

Adopted by Council at its meeting held July 8, 2013 [M268-2013]  
Adopted AS AMENDED by Council  
at its meeting held June 17, 2013 [M260-2013]  
/AA  
Windsor, Ontario June 17, 2013

REPORT NO. 146 of the  
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY  
STANDING COMMITTEE  
of its meeting held May 22, 2013

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**Present:**  
Councillor J. Gignac  
Councillor A. Halberstadt  
Councillor R. Jones  
Councillor H. Payne  
Councillor F. Valentinis, Chair

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

Moved by Councillor Halberstadt, seconded by Councillor Jones,

THAT the recommendations to convert Victoria Avenue from University Avenue to Chatham Street to two-way traffic including the necessary amendments to on-street parking and traffic control devices outlined in the report **BE SUPPORTED**; and

THAT Parking Bylaw 9023 and Traffic Bylaw 9148 **BE AMENDED** as per Appendix A and B respectively; and

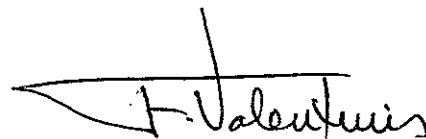
THAT the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by-laws.

THAT Administration **BE DIRECTED** to consult with the Downtown Windsor BIA (DWBIA) and the affected stakeholders in the area.

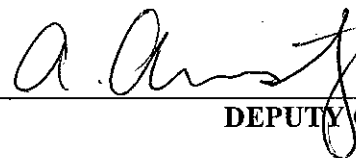
Carried.

**LIVELINK 16566, SR/11026**

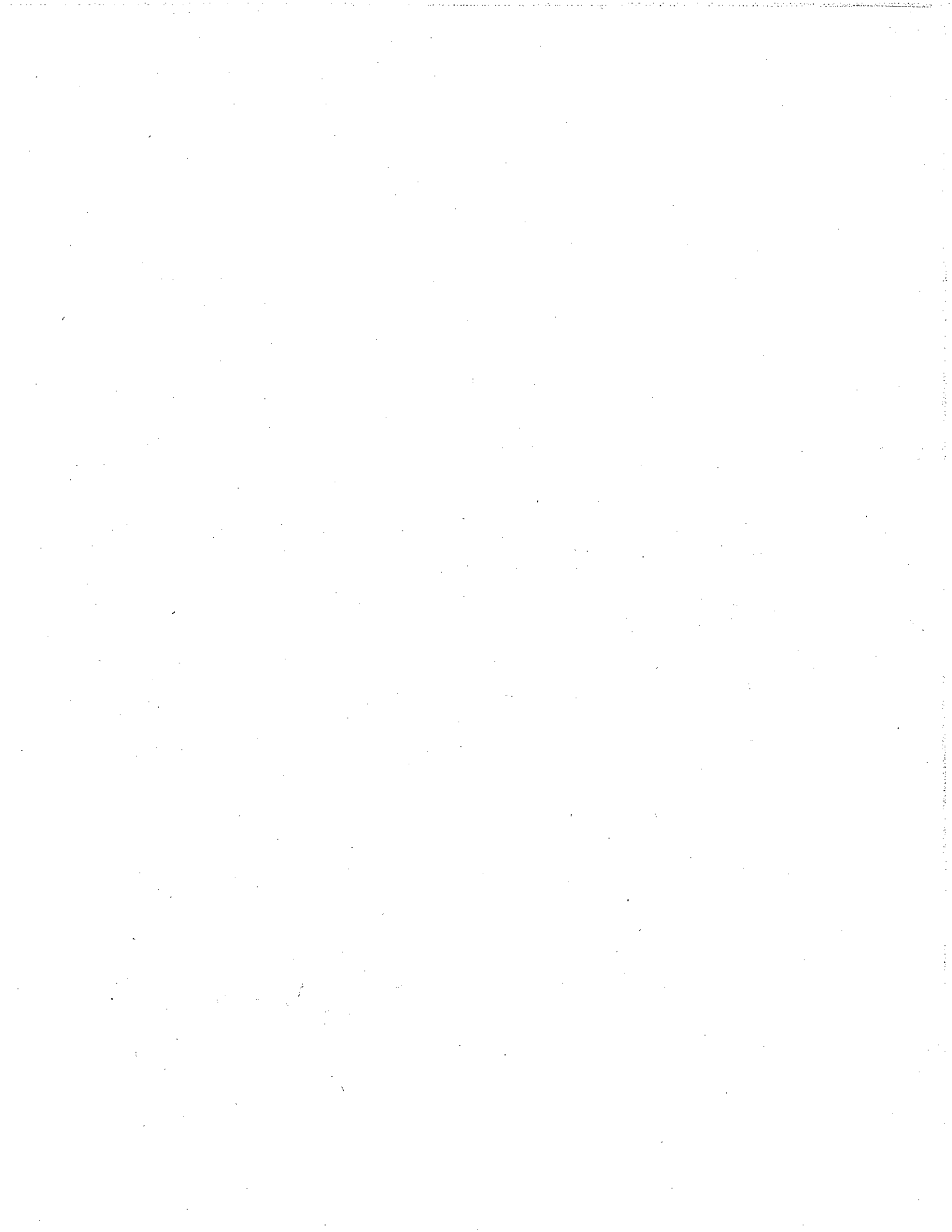
Clerk's Note: The report of the Manager of Transportation Planning dated May 6, 2013 entitled "*Report Recommendations – Traffic Study in the Area of the Family Aquatic Complex*" is **attached** as background information.



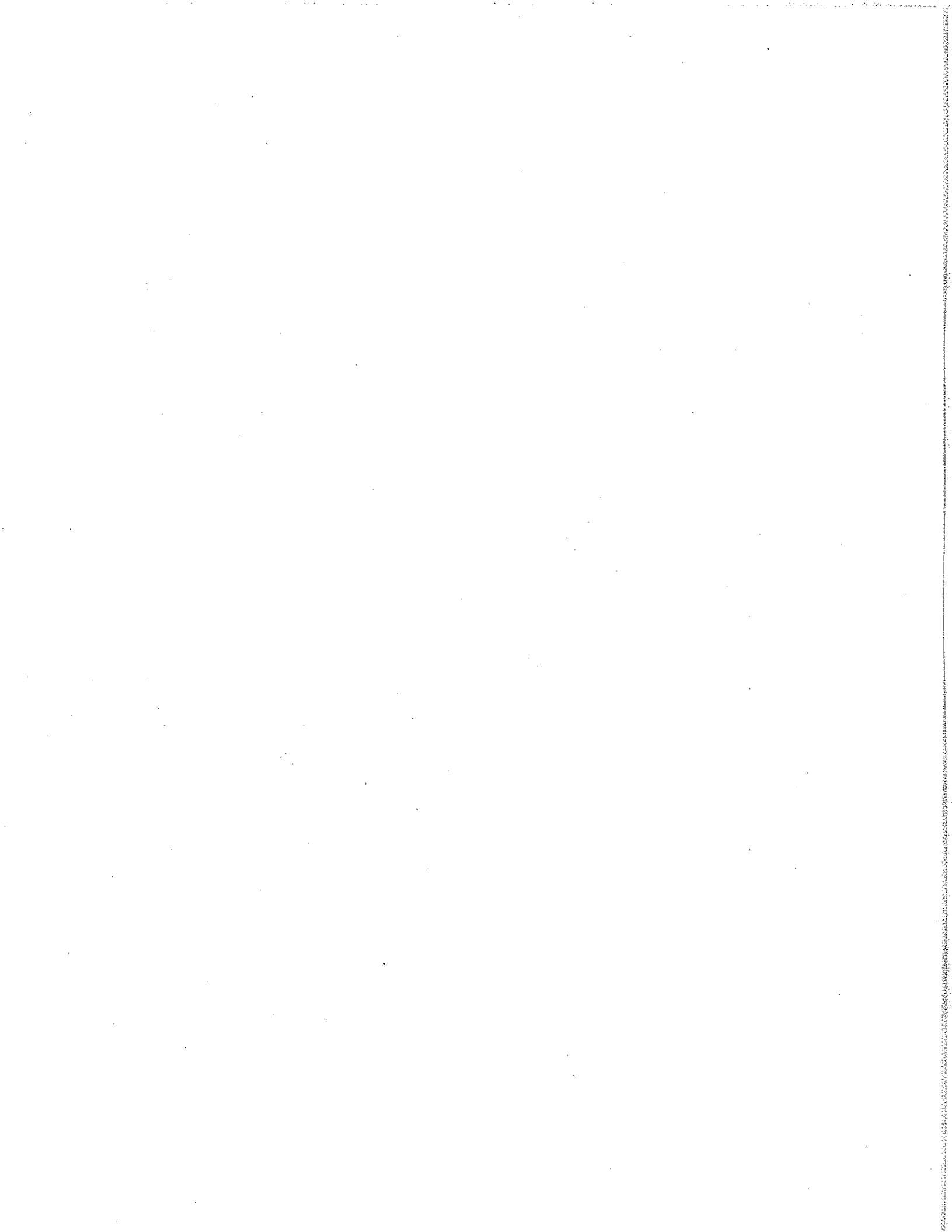
CHAIRPERSON



DEPUTY CLERK



<b>NOTIFICATION:</b>				
<b>Name</b>	<b>Address</b>	<b>Email Address</b>	<b>Telephone</b>	<b>FAX</b>
DWBIA Attn: D. Croucher		<u>debi@downtownwindsor.ca</u>		
2344338 Ontario Inc.	92 Dalmation Crescent Toronto, ON M1C 4W6			
304830 Ontario Limited c/o Rosario Cosco	76 University Ave. W. Windsor, ON N9A 5N7			
304830 Ontario Limited	PO Box 518, Stn. A. Windsor, ON N9A 6M6			
St. Clair College of Applied Arts & Technology	2000 Talbot Road West Windsor, ON N9A 6S4			
Matthews Estates Ltd.	1011- 176 University Ave. West Windsor, ON N9A 5P1			





# 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](mailto:clerks@city.windsor.on.ca)**

**WEBSITE: [www.citywindsor.ca](http://www.citywindsor.ca)**

## NOTICE OF COUNCIL DECISION

**Windsor City Council adopted the following resolution at its meeting held June 17, 2013**

Moved by Councillor Valentinis, seconded by Councillor Dilkens,

**M260-2013 That Report No. 146 of the Environment, Transportation & Public Safety Standing Committee of its meeting held May 22, 2013 regarding "Report Recommendations – Traffic Study in the Area of the Family Aquatic Complex" BE ADOPTED AS AMENDED;**

THAT the recommendations to convert Victoria Avenue from University Avenue to Chatham Street to two-way traffic including the necessary amendments to on-street –parking and traffic control devices outlined in the report **BE SUPPORTED** save and except the issues dealing with the Transit Windsor bus stops and bus bays to **BE DEFERRED** to the July 8th meeting of Council to allow the Downtown Windsor Business Association (DWBIA) to review the additional information; and

THAT Parking Bylaw 9023 and Traffic Bylaw 9148 **BE AMENDED** as per Appendix A and B respectively for the supported changes only; and

THAT the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by-laws.

THAT Administration **BE DIRECTED** to consult with the Downtown Windsor BIA (DWBIA) and the affected stakeholders in the area.

Carried.

Report Number 16566 SW2013

*Agatha Armstrong*

Supervisor of Council Services/Deputy Clerk

June 20, 2013

/jr

**THE CORPORATION OF THE CITY OF WINDSOR**  
**Environment, Transportation & Public Safety 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"*

<b>LiveLink REPORT # 16566</b>	<b>Report Date: May 6, 2013</b> PW#3569-05/15/13
<b>Author's Name: Josette Eugeni</b>	<b>Date to Standing Committee: May 22, 2013</b>
<b>Author's Phone: (519) 255-6247 ext. 6418</b>	
<b>Author's Email: jeugeni@city.windsor.on.ca</b>	

**TO:** Environment, Transportation & Public Safety Standing Committee

**SUBJECT:** Report Recommendations - Traffic Study in the Area of the Family Aquatic Complex

**1. RECOMMENDATION: City Wide: \_\_\_ Ward(s) 3**

THAT the recommendations to convert Victoria Avenue from University Avenue to Chatham Street to two-way traffic including the necessary amendments to on-street parking and traffic control devices outlined in the report **BE SUPPORTED**; and

THAT Parking Bylaw 9023 and Traffic Bylaw 9148 **BE AMENDED** as per Appendix A and B respectively; and

THAT the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by-laws.

**2. BACKGROUND:**

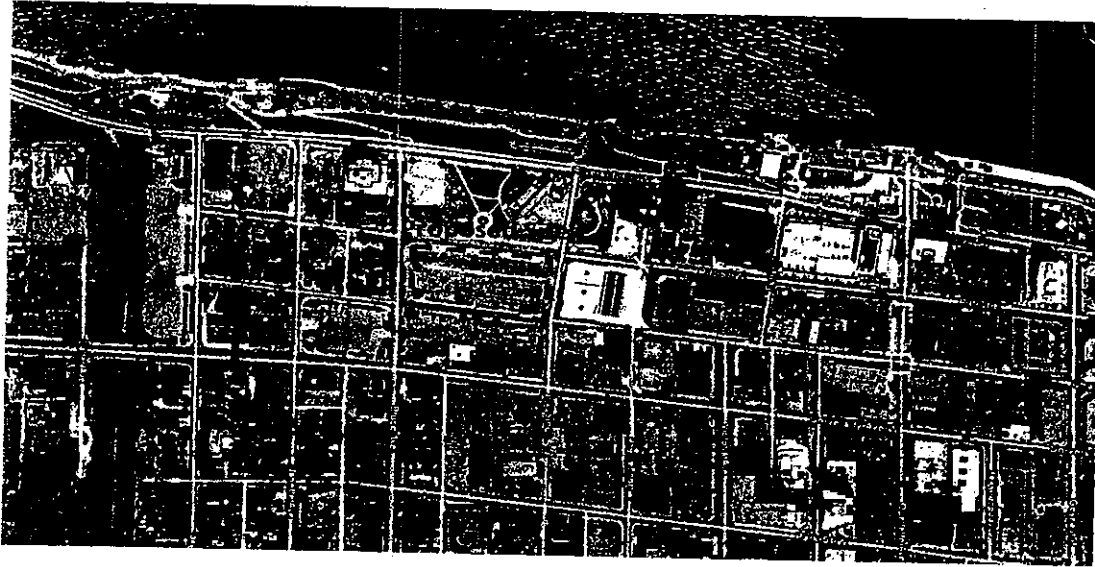
The City is constructing a Family Aquatic Complex downtown resulting in the closure of both Chatham St. and Pitt St. between Bruce Ave. and Church St., the site plan for which is included in Appendix C. Consideration was being given to convert some of the existing one-way streets to two-way to facilitate access to the Complex and to mitigate the road closure impacts on the Transit Windsor Terminal. The Family Aquatic Complex Steering Committee endorsed retaining McCormick Rankin Corporation to conduct a Traffic Study in the Area of the Family Aquatic Complex.

The final study included an assessment of the impacts on the surrounding streets as well as intersection operational analysis for the following proposed changes:

- The closure of Pitt St. from Bruce Ave. to Church St.;
- The closure of Chatham St. from Bruce Ave. to Church St.;
- Converting Bruce Ave. to two-way traffic between Riverside Dr. and University Ave.;
- Converting Janette Ave to two-way traffic between Riverside Dr. and University Ave.;
- and
- Converting Victoria Ave. to two-way traffic from University Ave. to Chatham St.

This analysis recommended improvements where appropriate.

### 3. DISCUSSION:



*Traffic Study in the Area of the Family Aquatic Complex Figure 1: Study Area and proposed Site*

The review concluded that the two-way conversions of Bruce Ave. & Janette St. would provide marginal benefits compared to the infrastructure improvement cost. The identified infrastructure changes to support the two-way conversions would have included:

- separate turning lanes at intersections that do not fit within the current pavement,
- removal of on-street parking and bike lanes on Janette Ave between Pitt Street and University Avenue, and
- traffic signal installation at Janette Ave and Riverside Drive.

The report acknowledges the closures of Pitt St. and Chatham St. between Bruce Ave. and Church St. which are currently in place and further supported the two-way conversion of Victoria Avenue from University Ave. to Chatham St.

The following identifies the required network improvements in their entirety as illustrated in Appendix D:

1. The closure of Chatham Street between Bruce Avenue and Church Street.
2. The closure of Chatham Street would result in removal of westbound approach from Chatham Street and Bruce Avenue intersection. This would also results in a single westbound left turn lane and westbound right turn lane at the Chatham Street and Church Street intersection.
3. The closure of Pitt Street between Bruce Avenue and Church Street.
4. The closure of Pitt Street results in removal of westbound approach with a single eastbound left and two northbound through lanes at Pitt Street and Bruce Avenue. At Church Street and Pitt Street intersection, the changes include the removal of eastbound approach, northbound left and southbound right turn movements.

5. The conversion of Victoria Avenue from a one-way street into two-way street from Chatham Street to University Avenue. For this conversion, the existing three southbound lanes on Victoria Avenue would be reduced to two southbound lanes and one northbound lane.
6. The Victoria Avenue and Chatham Street intersection will require a 'Stop Control' for the northbound left movement. Based on the projected demand, this intersection is expected to operate at a good level-of-service. However, if the northbound left turn movement at this intersection result in unacceptable level of service, this intersection would warrant for the 'All -Way Stop Control'.
7. The existing southbound on-street parking on the east side of Victoria Avenue would require to be converted to northbound on-street parking with a necessary signage.
8. The conversion of Victoria Avenue to a two-way street will result in the addition of an eastbound left, westbound right and southbound through right and through left movements at the Victoria Avenue and University Avenue intersection.
9. For accommodating an eastbound left turn storage lane, removal of the existing eastbound parking (3 spaces) would be required from the eastbound (west) approach.
10. Presently, the 'on-street' parking is not allowed on a receiving lane for the eastbound through approach (Southside of University Avenue-east of Victoria Avenue). However, on-street parking has been noticed (on Google maps and street view) on this receiving lane. Due to revised lane configuration, strict parking enforcement would be required at this location to receive an eastbound through traffic.
11. The conversion of Victoria Avenue to a two-way street results in acceptable operations based on the projected traffic on Victoria Avenue. However, if the westbound right turn volume at Victoria Avenue and University Avenue begins to compromise the level-of-service at this intersection, the on-street parking (2 spaces) on the north side of the east approach could be prohibited during peak hours. The removal of this on-street parking would provide a sufficient westbound right turn storage lane and improve the operations at this intersection.

Based on a request from Transit Windsor, a bus loading zone will be installed at the northeast corner of Victoria Avenue north of University Avenue requiring the removal of 2 on-street metered parking spaces and one on-street accessible parking space which will be relocated to the next available space north.

The resulting net on-street parking deficit is six (6) parking spaces. The need for the removal of an additional two on-street parking spaces will be dependent on the future level of service experienced for westbound traffic at the intersection of University Avenue and Victoria Avenue.

Opportunities for the installation of wayfinding signage for the Family Aquatic Complex parking will be evaluated at a later date.

At its meeting on May 13, 2013, the Family Aquatic Complex Executive Committee supported the recommended changes and approved funding minor costs for field modifications to be undertaken by Traffic Operations from the Family Aquatic Complex Budget subject to Council



Approval of the changes. These include modifications to traffic signage, paint markings and/or parking meters.

**4. RISK ANALYSIS:**

The recommended changes to the transportation network are recommended to maintain good traffic flow and access not only to the Aquatic Center but also to existing downtown uses and Transit Windsor Operations.

**5. FINANCIAL MATTERS:**

N/A

**6. CONSULTATIONS:**


Executive Committee  
Manager of Traffic Operations  
Transit Windsor

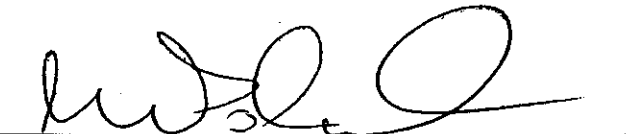
**7. CONCLUSION:**

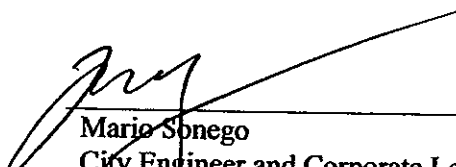
The traffic study reviewed the required road closures and supported the recommended two-way conversion of Victoria Ave between University Ave. and Chatham St. with the recommended changes noted herein.

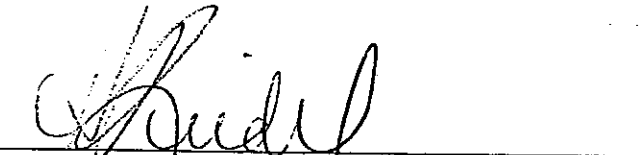
The two-way conversions of Bruce Ave. & Janette St. (Riverside Dr. to University Ave.) would provide marginal benefits compared to the infrastructure improvement costs and are not recommended at this time.

The required Parking and Traffic Bylaws amendments to affect these changes have been identified herein for approval.

  
\_\_\_\_\_  
Joseite Eugeni  
Manager of Transportation Planning

  
\_\_\_\_\_  
Michael Palanacki  
Executive Director of Operations

  
\_\_\_\_\_  
Mario Sonogo  
City Engineer and Corporate Leader  
Environmental Protection and Transportation

  
\_\_\_\_\_  
Helga Reidel  
Chief Administrative Officer

JME:

**APPENDICES:**

- Appendix A – Amendments to Parking By-law 9023
- Appendix B – Amendments to Traffic By-law 9148
- Appendix C – Site Plan
- Appendix D - Study Recommendations from *The Traffic Study in the Area of the Family Aquatic Complex*

**DEPARTMENTS/OTHERS CONSULTED:**

**Name:**

**Phone #: 519                      ext.**

**NOTIFICATION :**

Name	Address	Email Address	Telephone	FAX
DWBIA Attn.: D. Croucher	419 Pelissier Windsor, Ontario N9A 4L2	<a href="mailto:debi@downtownwindsor.ca">debi@downtownwindsor.ca</a>		
2344338 Ontario Inc.	92 Dalmatian Crescent Toronto, Ontario M1C 4W6			
304830 Ontario Limited c/o Rosario Cosco	76 University Ave. W. Windsor, Ontario N9A 5N7			
304830 Ontario Limited	P.O. Box 518, Stn. A Windsor, Ontario N9A 6M6			
St. Clair College of Applied Arts & Technology	2000 Talbot Rd. W. Windsor, Ontario N9A 6S4			
Matthews Estates Limited	Suite 1011 176 University Ave. W. Windsor, Ontario N9A 5P1			

Appendix 'A'

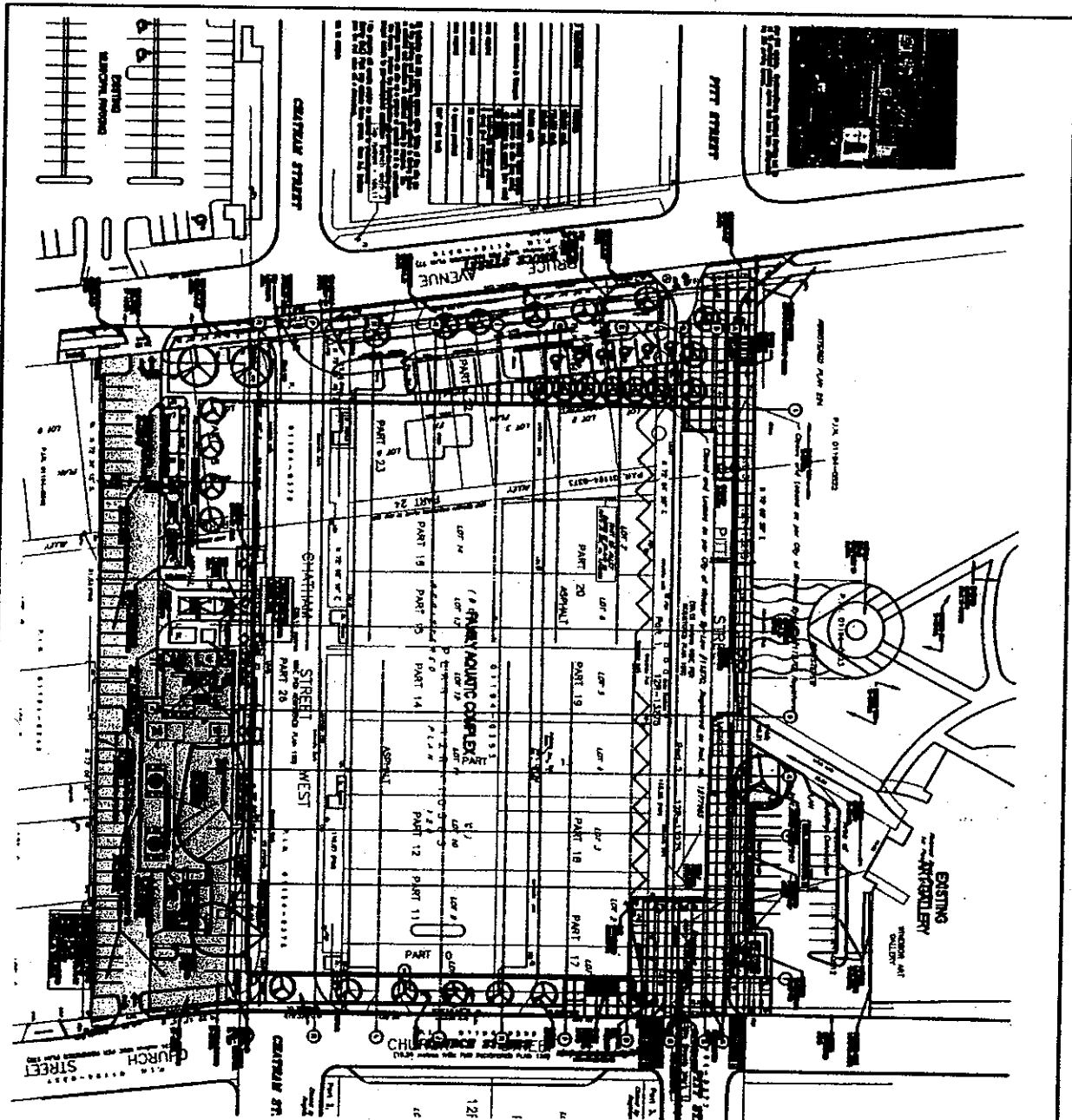
**AMENDMENTS TO PARKING BY-LAW 9023**

ITEM	REGULATION	STREET	LOCATION	DESCRIPTION	REASON			
1	Schedule "H" Designated Accessible Parking -4 hour limit <b>DELETE</b>	Victoria Avenue	East Side	From a point 6 metres north of University to a point 7 metres north thereof	Relocated to accommodate needed bus loading zone			
2	Schedule "H" Designated Accessible Parking -4 hour limit <b>ADD</b>	Victoria Avenue	East Side	From a point 30 metres north of University Avenue West to a point 36 metres north thereof	Relocated to accommodate needed bus loading zone			
ITEM	REGULATION	STREET	SIDE	LOCATION	TIME LIMIT	PARKING FEE	DAYS AND TIMES	REASO N
4	Schedule "S" Street Meters <b>DELETE</b>	Victoria Avenue	Both sides	From Chatham Street to Park Street	2 hours	25 cents for each 12 minutes or fraction thereof	9 am to 6pm Monday to Saturday Holidays excepted	Removed to accommo date needed bus loading zone
5	Schedule "S" Street Meters <b>ADD</b>	Victoria Avenue	West side	From Chatham Street to Park Street	2 hours	25 cents for each 12 minutes or fraction thereof	9 am to 6pm Monday to Saturday Holidays excepted	Removed to accommo date needed bus loading zone

ITEM	REGULATION	STREET	SIDE	LOCATION	TIME LIMIT	PARKING FEE	DAYS AND TIMES	REASON
6	Schedule "S" Street Meters ADD	Victoria Avenue	East side	From Chatham Street to a point 36 metres north of University Avenue	2 hours	25 cents for each 12 minutes or fraction thereof	9 am to 6pm Monday to Saturday Holidays excepted	Removed to accommodate needed bus loading zone
7	Schedule "S" Street Meters ADD	Victoria Avenue	East side	From University Avenue to Park Street	2 hours	25 cents for each 12 minutes or fraction thereof	9 am to 6pm Monday to Saturday Holidays excepted	Removed to accommodate needed bus loading zone
8	Schedule "S" Street Meters DELETE	University Avenue West	Both sides	From Victoria Avenue to Dougall Avenue	2 hours	25 cents for each 12 minutes or fraction thereof	9 am to 6pm Monday to Saturday Holidays excepted	As a result of the Family Aquatic Centre
9	Schedule "S" Street Meters ADD	University Avenue West	North side	From Victoria Avenue to Dougall Avenue	2 hours	25 cents for each 12 minutes or fraction thereof	9 am to 6pm Monday to Saturday Holidays excepted	As a result of the Family Aquatic Centre
10	Schedule "S" Street Meters ADD	University Avenue West	South side	From a point 42 metres west of Victoria Avenue to Dougall Avenue	2 hours	25 cents for each 12 minutes or fraction thereof	9 am to 6pm Monday to Saturday Holidays excepted	As a result of the Family Aquatic Centre

Appendix 'B'

<b>AMENDMENTS TO TRAFFIC BY-LAW 9148</b>					
<b>ITEM</b>	<b>REGULATION</b>	<b>STREET</b>	<b>DESCRIPTION</b>		<b>REASON</b>
1	Schedule "E" One-Way Streets <b>DELETE</b>	Victoria Avenue	Southbound traffic only from Chatham Street to Pine Street		As a result of the Family Aquatic Centre
2	Schedule "E" One-Way Streets <b>ADD</b>	Victoria Avenue	Southbound traffic only from University Avenue to Pine Street		As a result of the Family Aquatic Centre
<b>ITEM</b>	<b>REGULATION</b>	<b>HIGHWAY</b>	<b>FROM THE</b>	<b>TO THE</b>	<b>REASON</b>
3	Schedule "A" Through Highways <b>DELETE</b>	Pitt Street	East side of Caron Avenue	East side of McDougall Avenue	As a result of the Family Aquatic Centre
4	Schedule "A" Through Highways <b>ADD</b>	Pitt Street	East side of Caron Avenue	East side of Bruce Avenue	As a result of the Family Aquatic Centre
5	Schedule "A" Through Highways <b>ADD</b>	Pitt Street	West side of Church Street	East side of McDougall Avenue	As a result of the Family Aquatic Centre
6	Schedule "A" Through Highways <b>DELETE</b>	Chatham Street	West side of Janette Avenue	West Side of Glengarry Avenue	As a result of the Family Aquatic Centre
7	Schedule "A" Through Highways <b>ADD</b>	Chatham Street	West side of Janette Avenue	West side of Bruce Avenue	As a result of the Family Aquatic Centre
8	Schedule "A" Through Highways <b>ADD</b>	Chatham Street	West side of Church Street	West Side of Glengarry Avenue	As a result of the Family Aquatic Centre



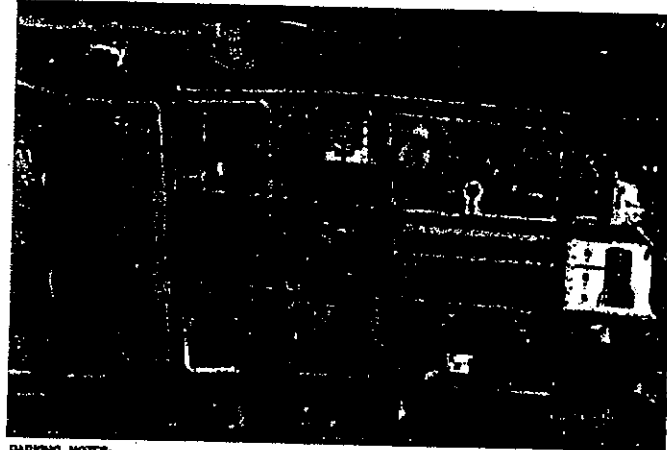
**NOTE: FOR INFORMATION ONLY. SEE LARGE SCALE DRAWINGS FOR FURTHER DETAILS.**

**MAP NO : SPC-007/12-1A(SITE PLAN)**

**APPLICANT : CITY OF WINDSOR FAMILY AQUATIC CENTRE**

**CITY OF WINDSOR - PLANNING DEPARTMENT**

**DATE : March, 2012  
SCALE : NTS**



**PARKING NOTES:**  
 Caron Avenue Municipal Parking Lot 23 includes 241 spaces. Clathom/Bruce Municipal Parking Lot 21 includes 110 spaces. There are an additional 15 municipal parking spaces that have been designated for use for the Family Aquatic Facility totalling 365 parking spaces.

DESIGN DATA TABLE		
ZONING	CD3.7 REQUIREMENTS	PROVIDED
GROSS FLOOR AREA	-	158,664 sq.ft.
BUILDING AREA	-	118,386 sq.ft.
LOT AREA	-	198,261 sq.ft.
LANDSCAPE OPEN SPACE YARD	-	38,082 sq.ft.
PARKING SPACES	345 required Natatorium & Waterpark	365 spaces within 120m spaces 16 spaces on site (see note) 48 existing to remain (see note) 429 spaces
ACCESSIBILITY PARKING	6 spaces required	6 barrier-free spaces provided 9 sized B-F undesignated
BICYCLE PARKING SPACES	18 spaces required	20 spaces provided
LOADING SPACES	4 spaces required	4 spaces provided
TOTAL CURBING LENGTH	-	801' (lineal feet)

**Note:**  
 The Owner's Statement of Requirements (OSR) indicates that 365 parking spaces within 120m of the site are credited to the project. Based on the GFA of the building and parking requirements outlined in Zoning Bylaw 8600 the requirements for parking have been satisfied and therefore no additional parking is required. The Design/Builder is donating an additional 16 parking spaces on site as a gesture of goodwill as it is understood that increased on site parking is desired by the Owner. Further the Design/Builder will protect the existing parking on the south end of the property and if damaged restore to pre-development condition. Bench Mark 2 Top Hydrant - 184.11  
 The existing spaces along the south side of the property will remain and/or be restored to pre-development condition although expansion to the District Energy (D.E.) Plant may reduce these spaces. Once D.E. finalizes their plant reconfiguration/reconstruction project the final value will be determined.

**NOTE: FOR INFORMATION ONLY. SEE LARGE SCALE DRAWINGS FOR FURTHER DETAILS.**

**MAP NO : SPC-007/12-1B(SITE DATA)**

**APPLICANT : CITY OF WINDSOR FAMILY AQUATIC CENTRE**

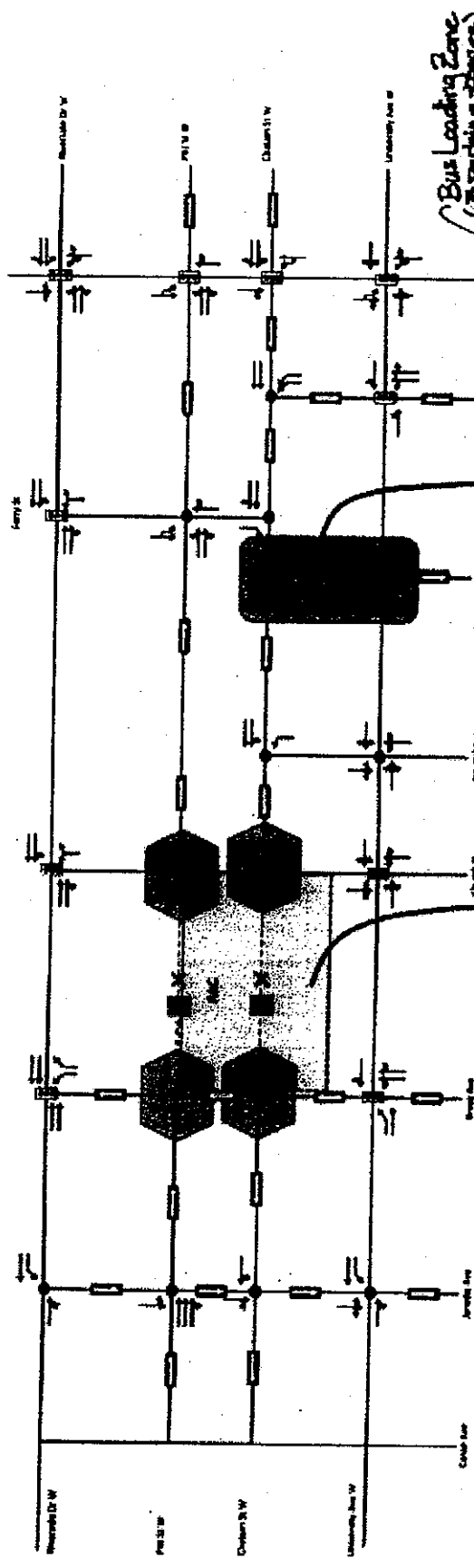
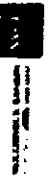
**CITY OF WINDSOR - PLANNING DEPARTMENT**

**DATE : March, 2012  
 SCALE : NTS**

# Appendix 'D'

WILSON

Traffic Study in the Area of the Faculty Apartments Complex  
 Street Intersections

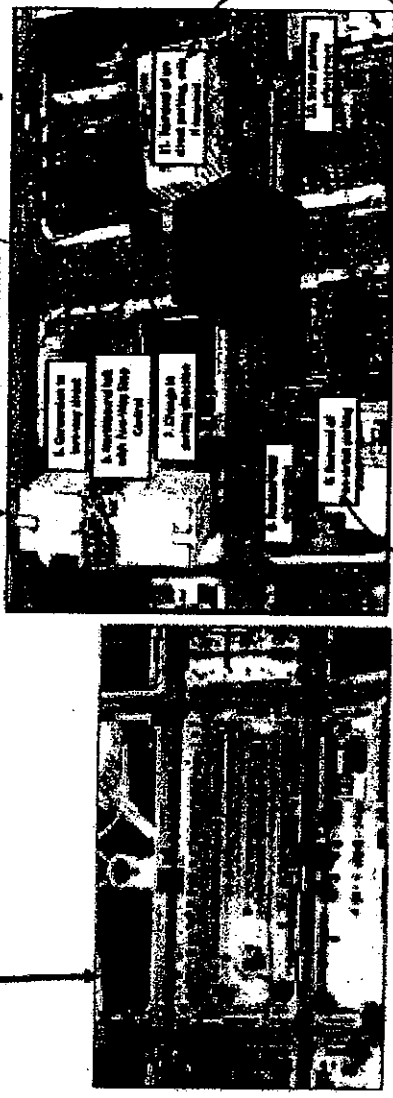


Bus Loading Zone  
 (3 parking spaces)

Legend

[Symbol]	Signalized Intersection	[Symbol]	One-Way Street
[Symbol]	One-Way Street	[Symbol]	One-Way Street
[Symbol]	One-Way Street	[Symbol]	One-Way Street

1. Change of Chatham St. between Ferry Ave. and Church St.
2. Revised bus stop location at Chatham St. / Ferry Ave. and Chatham St. / Church St. intersections.
3. Change of Park St. between Ferry Ave. and Church St.
4. Revised bus stop location at Park St. / Ferry Ave. and Church St. intersections.
5. Change of University Ave. W between Chatham St. and University Ave.
6. Revised bus stop location at University Ave. W / Chatham St. intersection.
7. Change of University Ave. W between University Ave. W / Chatham St. intersection.
8. Revised bus stop location at University Ave. W / University Ave. intersection.
9. Revised bus stop location at University Ave. W / University Ave. intersection.
10. Revised bus stop location at University Ave. W / University Ave. intersection.
11. Revised bus stop location at University Ave. W / University Ave. intersection.



3 parking spaces

2 parking spaces  
 (only if required)





THE CORPORATION OF THE CITY OF WINDSOR  
OFFICE OF THE CITY ENGINEER

Memo

**JUN 17 2013**

ADDITIONAL  
INFORMATION

CITY OF WINDSOR  
COUNCIL SERVICES

Date: June 13, 2013

ITEM NO. *REPORT No. 146*  
*ENVIRONMENT*  
*COMMITTEE*

JUN 14 2013

To: Valerie Critchley, City Clerk

**RECEIVED**

cc: Wes Hicks, Senior Manager of Infrastructure & Transportation Planning  
Mike Palanacki, Executive Director of Operations  
Josette Eugeni, Manager of Transportation Planning  
Pat Delmore, Director of Operations - Transit Windsor  
Debbie Croucher - Downtown Windsor Business Improvement Area

From: Mario Sonego, City Engineer

Subject: Supplemental Information - Environment, Transportation & Public Safety  
Standing Committee Report 146  
*Administrative Report 16566 Report Recommendations - Traffic Study in the Area of the Family Aquatic Complex*

Report 16566 *Report Recommendations - Traffic Study in the Area of the Family Aquatic Complex* was tabled at the Environment, Transportation and Public Safety Standing Committee on May 22, 2013. The Committee Resolution as captured in Committee Report 146 is as follows:

THAT the recommendations to convert Victoria Avenue from University Avenue to Chatham Street to two-way traffic including the necessary amendments to on-street - parking and traffic control devices outlined in the report **BE SUPPORTED**; and

THAT Parking Bylaw 9023 and Traffic Bylaw 9148 **BE AMENDED** as per Appendix A and B respectively; and

THAT the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by-laws.

THAT Administration **BE DIRECTED** to consult with the Downtown Windsor BIA (DWBIA) and the affected stakeholders in the area.

This memo has been prepared to document for Council the outcome of the requested meeting.

A meeting location, date and time was arranged with the DWBIA and the attached notice (Appendix II) was distributed to the subject report notification list which included the abutting property owners.

The main issue was loss of on-street parking in front of 156-190 University Avenue West (2 parking spaces) to accommodate the proposed bus stop. Unfortunately, as noted below, Transit Windsor cannot support this request.

Continued ....

The Transit Windsor bus stop location identified in the subject report (16566) as the east side of Victoria Ave. immediately north of the intersection was selected as the preferred location (Appendix I) when taking into consideration the following factors:

- consistent with efforts to increase Transit Windsor ridership and service University of Windsor downtown campus locations,
- distances to existing route bus stop locations,
- single location services both eastbound and westbound University Ave. bus routes,
- target downtown bus stop spacing,
- proximate customer destinations and walking distances,
- the safety of both drivers and patrons, and
- \*net impact to on-street parking due to bus stops

\* The removal of the bus stop on the north side of University Ave, immediately west of the intersection was not included in the subject report. The resultant net impact to on-street parking due to Transit Windsor bus stops is a single on-street parking space. The removal of 3 on-street parking spaces to facilitate the introduction of eastbound to northbound left-turn movements will still be required regardless of recommended bus stop location.

During the meeting, Transit Windsor committed to evaluating alternative bus stop locations. Salient points of that review are included in Appendix III.

The conclusion of the Transit Windsor review reconfirmed the preferred bus stop location to be the east side of Victoria Ave. (see Appendix I), immediately north of the intersection of Victoria Ave. and University Ave.

An alternate bus stop location on University at Dougall is not recommended. This alternate location will only service eastbound buses and result in additional walking distances for Transit Windsor patrons, including St. Clair College and University of Windsor students, as we prepare for the additional ridership into the downtown core. On-street parking removal will be similar to that identified at the preferred location.

Respectfully submitted,



Mario Sorrego  
City Engineer



Josette M. Eugeni  
Manager of Transportation Planning



Michael Palanacki  
Executive Director of Operations



Helga Reidel  
Chief Administrative Officer

JME:





**THE CORPORATION OF THE CITY OF WINDSOR  
OFFICE OF THE CITY ENGINEER**

**Mario Sonego, P. Eng.,  
City Engineer  
1266 McDougall Street  
Windsor, Ontario, N8X 3M7  
(519) 255-6248 Fax (519) 973-5476  
[msonego@city.windsor.on.ca](mailto:msonego@city.windsor.on.ca)**

June 5, 2013

Downtown Windsor Business Improvement Association  
419 Pelissier Street  
Windsor, Ontario  
N9A 4L2

**RE: Report #16566 Report Recommendations - Traffic Study in the Area of the  
Family Aquatic Complex  
Two-Way Conversion of Victoria Avenue - University Avenue to  
Chatham Street**

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The referenced Report was presented to the Environment, Transportation and Public Safety Standing Committee on May 22, 2013. The Committee directed Administration to consult with the Downtown Windsor BIA (DWBIA) and the affected stakeholders in the area. A meeting has been scheduled at the following date and location to discuss the recommendations of the subject report.

**Monday, June 10, 2013  
11:00 a.m.  
DWBIA Offices, 419 Pelissier Street  
Windsor, Ontario**

Please contact Jeff Hagan (519) 255-6247 ext. 6003 to confirm your participation. Your attendance is appreciated.

Regards,

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Manager of Transportation Planning**

JME:jb Traffic2013/2WayConversion-VictoriaStudy-AquaticCenter-let  
cc: M. Sonego, City Engineer  
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P. Delmore, Director of Operations, Transit Windsor  
W. Hicks, Senior Manager, Infrastructure and Transportation Planning/Deputy City Engineer

## Appendix III

Windsor Transit operations have been affected by the closures of Pitt and Chatham in the vicinity of the Family Aquatic Complex. In an effort to minimize these impacts, the Traffic Study in the Area of the Family Aquatic Complex evaluated the two-way conversion of Victoria Ave. from University Ave. to Chatham St. This would allow Transit Windsor to adjust their routes to and from the new Transit Windsor Terminal. The current route requires a challenging maneuver on Dougall.

The geometrics on Dougall are not conducive for turning movements by large vehicles such as Transit Windsor Buses. Buses have difficulty making both left and right hand turns onto Dougall from University. Many times during the day, as a bus is trying to turn onto Dougall, multiple cars would have to back up or the bus would have to wait until vehicles clear the area to make a turn, causing constant congestion and safety issues. The Family Aquatic Complex is anticipated to generate additional traffic volumes which will exacerbate the issues.

The geometry on Victoria Ave. allows Transit Windsor buses to turn at a signalized intersection, without the physical constraints identified at the Dougall intersection and with improved safety.

The Transit Windsor bus stop location identified in the subject report (16566) as the east side of Victoria Ave. immediately north of the intersection was selected as the preferred location when taking into consideration the following factors:

- consistent with efforts to increase Transit Windsor ridership and service University of Windsor downtown campus locations,
- distances to existing route bus stop locations,
- single location services both eastbound and westbound University Ave. bus routes,
- target downtown bus stop spacing,
- proximate customer destinations and walking distances,
- the safety of both drivers and patrons, and

The original report identified the following on-street parking removals in the vicinity of the intersection of Victoria Ave. and University Ave.

- 3 parking spaces on the east side of Victoria Ave, north of the intersection to accommodate a new bus stop location
- 3 parking spaces on the south side of University Ave., west of the intersection to allow for new southbound intersection turning movements
- Potential future loss of 2 parking spaces based on future intersection level of service

In light of the resultant bus stop removal on the north side of University, immediately west of the intersection, **the net on-street parking impact in the immediate vicinity of the intersection of Victoria Ave. and University Ave. due to bus stop locations is the loss of a single on-street parking space.**

- Gain one parking space on the north side of University – immediately west of the intersection.
- Lose one accessible parking space and one metered parking space on the east side of Victoria Ave. – immediately north of the intersection.
- The relocation of the accessible parking space is at the discretion of the DWBIA. It can be placed at the first parking space north of the intersection, at the re-gained parking space west of the intersection, or eliminated).

- Please note: the loss of 3 on-street parking spots on the south side of University Ave., west of the intersection would still be required to accommodate the new eastbound to southbound intersection turning movements (eastbound left).

Transit Windsor evaluated the following alternatives

- Chatham St., east of Victoria, and
- the south side of University, east of Dougall.

#### **Chatham St. - East of Victoria**

The location on Chatham St. would not be feasible due to maneuvering space required to pull into the stop after making a left hand turn from Victoria to head west on Chatham. Currently overflow bus parking utilizes that stretch of Chatham and the final location of a bus stop in that vicinity would be redundant as it is too close in proximity to the downtown transit terminal.

#### **University – East of Dougall**

The location on the south side of University, east of Dougall, could serve as an alternative bus stop location should the recommended location on Victoria at University not be approved.

The alternative location on University at Dougall would need the same spacing outlined for the preferred location on Victoria at University.

This alternative will however only be serviced by the eastbound Transway 1C buses where as the preferred location serviced both east and westbound Transway 1Cs.

Walking distances from the University at Dougall (eastbound) bus stop to the University of Windsor's downtown campuses, will increase from the preferred bus stop location as follows if this alternative location is used:

- to former Windsor Star Building = 180-200 m from 80 m
- to St. Clair College Media Plex = 100 m from 25 m
- to former bus station and armories = 300-320 m from 230 m

This alternative also affects westbound buses. Westbound Transit Windsor buses will travel north on Victoria instead of Dougall thus resulting in the removal of the bus stop on University, west of Victoria fronting the Media Plex. Passengers will now unload at the last stop prior to the Transit Terminal, which is located on the north side of University, west of Ouellette Ave. This exceeds the target bus stop spacing of two blocks in the downtown core increasing the distance between stops to 350 m from 130-140 m. Walking distances from the existing bus stop on University west of Ouellette will result in increases from the preferred bus stop location as follows:

- to St. Clair College Media Plex = 160 m from 25 m
- to former Windsor Star Building = 220 m from 80 m