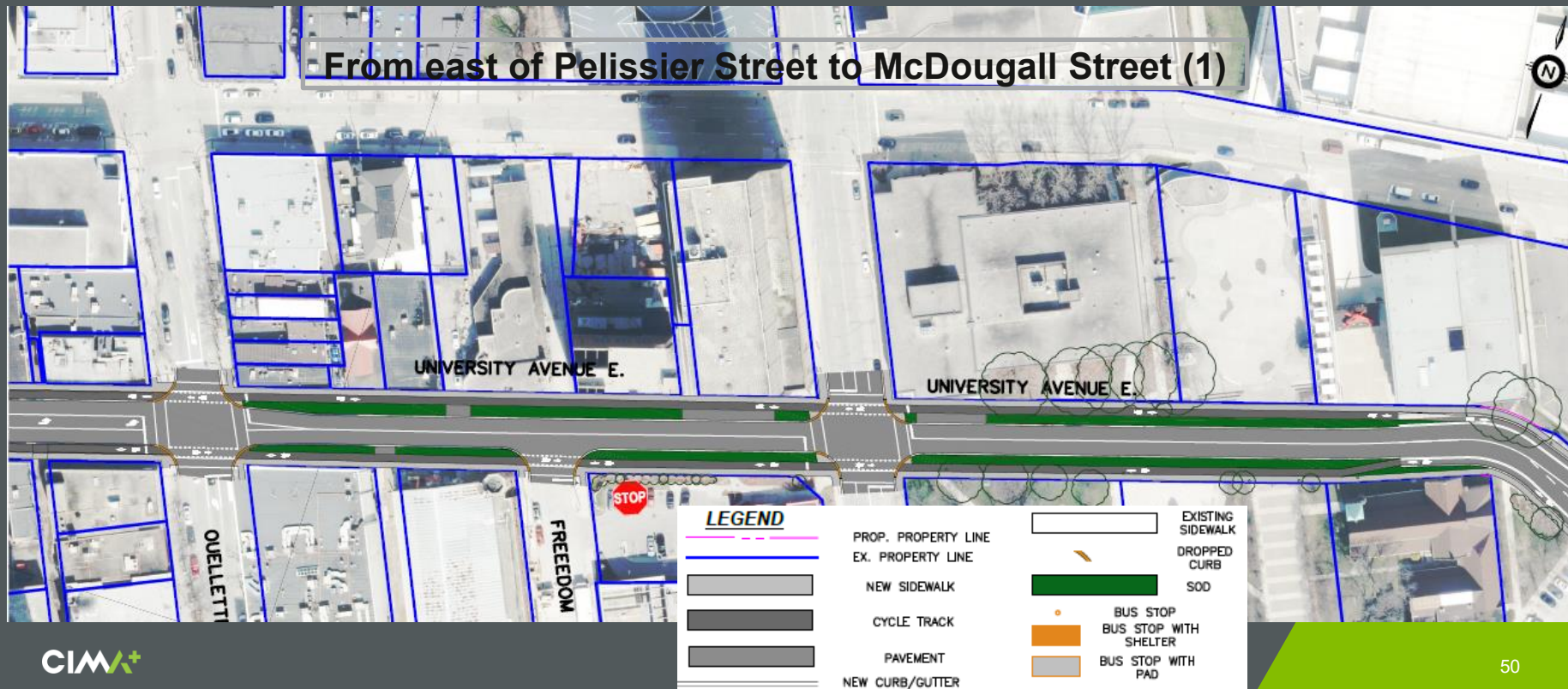
A Heritage Impact Assessment will be undertaken to provide heritage advice and mitigation measures for the demolition process as well as guidance with the design of the replacement structure. This will ensure that the heritage value and attributes of adjacent cultural heritage resources are considered.

Phase 3 - Recommended Plan – University Avenue



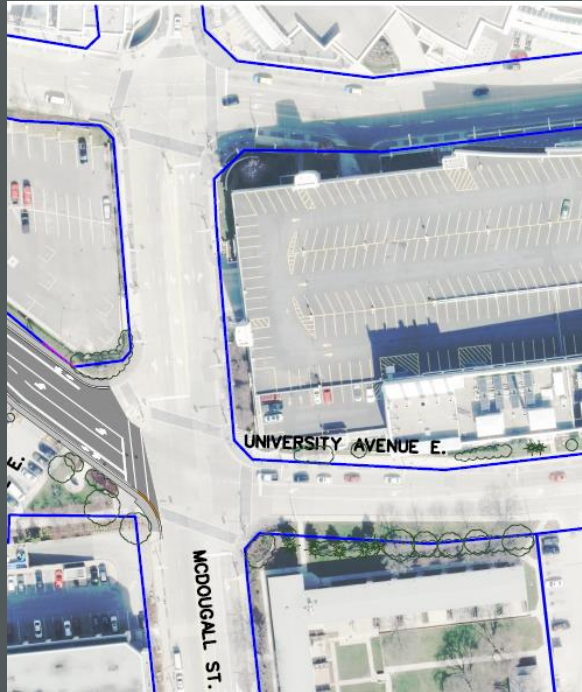
Phase 3 - Recommended Plan – University Avenue













From east of Pelissier Street to McDougall Street (1)



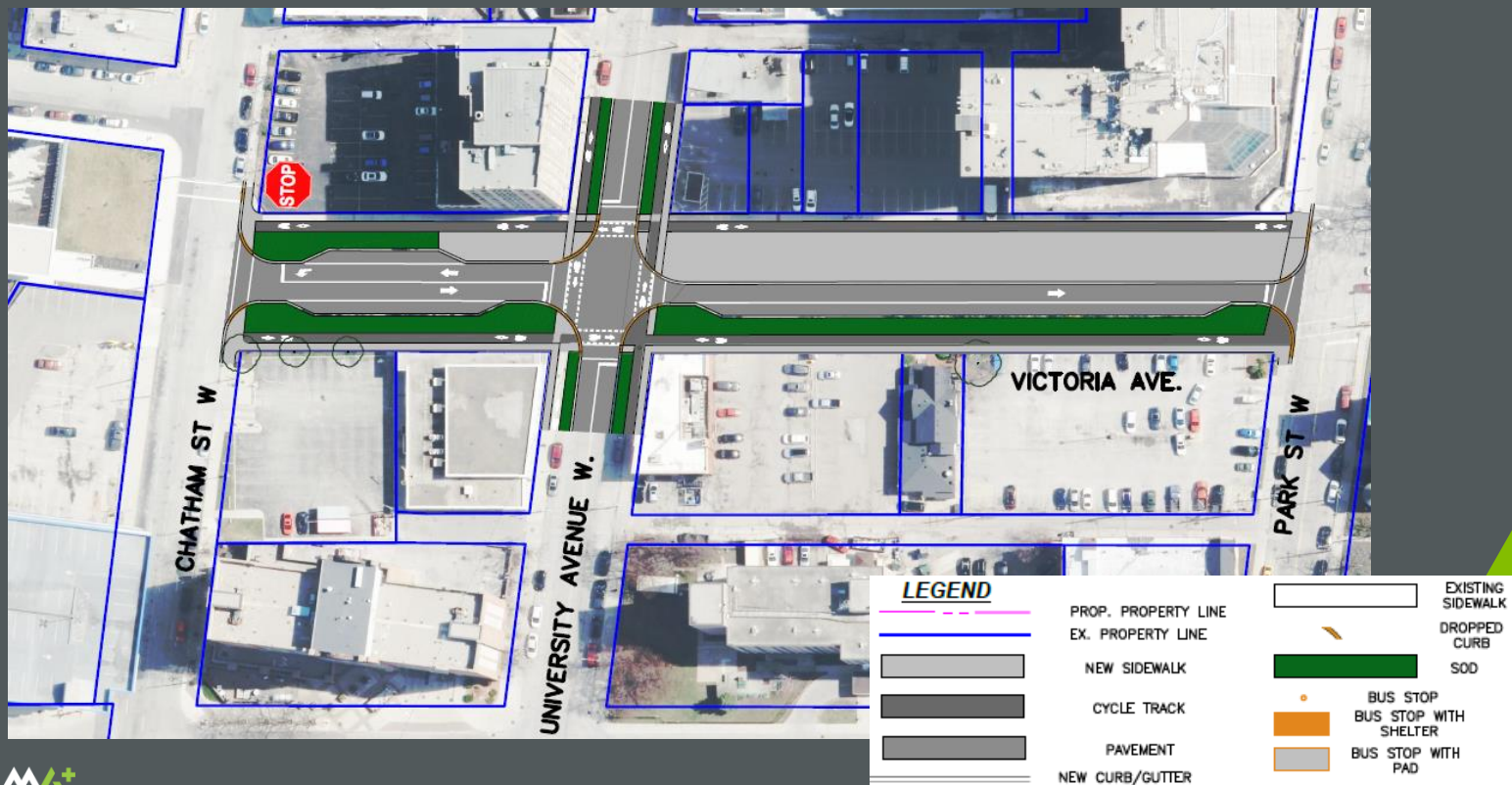
Phase 3 - Recommended Plan – University Avenue

From east of Pelissier Street to McDougall Street (2)



LEGEND			EXISTING SIDEWALK
	PROP. PROPERTY LINE		
	EX. PROPERTY LINE		DROPPED CURB
	NEW SIDEWALK		SOD
	CYCLE TRACK		BUS STOP
	PAVEMENT		BUS STOP WITH SHELTER
	NEW CURB/GUTTER		BUS STOP WITH PAD

Phase 3 - Recommended Plan – Victoria Avenue



Phase 3 – Alternative Design Concepts for Preferred Solution

- **Next Steps**

- Review public and agency comments
- Incorporate refinements based on feedback and finalize the design plates for the Recommended Plan
- Prepare Environmental Study Report (ESR)
- File the ESR for a 30 day public review period
- Following the completion of the EA process, the City moves forward with implementation including determination of property requirements, detailed design and construction.

Comments and Feedback

- Comments need to be received by August 24, 2021
- Provide your comments by calling 311 or by contacting the study team directly:

Jeff Hagan, P.Eng., PTOE

Transportation Planning Senior Engineer

City of Windsor

1266 McDougall Street

Windsor, ON N8X 3M7

Tel: 519 255 6267 x 6003

jhagan@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

Visit www.windsoreas.ca for updated project information.