

**REPORT NO. 226 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE**
of its meeting held August 27, 2014

Present: Councillor J. Gignac
Councillor R. Jones
Councillor H. Payne
Councillor F. Valentinis, Chair

Regrets: Councillor A. Halberstadt

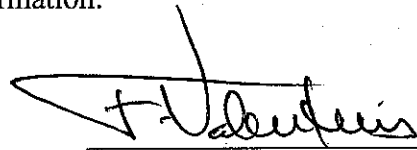
Reference: Report No. 57 of the Windsor Bicycling Committee

That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED:**

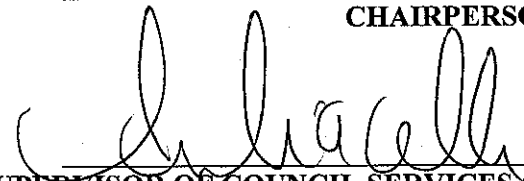
Moved by Councillor Jones, seconded by Councillor Payne,
THAT Report No. 57 of the Windsor Bicycling Committee (Municipal Class Environment Assessment, 6th Concession Road/North Talbot Road) **BE RECEIVED** for information.

Carried.

Clerk's Note: Report No. 57 of the Windsor Bicycling Committee of its meeting held July 16, 2014 is attached as background information.



CHAIRPERSON



SUPERVISOR OF COUNCIL SERVICES (A)

NOTIFICATION:				
Name	Address	Email Address	Phone	FAX
Windsor Bicycling Committee	On File			
John Zangari, P. Eng. Project Manager Dillon Consulting Ltd.		jzangari@dillon.ca		

REPORT NO. 57
of the
WINDSOR BICYCLING COMMITTEE
of its meeting held
July 16, 2014
Room 407, 400 City Hall Square East

Present: Dr. Chris Waters, Chair
Councillor Alan Halberstadt
Neil Campbell
Charles Griffiths
Walter Manney
Nicole Noel
Charles Pope
Dr. Nick Scott

Your Committee submits the following recommendation:

Moved by N. Campbell, seconded by Councillor Halberstadt,
That Administration **BE REQUESTED** to forward the following motion to Dillon Consulting Limited as it relates to the Municipal Class Environment Assessment, 6th Concession Road/North Talbot Road:

“Whereas the Windsor Bicycling Committee (WBC) is very pleased to see that bike lanes have been included in all the alternatives for the Municipal Class Environmental Assessment 6th Concession Road/North Talbot Road;

The Committee suggests consideration of the following in order to increase cyclist safety and further encourage cycling on these facilities:

- 1) Some of the alternatives include roundabouts. The WBC has no objection to the use of roundabouts versus traffic signals, but it will be crucial at the design stage to pay attention to cyclist safety through, for example, reducing the speed of motorized traffic through any roundabouts and by providing proper signage. For cyclists who lack the confidence to merge with traffic in the roundabout, they should have opportunities to dismount and cross as pedestrians with properly constructed facilities.
- 2) Separated bike lanes should be used to enhance cyclist safety. One option would be to reduce the size of the boulevard and increase physical separation between the cyclist and motorist through, for example, a flex bollard design.
- 3) Mountable curbs should be considered.
- 4) An educational campaign (perhaps through material distributed to homes and schools) for the neighbourhoods surrounding these roads should be considered to show residents how to use these facilities safely as both motorists and non-motorists.”

Carried.

CHAIRPERSON

COMMITTEE COORDINATOR

Notification:		
Windsor Bicycling Committee	On File	
John Zangari, P. Eng. Project Manager Dillon Consulting Ltd.		jzangari@dillon.ca