

Adopted by Council at its meeting held July 21, 2014 [M303-2014]

/AC

Windsor, Ontario July 21, 2014

**REPORT NO. 216 of the  
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY  
STANDING COMMITTEE**  
of its meeting held June 25, 2014

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

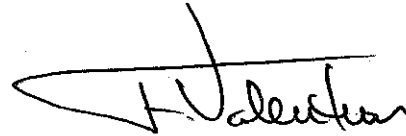
That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED:**

Moved by Councillor Halberstadt, seconded by Councillor Payne,


**THAT** in principle, and in keeping with its mandate, the WBC is in favour of dedicated bike lanes on both sides of the road, as opposed to a multi-use trail on one side of the road only. We further recommend that a physical separation (through bollards, bumpers or other means) between the bike lanes and the rest of traffic be put in place.

Carried.

Clerk's Note: The Report No. 56 of the Windsor Bicycling Committee is attached as background information.

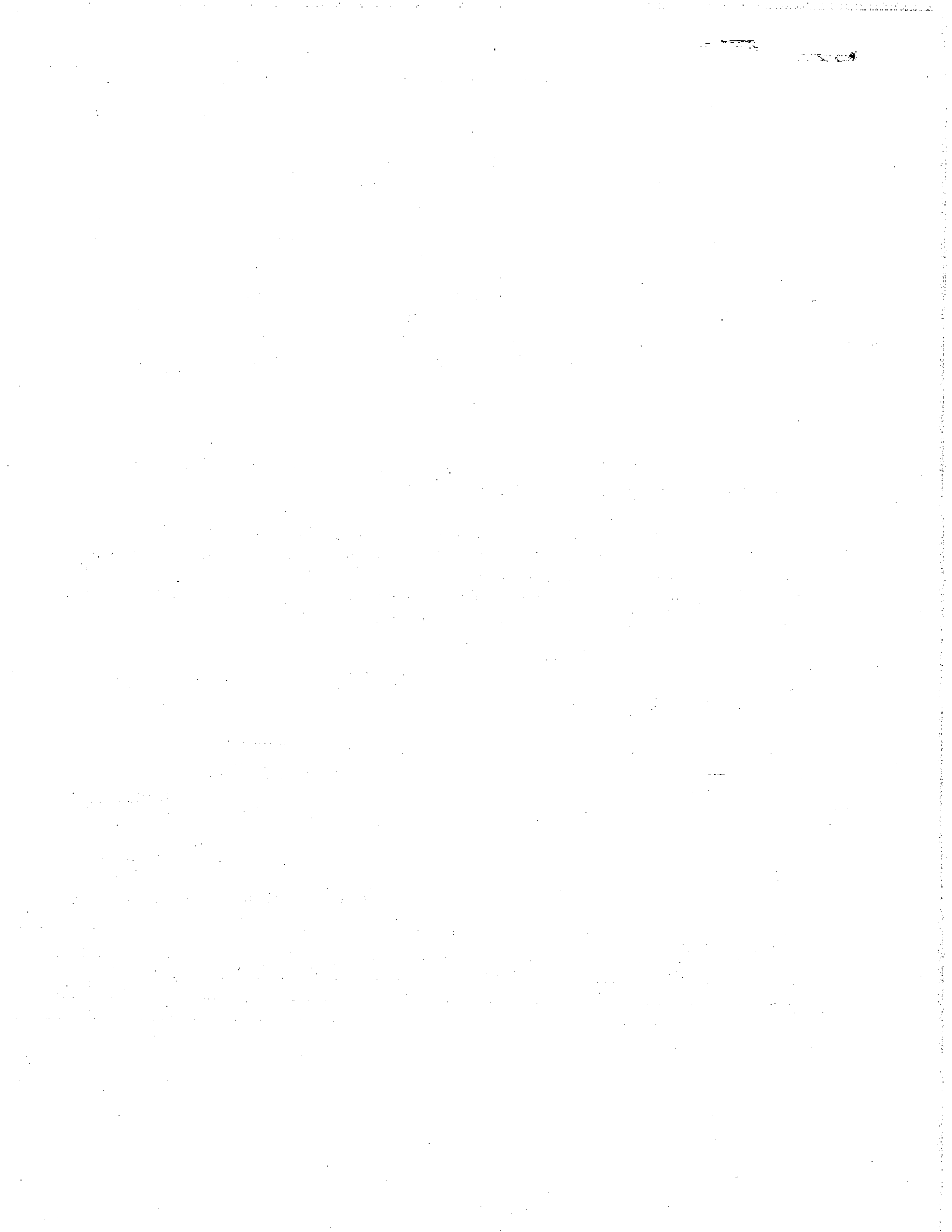


CHAIRPERSON



SUPERVISOR OF COUNCIL SERVICES

NOTIFICATION:				
Name	Address	Email Address	Phone	FAX



Windsor, Ontario, June 25, 2014

**REPORT NO. 56**  
of the  
**WINDSOR BICYCLING COMMITTEE**  
of its meeting held  
April 16, 2014  
Room 407, 400 City Hall Square East

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**Present:** Dr. Chris Waters, Chair  
Kari Gignac, Vice Chair  
Councillor Alan Halberstadt  
Neil Campbell  
Charles Griffiths  
Nicole Noel  
Charles Pope  
Dr. Nick Scott

Your Committee submits the following recommendation:

Moved by N. Campbell, seconded by C. Pope,

In principle, and in keeping with its mandate, the WBC is in favour of dedicated bike lanes on both sides of the road, as opposed to a multi-use trail on one side of the road only. We further recommend that a physical separation (through bollards, bumpers or other means) between the bike lanes and the rest of traffic be put in place.

If there was a multi-use trail on both sides of the road that might well change our view, but a multi-use trail on only one side of the road creates a situation where cyclists are riding contra directionally to traffic. This is not inherently problematic on a multi-use trail but it is when the trail is only on one side of the road. Where seeking to re-enter traffic or make a turn, this creates unpredictability and therefore a safety hazard. There is also a concern that bike lanes are better for commuters and other utilitarian bike users using Cabana as a transportation artery.

On the other hand, we recognize that there are cyclists who feel vulnerable on dedicated bike lanes and would feel safer on a separated multi-use trail. A multi-use trail would encourage local families to use bikes to visit friends and businesses along Cabana, Howard and Dougall. If Council decides on the multi-use trail option, we recommend the following changes to what is planned:

- 1) Roughly 30 % of what is planned involves "dismount and walk" instructions for cyclists. This number needs to be reduced in order for the trail to be attractive to cyclists. Or, at least for cyclists going in the direction of traffic, a way to merge on to the road safely would be in order.
- 2) Greater physical separation from traffic is needed for the trail in places. At times the planned trail is essentially just beside the road with no real physical separation. This really doesn't add anything to the painted bike lane option for cyclists who feel vulnerable. An additional physical barrier, be that raised track, trees, bollards, etc., should be considered.

Finally, whatever option is chosen, we recommend that service standards for clearing the paths of ice and snow during the winter are put in place prior to use.

Carried.

CHAIRPERSON

COMMITTEE COORDINATOR

**NOTIFY:**

Windsor Bicycling Committee