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Windsor, Ontario, July 24, 2013

A meeting of the **Environment Transportation & Public Safety Standing Committee** is held this day commencing at 4:30 o'clock p.m. in Council Chambers there being present the following members:

**Present:** Councillor Valentinis (Chair)  
Councillor Jones  
Councillor Halberstadt  
Councillor Payne

*Also present are the following from Administration:*

George Wilkki, City Solicitor  
Wes Hicks, Senior Manager, Infrastructure and Transportation Planning/  
Deputy City Engineer  
Josette Eugeni, Manger of Transportation Planning  
Sandra Gebauer, Council Assistant

**Regrets:** Councillor Gignac

**Delegations:**

Mark Beaten (Item 1)  
Richard Hucal (Item 1)  
Darlene Chase (Item 1)

1. **CALL TO ORDER**

The Chair calls the meeting to order at 4:30 o'clock p.m.

2. **DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

None.

3. **ADOPTION OF THE MINUTES**

Moved by Councillor Payne, seconded by Councillor Jones,  
**THAT** the minutes of the meeting of the Environment, Transportation and Public Safety Standing Committee held June 19, 2013 **BE ADOPTED** as presented.

Carried.

4. **REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS**

None.

5. **COMMUNICATIONS**

Administration distributed an email received from Gayle Jones, Diversity and Accessibility Officer indicating that no input or concerns were raised by the Windsor Accessibility Advisory Committee regarding the report named "Residential On-Street Accessible Parking Policy". Communication is attached as Appendix "A".

6. **PRESENTATIONS AND DELEGATIONS**

**Item 1 Bartlet Drive and Bellagio Drive Traffic Calming Pilot Projects – Follow up Report**

**Mark Beaten – Bartlet Drive Resident**

Mark Beaten appears before the committee to speak in regards to the traffic calming measures taken on Bartlet Drive. Mr. Beaten states that traffic calming measures are very important since the City closed Cousineau at Howard Avenue and they involve the safety or resident waking, biking or running.

Mr. Beaten holds that speed cushions don't on their own cause cut through drivers to use designated collector route of Cousineau to Country Club to Howard but they are an important tool to get some traffic flow or speed reduction relief and help ensure safety of those using the street.

Speed cushions were placed on either end of the 1 km road and living near the on the West end of Bartlet Drive Mr. Beaten can attest to the fact that the speed cushions cause the vast majority of drivers to slow down and the noise from the cushions is minimal;

Mr. Beaten claims that the data provided in report is difficult to understand. It is not clear which set of speed cushions on Bartlet that it is referring to and feels that the results are flawed because traffic counts were taken over 2010 and 2011 and the concern is that 2010 data did not include Bartlet at Guppy and the 2011 data was taken for Guppy was taken after the North Talbot road was closed at the 401 which greatly impacted traffic flow to our area.

In regards to the Emergency Services experience, Mr. Beaten is apprehensive of the fact that there would be such a difference between Windsor and London's Emergency Services experiences.

When referring to the Operations experience Mr. Beaten feels that reference should have been made to providing training to snow plough drivers. The drivers should be held accountable for damage to speed cushions or own equipment.

The Risk Analysis on page 7 states that "Speed cushions may Cause damage to vehicles." Mr. Beaten believes this is an overstatement as there are many roads in the city that are in worse condition and could cause more damage to vehicles than speed cushions.

Mr. Beaten indicates that the approved route is the designated class 2 collector route of Cousineau to Country Club to Howard and they have spent years trying to figure out how to move the traffic off of Bartlet Drive. He encourages the continued use speed cushions on Bartlet and encourages the City to continue to try to develop other traffic calming initiatives including increased enforcement in order to provide a safer environment for the residents.

#### **Richard Hucal – Bartlet Drive Resident**

Richard Hucal appears before the committee to speak in regards to the traffic calming measures taken on Bartlet Drive. He believes that the results of the study on Bartlet are weak due to the fact that the report has been expanded to collectively review the pilot use of the speed cushions.

Mr. Hucal also deems the report flawed for the following reasons:

- Traffic was monitored only during the weekdays and only after rush hour and stopped before the evening rush hour due to the theft of the automatic traffic recorder in 2012.
- When referring to Emergency Services Experiences the report states that Ambulances have to slow down significantly. Mr. Hucal believes that "significantly" in a marketing type word and does not specify as to how much these emergency vehicles had to slow down. Perhaps 5km/hr or 10km/hr? How does this affect response time?
- Page 5 or the report refers to transit routes; Bartlet Drive is a local street and therefore this is totally irrelevant.
- Where the report refers to the speed cushions interfering with maintenance, Mr. Hucal indicates while not even slowing down a snow plough took out one speed cushion and by the end of the day the City of Windsor removed the others, ultimately leaving the study unfinished.
- The Risk Analysis part of the report indicates that speed cushions "may" increase emergency response times or "may" cause damage to vehicles etc. Mr. Hucal considers the word "may" meaningless and doesn't think that any decisions should be based on this.

Mr. Hucal believes that there are no real findings in the report. He indicates that

Cousineau is currently closed at Talbot and should be for the next 1 or 2 weeks and therefore this is the time to take a count on Bartlet because now it's the way it was before the had collector traffic. The count should be taken again after Cousineau is reopened at Talbot in order to get a true number. The difference is the collector traffic cutting though our neighbourhood. This is what we've been dealing with for 12 yrs.

In response to Councillor Halberstadt's questions as to whether speed cushions have been effective Mr. Hucal confirmed that although they have had a great effect on vehicle speed they have not done much for in regards to volume. He indicates that along with the speed cushions, some enforcement would have a greater impact.

Mr. Hucal also confirmed that while this is only a pilot project he feels that the speed cushions should become permanent in order to make it inconvenient for vehicles to use Bartlet Drive as a shortcut.

#### **Darlene Chase -- Bellagio Drive Resident**

Darlene Chase appears before the committee to speak in regards to the traffic calming measures taken on Bellagio in order to reduce traffic due to cut-through traffic.

Ms. Chase claims that the speed cushion which is directly in front of her living room window has affected her in a negative way and has indicated the following reasons:

- She states that the noise coming from the speed cushion is very loud and in addition to the constant thumping noise there is the sound of cars slowing down and then revving up to get over the cushion.
- Often times, trucks carrying dirt or gravel go over the bump and lose some of their load, after which it takes several days before it is cleaned up.
- There are still many vehicle speeding even with the cushions
- When vehicles do slow down she feels they often times stop and stare at her children playing outdoors making her very uncomfortable.

Ms. Chase believes that the lot sizes on Bartlet Drive are much bigger than the ones on Bellagio and perhaps the cushions don't affect them as much therefore if they are working on Bartlet that's fine but she feels that on Bellagio they are ineffective. The initial petition that was circulated for Bellagio was to close the street but instead they ended up with a speed cushion which she claims are ineffective.

Councillor Payne expressed his concern to Administration that although they may not be ideal, they may be the only answer to this problem. He expressed that

should the speed cushion be removed on Bellagio we would revert back to the same problem.

Administration indicates that the Consultant was hired to assist in updating the current Traffic Calming Policy and although there is no ideal form of traffic calming because every neighbourhood will react differently, we may have to come up with a different solution with the input of the neighbourhood.

Councillor Halberstadt asked who will make the recommendation on whether to eliminate the speed cushions or whether we continue to use them

Administration indicated once an approved Traffic Calming Policy is in place they would evaluate how these locations as they currently exist do or do not comply with the policy and if they would be grandfathered in if they didn't

Moved by Councillor Payne, seconded by Councillor Jones,

**THAT** the report authored by the Policy Analyst dated July 8, 2013 entitled "Bartlet Drive and Bellagio Drive Traffic Calming Pilot Projects – Follow-up" **BE RECEIVED** for information.

Carried.

## 7. COMMITTEE MATTERS

### Minutes of the Bicycling Committee meeting held April 24, 2013

Moved by Councillor Payne, seconded by Councillor Jones,

**THAT** the minutes of the Bicycling Committee meeting held April 24, 2013 **BE RECEIVED** for information; and further

**THAT** the Windsor Bicycling Committee **BE REQUESTED** to provide information regarding the \$300 honorarium given to Fred Thomas, who instructed the Elder College Safe Cycling Program.

Carried.

### Minutes of the Windsor-Essex County Environment Committee meeting held June 6, 2013

Moved by Councillor Halberstadt, seconded by Councillor Payne,

**THAT** the minutes of the Windsor-Essex County Environment Committee meeting held June 6, 2013 **BE RECEIVED** for information.

Carried.

**Minutes of the Windsor Licensing Commission meeting held June 27, 2013**

Moved by Councillor Jones, seconded by Councillor Halberstadt,  
**THAT** the minutes of the Windsor Licensing Committee meeting held  
June 27, 2013 **BE RECEIVED** for information.

Carried.

**8. ADMINISTRATIVE ITEMS**

**Item 2 Parking By-Law 9023 Amendments to prohibit vehicles Parking or Stopping within a Bicycle Lane**

Moved by Councillor Halberstadt, seconded by Councillor Jones,  
**THAT** Parking By-law Number 9023 **BE AMENDED** as listed and  
attached in Appendix "A" of this report to prohibit vehicles stopping or parking in  
a bicycle lane; and further

**THAT** the City Solicitor **PREPARE** the necessary documents to amend  
the by-law.

Carried.

**Item 3 Residential On-Street Accessible Parking Policy**

Salient points of discussion regarding the On-Street Accessible Parking  
Policy are as follow:

- The revision of the policy omits the word "suitable" making the policy more inflexible that if there is any type of off-street parking on the property the request for on-street accessible parking would be denied.
- While the goal is to make the policy as straightforward as possible, there are instances where exceptions should be made
- The word "suitable" should be kept as part of the policy.

Moved by Councillor Jones, seconded by Councillor Halberstadt,  
**THAT** the report authored by the City Engineer dated July 3, 2013  
entitled "Residential On-Street Accessible Parking Policy" **BE REFERRED** to  
City Council for decision.

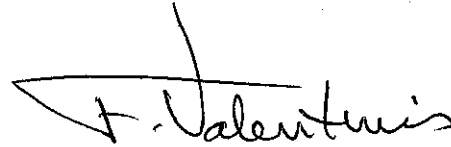
Carried.

**9. QUESTION PERIOD**

None.

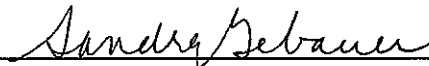
10. **ADJOURNMENT**

There being no further business, the meeting is adjourned at 6:04 o'clock p.m.  
The next meeting of the Environment, Transportation and Public Safety Standing  
Committee will be held August 28, 2013.



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CHAIRPERSON



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COUNCIL SECRETARIAT