

REPORT NO. 213 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held May 21, 2014

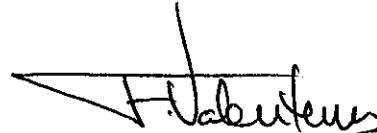
Present: Councillor J. Gignac
Councillor R. Jones
Councillor F. Valentinis, Chair

Regrets: Councillor A. Halberstadt
Councillor H. Payne

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

Moved by Councillor Jones, seconded by Councillor Gignac,
THAT the minutes of the Windsor-Essex County Environment Committee meeting held April 3, 2014 **BE RECEIVED** for information.
Carried.

Clerk's Note: The minutes of the Windsor-Essex County Environment Committee meeting held April 3, 2014 are attached as background information.



CHAIRPERSON



SUPERVISOR OF COUNCIL SERVICES

NOTIFICATION:				
<i>Name</i>	<i>Address</i>	<i>Email Address</i>	<i>Phone</i>	<i>FAX</i>

KK/
Windsor, Ontario April 3, 2014

A meeting of the **Windsor Essex County Environment Committee** is held this day commencing at 5:30 o'clock p.m. in the Board Room, Lou Romano Water Reclamation Plant, there being present the following members:

Charlie Wright, Co-Chair
Councillor Hilary Payne
Frank Butler
Eileen Chen (non-voting)
Derek Coronado
Roger Dzugan
Paul Henshaw
John Miller
Mike Nelson (arrives at 6:05 p.m.)
Lindita Prendi
Phil Roberts

Regrets received from:

Councillor Alan Halberstadt
Mark Bartlett
Pauline Cheslock
Jesse Gardner Costa
Tamara Stomp
Radwan Tamr

Guests in attendance:

Peter Fry
Kyle Edwards, Dillon Consulting Limited, regarding Item 5.0

Also present are the following resource personnel:

Averil Parent, Environment & Sustainability Coordinator
Josette Eugeni, Manager of Transportation Planning
Karen Kadour, Committee Coordinator

1. CALL TO ORDER

The Chair calls the meeting to order at 5:30 o'clock p.m. and the Committee considers the Agenda being Schedule "A" **attached** hereto, matters which are dealt with as follows:

2. **ADDITIONS TO THE AGENDA**

None.

3. **DECLARATIONS OF CONFLICT**

None disclosed.

4. **MINUTES**

Moved by R. Dzugan, seconded by P. Henshaw,
That the minutes of the Windsor Essex County Environment Committee at its
meeting held March 6, 2014 **BE ADOPTED** as presented.
Carried.

5. **PRESENTATION**

Kyle Edwards, Dillon Consulting Limited and Josette Eugeni, Manager of Transportation Planning, City of Windsor are present to provide information relating to the Municipal Class Environmental Assessment for the Sixth Concession Road/North Talbot Road. The document entitled "City of Windsor – Sixth Concession Road/North Talbot Road Municipal Class Environmental Assessment Public Information Centre #1, February 26, 2014" is ***attached*** as Appendix "A". The salient points of discussion relating to the presentation are as follows:

The purpose of the Study is to address:

- existing and future roadway operations for a 20 year horizon considering impacts of proposed alternatives on the adjacent arterial/collector road network and existing/future land uses
- provisions for active transportation including pedestrian and bikeway connections and transit
- traffic calming measures
- drainage

The limits of the study area are Sixth Concession Road, from Cabana Road East to North Talbot Road (approximate distance 2.1 km) and North Talbot Road from Howard Avenue to the east City limits (approximate distance 1.9 km).

As part of this EA Study, examples of documents reviewed by the study team include:

- City of Windsor Official Plan
- North Roseland Secondary Plan and related Schedules
- Bicycle Use Master Plan (May 2001) – Aims to expand the City's existing cycling network, promote awareness, improve the cycling-transit link and provide end-of-trip facilities
- Community Based Strategic Rail Study (April 2008) – A strategic planning study to assess opportunities for rail rationalization and modal integration in the City;

identifies a number of at-grade crossings, including one along Sixth Concession Road.

The following is a representation of comments/concerns received from the public:

Traffic

Concerned about current traffic volumes on Sixth Concession and Ducharme Street

Ongoing traffic violations in the area

Consider the addition of more 4-way stops on North Talbot Road to slow traffic

Any traffic volume study included in the EA study will be impacted by the closure of North Talbot Road at the 401 bridge.

Solutions to Consider

The new subdivision requires additional access roads, including level rail crossings from the subdivision to Provincial Road, extending Nova Street and/or Wallace Street through Sixth Concession Road and closing Ducharme Street west of Sixth Concession Road.

Consider an all-way stop at Sixth Concession Road/Ducharme Street, the existing all-way stop at Holburn St./Sixth Concession should remain; stop signs are no longer required at the Morand Street/Sixth Concession Road and Scofield Avenue/Sixth Concession Road Intersections; prohibited left turns should be eliminated.

Remaining ditches on North Talbot Road should be closed to improve aesthetics and vehicle safety.

Sidewalks/Bike Paths

Sidewalks/bike paths should be included in the recommended design (Sixth Concession Road is a key active transportation link to the City)

Concerned about safety of pedestrians on Sixth Concession Road, including rail crossing. Residents travelling to/from Conservation Area and convenience store (across the tracks) are at risk.

Perceived Need

Other major roads in the area require attention more urgently

Concerns about impacts to property limits and values, increased traffic flow, noise, pollution, safety issues and traffic speeds associated with a potential widening of Sixth Concession and/or the addition of an exit ramp from Dougall Parkway.

Study Area Collisions include the following statistics:

Total of 105 vehicle collisions at study area intersections

11 midblock collisions within the study area

38 collisions or 32% of collisions involved personal injuries

Provincial Road and Sixth Concession is ranked 7th overall within the City for highest collisions per million vehicles entering a signalized intersection

Summary of Alternative Solutions include:

1. Do nothing.
2. Traffic Demand Management (TDM) – this alternative consists of implementing strategies to reduce the demands on the roads and shifting demands to time periods outside of the congestions periods. Examples of TDM strategies include the use of alternative modes of transportation (i.e. transit, cycling, walking).
3. Urbanize Corridors – This alternative consists of widening corridors just enough to provide pedestrian/cycling facilities and curbs/gutters and enclose remaining open ditches.

4. Improve Other Roads in the Network – this alternative consists of upgrading adjacent and/or parallel roadways to reduce the travel demand on North Talbot Road and Sixth Concession Road.

Charlie Wright, Co-Chair thanks Kyle Edwards and Josette Eugeni for their presentation.

6. BUSINESS ARISING FROM THE MINUTES

6.1 Green Speaker Series Update

A. Parent reports the topic for Dr. Robert Krausz Green Speaker Series is “All for Naught Zero Waste’s Reality Check for Community-Led Sustainability”. The event will be held on May 10, 2014 at the Malden Park Visitor’s Centre at 10:00 o’clock a.m.

7. COORDINATOR’S REPORT

In terms of the WECEC website, it is generally agreed to continue with the local host company and to determine if any cost savings can be realized.

8. SUBCOMMITTEE REPORTS

8.1 Air Quality

The “WECEC Air Quality Subcommittee report – April 2014” is attached as Appendix “B”. D. Coronado provides an overview of his report as follows:

- The World Health Organization reported in 2012, approximately 7 million people died – one in eight of total global deaths as a result of air pollution exposure. This report confirms air pollution is the world’s largest single environmental health risk.
- The Intergovernmental Panel on Climate Change issued a report that concluded the effects of climate change are already occurring on all continents and across the oceans.

8.2 Transportation

It is generally agreed a Committee report (motion from the March 6, 2014 WECEC meeting regarding the development of regional transportation for Windsor Essex County) along with the letter from Councillor Halberstadt, Co-Chair and Charlie

Wright, Co-Chair will be forwarded to the Environment, Transportation & Public Safety Standing Committee.

8.3 Provincially Significant Wetlands

P. Roberts indicates WECEC at its meeting held January 9, 2014 endorsed Phase 3 of the tree planting initiative (including a community tree planting project and an ERCA tree planting project) to take place on the Airport lands in the Spring 2014. He states the Airport has recommended the deferral of the ERCA tree planting for 2014 as there is discussion regarding future land use developments. The community planting has been approved by the airport and a council report from city administration is currently being drafted.

8.4 Water Quality

P. Roberts reports he will Chair the Water Quality Subcommittee meetings and the next steps are to roll out the phosphorous campaign to County municipalities.

Councillor Payne advises the State of Ohio is a contributor to phosphorous in Lake Erie and subsequently will enact regulations in 2017 to control fertilizers.

9. NEW BUSINESS

9.1 2014 Provincial Environmental Advisory Committee Symposium

Moved by P. Roberts, seconded by F. Butler,

That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$500 for Averil Parent, Charlie Wright and Eileen Chen (registration fee of \$25. each) to attend the 2014 Provincial Environmental Advisory Committee Symposium to be held on May 3, 2014 in Brampton, Ontario.

Carried.

9.2 Pat on the Back Awards

Moved by P. Roberts, seconded by P. Henshaw,

That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$2,500 for costs associated with the 2014 Pat on the Back Awards.

Carried.

C. Wright, R. Dzugan, L. Prendi and J. Miller volunteer to judge the Pat on the Back Awards event.

9.3 Rose City Clean Sweep

A. Parent states a flyer outlining the particulars of the 2014 Rose City Clean Sweep event will be e-mailed to WECEC members.

9.4 Meeting at the Ojibway Nature Centre

Moved by M. Nelson, seconded by J. Miller,
That **APPROVAL BE GIVEN** to an expenditure of \$100 for meeting room costs for the Windsor Essex County Environment Committee to convene the May 1, 2014 meeting at the Ojibway Nature Centre.

Carried.

10. COMMUNICATIONS

The letter sent to the Michigan Department of Environmental Quality dated March 11, 2014 on behalf of WECEC regarding the proposed petcoke site is received for information.

11. DATE OF NEXT MEETING

The next meeting will be held on May 1, 2014 at 5:30 o'clock p.m. at the Ojibway Nature Centre.

12. ADJOURNMENT

There being no further business, the meeting is adjourned at 7:05 o'clock p.m.

CHARLIE WRIGHT, CO-CHAIR

COMMITTEE COORDINATOR



AGENDA
WINDSOR-ESSEX COUNTY ENVIRONMENT COMMITTEE
held on April 3rd 2014
Meeting at 5:30p.m. At the Lou Romano Water Reclamation Plant (4155 Ojibway)

1. **CALL TO ORDER**

2. **ADDITIONS TO THE AGENDA**

3. **DECLARATION OF CONFLICT**

4. **MINUTES**

Adoption of the minutes of the meeting held March 6th, 2014 – *emailed separately.*

5. **PRESENTATION**

City of Windsor Transportation Planning and Dillon Consulting representatives to discuss the Municipal Class Environmental Assessment for the 6th Concession Road/North Talbot Road

6. **BUSINESS ARISING FROM THE MINUTES**

6.1 Green Speaker Series update

7. **COORDINATORS REPORT**

WECEC Coordinator Monthly Report – *attached.*

8. **SUBCOMMITTEE REPORTS**

- 8.1 Air
- 8.2 Transportation – *attached.*
- 8.3 Provincially Significant Wetlands
- 8.4 Water Quality

9. **NEW BUSINESS**

- 9.1 EAC Symposium invitation – *attached.*
- 9.2 Pat on the Back Awards
- 9.3 Rose City Clean Sweep
- 9.4 Meeting at the Ojibway Nature Centre

10. **COMMUNICATIONS**

10.1 Letter to Michigan Department of Environmental Quality from WECEC re. proposed petcoke site – *attached.*

11. **DATE OF NEXT MEETING**

The date of the next meeting is **May 1st, 2014** at the Lou Romano Water Reclamation Plant at 5:30 o'clock p.m.

12. **ADJOURNMENT**

City of Windsor

Sixth Concession Road / North Talbot Road Municipal Class Environmental Assessment

Public Information Centre #1
February 26th, 2014



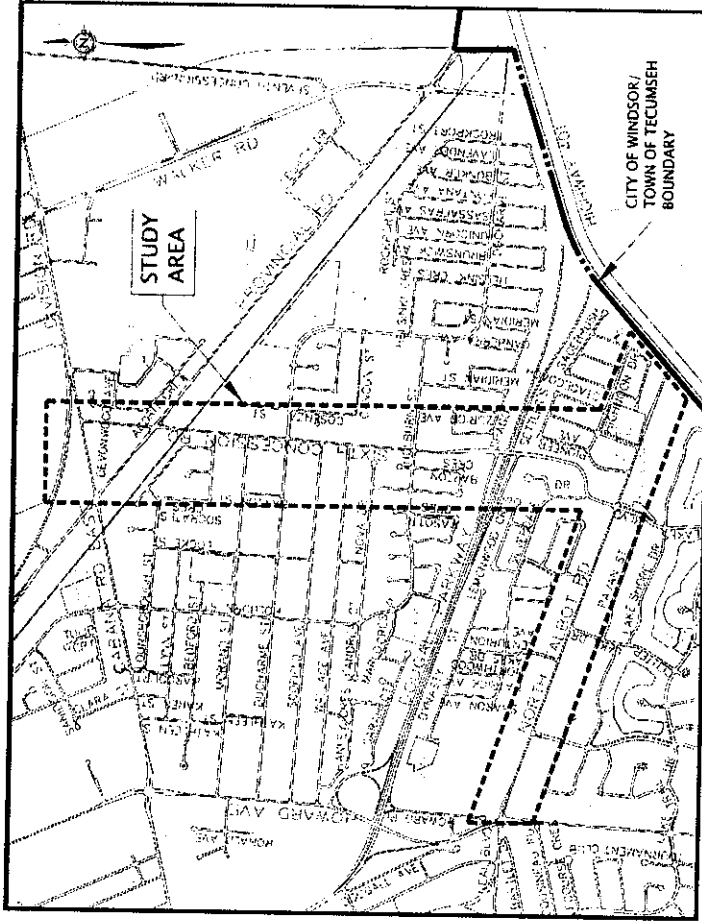
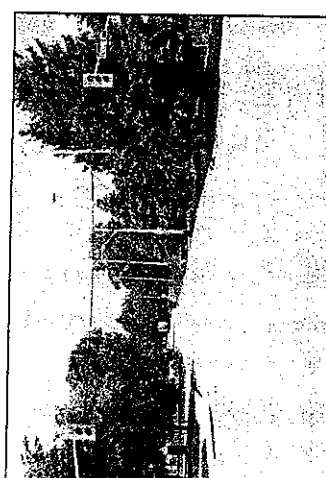
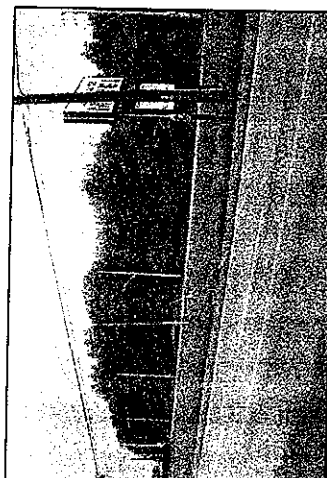
Sixth Concession Road / North Talbot Road
Public Information Centre #1



Background & Study Purpose

- The City of Windsor retained Dillon Consulting Limited to undertake a Municipal Class Environmental Assessment (EA) for the Sixth Concession Road / North Talbot Road corridors. The study will address:
 - existing and future roadway operations for a 20 year horizon considering impacts of proposed alternatives on the adjacent arterial/collector road network and existing/future land uses
 - provisions for active transportation including pedestrian and bikeway connections and transit
 - traffic calming measures
 - drainage
- The purpose of this meeting is to:
 - meet the project team
 - become informed about the project and the Class EA study process
 - learn about the problems and opportunities identified in the corridors
 - discuss issues related to the existing conditions, alternative solutions, design opportunities and options
 - provide written and/or verbal comments and input
 - register to be added to the mailing list and kept informed of the project progress
 - provide information about the upcoming Roadside Safety, Urban Design & Streetscape Workshop – Spring 2014

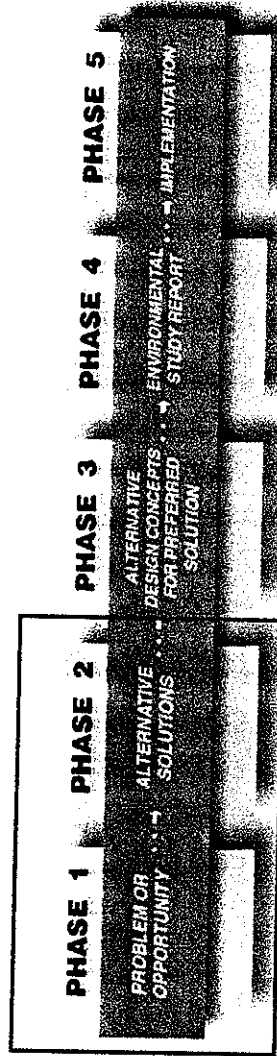
Study Area



- The limits of the study area are Sixth Concession Road, from Cabana Road East to North Talbot Road (approx. distance 2.1 km) and North Talbot Road from Howard Avenue to the east City limits (approx. distance 1.9 km)
- The study area is designated primarily as "Residential" with "Commercial Corridor" at the north end of Sixth Concession Road at Provincial Road [City's Official Plan - Schedule D: Land Use]

Municipal Class EA Process

- This project is following the Municipal Class EA document requirements (June 2000, as amended in 2007 and 2011)
- The document defines four schedules (i.e., Schedules A, A+, B and C) under which projects may be planned and describes the process required for each
- The complexity of the project, defined by the level of community interest, technical considerations and environmental impacts, help to determine which schedule is followed
- The project team is following Schedule C for this project and will be completing the 5 study phases as outlined in the EA document:



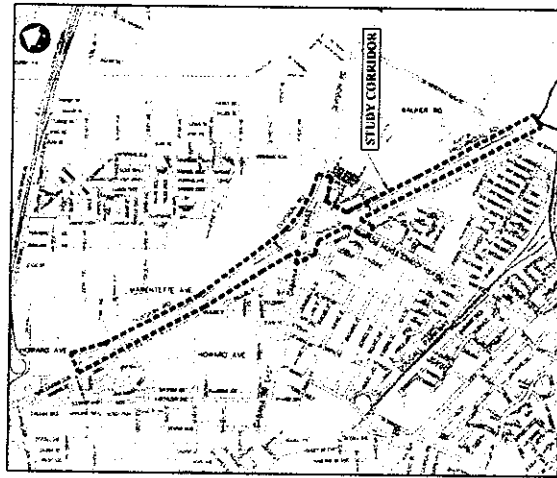
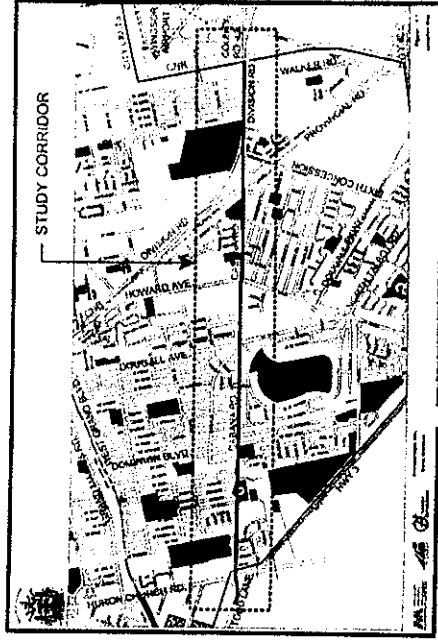
We are presenting Phases 1 & 2 tonight

We welcome your comments! Please complete a comment form and submit by March 12th, 2014.

Previous EA Studies Affecting the Study Area

Cabana Road/Division Road Class EA (November 2005) – the preferred design includes:

- A four-lane cross-section with bike lanes plus curbs and gutters
- During detailed design, a number of residential streets may be considered for closure to reduce the number of access points to Cabana Road and improve the flow of traffic along the corridor
- The future widening of Cabana Road will also require property acquisition throughout the corridor. The preferred road alignment was designed in a manner that attempts to minimize property acquisition, wherever possible
- The Howard Avenue & Cabana Road intersection was completed in 2005-2006



Provincial Road/Division Road Class EA (March 2007) - the preferred design includes:

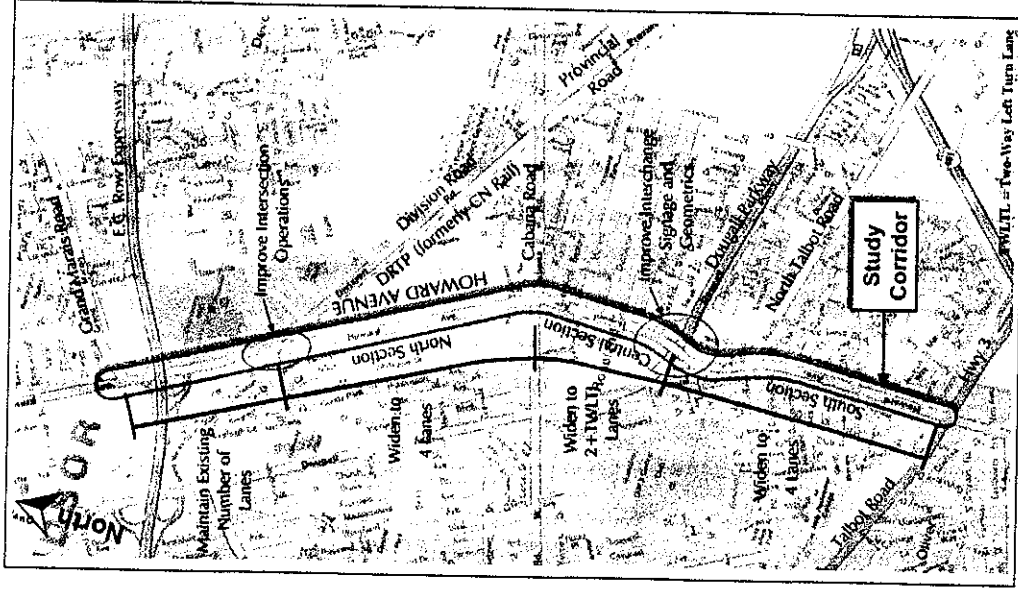
- The widening of Division Road to five lanes (four through lanes and one continuous two-way left turn lane) from north of Sydney Avenue to Marentette Avenue
- The widening of Provincial Road to five lanes from the junction with Division Road near Marentette Avenue to Walker Road
- The widening of Cabana Road East from two lanes to four from the DRTP rail to Barracuda Avenue
- The improvement of Division Road from Cabana Road East to Marentette Avenue
- The improvement of Sixth Concession Road between the DRTP rail and Cabana Road East
- Improvements to all intersections within the study area – the Provincial & Cabana Road intersection was completed in 2012-2013
- Providing pedestrian and bicycle facilities throughout the corridor

Sixth Concession Road / North Talbot Road
Public Information Centre #1

Previous EA Studies Affecting the Study Area

Howard Avenue Class EA (May 2003) – the preferred design includes:

- A four-lane cross-section with turning lanes at signalized intersections from Highway 3 to Dougall Parkway
- A three-lane cross section including a continuous centre two-way left-turn lane from Dougall Parkway to Cabana Road
- A four-lane cross-section from Cabana Road to Division Road
- The improvement of pedestrian and bicycle facilities between Division Road and Grand Marais Road
- Improvements to the Dougall Parkway/Howard Avenue Interchange
- Improvements to the South Cameron Boulevard/DRTP Rail/Division Road Intersection Complex
- The addition of east and west sidewalks and on- and off-street bicycle lanes along Howard Avenue between Highway 3 and Division Road
- The Howard Avenue & North Talbot Road intersection was completed in 2009-2010



Sixth Concession Road / North Talbot Road
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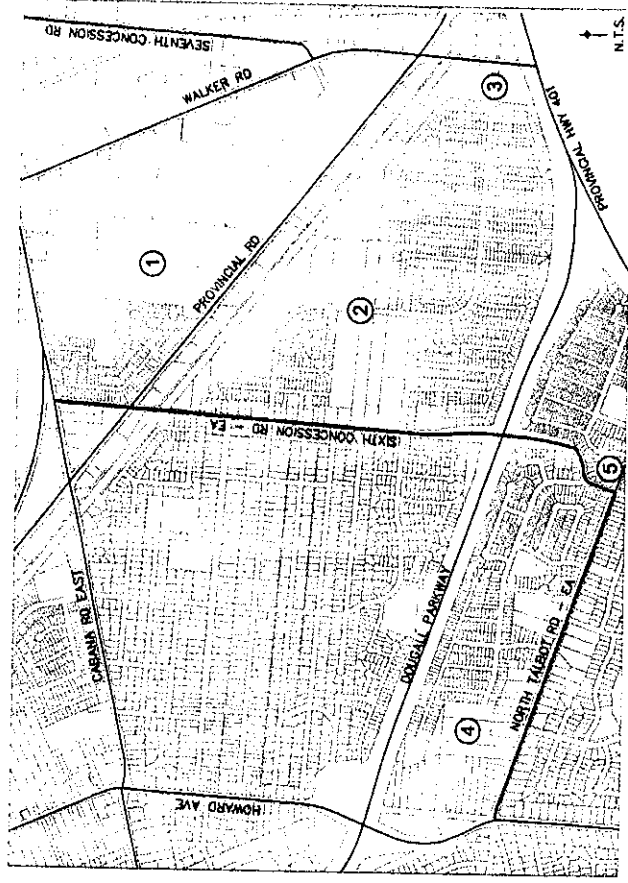

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Development Activity in the Study Area

- Development activity in the study area is reviewed to understand the potential impacts to future travel demand
- Large portions of the study area are already fully developed as residential
- According to the City of Windsor Planning Department (November 2013), development potential within the study area includes:

1. A vacant former auto hauler site (14.7 ha) located north of Provincial Drive (just outside the study area) is designated "Industrial" in the Official Plan. It is possible that this parcel could be amended to another land use designation in the future
2. An additional 350 detached dwellings is estimated for the Walker Gate Estates residential subdivision located between Walker Road and Sixth Concession Road
3. Lots within Walker Gate Estates (Walker Road frontage) are designated for commercial use although there are no approved site plans to develop either the north (2.3 ha) or south (1.4 ha) portions of these lands
4. Existing plans of subdivision on the north side of North Talbot Road have provided for the future extension of Silverdale Drive and Dynasty Street. There are a number of larger lots that represent the rear portion of the lots fronting onto Howard Avenue - an estimated 150 single detached units could be located within this area

DEVELOPMENT ACTIVITY MAP



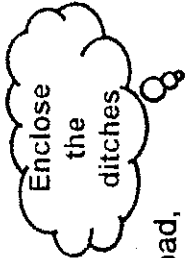
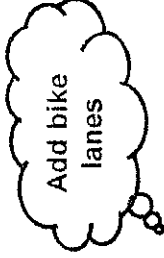
5. In recent years, a 0.8 ha lot on the northeast corner of the North Talbot Road/Sixth Concession Road intersection has been the subject of a development application to allow for residential and commercial uses - five single detached dwellings (fronting on Pioneer Avenue) and a neighbourhood commercial development are proposed

Sixth Concession Road / North Talbot Road
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What we have heard from you so far...

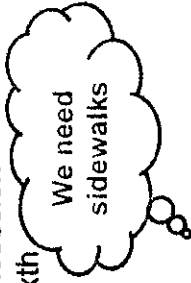
Traffic

- Concerned about current traffic volumes on Sixth Concession Road and Ducharme Street
- Ongoing traffic violations in the area
- Consider the addition of more 4-way stops on North Talbot Road to slow traffic
- Any traffic volume study included in the EA study will be impacted by the closure of North Talbot Road at the 401 bridge



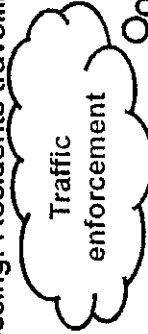
Solutions to Consider

- The new subdivision requires additional access roads, including level rail crossings from the subdivision to Provincial Road, extending Nova Street and/or Wallace Street through Sixth Concession Road and closing Ducharme Street west of Sixth Concession Road (despite potential impacts to emergency service routes)
- Consider an all-way stop at Sixth Concession Road/Ducharme Street; the existing all-way stop at Holburn St./Sixth Concession should remain; stop signs are no longer required at the Morand Street/Sixth Concession Road and Scofield Avenue/Sixth Concession Road intersections; prohibited left turns should be eliminated
- Remaining ditches on North Talbot Road should be closed to improve aesthetics and vehicle safety



Sidewalks/Bike Paths

- Sidewalks / bike paths should be included in the recommended design (Sixth Concession Road is a key active transportation link to the City)
- Concerned about safety of pedestrians on Sixth Concession Road, including rail crossing. Residents travelling to/from Conservation Area and convenience store (across the tracks) are at risk



Perceived Need

- Other major roads in the area require attention more urgently
- Concerns about impacts to property limits and values, increased traffic flow, noise, pollution, safety issues and traffic speeds associated with a potential widening of Sixth Concession and/or the addition of an exit ramp from Dougall Parkway

Existing Conditions - Natural & Cultural Environment

Natural Environment

- The study area is located within the Little River and Turkey Creek subwatersheds
- There are no watercourses/watercourse crossings in the study area
- There are no significant terrestrial or aquatic habitats within the study area
- Confirmation of Species at Risk is ongoing including reptiles/amphibians and plant species

Cultural Environment

- A Stage 1 Archaeological Assessment (AA) was completed and concluded that the study area has low potential for Aboriginal archaeological resources but high potential for historic Euro-Canadian material due to the historic nature of North Talbot and Sixth Concession roads; a Stage 2 AA is recommended in undisturbed areas
- There is no record of built heritage resources within the study area based on information contained in the Windsor Municipal Heritage Register (updated October 7, 2013)

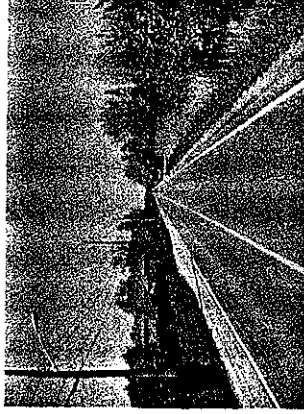
Existing Conditions - Drainage & Servicing

Storm Water

- Sixth Concession Road storm water drainage currently forms part of the Fifth Concession Drain. The Fifth Concession Drain begins at Highway 401 and flows north along the east side of Sixth Concession Road to a new storm sewer at the Cabana Road intersection
- South of Highway 401 the storm water is collected via curb and gutters to a local sewer which discharges to North Talbot Road
- Three trunk storm sewer networks exists along North Talbot Road from Highway 401 to Howard Avenue. These sewers collect storm runoff from the developments south of Highway 401 and outlet to the Southwood Lakes

Sanitary

- Sixth Concession Road is serviced by a 250 mm sewer from Holburn Street to Morand Street and a 675mm trunk sewer from Provincial Road to Morand Street
- Sixth Concession Road south of Highway 401 is serviced by a local 250 mm sewer which discharges to North Talbot Road
- North Talbot Road is serviced by a 600mm trunk sewer from Highway 401 to Howard Avenue



Utilities

- Sixth Concession – North of Highway 401
 - Overhead power lines
 - Street lights on hydro poles
 - Overhead communication lines (Bell & Cogeco)
 - Natural gas line
- Sixth Concession – South of Highway 401
 - Underground power distribution
 - Street lights
 - Underground communication lines (Bell & Cogeco)
 - Natural gas line
- North Talbot Road – Highway 401 to Howard Avenue
 - Overhead power lines
 - Street lights on hydro poles
 - Overhead and underground communication lines (Bell & Cogeco)
 - Natural gas line

Existing Conditions - Transportation

Existing Traffic Speed

- The posted speed limit is 50 km/h on both North Talbot Road and Sixth Concession Road
- Observed vehicle operating speeds are:

Road Name	Average Speed (km/h)	85 th Percentile Speed (km/h)
North Talbot Road	55	62
Sixth Concession Road	58	65

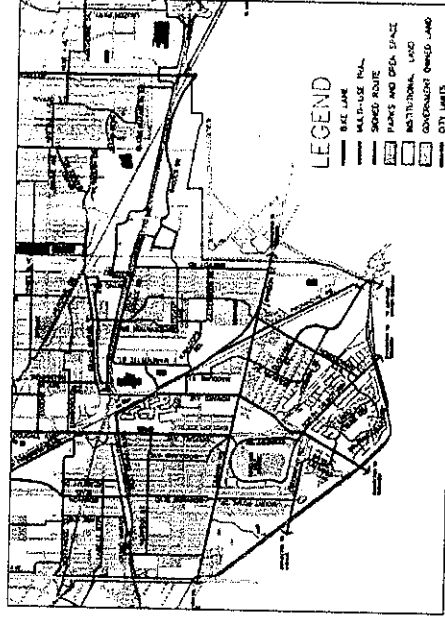
- 85th Percentile Speed >10 km/hr over speed limit are generally considered to be problematic
- 85% of drivers drive at or below the "85th Percentile Speed"

Existing Active Transportation Facilities

- There is a paved shoulder on the south side of North Talbot Road, approximately 1.5m wide
- On-road bicycle lanes exist on Sixth Concession Road from North Talbot Road to north of the Dougall Parkway
- Approximately 505 m of discontinuous sidewalk exists on the north side of North Talbot Road
- A sidewalk is present on both sides of Sixth Concession Road from North Talbot Road to just north of the Dougall Parkway
- The majority of the study area lacks sidewalks and on-road cycling facilities
- City planning documents indicate future bike lanes for North Talbot Road and Sixth Concession Road

Existing Transit Routes

- The Walkerville #8 bus route services a portion of Sixth Concession Road from Holburn Street, south to North Talbot Road and travels east on North Talbot Road to Walker Road
- There are no extra transit routes for the Talbot Trail Public School (serviced by school buses)



Sixth Concession Road / North Talbot Road
Public Information Centre #1

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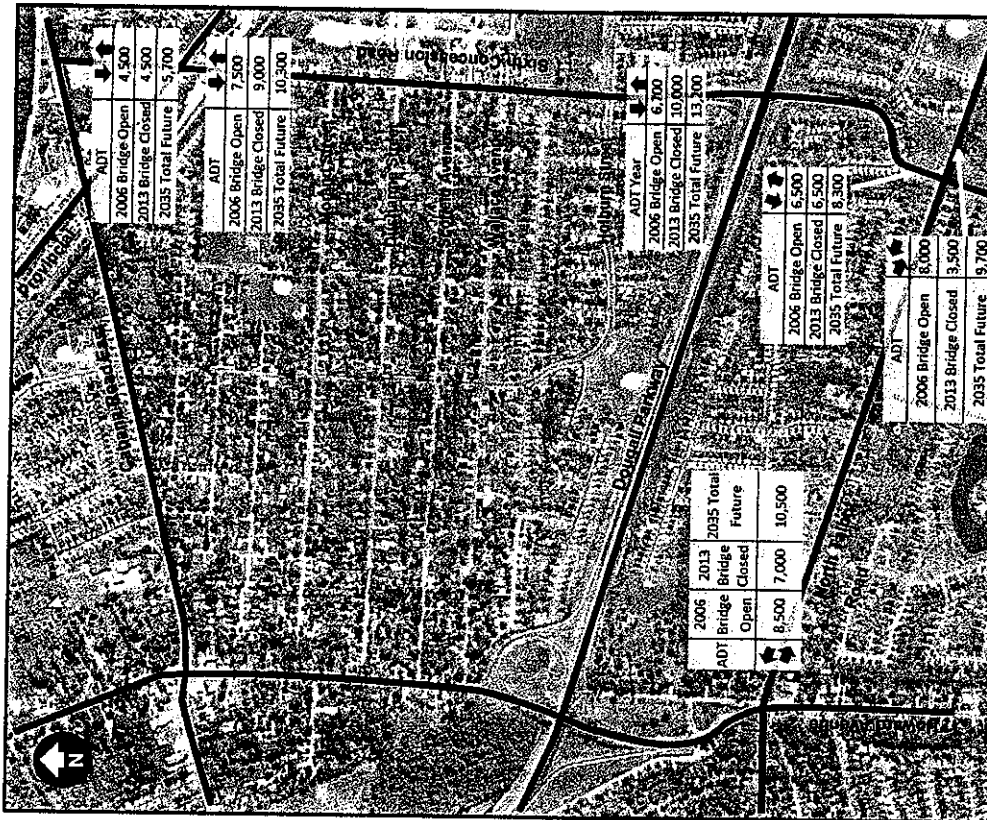
Future Traffic Conditions

Existing Traffic Conditions

- Both corridors are designated as Class I Collector Roads and are designed to carry moderate volumes of traffic (up to 8,000 vehicles per day) with a minimum right-of-way width of 28m [from City's Official Plan]
- Average Daily Traffic (ADT) is the volume of traffic travelling in both directions over a 24 hour period
- Traffic volumes in the area are currently affected by the closure of the North Talbot Road bridge over Highway 401; specifically, existing volumes are lower on North Talbot Road and slightly higher on Sixth Concession Road
- Generally, existing traffic volumes are within acceptable levels for Class I Collector Roads

Future Traffic Conditions

- Future traffic volume calculations were based on a combination of existing volumes, future development activity in the area, consideration of general population growth in the City, and the redistribution of traffic once the bridge reopens
- Volumes are higher than preferred for a Class I Collector Road
- The focus of the study is to reduce cut through traffic, improve operations and safety
- The level of service at intersections is generally acceptable



Source: Google Earth, December 2013

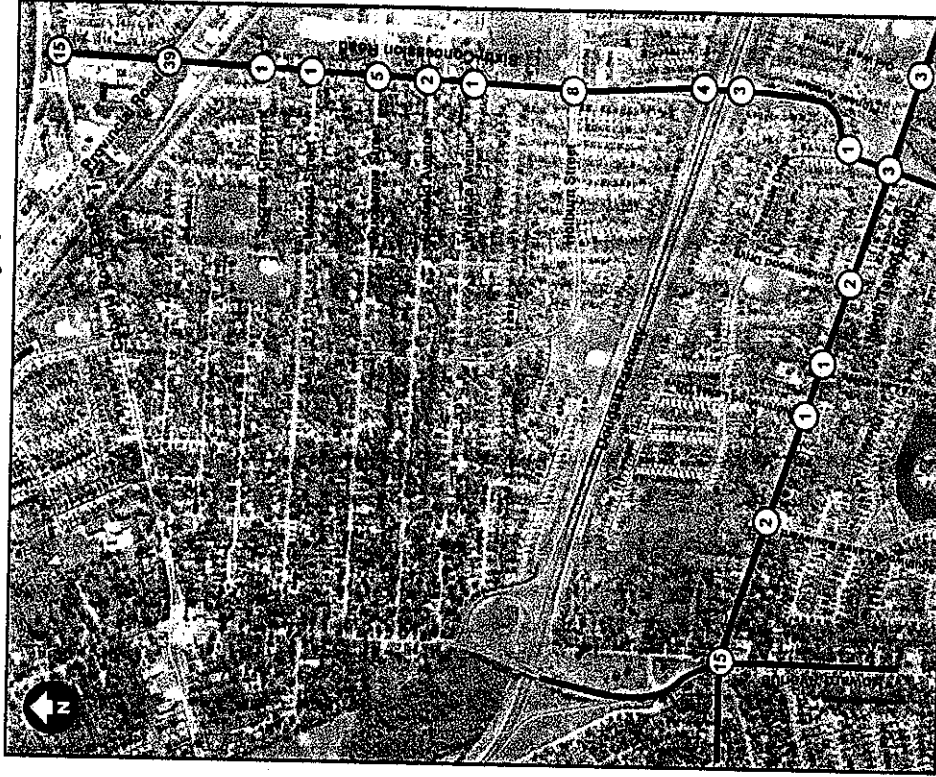
Sixth Concession Road / North Talbot Road
Public Information Centre #1

Study Area Collisions (July 1/08-July 1/13)

Study Area Collisions (July 1/08 - July 1/13)

- Total of 105 vehicle collisions at study area intersections
- 11 midblock collisions within the study area
- 38 collisions or 32% of collisions involved personal injuries
- Provincial Road and Sixth Concession Road is ranked 7th overall within the City for highest collisions per million vehicles entering a signalized intersection
- The intersection of Cabana Road and Sixth Concession Road is ranked 17th overall within the City for the highest number of collisions occurring at unsignalized intersections
- No fatalities have occurred within the study area during the 5 year period reviewed

Number of Collisions by Intersection
Between July 1, 2008 and July 1, 2013



Intersection Collision Type	Percentage of Collision Type Occurring at Intersections	Collision Symbol
Rear End	38%	
Angle	21%	
Turning	21%	
Approaching	9%	
Sideswipe	6%	
Other	6%	

Summary of Problems & Opportunities

Problems

- Intersection Delays - some intersections require modifications, including turn lanes, improved traffic control or roundabouts
- Traffic Speed - higher traffic speeds creates safety concern for all modes of transportation
- Pedestrian and Cyclist Safety – there is a need to improve facilities within the study area and provide system connections and transit
- Open Ditches - many members of the community have indicated a desire to have the ditches closed in to create an urban roadway cross-section

Opportunities

- Road modifications will:
 - Enhance traffic safety and efficiency
 - Reduce traffic infiltration through the local road system
 - Provide improved transit, pedestrian and cycling facilities within the study area
 - Provide improved/enclosed drainage system to the study area

Modifications to the Sixth Concession Road / North Talbot Road corridors are needed to address traffic control issues, pedestrian and cyclist safety and drainage. The improved transportation corridors will serve the needs of the transportation system and area growth for a 20-year period to 2035.

Summary of Alternative Solutions

Do Nothing

Make no changes within the study area; this alternative was included as a basis to compare other alternatives. This alternative does not address the problems and opportunities noted in the study area and is therefore not carried forward for further consideration.

Traffic Demand Management (TDM)

This alternative consists of implementing strategies to reduce the demands on the roads and shifting demands to time periods outside of the congestion periods. Examples of TDM strategies include the use alternative modes of transportation (i.e., transit, cycling, walking), encouraging carpooling, etc. This alternative provides some improvement to the corridors but as a stand-alone measure it would not efficiently and safely accommodate future travel demands.

RECOMMENDED SOLUTIONS

Operational Modifications along Corridors

This alternative includes the consideration of traffic calming measures, traffic management (ex. turn restrictions), localized widening, dedicated turning lanes, intersection modifications, potential closures of minor intersections. Operational modifications will address best problems in the study area relating to intersection delays, traffic speed and safety and is therefore carried forward to Phase 3 – Alternative Designs.

Urbanize Corridors

This alternative consists of widening corridors just enough to provide pedestrian/cycling facilities and curbs/gutters and enclose remaining open ditches. This alternative, in conjunction with operational modifications, addresses problems and opportunities related to pedestrian and cyclist safety and concerns raised regarding open ditches and is therefore carried forward to Phase 3 – Alternative Designs.

Improve Other Roads in the Network

This alternative consists of upgrading adjacent and/or parallel roadways to reduce the travel demand on North Talbot Road and Sixth Concession Road. Parallel roadways immediately adjacent to the study area do not provide the role and function of Sixth Concession and North Talbot Road in the arterial road network. This alternative does not address the problems and opportunities noted in the study area and is therefore not carried forward for further consideration.

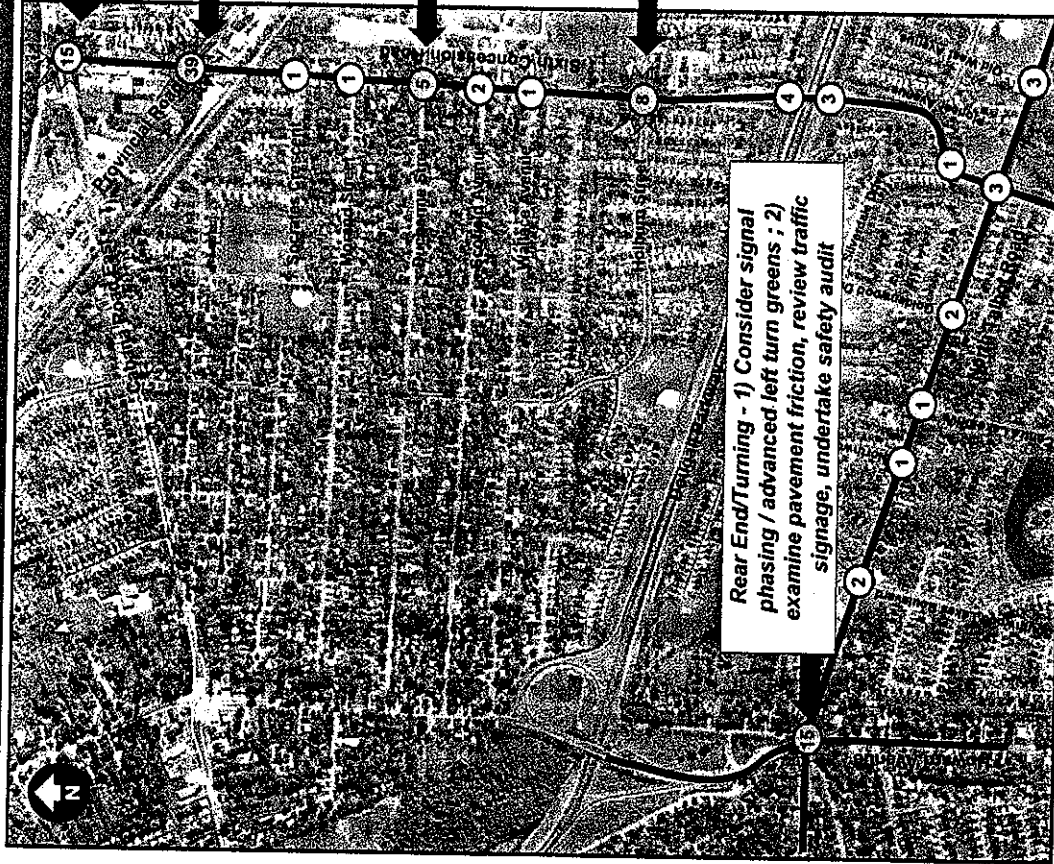
Alternatives to Improve Road Safety

- There are many different ways to improve road safety and operations within the study area
- The following options are under consideration and are explored further in subsequent panels:
 - Reduce Collisions
 - Improving traffic controls to reduce collision risk
 - Providing advanced left turn signal phasing at high volume intersections to reduce turning collisions
 - Reduce Driving Speeds
 - Incorporating traffic calming measures to reduce vehicle operating speeds and reduce collision frequency/severity
 - Improve Operations
 - Providing turning lanes at major intersections
- In addition to the recommended solutions, an urbanized roadway cross-section will include:
 - Providing continuous sidewalks along Sixth Concession Road and North Talbot Road to improve pedestrian safety and promote active living
 - Providing continuous on-road cycling lanes on Sixth Concession Road and North Talbot Road to improve bicycle safety and promote active living

Recommended Solutions – Reduce Collisions

Intersection Improvements

- The study team considered alternatives solutions to improve safety at intersections experiencing >5 collisions
- When developing alternative solutions, the predominant type of collision occurring and existing intersection conditions (e.g. geometry, signal timing and traffic volumes) are taken into consideration by the study team
- The alternative solutions to improve safety identified at specific intersections on the adjacent map will be reviewed in more detail in the next phase of this EA study and incorporated into design alternatives as appropriate



Rear End - 1) Monitor recent intersection modifications on Cabana Road and 2) examine pavement friction, review traffic signage, undertake safety audit

Rear End/Turning - 1) monitor recent intersection modifications; 2) evaluate lighting levels; 3) consider modifying signal timing; 4) examine pavement friction, review traffic signage, undertake safety audit

Angle/Turning - 1) Review vehicle sight lines; 2) consider alternative traffic controls

Angle/Turning - 1) Review vehicle sight lines; 2) consider alternative traffic signal (roundabout or traffic signal)

Rear End/Turning - 1) Consider signal phasing / advanced left turn greens ; 2) examine pavement friction, review traffic signage, undertake safety audit

Sixth Concession Road / North Talbot Road
Public Information Centre #1

Recommended Solutions – Reduce Driving Speeds

Traffic Calming Measures

- This EA study is reviewing the opportunity to incorporate traffic calming measures into our alternative solutions/designs to reduce vehicle operating speeds and collision frequency/severity
- Traffic calming measures can vary depending on the type of environment we are trying to achieve in the study area
- Traffic calming is designed to be “self-enforcing” (stop signs, reduced speed limits and crossing guards ARE NOT traffic calming)
- Examples of traffic calming measures include:
 - Horizontal traffic calming measures - curb extensions, roadway narrowing, small traffic circles, chicanes, median islands
 - Physical restriction of turning movements - full or partial conversion to one-way streets, cul-de-sacs, channelizing islands, left turn restrictions
- Alternative traffic calming measures to reduce vehicle operating speeds and collision frequency/severity will be reviewed in more detail in the next phase of this EA study and incorporated into design alternatives as appropriate



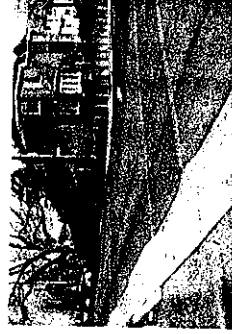
*Curb extensions
(reconstructed curb)*



Roundabout

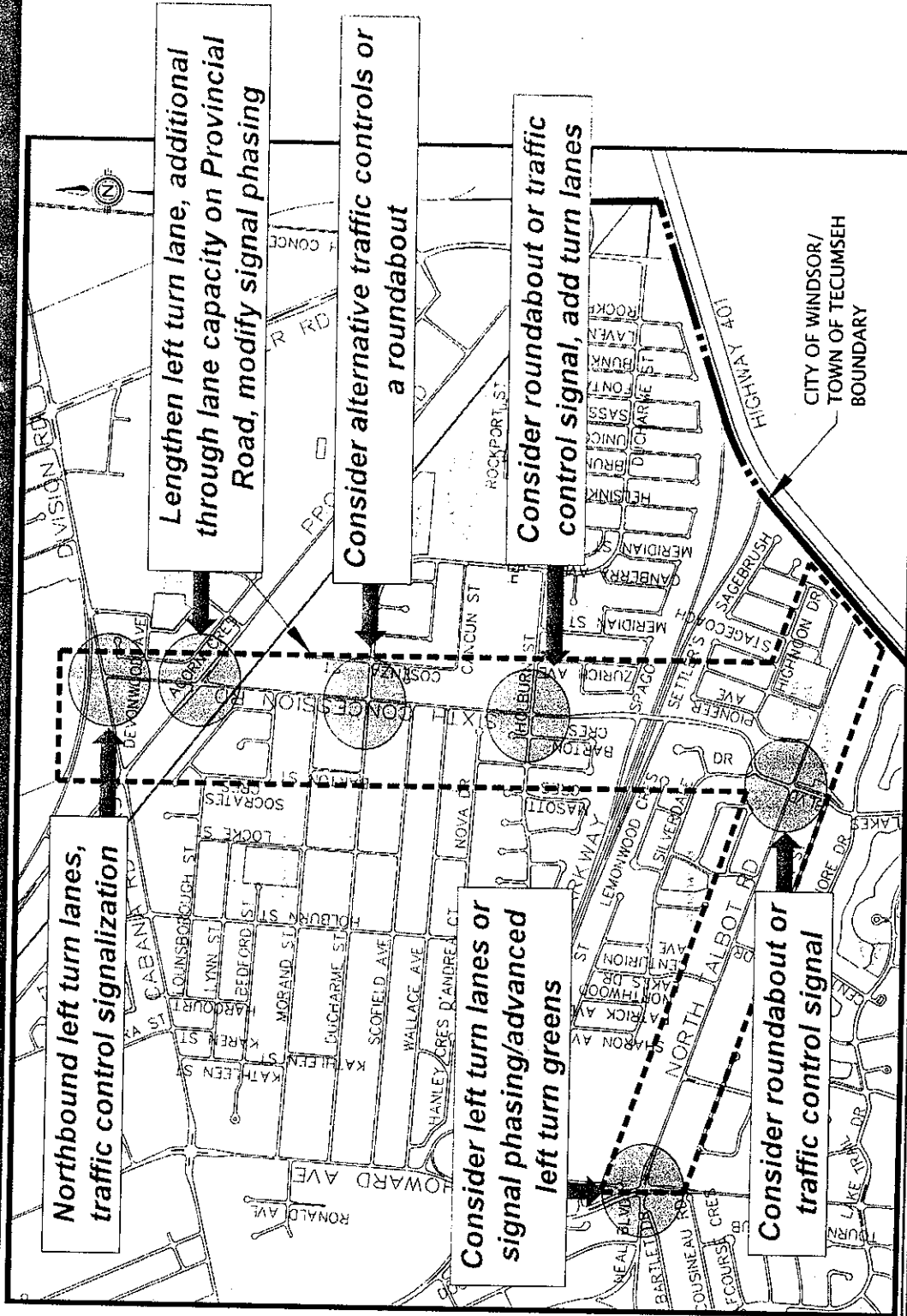


*Turn prohibitions &
channelization islands*



*Textured pavement (crosswalks at
intersection)*

Recommended Solutions – Improve Operations

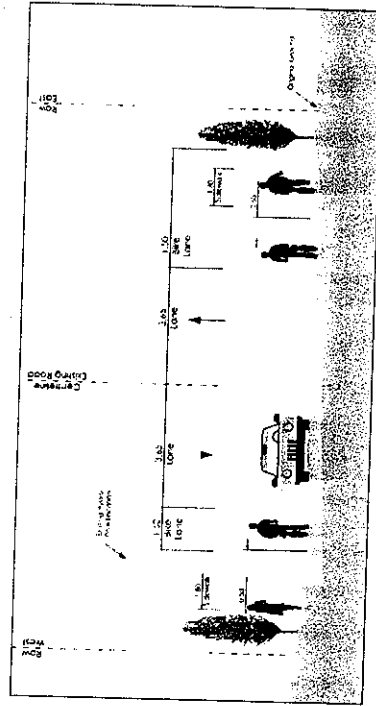


Traffic Control Upgrades

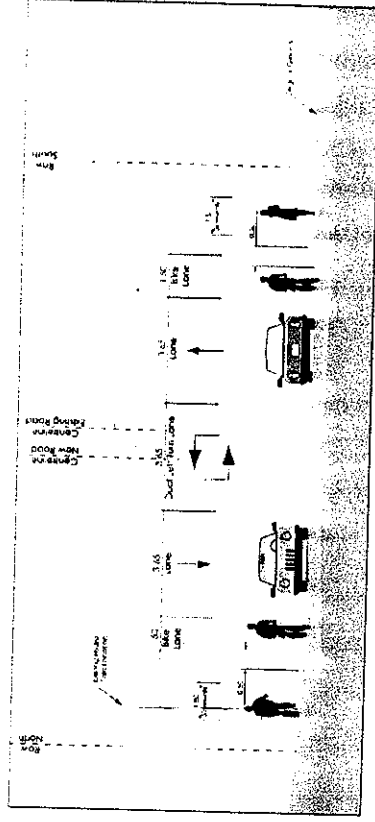
In addition to the alternative cross-sections under consideration, intersection traffic control upgrades are recommended in the following areas:

Draft Conceptual Cross-Sections

- The following conceptual cross-sections are provided to illustrate what alternative designs could look like for the recommended solutions along North Talbot Road



2-lane cross-section for North Talbot Road (with on-road cycling lanes, sidewalks on both sides and elimination of the existing ditches)

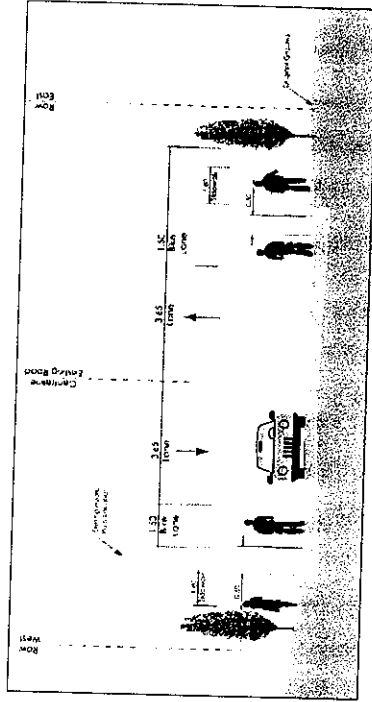


3-lane cross-section for North Talbot Road (with on-road cycling lanes, sidewalks on both sides and elimination of the existing ditches)

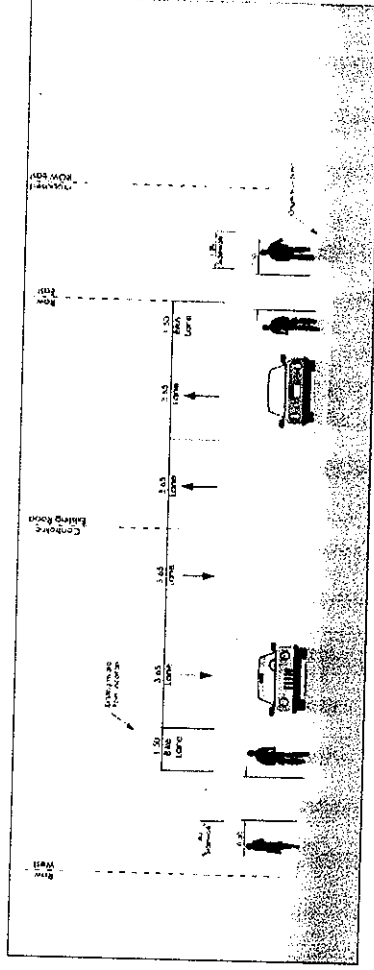
These concepts will be discussed and refined at the upcoming Roadside Safety, Urban Design & Streetscape Workshop in the Spring 2014

Draft Conceptual Cross-Sections

- The following conceptual cross-sections are provided to illustrate what alternative designs could look like for the recommended solutions along Sixth Concession Road



2-lane cross-section for Sixth Concession Road, from Cabana Road East to North Talbot Road (with on-road cycling lanes, sidewalks on both sides and elimination of the existing ditches)

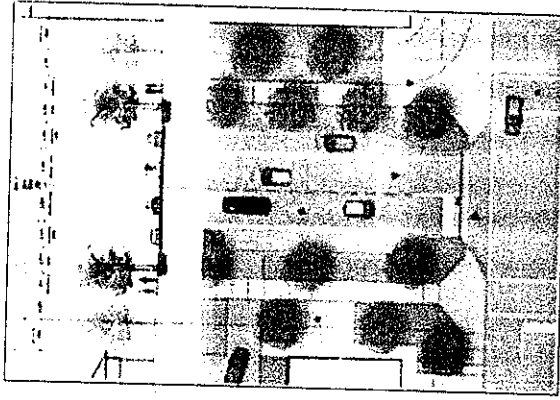
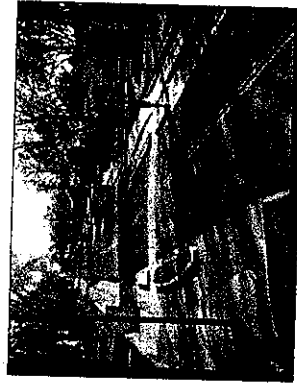


4-lane cross-section for Sixth Concession Road, from Cabana Road East to North Talbot Road (with on-road cycling lanes, sidewalks on both sides and elimination of the existing ditches)

These concepts will be discussed and refined at the upcoming Roadside Safety, Urban Design & Streetscape Workshop in the Spring 2014

Roadside Safety, Urban Design & Streetscape Workshop

- Following this PIC, the preferred solutions for the study area will be confirmed
- The next phase of the EA study involves developing and evaluating alternative design concepts for the preferred solutions - an urbanized corridor including intersection improvements, traffic calming measures and intersection traffic control upgrades
- We are hosting a workshop in Spring 2014 to review alternative design concepts and to discuss:
 1. Active transportation (sidewalks, bike paths) and transit
 2. Traffic calming measures
 3. Urban design options
- The workshop will include a discussion of what road safety, urban design and streetscape could mean for these corridors and examples
- Results of the workshop will be presented at PIC #2



Please fill out a form if you are interested in participating. We are limited to 20 participants.

Thank you for attending!

- The next phase of the EA study involves developing and evaluating alternative design concepts for the preferred solution(s)
- Please complete a comment form and submit by March 12th, 2014
- Information related to this study will be uploaded to the City's website as it becomes available www.WindsorEAs.ca

If you have questions, please contact:

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Thank you for your comments!

WECEC Air Subcommittee Report – April 2014

1. Following up on its agency's report (IARC) from last fall that declared outdoor air pollution and particulate matter is carcinogenic to humans, the World Health Organization (WHO) published more data about air pollution exposure. WHO reported that in 2012 approximately 7 million people died – one in eight of total global deaths – as a result of air pollution exposure. The report confirms that air pollution is the world's largest single environmental health risk.

The new data revealed a stronger link between air pollution exposure and cardiovascular diseases, such as strokes and heart disease, as well as air pollution and cancer. Air pollution also has an established role in the development of respiratory diseases.

The true cost of burning fossil fuels for generating electricity or use in transportation should no longer be considered simply as a secondary or external cost.

2. The Intergovernmental Panel on Climate Change (IPCC) issued a report at the end of March that concluded that the effects of climate change are already occurring on all continents and across the oceans. The report titled *Climate Change 2014: Impacts, Adaptation, and Vulnerability* from Working Group II of the IPCC, detailed the impacts of climate change to date, the future risks from a changing climate and the opportunities for effective action to reduce risks.

Working Group III's report will be released in April 2014 and the IPCC Fifth Assessment Report cycle will conclude with the Synthesis Report in October 2014.