
Public Information Centre (PIC)
Permanent Road Closure of Huntington Avenue
as part of the Cabana Road Environmental Assessment Implementation

Thank you for attending the public information meeting held on December 5, 2018 with respect to proposed permanent Huntington Avenue closure at Cabana Road East. We have collected the comments & questions regarding the Cabana project and the proposed closure of Huntington with mixed opinions. Many comments either support or have no special concerns on the proposed closure of Huntington Avenue. Below is a summary of the most common questions with corresponding answers.

What is the Traffic increase on Inglewood after the closure of Huntington Avenue? Is it comparable to other streets? What about the increase traffic on Clifford and Lochmoor?

- Below is a summary of the existing traffic counts at peak hours in the AM and PM.

- Inglewood 2017 count

OUTBOUND	INBOUND	TOTAL
AM 16 Vehicles	5 Vehicles	21 Vehicles
PM 14 Vehicles	17 Vehicles	31 Vehicles

- Huntington 2017 count

OUTBOUND	INBOUND	TOTAL
AM 13 Vehicles	10 Vehicles	23 Vehicles
PM 27 Vehicles	22 Vehicles	49 Vehicles

- If for example it is assumed that all displaced Huntington traffic will solely use Inglewood (and not Ouellette) which is unlikely after the proposed closure, the total amount of vehicles coming and going from the street would be 44 in the peak AM hour and 80 in the peak PM hour. If additional development to the north of Cabana adjacent to Howard Avenue occurs with access into the neighbourhood, these estimates would be 65 in the peak AM hour and 104 in the peak PM hour. Such volumes are well within the lower bound of traffic volumes on local residential streets and do not create operational concerns. Accordingly, no operational or safety problems are anticipated on any of the local streets because the projected volumes are well within an acceptable range for a local residential street. Essentially the streets may be anticipated to operate as they do now, including for emergency response.
- The benefit to the community of closing one street is to remove one point of potential conflict for all users of Cabana Road (cars, bicycles and pedestrians). Because the combined and forecast volumes that result from the closure of one street falls well within normal traffic operating parameters, the closure of one street is recommended.
- These are a few of the reasons why the City prefers the closure of Huntington:
 - Closing Huntington instead of Inglewood can efficiently reduce the potential shortcutting traffic since there are three direct connections to Dougall Avenue from Huntington;
 - Keeping Inglewood open gives more regular intersection spacing along Cabana Road than keeping Huntington open.

Is there anything that can be done about driver behaviour, or use traffic calming?

- For Cabana Road design, the traffic lane width will be reduced to 3.1 metres. A narrower traffic lane in general makes it seem that slower speeds are more natural in the area. It's caused by making the driver more aware of the other lanes and users as well as a sense of discomfort which tends to make vehicles slow down when compared to wider lanes.
- Some comments indicated that speeds would increase due to the closure and lane widening, which will make turning harder. We studied the speeds of the newly completed Cabana phase, and although the speeds are higher than what the City would like, they have decreased from pre-construction speeds.
- A single resident request (typically through 311) is all that's needed for City staff to carry out an initial traffic calming review. Under the City of Windsor Traffic Calming Policy, a local residential street must have either a daily traffic volume of at least 1,000 vehicles or an 85th percentile speed that is at least 10 km/h above the speed limit to be eligible for traffic calming. Based on the low traffic volumes present and after the proposed road closure, it is anticipated that no traffic calming measures would be warranted on Inglewood Avenue and adjacent streets. However, we will monitor the traffic volume after the construction of Cabana Phase 2 and review the condition on Inglewood and Ouellette. More information on the Traffic Calming Policy can be found at <http://www.citywindsor.ca/residents/Traffic-And-Parking/Traffic-Control-Issues/Pages/Traffic-Calming.aspx>

Turning left will be difficult, is there anything that can be done?

- A common concern raised by the public comments is that it is difficult to turn left onto Cabana now, so with four lanes it will be even more difficult. The analysis indicates very clearly that widening Cabana to four lanes will reduce average delay to drivers compared to two lanes, even when the traffic from both streets is combined:

		AM	PM
Existing traffic turning into 2 lanes:	Huntington	16.3sec	25.2sec
	Inglewood	15.1sec	26.8sec
Total traffic turning into 4 lanes	Combined streets	14.4sec	21.7 sec

These are the statistical analysis results presented in the Traffic Study Report; the statistics do not necessarily reflect driver perception, which is where the concern usually originates. Cabana Road may seem busy now, especially in daily rush hours. The road capacity will double by adding an additional lane at each direction after the improvements. This will allow more traffic to flow through the corridor within the same time interval and allow more vehicles to turn, making cabana road more accessible.

- Some comments were made that turning left from the area streets onto the four lanes of Dougall is a problem which would indicate that the widening of Cabana to four lanes will not improve the situation. As noted in the report, the volumes on Dougall are much higher compared to Cabana. Existing total volumes show 1022 (AM), 1300 (Mid-day), and 1505 (PM) vehicles per hour on Cabana compared to 1799 (AM), 1907 (Mid-day), and 2842 (PM) vehicles per hour on Dougall, differences of +76%, +47%, and +89% respectively. These higher volumes on Dougall explain the increased delay in turning left out onto Dougall.
-

Can there be an additional left turning lane on Cabana to help with left turns or a traffic signal light to be added?

- Due to the low volumes on the side streets, a traffic signal light at either Ouellette or Inglewood would not be warranted based on the Ministry of Transportation guidelines.
- A traffic signal should not be considered at any side streets between Dougall and Howard, because it will serve to attract traffic to the signal from within the neighbourhood. Traffic operations will be better balanced if the traffic is dispersed amongst the available outlets. None of the access points become overloaded as indicated by the simulation results.
- The Council approved Cabana/Division Corridor Environment Assessment (EA) study report recommends a 4-lane cross section and this cannot be changed without revisiting & amendment of approved EA.
- The analysis has indicated that a four-lane cross section will operate efficiently, and is similar to the cross section that has been constructed east of Howard and which is operating effectively.

What exactly are the traffic volumes shown in the PIC and are the turning numbers correct?

- The traffic volumes were done in January 2017 and were done by counting the cars on the streets for the two-hour peak periods in the morning and afternoon, and then selecting the busiest hour from each of these peak periods. It is an industry standard to use the peak hour rates for design purposes. For the proposed 2028 traffic our Consultant looked at possible growth in the area and added in additional vehicles to the existing volumes.

Can the cul-de-sac be moved or smaller?

- The final location of the cul-de-sac will be fine-tuned during the detailed design process and has not yet been finalized. However, there does need to be one, since it is City of Windsor practice to install a cul-de-sac at dead end streets for service vehicles to turn around. There is a minimum radius design requirement for a cul-de-sac to allow the service vehicle maneuver.

Can the City move the mail boxes on Clifford?

- The City can not move them without the approval of Canada Post, since they are owned by Canada Post. We can request them to review and suggest a relocation if our post-construction traffic monitoring revealed that the location of the mail boxes did cause safety concerns.

Can a traffic light be added on Dougall Avenue between Cabana Road W and Norfolk?

- This is beyond Cabana Corridor Improvements project. Requests for the installation of new signals can be made by contacting 311.

Are there any sidewalks, bike lanes on Cabana Road after the construction and where are they located?

- There will be sidewalks on both sides of Cabana Road and bike lanes in each direction of Cabana Road as per the Cabana EA recommendation. A separate Public Information Center (PIC) meeting will be held prior to the construction of Cabana Phase 2, which is scheduled in 2019.

Will there be any pedestrian crossing between Howard and Dougall?

- There won't be any identified pedestrian crossing between Dougall and Howard. It is recommended to use either of controlled pedestrian crossing at Dougall and Howard.
-

Why is the City in Favour of closing Huntington Avenue

- It decreases potential conflicts and collisions for vehicles and all road users (cyclists, pedestrians, runners, etc.);
- It reduces potential cut through traffic therefore it would help traffic calming in a residential area;
- Keeping Inglewood open gives more regular intersection spacing along Cabana than keeping Huntington open;
- It is consistent with the recommendations of the EA.

In summary of the concerns and support raised at the PIC, there were a number 14 (fourteen) comment sheets cited that they liked the proposal to close Huntington; 5 (five) did not like the proposal to close Huntington. Some felt the proposal would enhance the neighbourhood; some felt that four lanes on Cabana would be a good improvement; some agreed that bicycle lanes were good on Cabana, and that the improvements would eliminate a pinch point in the City-wide bicycle system.

As next step, we will file an application for a permanent road closure on Huntington at Cabana Road East based on the Traffic Analysis Study recommendation and PIC meeting feedback. The application will go through the normal road closure process to present in one of the standing committee meetings. You will be notified once a meeting date is scheduled. I trust this is sufficient; however, if you have any further questions please contact Ms. Jane Z. He, P. Eng. at 519-255-6257 extension 6358 or Mr. Michael Cappucci, P. Eng. at 519-255-6257 extension 6355.
