



THE CORPORATION OF THE CITY OF WINDSOR

Memo

To: Mayor and City Council
From: Jennifer Leitzinger
Date: August 13, 2014
Subject: Additional Information to Report #17147 – Cabana Road Active Transportation Facilities for the Windsor Loop and CQ 28-2013 Feasibility of Constructing a Pilot Segregated Cycle Lane

Council Report #17147 dated June 25, 2014 and entitled “Cabana Road Active Transportation Facilities for the Windsor Loop and CQ28-2013 Feasibility of Constructing a Pilot Segregated Cycle Lane” was scheduled for Council’s consideration at its July 7, 2014 meeting. At its July 7th meeting, Council directed via CR180/2014:

“That the report of the City Engineer dated June 25, 2014 entitled “Cabana Road Active Transportation Facilities for the Windsor Loop & CQ28-2013 Feasibility of Constructing a Pilot Segregated Cycle Lane” BE DEFERRED to allow for one additional public consultation meeting to be held.”

The additional Public Information Centre was held on July 24th, 2014 at Roseland Golf & Curling Club. The feedback received at the second Public Information Centre was assembled and summarized. Of note:

- 61% (74 of 123) of households support separated bicycle lanes

According to Ontario Traffic Manual (OTM) Book 18, “A separated bicycle lane, also sometimes referred to as a ‘segregated bicycle lane’ may be separated by a buffer with hatched pavement markings or by a physical barrier such as a line of bollards, a median or parked vehicles. Physical separation restricts the encroachment of motor vehicle traffic into the separated bicycle lane, and is perceived to create a more secure and comfortable environment for cyclists.” Pg. 18

- 35% (9 of 26) Cabana Road households support separated bicycle lanes
- 31% (38 of 123) of households support first addressing traffic concerns on Cabana Road and to prioritize spending for the widening of Cabana Road as per the EA.

Further to that, CR65/2009 states the following:

That Council REFER consideration of funding of the intersection improvements only to the Capital Budget deliberations as outlined in the report of the General Manager of Public Works dated January 19, 2009 entitled “Cabana/Division Road Corridor Environmental Study Report, Huron Church Road to Walker Road –Ministers Decision regarding the Part II Order Requests” with the first order of business being the intersection at Provincial Road followed by consideration of intersections at Glenwood, Dominion and in the area of Southwood School and, that subsequent to completion of the intersection improvements,

that traffic studies BE COMPLETED to afford City Administration and the Minister to consider a three lane option for Cabana Road, and further that residents BE ENGAGED in the design process at each phase, and that Council REITERATES the policy or its intent that Cabana Road remains off limits to truck traffic.

In accordance with CR 65/2009, once the intersection improvements are made and the Herb Gray Parkway is complete and functioning, then it would be appropriate to revisit the traffic study. The Transportation Network Analysis that was completed as a part of the Cabana/Division Road Corridor Environmental Study Report indicated that a three lane cross-section was not sufficient based on the technical needs of the corridor.

The estimated construction cost to implement the remainder of the Cabana/Division Road EA as identified in the 2014 Capital Budget is \$48,000,000 exclusive of utility relocates and land acquisition costs. This is a high level estimate as detailed design has yet to be completed.

If these bike lanes are constructed they will still be useful as they will connect to any new reconstructed section of Cabana Road.

- 16% (19 of 123) of households support rumble strips, line painting or ditch as an alternative to bollards

Rumble strips are suited for signed bicycle routes with paved shoulders. The following info is from the OTM Book 18 pertaining to rumble strips:

“A **Rumble Strip** is a grooved pattern separating the travelled portion of the roadway from the paved shoulder.

Rumble strips are typically implemented as a road safety measure to benefit motorists. They alert drivers through sound and vibrations to the fact that they are drifting out of the travel lane onto the shoulder. However, from the cyclist's perspective there are safety issues associated with rumble strips on rural roadways designated as bicycle routes.

At best, rumble strips will cause discomfort for cyclists riding over them. At worst, they may compromise a cyclist's control of the bicycle, which is particularly dangerous where cyclists are travelling alongside fast-moving or heavy vehicles. Similarly, by restricting manoeuvrability around obstacles on the paved shoulder, rumble strips may cause cyclists to veer into the travel lane or off the edge of the paved roadway.

If rumble strips are proposed for a road that is designated as a bicycle route, their design should consider that most cyclists will use the paved shoulder. Accordingly, a rumble strip with a skip pattern should be implemented. The skip pattern allows cyclists to manoeuvre in and out of the paved shoulder to pass stopped cars and other cyclists, as well as to avoid debris on the shoulder. Periodic gap lengths of 3.6 m should be provided between each 18.3 m minimum set of shoulder rumble strips to provide cyclists with enough room to exit or enter the paved shoulder without riding over the rumble strip.” Pg.

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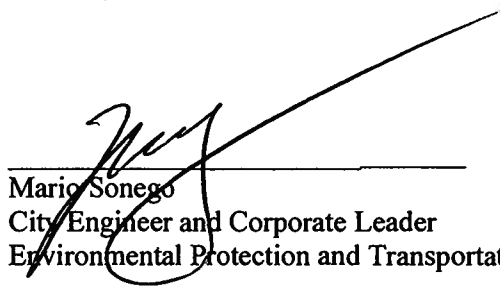
Since rumble strips create noise when cars drive over them it is not our practice to use them on streets with residential frontages.

The option to remove the bollards from the design is not considered unsafe and Council has this option, however Administration recommends the bollards remain in the design as an additional physical measure to alert drivers and protect cyclists.


- 9% (11 of 123) expressed concerns regarding maintenance response, i.e. winter maintenance (Winter Maintenance of the travelled lane will be performed in accordance with the City's winter maintenance standards.)

Based on the comments received, Administration believes that there is no basis to change the technical recommendations contained in report #17147.


Windsor Police Services fully supports Administration's recommended design (separated bike lanes with bollards). Their comments are attached to this memo.



Mario Sonego
City Engineer and Corporate Leader
Environmental Protection and Transportation



Jennifer Leitzinger
Transportation Planning Engineer



Onorio Colucci
Chief Financial Officer/City Treasurer
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Helga Reidel
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Encls: Windsor Police Comments – Cabana Road Bike Lanes

NOTIFICATION:

All residents on the study mailing list

Windsor Police Comments – Cabana Road Bike Lanes Design

From: Horrobin, Barry [<mailto:bhorrobin@police.windsor.on.ca>]

Sent: Friday, July 25, 2014 8:19 AM

To: Sonego, Mario; Hicks, Wes; Eugeni, Josette; Leitzinger, Jennifer; Ash, Laura

Cc: Richards, John; Langlois, Michael; Dunmore, Geoffrey; Dodd, Brendan

Subject: Windsor Police comments - Cabana Road Bike Lanes design

After attending yesterday's public open house to view the designs for the proposed protected bicycle lanes for Cabana Road, I would like to offer the following comments on the design being recommended. As this issue is set to go back to City Council in a few weeks, the comments of the Windsor Police Service are as follows:

1. First and foremost, the concept of protected bicycle lanes is by far the safest design option for safely integrating bicycle lanes within the roadway environment. Protected bike lanes offer optimal physical separation from moving vehicles in a configuration that allows drivers to clearly see all roadway users within their peripheral vision – this is critical for creating the safest possible outcome. For all these reasons, the Windsor Police Service fully supports protected bike lanes.
2. The overall project design also calls for adding sidewalks on both sides of the road in addition to the bicycle lanes. Currently, sidewalks exist on only one side in some areas. Having them on both sides of the road will optimize pedestrian safety throughout the area.
3. With respect to the actual physical design of the protected/separated bike lanes, I feel it is very important to include the bollards in addition to the painted buffer zone. The safety reasoning behind this is that the bollards add a critical vertical component to visually cue drivers to be aware of cyclists sharing the roadway environment. When combined with the painted buffer zone, a 3D visual cue is created for drivers, thereby enhancing safety.
4. One concern I feel has some merit is the difficulty some abutting residents along Cabana Road will have in safely exiting their properties to travel on Cabana when doing so in a reversing motion. Considerable care will have to be exercised for drivers leaving these homes to safely enter the roadway as they must now travel a greater distance to safely orient their vehicle in the direction they wish to travel, and having to bisect the bicycle lanes in the process. Perhaps some kind of public education could help, similar to what is done when educating the public in the use of a new roundabout.
5. Overall, this is a new concept for Windsor but one I feel can set a terrific precedent for how we implement the safest possible designs for active transportation facilities within our roadway environments into the future.

Respectfully,

Barry Horrobin, B.A., M.A., CLEP, CMM-III
Director of Planning & Physical Resources
Windsor Police Service