

DEFERRED to the March 19, 2012 meeting of Council
as **ADOPTED** by Council at its meeting held February 6, 2012 [M58-2012]
/AA
Windsor, Ontario February 6, 2012

REPORT NO. 26 of the
ENVIRONMENT & TRANSPORTATION STANDING COMMITTEE
of its meeting held October 26, 2011

Present: **Councillor Hatfield, Chair**
 Councillor Payne
 Councillor Sleiman
 Councillor Halberstadt

Regrets: **Councillor Valentinis**

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

Moved by Councillor Halberstadt, seconded by Councillor Sleiman,
That a six (6) month pilot project for traffic calming in the Roseland area
BE APPROVED with the following features:

- I. That Mansfield Drive be converted to a northbound One Way Street; and
- II. That a pork chop island be installed at the intersection Neal Blvd. and Bartlet Drive; and
- III. That a pork chop island be installed at the intersection of Cousineau Road and Casgrain Drive; and

That Administration cost out the proposed six month pilot project, and provides comment for Council; and further

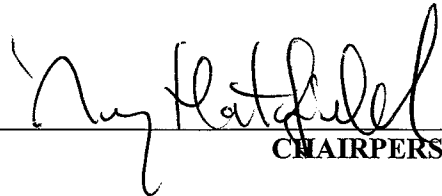
That Administration circulates the proposed pilot project to all the area residents.

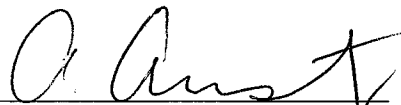
Carried.

Livelihood 15521, ST2011



Clerk's Note: The report of the Policy Analyst dated September 16, 2011 titled "Roseland Area Traffic Calming Project" is attached for information.


 CHAIRPERSON


 DEPUTY CLERK

NOTIFICATION:				
Name	Address	Email Address	Telephone	FAX
All affected area residents				
Gino Bordignon	830 Bartlet Drive Windsor, ON N9G 1V4		519-969-6339	
Mark Beaten	950 Bartlet Drive Windsor, ON N9G 1V4		519-966-1750	
Richard Hucal	525 Bartlet Drive Windsor, ON N9G 1V1			
Mike Weldon	580 Bartlet Drive Windsor, ON N9G 1V2			
K. D. Percy T. C. Percy		kpercy@cogeco.ca		
Walter Masanovich	4039 Roseland Dr. E. Windsor, ON	masan@porchlight.ca		
Jeff Richer		jeff.richer@cogeco.ca		



ADOPTED AS AMENDED by Council at its meeting held March 19, 2012 [M166-2012]
DEFERRED to the March 19, 2012 meeting of Council
as **ADOPTED** by Council at its meeting held February 6, 2012 [M58-2012]
/AA
Windsor, Ontario March 19, 2012

AMENDED REPORT NO. 26 of the
ENVIRONMENT & TRANSPORTATION STANDING COMMITTEE
of its meeting held October 26, 2011

Present: **Councillor Hatfield, Chair**
 Councillor Payne
 Councillor Sleiman
 Councillor Halberstadt

Regrets: **Councillor Valentinis**

That the following resolution was adopted by Council at its meeting held March 19, 2012:

Moved by Councillor Dilkens, seconded by Councillor Sleiman,

M166-2012 That the speed limit on the street south of Cabana and North of Cousineau between and including Casgrain and Kennedy Drive **BE LOWERED** to 40 km and that Windsor Police Service be requested to undertake enforcement following the speed limit reduction; and further

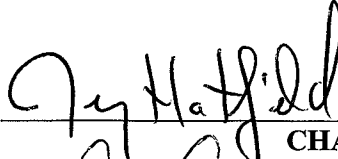
That Administration **AMEND** the traffic calming policy to allow for speed cushions **PROVIDED** the pilot project of the City of London proves to be successful.

Carried.

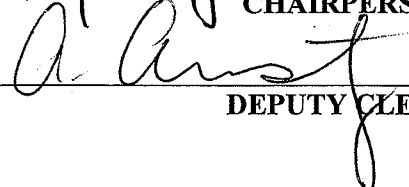
Livelihood 15521, ST2011

Clerk's Note: The report of the Policy Analyst dated September 16, 2011 titled "Roseland Area Traffic Calming Project" is attached for information.

The report of the Policy Analyst dated December 5, 2012 titled "Proposed Bartlet Drive Study for the Reduction of Cut-Through Traffic Volume" is also attached for information.



CHAIRPERSON



DEPUTY CLERK



NOTIFICATION:				
Name	Address	Email Address	Telephone	FAX
All affected area residents				
Gino Bordignon	830 Bartlet Drive Windsor, ON N9G 1V4		519-969- 6339	
Mark Beaten	950 Bartlet Drive Windsor, ON N9G 1V4		519-966- 1750	
Richard Hucal	525 Bartlet Drive Windsor, ON N9G 1V1			
Mike Weldon	580 Bartlet Drive Windsor, ON N9G 1V2			
K. D. Percy T. C. Percy		kpercy@cogeco.ca		
Walter Masanovich	4039 Roseland Dr. E. Windsor, ON	masan@porchlight.ca		
Jeff Richer		jeff.richer@cogeco.ca		



ADOPTED AS AMENDED by Council at its meeting held March 19, 2012
[M166-2012] – SEE AMENDED REPORT NO. 26
DEFERRED to the March 19, 2012 meeting of Council
as ADOPTED by Council at its meeting held February 6, 2012 [M58-2012]
/AA

Windsor, Ontario March 19, 2012

REPORT NO. 26 of the
ENVIRONMENT & TRANSPORTATION STANDING COMMITTEE
of its meeting held October 26, 2011

Present: **Councillor Hatfield, Chair**
 Councillor Payne
 Councillor Sleiman
 Councillor Halberstadt

Regrets: **Councillor Valentinis**

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

Moved by Councillor Halberstadt, seconded by Councillor Sleiman,
That a six (6) month pilot project for traffic calming in the Roseland area
BE APPROVED with the following features:

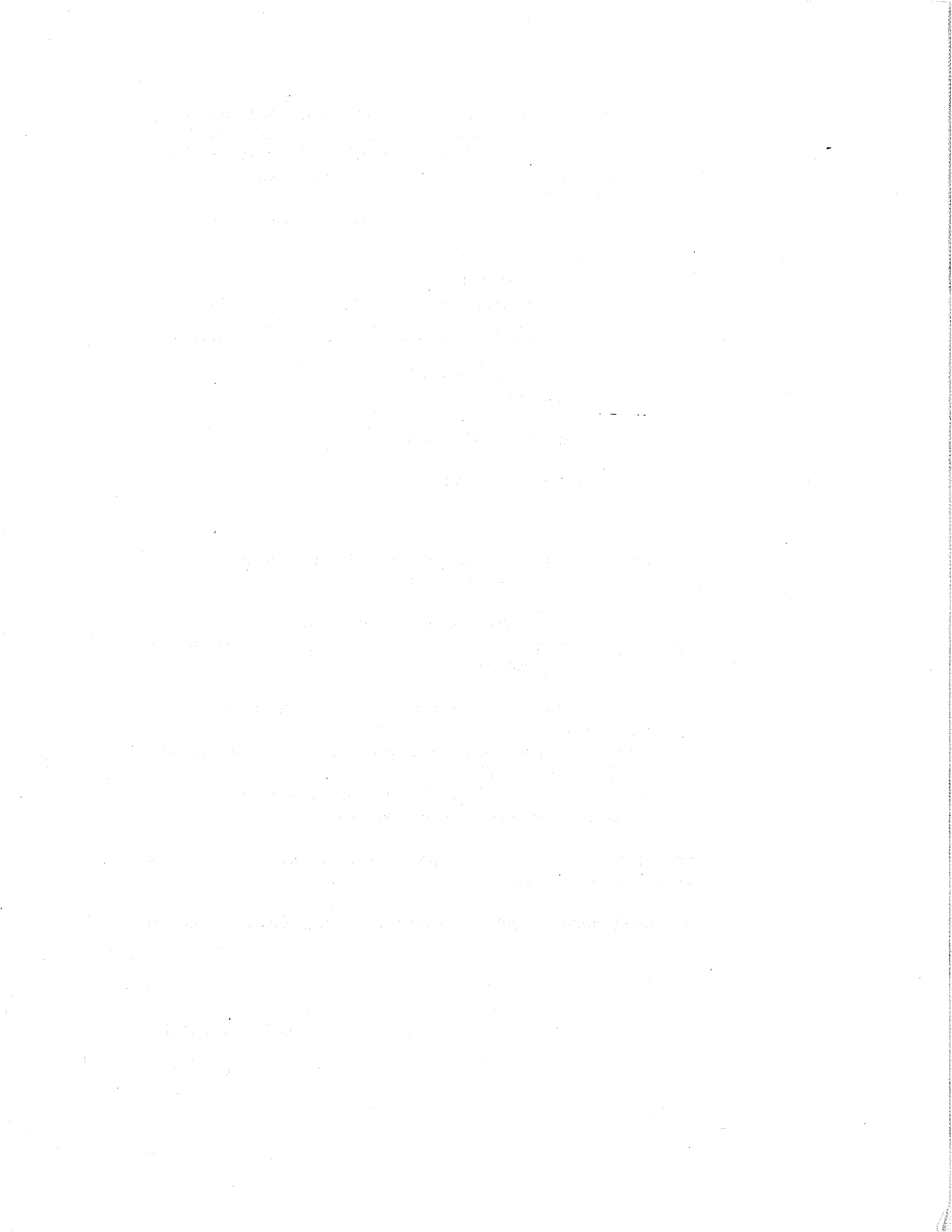
- I. That Mansfield Drive be converted to a northbound One Way Street; and
- II. That a pork chop island be installed at the intersection Neal Blvd. and Bartlet Drive; and
- III. That a pork chop island be installed at the intersection of Cousineau Road and Casgrain Drive; and

That Administration cost out the proposed six month pilot project, and provides comment for Council; and further

That Administration circulates the proposed pilot project to all the area residents.

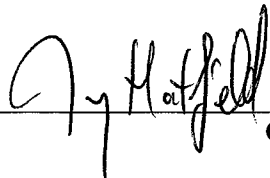
Carried.

Livelihood 15521, ST2011




Clerk's Note: The report of the Policy Analyst dated September 16, 2011 titled "Roseland Area Traffic Calming Project" is attached for information.

The report of the Policy Analyst dated December 5, 2012 titled "Proposed Bartlet Drive Study for the Reduction of Cut-Through Traffic Volume" is also attached for information.



 CHAIRPERSON



 DEPUTY CLERK

NOTIFICATION:				
Name	Address	Email Address	Telephone	FAX
All affected area residents				
Gino Bordignon	830 Bartlet Drive Windsor, ON N9G 1V4		519-969-6339	
Mark Beaten	950 Bartlet Drive Windsor, ON N9G 1V4		519-966-1750	
Richard Hucal	525 Bartlet Drive Windsor, ON N9G 1V1			
Mike Weldon	580 Bartlet Drive Windsor, ON N9G 1V2			
K. D. Percy T. C. Percy		kpercy@cogeco.ca		
Walter Masanovich	4039 Roseland Dr. E. Windsor, ON	masan@porchlight.ca		
Jeff Richer		jeff.richer@cogeco.ca		



THE CORPORATION OF THE CITY OF WINDSOR
Environment & Transportation Standing Committee – Administrative Report

**MISSION STATEMENT:**

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

LiveLink REPORT #: 15521 ST2011	Report Date: September 16, 2011 (#3165-09/16/11:ml)
Author's Name: Andrew Dowie	Date to Standing Committee: September 29, 2011
Author's Phone: 519 255-6100 ext. 6993	Classification #:
Author's E-mail: adowie@city.windsor.on.ca	

TO: Environment & Transportation Standing Committee

SUBJECT: Roseland Area Traffic Calming Project

1. RECOMMENDATION: City Wide: _____ Ward(s): 2

- A. That the Traffic Calming project for the Roseland area as expedited by M101-2010 **BE CLOSED** without construction of physical features directly within the neighbourhood; and
- B. That the All-Way Stops at Bartlet at Casgrain and Bartlet at Sutherland **BE REMOVED** in accordance with CR77/98 directing their removal on completion of improvements to the Howard Avenue, Neal Boulevard and North Talbot Road intersection; and
- C. That remaining all-way stops in the subject area **BE VERIFIED** for compliance with the All-Way Stop Policy, and that all stop signs demonstrated to be ineffective **BE REMOVED**; and
- D. That Council **RESCIND** CR65/2009 in order to reinstate Council's consideration of capacity improvements to Cabana Road West between Glenwood Avenue and Dougall Avenue, as recommended in the Cabana / Division Road Corridor Environmental Study Report, once construction of both the Windsor-Essex Parkway and the intesection of Provincial and Cabana are completed, in order to most effectively reduce area congestion and cut-through traffic in the Roseland area.

EXECUTIVE SUMMARY:

N/A

2. BACKGROUND:

Concerns regarding traffic issues in the Roseland area have been brought forward to Council on several occasions. Specifically, CQ221-97 and CQ26-98 had been generated by Council as a result of the neighbourhood's concerns:

CQ221-97: Asks for a report in response to the petition from area residents requesting the installation of a four way stop at the intersection of Mount Royal and Villa Maria North and for information on the parameters which were used to support the installation of two all-way stops on Bartlet recently."

CQ26-98: Asks that a report be submitted to Council in one week at the same time the report in response to Council Question CQ221-97 (C) respecting all-way stops at Mount Royal and Villa Maria North is returned to Council to include an evaluation of the effectiveness of all-way stops on Bartlet at Casgrain and Sutherland including input from area residents.

Stop signs were installed by Administration at Bartlet & Casgrain and Bartlet & Sutherland on an interim basis while the Howard Avenue / North Talbot Road / Neal Avenue intersection remained unimproved. The response accepted by Council at the time through CR77/98 stated:

"In regards to the second issue of the installation of all way stops on Bartlet Drive, these all way stops were installed as a temporary measure (with agreement from a neighbourhood committee which included members of City Council) until such time as intersection improvements/revisions could be undertaken at Howard/North Talbot/Neal."

Many neighbourhood residents have commented to Administration that traffic concerns first materialized since the closure of Cousineau Road at Howard Avenue and the dedication of Country Club Drive as the neighbourhood east-west collector road.

Prior to the introduction of the Traffic Calming policy, in response to speeding and cut-through traffic concerns, all-way stop controls were installed without demonstrated success in alleviating residents' concerns. The administrative response to CQ26-98 indicated:

"The general consensus is that the all-way stops are assisting in making the Bartlet route less convenient for short-cutting traffic. However, they note that these installations are not a final solution, that many drivers do not stop, and that they are a nuisance for the immediate neighbours. On balance, however, they are prepared to live with these installations until improvements at the Howard Avenue and North Talbot intersection can be made."

On March 2, 2009, CR65/2009 was adopted as follows:

"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 - Minister's 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."

The initial traffic calming request for Neal Boulevard, Kennedy Drive, and Roseland Drive east of Mansfield Avenue was initiated in late 2005 by residents of Kennedy Drive and Neal Boulevard, and completed in early 2006. The area of interest was determined by Administration to be the southeast quadrant of the neighbourhood, bounded by Mansfield Drive to the west and Roseland Drive to the north.

A 311 poll of residents was initiated in late 2007 and completed in January 2008. Of the 209 households invited to participate, 59 responses were received representing a 28% response rate. A total of 47 or 79% of these responses were favourable towards the implementation of traffic calming, representing 22% of affected households.

Administration presented in a report dated March 12, 2010, in response to CQ81-2009, an update on progress relating to the outstanding traffic calming initiatives. The matter was deferred by Council until the November 1, 2010 meeting of Council, at which time CR398/2010 directed the completion of Phase II of the Traffic Calming Policy in the Roseland area.

Following Council's direction, and in an effort to expedite the process in order to meet Council's timelines, Administration scheduled meetings with a neighbourhood group that had established a network of block captains. The group presented a proposal for consideration by Administration. This included implementation of one-way travel and turn restrictions. The general intent of the proposal was to eliminate opportunities for cut-through traffic and was in keeping with the Traffic Calming policy. Administration was informed that these concepts enjoyed broad support within the entire Roseland Area. The proposal itself however, could not be supported by Administration on a technical basis. Members of the Transportation Planning Division responded to the same neighbourhood group with three individual high-level traffic calming concepts, each of which would be expected to individually achieve the outcomes sought by the neighbourhood.

The concepts were refined based on consultation with affected departments and service agencies, and a review of travel alternatives for neighbourhood residents affected by the concepts. The revised concepts were presented at the first public meeting held at Roseland Golf and Country Club on January 20th, 2011. Hand-delivered notices of the meeting were distributed to all members of the neighbourhood affected by traffic calming measures, generally described as the area bounded by Kennedy, Casgrain, Bartlet, and Roseland. The area of consultation for this exercise and for subsequent activity was expanded to include those households anticipated to be affected by the proposed concepts.

The January 20th, 2011 meeting invited resident feedback on the concepts proposed and requested ideas for consideration in the design of a neighbourhood traffic calming solution. Both at the meeting and subsequent to it, Administration received a significant amount of written and electronic correspondence from residents residing throughout the study area. Concerns were expressed with the impacts of traffic calming implementation and, specifically, implementation of the concepts presented by Administration which would restrict directional traffic. The verbatim comments received are attached as Appendix "A".

Administration considered all concerns received carefully in the context of the traffic calming project. The concepts presented by Administration were refined in consideration of neighbourhood feedback. The general design was unveiled at a second public meeting on March

24th, 2011 also held at Roseland Golf and Country Club, the notice for which was hand delivered to the same study area as the first public meeting. Further feedback from the neighbourhood residents was solicited by Administration at the meeting and subsequent to it. The verbatim comments received are attached as Appendix "B".

Minor refinements to the design were incorporated into the traffic calming plan as a result of community input. The final two-phased proposal was released to the residents in the form of a polling notice hand-delivered on July 15th, 2011 to the study area. The first phase identified intersection features including traffic circles and curb extensions, and the second phase incorporated mid-block features in the form of mid-lane islands (see attached Appendix "C") Residents were provided two weeks to respond to the poll which asked the following questions:

- 1) Do you support traffic calming in the Roseland Area? (YES/NO)
- 2) Do you support installation of Phase 1. Phase 1 is comprised of the intersection improvements. (YES/NO)
- 3) Do you support installation of Phase 2. Phase 2 is comprised of the mid-block improvements. (YES/NO)
- 4) Do you have any further comments? (OBTAIN FEEDBACK)

Illustrations of Phase 1, Phase 2 and the overall buildout plan were included in the notice and residents were directed to seek clarification from the Transportation Planning Policy Analyst if required. Voting closed on July 29th, 2011, wherein 135 responses were received from across the 570 homes and properties that were distributed notices within the neighbourhood study area. The results are as follows:

Responses from 2011 Expanded Study Area

	# of Votes	% of Voters	% Overall
Support Traffic Calming	96	71%	17%
Support Phase 1	74	55%	13%
Support Phase 2	71	53%	12%
Oppose Traffic Calming	39	29%	7%
Did Not Respond	435		74%

The above-noted table considers the expanded area of consultation, generally bounded by Kennedy, Casgrain, Bartlet, and Roseland. The original area polled in early 2008 was more limited, and comprised of the area generally including Kenendy, Roseland, Neal, and Bartlet east of Mansfield and south of the Roseland Golf and Country Club. For comparison, the following table demonstrates similar support levels for the households initially polled as for the expanded study area.

Responses from Original Study Area

	2008			2011		
	# Votes	% Voters	% Overall	# Votes	% of Voters	% Overall
Support Traffic Calming	47	80%	22%	40	74%	20%
Support Phase 1				26	48%	12%
Support Phase 2				26	48%	12%
Oppose Traffic Calming	12	20%	6%	14	26%	6%
Did Not Respond	150		72%	155		74%

3. DISCUSSION:

A pattern has emerged indicating that traffic calming *requests* exist where traffic demand exceeds the capacity of the surrounding arterial and collector roadways. The overflow traffic seeks alternative routes through residential neighbourhoods, representing a time savings or congestion avoidance for the travelling vehicle. Further discussion on the policy is noted in the companion report, "Traffic Calming Policy Review."

Traffic volumes vary throughout the neighbourhood in a manner consistent with the designation of the street. For example, Mount Royal, the local Class II Collector Road, records an average of 3900 vehicle trips per day inclusive of both directions, while Bartlet Drive, a local road, carries approximately one third of the collector road volume at 1275 vehicles per day. Local traffic data is noted as follows:

Street	Most Recent Average Daily Volume (Sum of Both Directions) – vehicles per day	Most Recent Average Speed (where recorded)	Most Recent 85 th Percentile Speed (where recorded)	Road Class
Mount Royal at Cousineau	3900	N/A	N/A	Class 2 Collector
Casgrain at Cousineau	2200	N/A	N/A	Local
Roseland East at Dougall	1837	N/A	N/A	Local
Roseland South at Mansfield	1413	48.1 km/h	54.6 km/h	Local
Neal at Bartlet	1307	N/A	N/A	Local
Bartlet at Sutherland	1275	50.3 km/h	58.0 km/h	Local
Roseland East at Kennedy East	1000	51 km/h	59.5 km/h	Local
Kennedy East at Roseland East	761	50.4 km/h	59.6 km/h	Local

The volumes noted within the Roseland area are generally consistent with the levels expected to occur due to the neighbourhood design, number of properties, presence of traffic generated from the Roseland Golf and Country Club, and the de facto collector function of most roads in the area due to the limited number of external access points.

The above-noted speeds include the average speed of all travelling vehicles, as well as the 85th percentile representing the speed below which 85% of the vehicles are travelling. While any speeds travelled above the posted limit are concerning, the existence of an 85th percentile speed within 10km/h of the posted limit in all areas of the neighbourhood speaks positively to the limited frequency of more dangerous instances of speeding.

On gauging the results of the poll, a satisfactory level of neighbourhood support has not been reached in order for Administration to recommend the expenditure. 74% of the neighbourhood chose not to respond to the polling notice. Of the remaining 26% of residents who did respond to the 311 poll, a slight majority supported the administrative proposal. The bulk of the opposition received through this poll was communicated as opposition to the proposal itself and not necessarily a dismissal of the need for traffic calming. Development of a solution amenable

to a clear majority of the neighbourhood was not achieved through the process. Administration has concluded that such a solution cannot be achieved, due in large part to the competing needs of the neighbourhood and lack of appropriate alternative travel routes for local traffic.

Conflicting opinions persist within the neighbourhood. For opponents of the polled proposal, there is either:

- A sense that the design is insufficient, i.e.:
 - Will not deliver sufficient reductions in speeds or volumes beyond the established threshold for traffic calming,
 - That more aggressive measures, such as eliminating neighbourhood access and directional turn restrictions, are required, or
- A fear that installation of aggressive traffic calming measures in one location will result in excessive traffic volumes on other neighbourhood streets.

Effectively, to incorporate traffic calming elements on one neighbourhood street to the satisfaction of its residents would negatively impact another neighbourhood street.

This is due in large part to the layout of the Roseland area. The neighbourhood is atypical in that there is limited outside access, and the closure or restriction of a single access point results in significant travel length increases, internal traffic for some residents and concentrated volumes at the remaining access points. For example, any restriction for residents requiring access to eastbound Bartlet Avenue from Cousineau Drive (such as Guppy Street or the most easterly residents of 1095 Bartlet Drive) would lead to additional driving lengths of 1.75km (if Casgrain remained accessible and absorbed this additional traffic) to 3km if the Casgrain access were closed and vehicles were forced to proceed to Howard Avenue. Restrictions also hinder the opportunity for a distribution of traffic between multiple routes.

Widenings to address capacity issues on Cabana Road and Howard Avenue in accordance with their respective Environmental Study Reports have not yet been considered for construction. Until these works are completed, the travel demand will continue to exceed the road capacity of arterial routes and drivers will continue to seek alternative routes.

The proposals identified in Appendix "C" are expected to achieve speed and volume reductions for the neighbourhood. However, these solutions do not address the root cause of why vehicles foreign to the neighbourhood travel through this residential area. Traffic will continue to infiltrate roads of lower classifications in reaction to insufficient arterial road capacity. For this reason, Administration is recommending that implementing the improvements approved through the Environmental Assessments for both Cabana Road and Howard Avenue would be a more effective use of the financial investment required to satisfy traffic concerns in this area.

During the consultation process, concerns were also expressed regarding a lack of compliance with the all-way stop controls installed in the neighbourhood, particularly on Bartlet Avenue. The previous reports to Council from 1997 and 1998 demonstrated that non-compliance has been persistent since installation of these signs. These signs were intended for removal on completion of the intersection improvements at Howard/Neal/North Talbot, which has now been completed. When unwarranted all-way stop controls are installed, driver psychology intuitively dismisses their need and a sense that compliance is needed is low. These areas require increased enforcement, generate poor environmental conditions as a result of increased vehicle emissions, and reduce overall safety of drivers and pedestrians when compliance is not maintained. Comments received by Administration have reported non-compliance of all-way stops within the Roseland area, further confirmed through recent police enforcement actions. To improve the

safety and environmental impacts of the neighbourhood, Administration recommends the removal of all non-compliant signs in the study area in accordance with the All-Way Stop Policy, specifically those intersections where the criteria of at least 250 vehicles pass per hour and at least 200 pedestrian crossings occur over eight hours are not achieved.

4. FINANCIAL MATTERS:

Administration does not recommend that this project be funded based on the ultimate outcome of the Traffic Calming project.

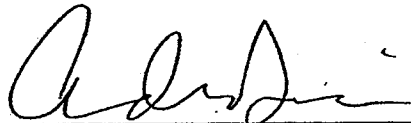
Should Council disagree with the administrative recommendation, the proposed Traffic Calming solution for the Roseland area, which was presented at the most recent Public Meeting, would cost approximately \$0.5 Million to fully implement as noted in the attached information sheets as Appendix "C". There are no placeholders for this nature of work in the five-year capital budget plan, and would require redirection of funds from other projects as a first charge to the 2012 Capital Budget or beyond in order to proceed this year.

5. CONSULTATIONS:

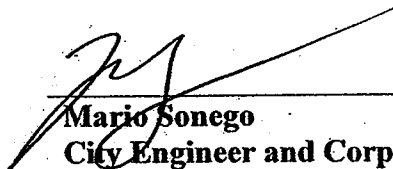
Meeting 1 with Neighbourhood Group - December 14, 2010
Meeting 2 with Neighbourhood Group - January 13, 2011
Notice of Public Meeting No. 1 - Hand delivered January 10, 2011
Notice of Public Meeting No. 2 - Hand delivered March 17, 2011
Dean Wilkinson of Essex-Windsor Emergency Medical Services
John Lee of Windsor Fire and Rescue Services
Barry Horrobin and Staff Sergeant Stephen Bodri of Windsor Police Services
Marty Gallant of Student Transportation Services
Maintenance Division, Operations Department
Infrastructure and Transportation Planning Branch, Engineering Department
Traffic Operations Division, Operations Department
Transit Windsor

6. CONCLUSION:

Administration recommends that Council not proceed with construction of the proposed traffic calming measures in the Roseland neighbourhood. Alternative investments in the Cabana Road and Howard Avenue corridors are instead recommended in order to address the root cause of neighbourhood concerns.


Andrew Dowie
Policy Analyst (Reassigned)


Josette Eugeni
Manager of Transportation Planning


Mario Sonego
City Engineer and Corporate Leader –
Environmental Protection &
Transportation

AD

APPENDICES:

- A) January 20, 2011 Public Meeting Comments
- B) March 24, 2011 Public Meeting Comments
- C) Circulated Proposal to Neighbourhood
- D) Council Reports and Resolutions

DEPARTMENTS/OTHERS CONSULTED:
Name: Beau Wansbrough, Policy Analyst
Phone #: 519-255-6247 x6003

NOTIFICATION :

Name	Address	Email Address	Telephone	FAX
Councillor Drew Dilkens	3125 Massey Crt. Windsor, ON N9E 2Z6	ddilkens@city.windsor.on.ca	519-250-4607	
All Affected Residents				

APPENDIX "A"

January 20, 2011 Public Meeting Comments

**(Due to the size of the document, this is available on the City's website.
Hard copies have been provided to Mayor & Council only.)**

APPENDIX "B"

March 24, 2011 Public Meeting Comments

**(Due to the size of the document, this is available on the City's website.
Hard copies have been provided to Mayor & Council only.)**

APPENDIX "C"



THE CORPORATION OF THE CITY OF WINDSOR
Office of the City Engineer - Transportation Planning Division

July 8, 2011

Dear Resident:

RE: ROSELAND AREA TRAFFIC CALMING PROJECT

The City of Windsor has determined that your neighbourhood qualifies for Traffic Calming. A Public Meeting was held on January 20th, 2011, which presented the available options for Traffic Calming in the area and solicited residents' input. A second Public Meeting held on March 24, 2011, presented a concept design for neighbourhood traffic calming that considered the feedback received.

The attached drawings describe the traffic calming measures proposed for installation in your neighbourhood, as a result of the public consultation process. Neighbourhood support for the proposed traffic calming methods to improve the enjoyment and pedestrian friendliness of your neighbourhood (*attached*) must be established.

To voice your opinion, we ask that you call the City of Windsor's 311 Call Centre and:

- Identify that you are calling about the Roseland Area Traffic Calming project.
- Provide your answers to the following questions when prompted:
 - 1) Do you support traffic calming in the Roseland Area? Yes or No.
 - 2) Do you support installation of Phase 1? (Intersection improvements) Yes or No.
 - 3) Do you support installation of Phase 2? (Mid-block improvements) Yes or No.
 - 4) Do you have any further comments?

If the households of your neighbourhood (bounded by Casgrain, Kennedy and Bartlet Drives as illustrated) respond with a minimum 66% support to move forward with the Traffic Calming Project, city staff will submit the attached plan for consideration by Council in the 2012 Capital Budget. So make your voice count by calling 311 today. The deadline for calling in and answering the questions is July 29th, 2011. (Only one call per household will be recorded). Similar to other petitioned projects, non-responses must be considered to be opposition to proceeding with these improvements.

If you have any questions regarding Traffic Calming, please visit the City's Transportation Policies Web Site to review the Traffic Calming Discussion Paper and Policy: <http://www.citywindsor.ca/001440.asp> or contact the Policy Analyst at (519) 255-6247 ext. 6003.

Sincerely,

Josette M. Eugeni, P.Eng.
Manager of Transportation Planning

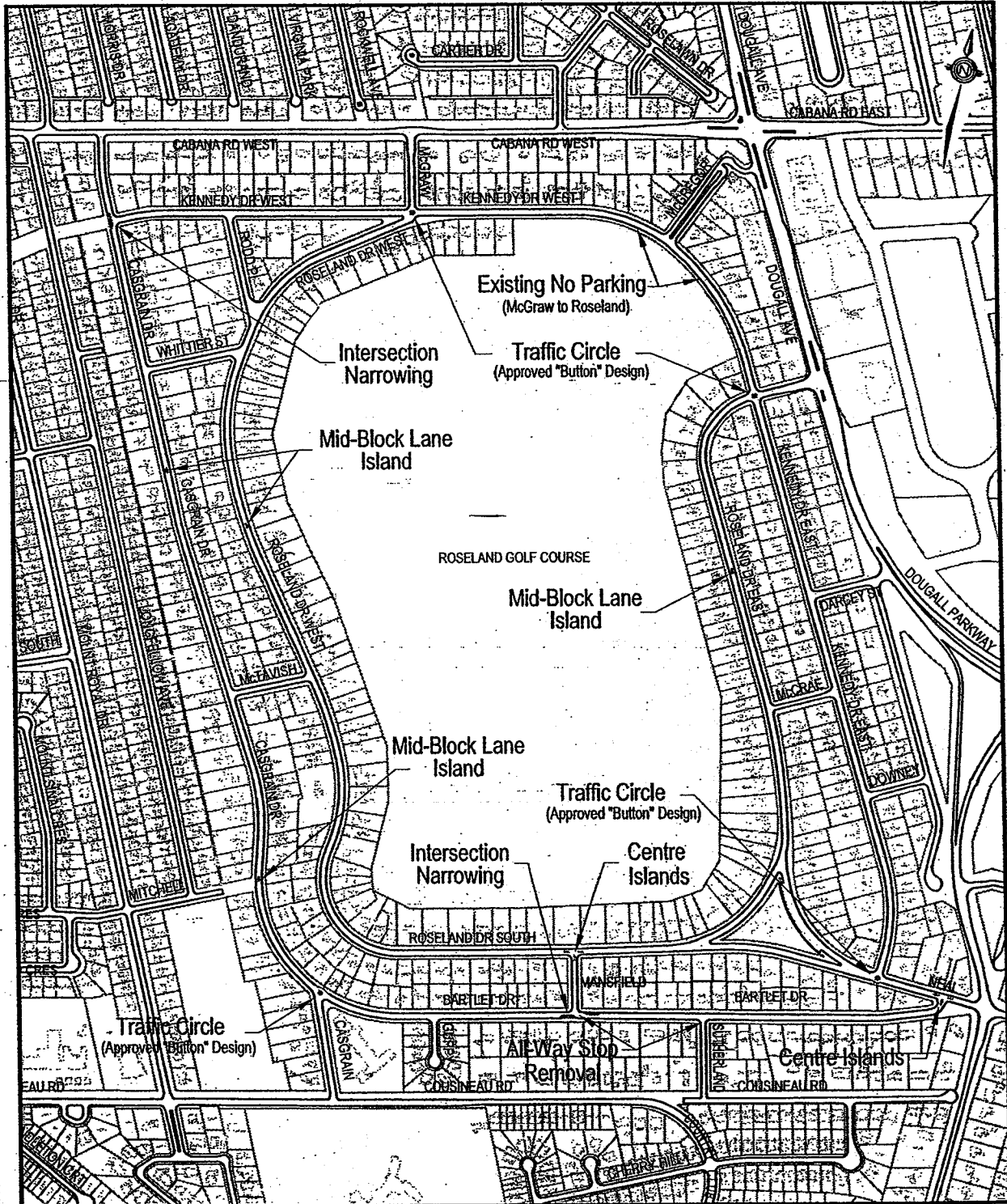
Attachments

cc: Councillor Drew Dilkens
311

City of Windsor • 1266 McDougall Street • Windsor, ON • N8X 3M7
www.citywindsor.ca

TRAFFIC CALMING STUDY

Roseland Area Traffic Calming Concept - Complete Buildout



LEGEND

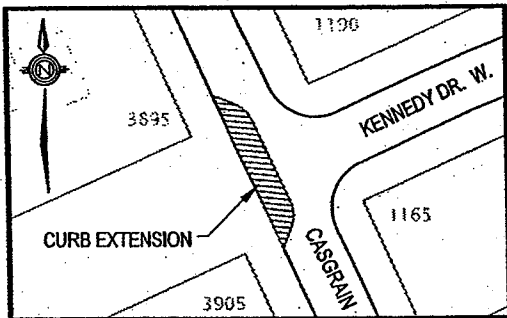
- PHASE I ——— INTERSECTION IMPROVEMENTS
- PHASE II ——— MID-BLOCK IMPROVEMENTS

TRAFFIC CALMING STUDY

Roseland Area Traffic Calming Concept

PHASE I: INTERSECTION IMPROVEMENTS - CURB EXTENSIONS

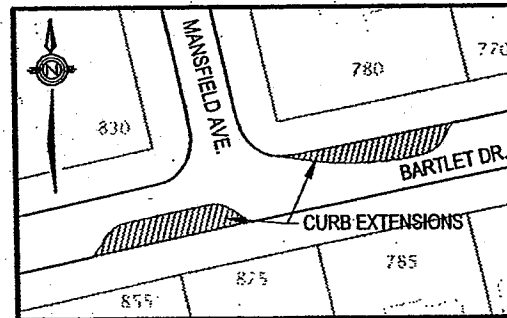
KENNEDY DR. W. AT CASGRAIN DR.



ENLARGED PLAN

Note: Drawings are Conceptual.

BARTLET DR. AT MANSFIELD AVE.

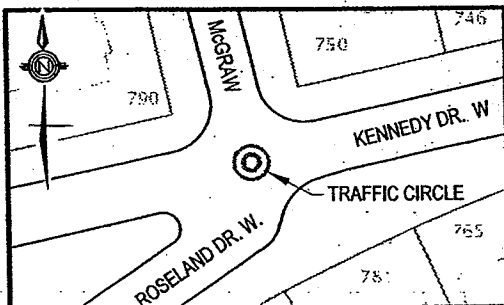


ENLARGED PLAN

Note: Drawings are Conceptual

PHASE I: INTERSECTION IMPROVEMENTS - TRAFFIC CIRCLE

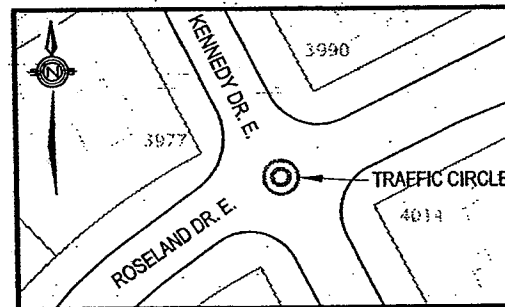
KENNEDY DR. W. AT ROSELAND DR. W.



ENLARGED PLAN

Note: Drawings are Conceptual

KENNEDY DR. E. AT ROSELAND DR. E.



ENLARGED PLAN

Note: Drawings are Conceptual

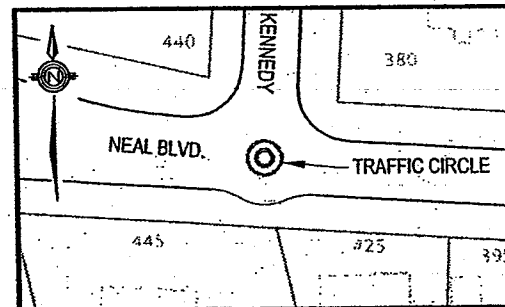
CASGRAIN DR. AT BARTLET DR.



ENLARGED PLAN

Note: Drawings are Conceptual

NEAL BLVD. AT KENNEDY DR. E.

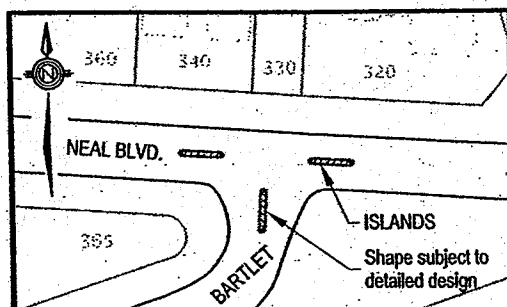


ENLARGED PLAN

Note: Drawings are Conceptual

PHASE I: INTERSECTION IMPROVEMENTS - RAISED MEDIAN ISLANDS

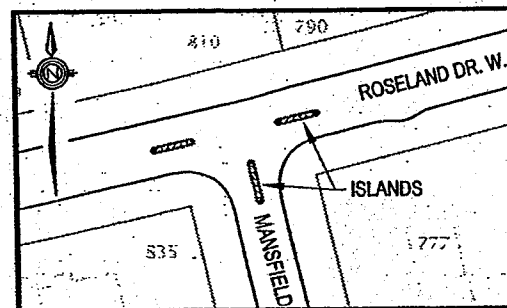
NEAL BLVD. AT BARTLET DR.



ENLARGED PLAN

Note: Drawings are Conceptual

ROSELAND DR. S. AT MANSFIELD AVE.



ENLARGED PLAN

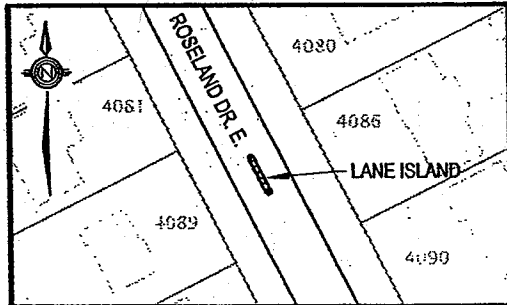
Note: Drawings are Conceptual

TRAFFIC CALMING STUDY

Roseland Area Traffic Calming Concept

PHASE II: MID-BLOCK IMPROVEMENTS - LANE ISLANDS

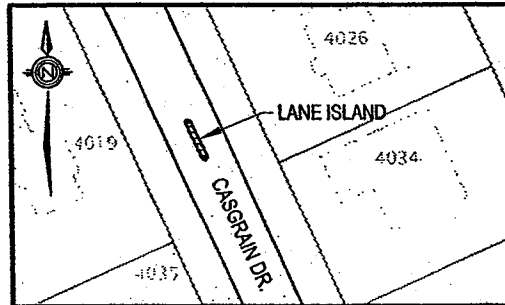
ROSELAND DR. E. MID-BLOCK



ENLARGED PLAN

Note: Drawings are Conceptual

CASGRAIN DR. MID-BLOCK



ENLARGED PLAN

Note: Drawings are Conceptual

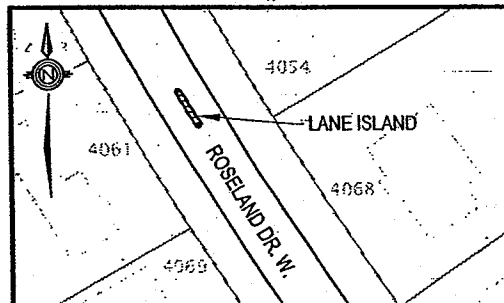
CASGRAIN DR. MID-BLOCK



ENLARGED PLAN

Note: Drawings are Conceptual

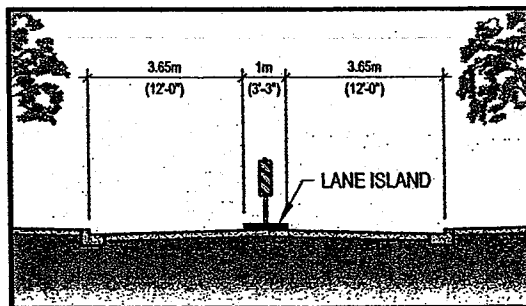
ROSELAND DR. W. MID-BLOCK



ENLARGED PLAN

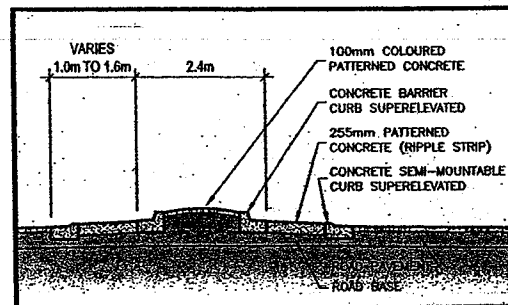
Note: Drawings are Conceptual

CROSS SECTIONS



LANE ISLAND CROSS SECTION

Note: Drawings are Conceptual



TRAFFIC CIRCLE CROSS SECTION

Note: This is a design guideline drawing and not the actual design for this intersection.



LANE ISLAND PICTURE



TRAFFIC CIRCLE PICTURE

APPENDIX "D"



THE CORPORATION OF THE CITY OF WINDSOR

MISSION STATEMENT:

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

DATE: January 13, 1998

TO: Chief Administrative Officer

FROM: Commissioner of Traffic Engineering
Chief of Police

RE: Council Question 221-97(c)

AIM:

To report to Council regarding the above.

BACKGROUND:

At the December 8, 1997, Council Meeting, Councillor Roach asked the following question:

"Asks for a report in response to the petition from area residents requesting the installation of a four way stop at the intersection of Mount Royal and Villa Maria North and for information on the parameters which were used to support the installation of two all-way stops on Bartlet recently."

COMMENTS:

The petition referred to in the above noted question does not meet minimum Council Policy requirements of 60% signatures in favour. In this case, the petition was signed favourably by 58% of those within a one block radius.

A check of Departmental records has shown an average of less than 1 collision at this intersection over the past three years of a type susceptible to correction by the installation of an all way stop. This is below the warrant requirements as set out in CR 114/92 of an average of three or more collisions per year for a three year period of a type susceptible to correction by the installation of an all way stop.

A site visit revealed the following:

- Adequate street lighting
- Acceptable sight lines
- Sidewalks on the west side of Mt. Royal Drive
- "No Parking" regulations on the east side of Mount-Royal Drive
- Lack of corner clearances on most corners

Council Drawing CT-345 is attached for your information.

A speed study was undertaken on Mount Royal Drive which indicates a mean speed of approximately 54 km/hr. The 85th percentile (basically the speed at which 85% of the vehicles are travelling under) was calculated to be approximately 61 km/hr. This is not considered a serious problem.

All way stops and the warrants approved by Council Resolution I735/88 are meant for intersecting streets of the same classification. In this case, Mt. Royal Drive is a Class II collector and Villa Maria N. Boulevard is a local road, and thus warrants for an all way stop are not met.

The primary function of a Collector Road is to facilitate the movement of traffic between local, collector and arterial streets at relatively low speeds with little or no interruption. The installation of all way stops at such streets intersecting with local streets is inappropriate in both principle and practice as stopping collector roads for local residential streets gives increased precedence to the local streets.

The collector road must take precedence as its function of facilitating the movement of traffic between different land uses is of utmost importance. Additional stops on Mt. Royal will encourage traffic to use Longfellow, which is a residential street, and which has already been the subject of complaints from the residents.

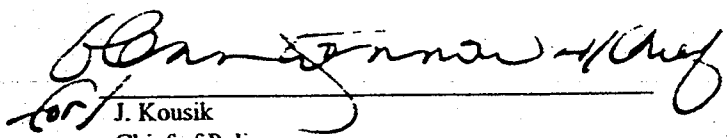
A traffic count was undertaken at this intersection. The results of the count indicate that Mt. Royal Drive carries approximately 7 times more traffic volume than Villa Maria N. Boulevard (220 to 35 veh/hr.) By installing stop signs on Mt. Royal Drive, increased precedence would be given to Villa Maria N. Boulevard. When these volumes were applied to the all way stop warrants, as approved by CR I735/88, it was found that warrants were not met.

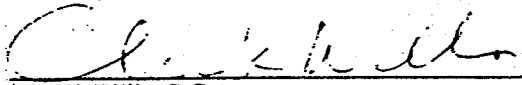
For the above reasons, the Department cannot support an all way stop at this location. We will, however, endeavour to install corner clearances.

In regards to the second issue of the installation of all way stops on Bartlet Drive, these all way stops were installed as a temporary measure (with agreement from a neighbourhood committee which included members of City Council) until such time as intersection improvements/revisions could be undertaken at Howard/North Talbot/Neal. These installations are not comparable to the Mt. Royal case because they involve intersecting local residential streets.

RECOMMENDATION:


J. D. Tofflemire, P. Eng.,
Commissioner of Traffic Engineering


J. Kousik
Chief of Police


C. W. Wills, C.G.A.
Chief Administrative Officer

WSH/pg

c.c. Manager of Transportation Planning
Supervisor of Signs and Markings
Traffic Survey Assistant

Attachment

REPORTS TO COUNCIL
CQ221



THE CORPORATION OF THE CITY OF WINDSOR

MISSION STATEMENT:

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

DATE: January 21, 1998
TO: Chief Administrative Officer
FROM: Commissioner of Traffic Engineering
RE: CQ 26-98
Bartlet at Casgrain and Sutherland Traffic Controls

AIM:

To respond to CQ 26-98.

BACKGROUND:

Councillor Williams asked the following question at the meeting of January 19, 1998:

"Asks that a report be submitted to Council in one week at the same time the report in response to Council Question CQ 221-97 (c) respecting all way stops at Mount Royal and Villa Maria North is returned to Council to include an evaluation of the effectiveness of all way stops on Bartlet at Casgrain and Sutherland including input from area residents."

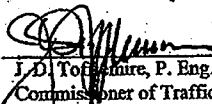
COMMENTS:

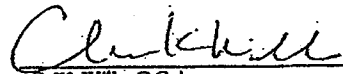
We have had conversations with members of the neighbourhood committee. The general concensus is that the all way stops are assisting in making the Bartlet route less convenient for short cutting traffic. However, they note that these installations are not a final solution, that many drivers do not stop, and that they are a nuisance for the immediate neighbours.

On balance however, they are prepared to live with these installations until improvements at the Howard and North Talbot intersection can be made.

RECOMMENDATION:

COUNCIL FOR INFORMATION.


J. D. Toffenrire, P. Eng.,
Commissioner of Traffic Engineering


C. W. Wills, C.G.A.
Chief Administrative Officer

 JDT/pg

REPORTS TO COUNCIL
CQ 26

The following should be notified when this matter goes before City Council.

Bob Fahringer - 755 Bartlet Drive 966-4680
Mike Weldon - 580 Bartlet Drive 972-6128



THE CITY OF WINDSOR

MISSION STATEMENT:

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

**COUNCIL SERVICES/CITY CLERK
CITY HALL
WINDSOR, ONTARIO
N9A 6S1**

Phone: (519)255-6211

Fax: (519)255-6868

E-mail: clerks@city.windsor.on.ca

WEBSITE: www.citywindsor.ca

NOTICE OF COUNCIL DECISION

Windsor City Council adopted the following resolution at its meeting held March 2, 2009

Moved by Councillor Brister, seconded by Councillor Dilkens

CR65/2009

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 – Minister's 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.

Carried.

Report Number 13913 SWW/5884 5

Steve Vlachodimos

Deputy City Clerk/Senior Manager of Council Services

September 16, 2011

/jr

Internal Distribution

Public Works [Josette Eugeni]

General Manager, Public Works

Executive Director of Operations - M. Palanacki

City Engineer, Mario Sonogo

ADDITIONAL INFORMATION TO ETSC REPORT NO. 26
THE CORPORATION OF THE CITY OF WINDSOR
OFFICE OF THE CITY ENGINEER- Engineering



MISSION STATEMENT:

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

LiveLink REPORT #: 15622 ST2012	Report Date: December 5, 2011
Author's Name: Andrew Dowie	Date to Council: February 6, 2012
Author's Phone: 519 255-6100 ext. 6993	Classification #:
Author's E-mail: adowie@city.windsor.on.ca	

To: Mayor and Members of City Council

Subject: Proposed Bartlet Drive Study for the Reduction of Cut-Through Traffic Volume

1. RECOMMENDATION: City Wide: _____ Ward(s): 1

To Council for Information, as recommended within Report #26 of the Environment and Transportation Standing Committee of the October 26, 2011 meeting, and further as a companion report to "Roseland Area Traffic Calming Project" (LiveLink #15521).

EXECUTIVE SUMMARY:

N/A

2. BACKGROUND:

At its meeting of October 26, 2011, the Environment and Transportation Standing Committee received the administrative recommendation to conclude the Roseland Area Traffic Calming Study, subsequent to the two public meetings and neighbourhood vote in accordance with the Traffic Calming Policy. Councillor Drew Dilkens presented to the committee an alternative proposal devised in consultation with a committee of 32 area residents representing 28 households who were in attendance at a meeting following the neighbourhood vote. Administrative input was not solicited for this proposal prior to the Standing Committee meeting.

The Committee subsequently approved the following recommendation:

"That a six (6) month pilot project for traffic calming in the Roseland area BE APPROVED with the following features:

- I. That Mansfield Drive be converted to a northbound One Way Street; and
- II. That a pork chop island be installed at the intersection Neal Blvd. and Bartlet Drive; and
- III. That a pork chop island be installed at the intersection of Cousineau Road and Casgrain Drive; and

That Administration cost out the proposed six month pilot project, and provides comment for Council; and further

That Administration circulates the proposed pilot project to all the area residents.”

An illustration of this general concept is included with Appendix “A”. The remaining elements of the recommendation, including a costing of the proposal and circulation of the proposal to residents, are represented through this report and its circulation to all affected residents.

3. DISCUSSION:

Administration and its external service partners have reviewed the proposal in depth, and have considered its overall impact throughout the neighbourhood as a whole.

Existing Cut-Through Traffic

The Trip Generation Manual, 8th Edition, of the Institute of Traffic Engineers was used to determine what would be deemed to be “Local Trips Generated” from within the Roseland Area. From these, a level of cut-through traffic for each street was determined. Cut-through traffic is generally defined as traffic passing through a specific area without stopping or without at least one trip end within the area. More simply, it is traffic that would be better served by the higher classification street system intended for through traffic, but, for various reasons, uses the local street system. Maps describing these listed areas are *attached* as Appendix “B”.

Street	Single Homes	Apartment Units	Restaurant Seats ¹	Golf Course Holes ²	Estimated # Local Trips	Average Annual Daily Traffic	Estimated % Local Traffic	Estimated % Cut-Through Traffic
Bartlet & Guppy	66	50			965	1275	75.69%	24.31%
Casgrain South	138	50			1663	2200	75.59%	24.41%
Neal	110				1053	1307	80.57%	19.43%
Casgrain North	134				1282	1579	81.19%	18.81%
McGraw	36		50	9	810	1034	78.34%	21.66%
Roseland East	108		50	9	1288	1637	78.68%	21.32%
Roseland East Mid-Block	74				708	1000	70.80%	29.20%
Kennedy East	64				612	761	80.42%	19.58%
Roseland South	78				746	1413	52.80%	47.20%

¹ One half of the total trips destined for the Roseland Golf and Curling Club and the on-site restaurant were assigned to each of the McGraw Avenue and Roseland Drive East access points.

² *ibid.*

The Roseland Drive South section is an evident outlier in the neighbourhood level of cut-through traffic generated using this analysis. This result exists due to neighbourhood design, as this street section serves as the outlet to additional internally generated traffic sources, including Bartlet, Guppy and Sutherland.

Higher cut-through levels are noted for Bartlet, Casgrain near Cousineau, and Roseland Drive East, versus a median throughout the remainder of the neighbourhood of approximately 20%. Together with the levels at Roseland Drive South, it suggests that much of the non-traditional cut-through traffic travels intends to travel to and from Dougall Avenue reaching Cousineau Road through the neighbourhood.

Every residential street experiences an element of cut-through traffic, and therefore consideration must be given to defining what level of cut-through traffic is acceptable. The current Traffic Calming Policy for the City of Windsor does not differentiate based on origin and destination, but rather emphasizes total volumes. For comparison purposes, the following cities have entrenched in their respective traffic calming policies the noted minimum levels of cut-through traffic in order to qualify for traffic calming works:

<i>City of Kitchener:</i>	25%
<i>City of Guelph:</i>	30%
<i>City of London:</i>	40%

With this data in hand, the proposal was then vetted for its ability to reduce these levels of cut-through traffic. The conclusion that became evident through the analysis was that while the proposal would reduce cut-through traffic on Bartlet Drive, it would serve to increase traffic on other streets by reducing available routes and forcing new traffic onto residential streets that are not currently experiencing these volumes.

The proposal eliminates all direct accesses to Bartlet Drive and Guppy Court originating from the Howard Avenue and Cousineau Drive neighbourhood entrances. The proposal also eliminates all eastbound access to Casgrain Drive. Access to Bartlet Drive is maintained at Casgrain Drive and for eastbound traffic on Roseland Drive South. The combination of these measures affects the trips for 100 homes on Bartlet, Casgrain, Guppy, and Cousineau south of Sutherland, and the 50 multi-residential units at 1095 Bartlet.

As described later in this report, the alternative is much more circuitous and results in increased travel lengths and times on other streets, with potential U-turning developing at private driveways in order to avoid the diversions.

Council may recall that a time-limited left turn restriction from 4pm to 7pm Monday to Friday from westbound Neal Boulevard to Bartlet Drive was adopted by Council through By-law 13068, on September 2, 1997, and was subsequently withdrawn through By-law 15-2009 on January 26, 2009.

Response Rate from Residents

The consultation process undertaken by Councillor Dilkens was supported by 28 households, of which 8 had also participated in the consultation undertaken by Administration in July 2011. As

noted in the previous report, 71 residents fully supported the ultimate traffic calming plan that was presented following the culmination of the consultation process.

With fewer respondents participating in the development of and demonstrating support for the new proposal rather than the previous proposal, Administration reiterates its previous concern that the response rate is insufficient to recommend proceeding with this six month pilot project.

Environmental Impact

According to the Trip Generation Manual, 8th Edition, of the Institute of Traffic Engineers, 957 Daily Trips would be generated from the 100 affected Single Unit Dwellings on Cousineau south of Sutherland, Casgrain, Bartlet and Guppy that would be expected to use Bartlet Drive to reach their residences, while 333 daily trips are generated from the 50 units at 1095 Bartlet Drive. A total of 1290 vehicle trips originating from these 150 units will be diverted to other local residential streets due to the closure of access to Bartlet Drive, each of which will be of increased distance.

The alternative route options for residents of these noted streets resulting from these closures are described as follows:

1. Exit Howard Avenue or Cousineau Drive at Country Club Drive, right on Golf Course Crescent, Left of Cousineau Road, and Right on Sutherland Avenue.
2. Exit Howard Avenue at Neal Boulevard, Right on Roseland Drive East, Left on Roseland Drive South, Left on Neal Boulevard, and Right on Bartlet Drive.
3. Exit Cabana Road at Casgrain Drive, Left on Bartlet Drive.
4. Exit Howard Avenue at Roseland Drive East, Left on Roseland Drive South, continue on Neal Boulevard, and right on Bartlet Drive.
5. Exit Howard Avenue at Neal Boulevard, continue on Roseland Drive South and Roseland Drive West, Left on McTavish Avenue, Left on Casgrain Drive, and Left on Bartlet Drive.

	Additional Distance Travelled on Local Residential Streets (m)	Additional Distance Travelled on Arterial/Collectors Streets (m)	Daily Overall Additional Trip Mileage Generated (km)
Option 1	650	1250	1612.50
Option 2	865	0	1115.85
Option 3	1300	0	1677.00
Option 4	346.5	0	446.99
Option 5	1850	0	2386.50

It is noted that two of the locations for the initial traffic calming requests (Roseland and Neal) which were the principal subject of the original study will see more traffic than at the present day under this proposal.

Eastbound trips originating from Cousineau Drive destined for Casgrain, Bartlet, and Guppy are likeliest to U-Turn using the private property at Ste. Cecile International School or another area private driveway so that they may enter Casgrain from the westbound direction, in order to eliminate the requirement to use Option 1 of the proposal. There is no viable alternative to address the resulting impact to these properties.

Emergency Services

Administration has requested further comments from the emergency and education services regarding effects on service. Two examples of reduced emergency response include:

1. For ambulances or fire trucks coming from Cousineau and Highway 3 to the apartment building at Casgrain & Bartlet, the vehicles would have to travel an additional 1.9 km to get there if the pork chop is installed at Casgrain and Cousineau.
2. For incidents at Bartlet and Sutherland, access from Howard & North Talbot to the intersection of Bartlet and Sutherland is increased by approximately 2 km if the unit has to travel Neal-Roseland-McTavish-Casgrain-Bartlett to gain access or 1.3 km travelling Howard-Country Club-Cousineau-Sutherland. 95 ft towers will likely have difficulty with the Cousineau/Sutherland intersection due to the road width. That turn would be physically impossible if there are vehicles parked on Cousineau.

The verbatim comments provided by each of these services are detailed below.

Windsor Fire and Rescue Services (John Lee)

"The proposed changes significantly hamper a fire response into the neighbourhood as the changes effectively cut off any access for fire apparatus in the south end of the neighbourhood responding from Cousineau or Highway 3. In order to respond the fire trucks will be forced to weave through residential streets with an increased distance of up to almost 2 km to respond into the area. Parking restrictions would have to be imposed onto some of the affected streets in order to successfully make turns onto the streets specifically at the Cousineau/ Sutherland intersection.

I cannot support and endorse a proposal that so severely restricts entry to a neighbourhood as large as this that has the potential to significantly increase the risk of life safety to all of the individuals residing in the neighbourhood."

Windsor Police Service (Barry Horrobin)

"I remain supportive of the previously agreed to, comprehensive traffic calming plan for the entire Roseland area. The approach was designed to address the greater neighbourhood as a whole (which is the right way to do this sort of thing in my opinion) rather than one specific area in particular (in this case, the Bartlet Drive section).

The previous plan employed a number of appropriate and well known traffic calming applications such as intersection narrowing, traffic islands in mid block locations, and traffic circles. As you may recall, I was not supportive of the initially proposed use of chicanes as I felt they would not work here and could in fact encourage more aggressive driving by some.

The new plan that addresses the Bartlet Drive area exclusively does not go far enough to consider residual impacts immediately outside this area and I feel may only lead to different problems in nearby areas over time as people get frustrated and attempt new

ways of traversing through the overall neighbourhood. In other words, how sustainable over the long term is this plan and has anyone given thought to this?

The reliance on "pork chop" islands to prevent or at least deter access may be risky here as these features still enable drivers to gain access, albeit in a slower manner. The "pork chops" combined with no turn signs will certainly be effective enough to deter a certain degree of drivers but not likely the most aggressive or non-compliant ones. These are the drivers that create the most concern with respect to neighbourhood traffic safety.

A further negative spin off of this plan is that it will have the congruent effect of inhibiting emergency vehicle response both in emergency situations but also for carrying out routine police patrol activities. A common complaint we often hear from citizens is that they do not see police cars patrolling throughout their neighbourhoods enough. This plan makes such an activity more difficult for the police to execute."

Windsor-Essex Emergency Medical Services (Dean Wilkinson)

"Essex-Windsor EMS cannot support any traffic calming measures which would negatively affect emergency response times to any neighbourhood, which this proposal obviously does."

Windsor-Essex Student Transportation Services (Martin Gallant)

"From the point of view of Windsor Essex Student Transportation Services, we cannot support any plan that hinders traffic flow on the road network. Having said that, should these calming measures be implemented, then obviously we would have no choice but to live with them. In that event, significant bus re-routes would have to take place and it is all possible that timing will not permit us to be able to use Bartlett, and certainly the traffic restrictions will limit us. Students on Bartlett & Guppy will be impacted with possible longer walks to bus stops. Some special needs students but stops may not be able to be located at the home if the bus size or street encumbrances do not permit safe turnarounds.

Currently we have about 9 stops, both AM and PM using the corners of Bartlet/Mansfield, Casgrain/Bartlet, Neal/Bartlet and mid block Bartlet stops, servicing 5 different schools."

Public Works Operations further anticipates additional maintenance and winter control liabilities for the area given that the measures will limit maintenance vehicle access for Route C2 for Winter Control operations. Elimination of service to Casgrain Drive and Bartlet Drive, as well as that portion of Kennedy Drive West west of Roseland Drive West, would result from the proposed access limitations.

4. RISK ANALYSIS:

As noted in the discussion section of the report, Administration and Emergency Services project a risk to public safety should implementation of this proposal take place. The reduction of service for police, fire, and ambulance vehicles, as well as school bus and accessible transit

services, would be readily felt due to the elimination of the eastbound access to Casgrain and westbound access to Bartlet.

It is projected that those residential streets noted in Options 1 to 5 will note increased traffic as a result of the closures, posing a definite risk to quality of life and enjoyment.

There is a further risk inherent in adopting this proposal, given that it was supported by fewer residents of the area than the plan presented by Administration. Administration did not recommend proceeding with its own plan due primarily to the lack of overall response from the neighbourhood, despite having a majority of respondents supporting the proposal.

5. FINANCIAL MATTERS:

The expected construction costs of implementing the proposed measure on a temporary basis are summarized as follows:

Traffic Island on Bartlet Drive at Neal Boulevard

Cost: \$5,000
Work Required: Sawcut and milling of pavement, installation of curb and gutter, and implementation of a stamped concrete surface.
Notes: Compliance with Transportation Association of Canada Guidelines is not achievable in this location given current geometrics.

Traffic Island on Cousineau Road at Casgrain Avenue

Cost: Minimum \$53,000
Work Required: Culvert expansion above the ditch on the north side of Cousineau Road, modification of concrete head walls in order to provide the necessary road width, grading, removals, additional road base, subdrain reconstruction, guard rails, and landscaping rehabilitation in addition to construction of the island itself.
Notes: Should significant disturbance occur to the existing headwall and culvert, a complete replacement of the culvert may be required owing to the current culvert condition. This replacement would be an additional cost and is not included in the estimate.

For comparison purposes, the costs of incorporating the recommended neighbourhood traffic calming proposal as detailed at the second public meeting were as follows:

Phase 1:	\$191,000	Intersection Improvements
Phase 2:	\$38,000	<u>Mid-Block Improvements</u>
Total:	\$229,000	Physical Traffic Calming Measures

Alternative Phases – Bicycle Lane Implementation

Phase 3:	\$94,000	Single Loop Signs and Markings
Phase 4:	\$94,000	<u>Double Loop Signs and Markings</u>
Total:	\$188,000	Bicycle Lanes on both Kennedy and Roseland

This is a specific breakdown of the \$500,000 "ballpark" figure (\$417,000 actual) that has been quoted in the previous Administrative report. This sum includes implementation of all four proposed phases of the proposal forwarded by Administration. Only Phase 1 (\$191,000) was proposed for an initial implementation, to be followed by Phase 2 should traffic calming implementation continue to remain warranted.

It is noted that significant negative feedback was received for implementing the multi-loop bicycle lanes, as this would have required implementation of parking restrictions, and will not be considered further by Administration. Phases 3 and 4 were enhancements to the planned markings already contemplated for in the Bicycle Use Master Plan.

As previously indicated, no Capital Budget program exists for these works and therefore such expenditures would need to be prioritized by Council as part of a new Capital Budget program.

Alternative Pilot Project Concept

The September 2011 issue of the Institute of Traffic Engineers Journal detailed the success achieved in several California municipalities who have relied upon using roadway striping rather than physical barriers for implementation of Traffic Calming. These roadway striping alternatives demonstrated a less detrimental impact to emergency services, were less costly to construct, and successfully reduced speeds from 3 km/h to 11 km/h. The expected cost to paint lane narrowing striping is estimated at \$4.00 to \$7.00 per metre or approximately \$46,000 for each of the Kennedy-Casgrain-Bartlet and Roseland loops.

6. CONSULTATIONS:

Services consulted in the preparation of this report included:

- Windsor Police Services (Staff Sgt. Mike Kelly, Barry Horrobin)
- Windsor Fire and Rescue (John Lee)
- Windsor-Essex Emergency Medical Services (Dean Wilkinson)
- Windsor-Essex Student Transportation Services (Martin Gallant)

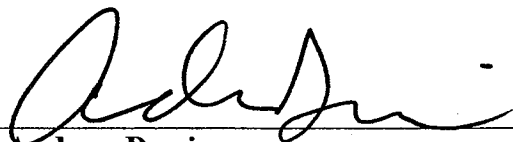
7. CONCLUSION:

The most favourable means of implementing traffic calming for the neighbourhood will result in the slowing of traffic in order to inconvenience cut-through traffic. However, diverting local traffic to other residential streets rather than slowing it down results in several consequences. Once key neighbourhood access points are eliminated, motor vehicle trips are extended thereby increasing the distance travelled by residents, education, and emergency services. Diversion of traffic to other residential streets concurrently deteriorates the traffic conditions for a different subset of residents.

The recommendation of the Environment and Transportation Standing Committee aims to provide the much-requested traffic reduction for residents of Bartlet Drive through the diversion of traffic volumes to other surrounding residential streets, including Roseland Drive South, Casgrain Drive, and the Sutherland Drive-Cousineau Drive-Golf Course Road route. The drawbacks to the proposal are numerous, including compromises to public safety and increased

environmental degradation, and outweigh the sought-after benefits of reducing vehicle volumes on Bartlet Drive.

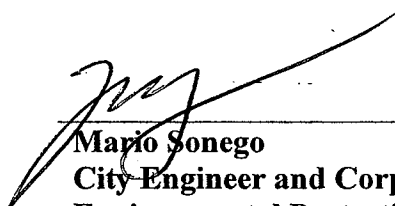
Should Council wish to implement a low cost pilot project for the area that can be expected to deliver an overall positive impact to the area, Administration recommends that Council consider as an alternative the Roadway Striping concept presented as a cost comparison in the Financial Matters section of this report.



Andrew Dowie
Policy Analyst (Reassigned)



Josette M. Eugeni
Manager of Transportation Planning



Mario Sonego
City Engineer and Corporate Leader
Environmental Protection and
Transportation

AD

APPENDICES:

- Appendix A – Drawing C-3121: Proposed Bartlet Drive Access Constraints
- Appendix B – Area Boundaries Used for Local/Cut-Through Analysis
- Appendix C – Minutes from October 18th, 2011 – Meeting held by Councillor Dilkens
- Appendix D – Letter from John Lee, Windsor Fire and Rescue Services
- Appendix E – Letter from Dean Wilkinson, Windsor-Essex Emergency Medical Services
- Appendix F – Letter from Barry Horrobin, Windsor Police Service

DEPARTMENTS/OTHERS CONSULTED:

Name: Wesley Hicks, Senior Manager of Infrastructure and Transportation Planning
Phone #: 519 255-6257 ext. 6490

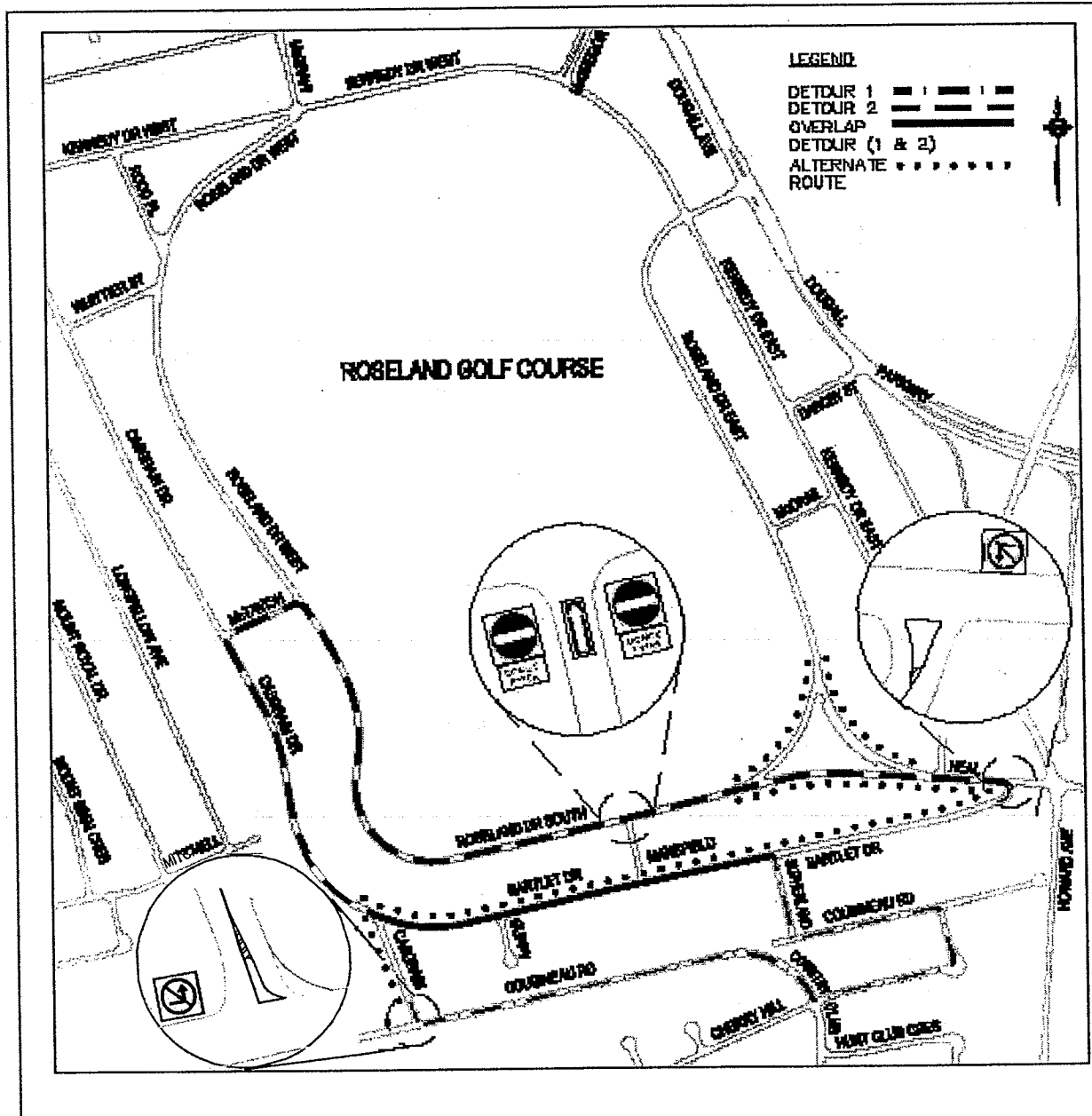
Name: Michael Palanacki, Executive Director of Operations
Phone #: 519 255-6415

Name: Beau Wansbrough, Policy Analyst
Phone #: 519 255-6247 ext. 6003

NOTIFICATION :

Name	Address	Email Address	Telephone	FAX
Councillor Drew Dilkens	3125 Massey Crt. Windsor, ON N9E 2Z6	ddilkens@city.windsor.on.ca	519-250-4607	
All Affected Residents				

PROPOSED BARTLET DR ACCESS CONSTRAINTS



PROPOSED BARTLETT DR ACCESS CONSTRAINTS

SCALE: N.T.S.

DATE: OCT. 2011

DWG. NO.

Josette Eugeni, Manager of Transportation Planning

DWN BY: SS

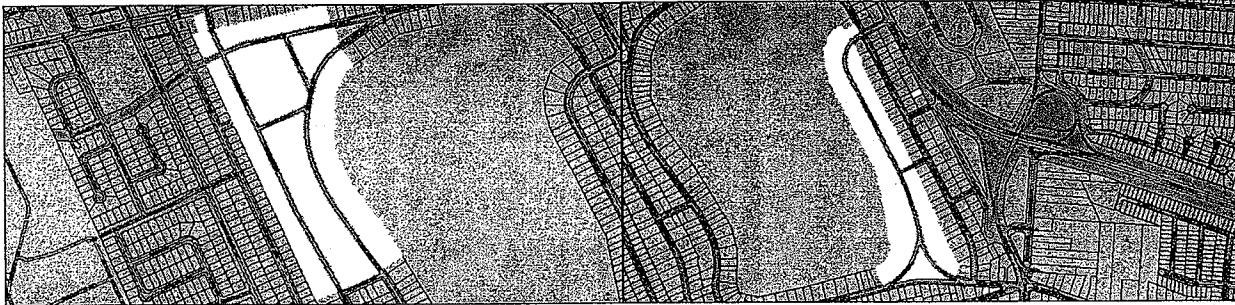
CHECKED BY: JE

C-3121

Area Boundaries Used for Local/Cut-Through Analysis

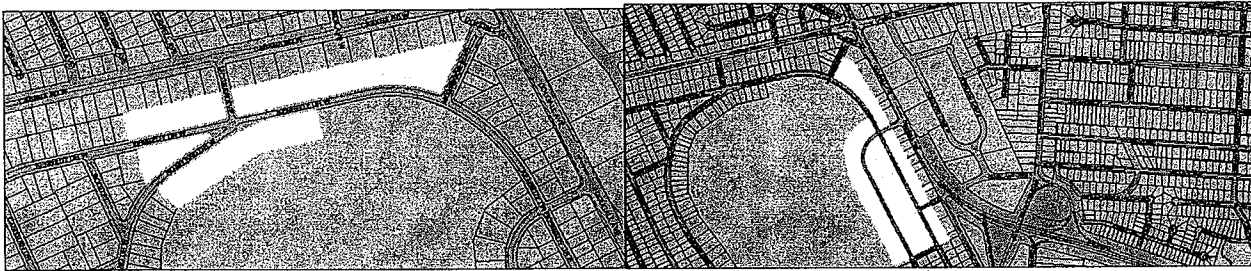
Properties Reliant on Casgrain North Entrance

Properties Reliant on Use of Roseland Drive East



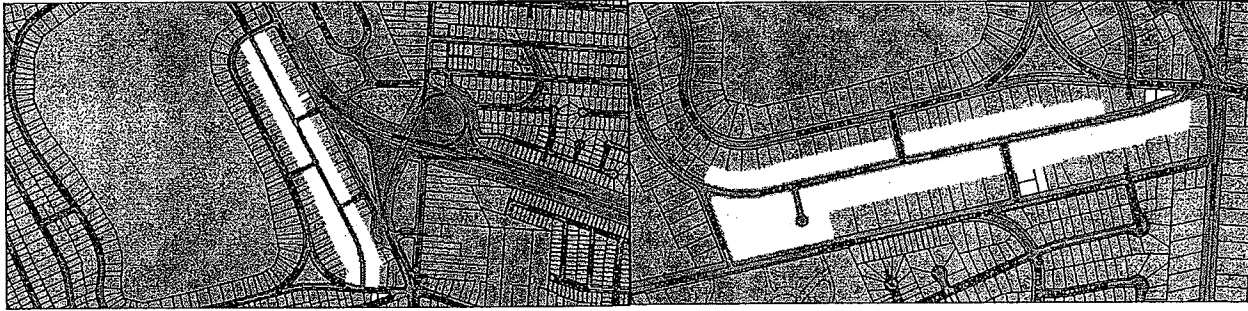
Properties Reliant on McGraw Entrance (excluding Roseland Golf)

Properties Reliant on Roseland East Entrance

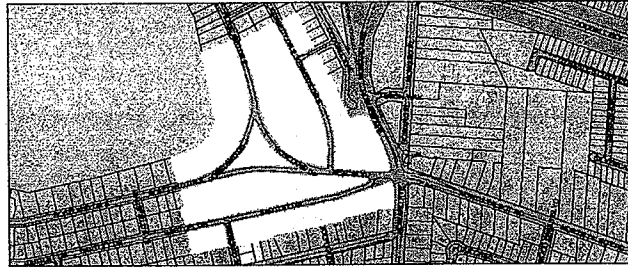


Properties Reliant on Kennedy Drive East

Properties Reliant on Use of Bartlet Drive



Properties Reliant on Neal Boulevard Entrance



Roseland Traffic Calming Public Meeting
Tuesday October 18, 2011 Roseland Golf Club—Donald Ross Room

In Attendance:

Councillor Dilkens, Councillor Ward 1
Anna Ciacelli, Council Assistant

32 members of the general public.

Councillor Dilkens welcomes the members in attendance and briefly outlines the purpose of the public meeting. He provides a brief history of what has happened leading up to this meeting, beginning with a request from the residents to investigate traffic concerns in the area. The traffic department began their process of investigating whether a study was necessary and concluded that it was. Initial ideas and feedback was collected. Proposed designs were developed with a cost estimate of \$500,000.00. Since this amount is not currently in the proposed budget figures for the next 5 years, there is a strong likelihood that it will not be carried out. Forms were sent out to the public regarding the proposed solutions and the costs. The proposal failed to gain support from the residents.

The report regarding Roseland traffic calming will be considered at the Environment and Transportation Standing Committee Meeting which will take place on Wednesday October 26, 2011 recommending no further action be taken.

Two new proposals have been submitted to Councillor Dilkens from some concerned residents which were outlined in detail and are attached as option 1—Appendix A and Option 2—Appendix B.

Councillor Dilkens outlines three main considerations he is using as guiding principles, which are:

1. Any solution for one residential street can't shift the burden to another residential street.
2. Any solutions should be considered for a 6 month trial period.
3. The cost.

An overall solution is being sought to fix the problem and minimize the overall cost.

Several residents expressed concerns/suggestions regarding:

- Speeding in the area
- Stop signs being disobeyed
- Request for increased police presence in the area
- Whether speed bumps can be utilized
- Can maximum speeds in area be reduced to 40km

Several written comments were received endorsing option #1.

THE CORPORATION OF THE
CITY OF WINDSOR

BRUCE MONTONE
Fire Chief
C.E.M.C.

815 GOYEAU STREET
WINDSOR, ONTARIO
N9A 1H7



Telephone:
(519) 253-6573

Administration Facsimile:
(519) 255-6832

Fire Prevention Facsimile:
(519) 258-1126

FIRE & RESCUE SERVICES

November 8, 2011

Re: Proposed Bartlett Dr. Access Constraints

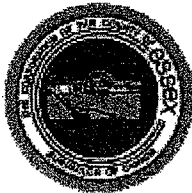
To Whom It May Concern,

The proposed changes significantly hamper a fire response into the neighbourhood as the changes effectively cut off any access for fire apparatus in the south end of the neighbourhood responding from Cousineau or Highway 3. In order to respond the fire trucks will be forced to weave through residential streets with an increased distance of up to almost 2 km to respond into the area. Parking restrictions would have to be imposed onto some of the affected streets in order to successfully make turns onto the streets specifically at the Cousineau/ Sutherland intersection.

I cannot support and endorse a proposal that so severely restricts entry to a neighbourhood as large as this that has the potential to significantly increase the risk of life safety to all of the individuals residing in the neighbourhood.

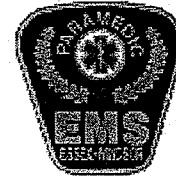
Regards,

John Lee
Assistant Chief Fire Prevention Officer



Corporation of the County of Essex
EMERGENCY MEDICAL SERVICES

Dean Wilkinson
Deputy Chief, Planning & Physical Resources
d.wilkinson@countyofessex.on.ca



November 8, 2011

Andrew Dowie P.Eng.
Executive Initiatives Coordinator (A)
Chief Administrative Office
Corporation of the City of Windsor
350 City Hall Square West
Windsor, Ontario
N9A 6S1

Dear Mr. Dowie:

RE: Proposed Bartlet Drive Access Constraints

Further to our most recent meeting of November 7, 2011 on this issue, Essex- Windsor EMS cannot support any traffic calming measures which would negatively affect emergency response times to any neighbourhood, which this proposal obviously does.

Please keep me apprised of the final decision in this matter.

Sincerely,

A handwritten signature in black ink that reads "Dean Wilkinson".

Dean Wilkinson
Deputy Chief



WINDSOR POLICE SERVICE

GARY SMITH
CHIEF OF POLICE

22 November 2011

Andrew Dowie, P.Eng.
Executive Initiatives Coordinator (A)
Corporation of the City of Windsor
Windsor, Ontario

Re: Proposed Bartlett Drive Access Constraints

Dear Mr. Dowie:

Further to all the recent dialogue and consultation on the Roseland Traffic Calming plan and most notably, the newly proposed access constraints focussed on Bartlett Drive, I would advise as follows:

The Windsor Police Service does not support the revised plan directed primarily at Bartlett Drive as it is not comprehensive in its application (it only solves immediate concerns for one section of the entire Roseland neighbourhood) and will likely only transfer traffic problems to other areas of the same neighbourhood. The revised plan is also not conducive to effective police incident response and mobile patrol activities for the overall neighbourhood.

We therefore support the reasoning provided in your Council report for this matter and feel the best solution to be implemented must address the full Roseland neighbourhood as a whole.

If you require any further information or clarification, please do not hesitate to contact me at (519) 255-6700, x4471.

Respectfully yours,

Barry Horrobin, M.A., CLEP, CMM-III
Director of Planning & Physical Resources
WINDSOR POLICE SERVICE

/bh