

CABANA/DIVISION CORRIDOR IMPROVEMENTS PHASE 2

CABANA ROAD - HOWARD AVE. TO DOUGALL AVE.

PUBLIC INFORMATION CENTRE (PIC)

**Proposed Permanent Road Closure of Huntington Avenue
(as Part of the Cabana Road Environmental Assessment Implementation)**



WELCOME



RC SPENCER ASSOCIATES INC.
Consulting Engineers

THIS PUBLIC INFORMATION CENTRE IS BEING HELD TO RECEIVE PUBLIC FEEDBACK ON PROPOSED LOCAL STREET CLOSURE AT ONE INTERSECTION ALONG CABANA RD. E. AT HUNTINGTON AVE.

CITY COUNCIL NEEDS TO MAKE A DECISION ON THIS CLOSURE SO THAT THE FINAL DESIGN OF CABANA CAN BE COMPLETED BY THE PROJECT TEAM, FOLLOWED BY CONSTRUCTION (PLANNED FOR 2019)

ANOTHER PIC WILL BE HELD TO PRESENT THE FINAL DESIGN AND STAGING PLAN PRIOR TO CONSTRUCTION



CABANA ROAD CORRIDOR IMPROVEMENTS PHASE 2 - HOWARD TO DOUGALL

**PUBLIC INFORMATION CENTRE (PIC) - WELCOME
PROPOSED PERMANENT ROAD CLOSURE OF HUNTINGTON AVE.**

BOARD No. 1

PLANNING BACKGROUND

- An Environmental Assessment (EA) of the Cabana/Division Rd. corridor was completed in November 2005.
- This corridor had been identified as a priority in both the Windsor Area Long-range Transportation Study (WALTS) and the Bicycle Use Master Plan.
- The Cabana Rd. corridor is the only continuous east-west arterial roadway in South Windsor and is identified as part of the 'Windsor Loop' bicycle route in BUMP
- The intersections of Cabana at Howard and Cabana at Provincial Rd. (including the at-grade railway crossing) were completed as part of the implementation of the preferred plan from the EA
- Cabana Road East was constructed between Provincial Road and Howard Avenue as part of the implementation of the preferred plan from the Cabana / Division Corridor EA.

PREFERRED PLAN FROM THE EA

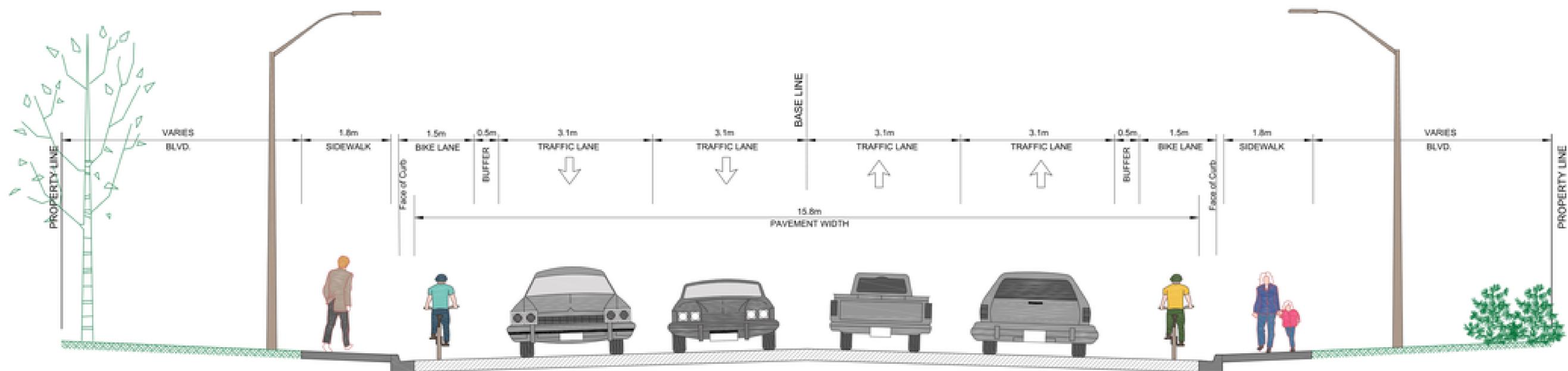
- Between Howard and Dougall, the preferred plan has the following main features (see drawing):
 - A four lane undivided roadway with bicycle lanes, curbs and gutters, and sidewalks on both sides;
- Two potential road closures in the area of Huntington Ave. and Ouellette Ave. were identified in the EA. As well, the EA identified the potential closure of Roseland Cres. right of way on the south side of Cabana Road.
- The EA noted mixed sentiments among residents and stakeholders about street closures and trade-offs such as:
 - Reducing traffic conflicts along Cabana to both cars and bicycles;
 - Reducing traffic infiltration or cut-through traffic;
 - Inconvenience to some residents gaining access to Cabana via different local street;
 - Concerns about emergency response by first-responders.
- The EA concluded that proposed closure should be examined more thoroughly during the detailed design stage.
- RC Spencer Associates Inc. has been retained for the detailed design, preparation of drawings and specifications, tendering, and contract administration for this project.
- The work plan calls for this PIC to receive feedback on the potential road closure prior to completion of the final design.



CABANA ROAD CORRIDOR IMPROVEMENTS PHASE 2 - HOWARD TO DOUGALL

BRIEF HISTORY PLANNING BACKGROUND AND PREFERRED PLAN

BOARD No. 2



PROPOSED CABANA ROAD CROSS-SECTION

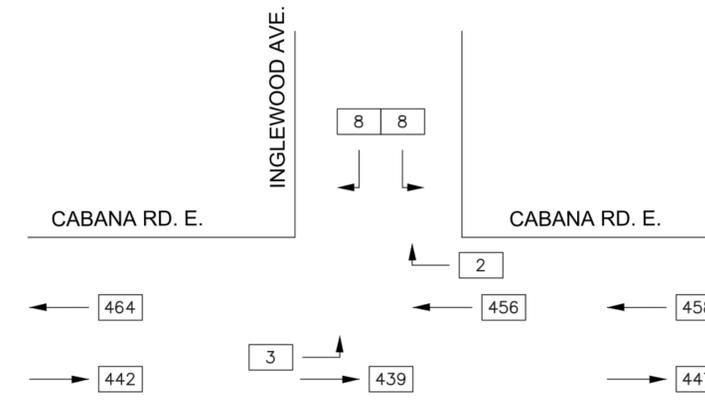
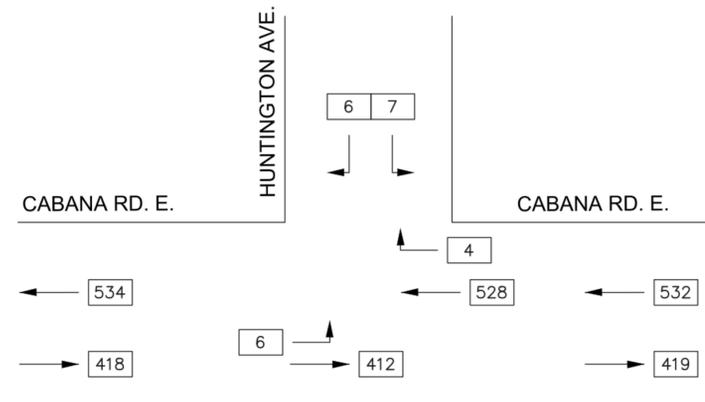
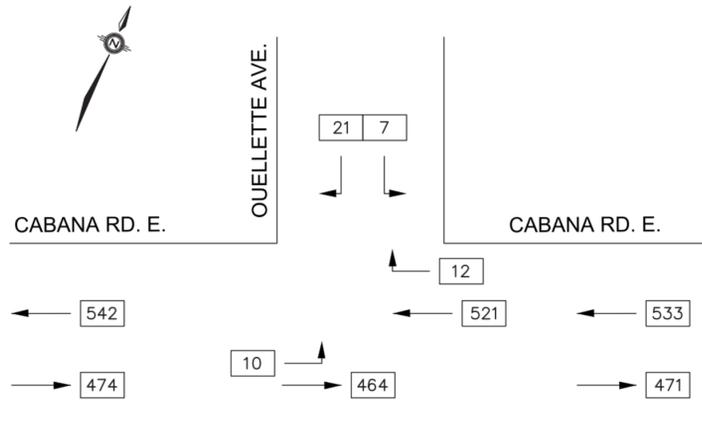


CABANA ROAD CORRIDOR IMPROVEMENTS PHASE 2 - HOWARD TO DOUGALL

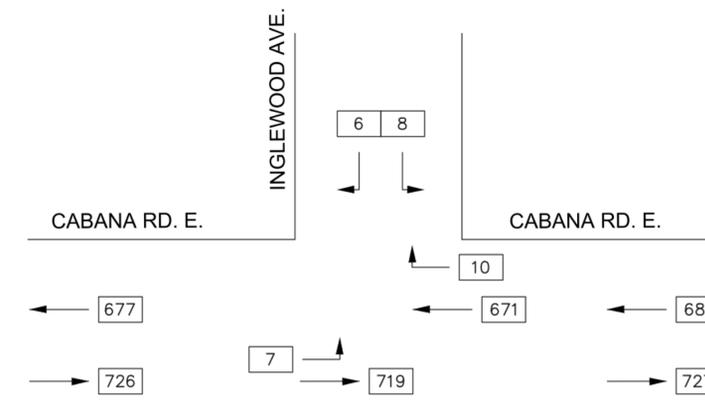
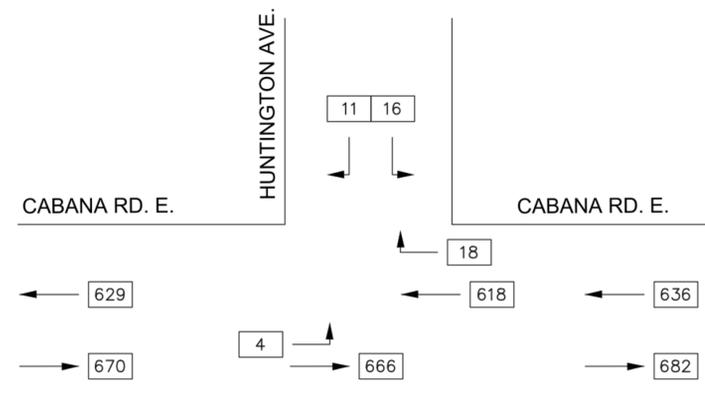
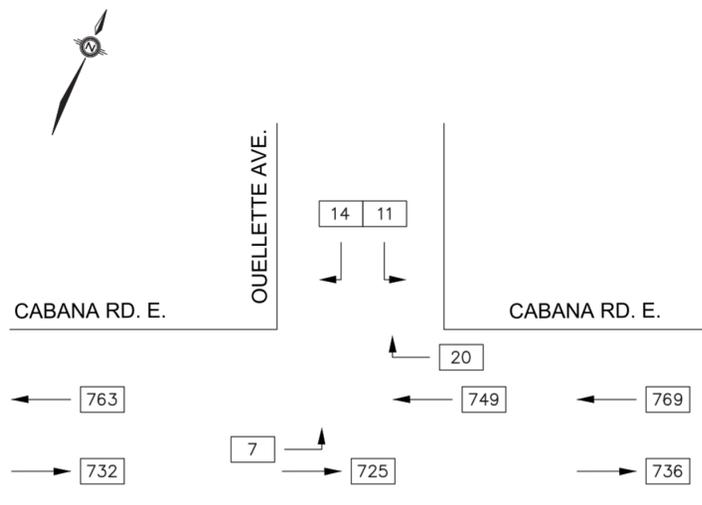
**PROPOSED CABANA ROAD CROSS-SECTION
EXISTING CITY RIGHT-OF-WAY**

BOARD No. 3

AM PEAK HOUR



PM PEAK HOUR



LEGEND

LEFT TURNS | RIGHT TURNS
 THROUGH

ALL NUMBERS SHOWN ARE ONE HOUR COUNTS

- Counts provided by the City of Windsor indicate extremely low traffic volumes on Inglewood Ave. and Huntington Ave.

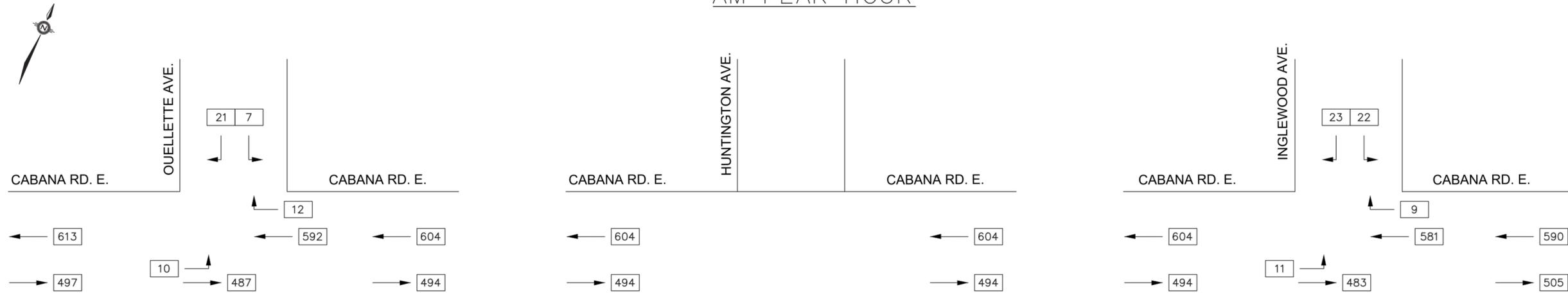


CABANA ROAD CORRIDOR IMPROVEMENTS PHASE 2 - HOWARD TO DOUGALL

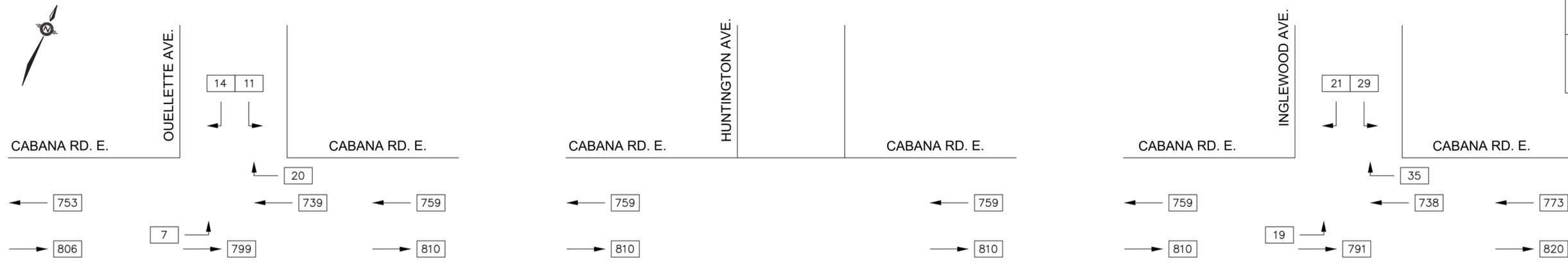
AM / PM PEAK HOUR EXISTING VOLUMES AT INGLEWOOD, HUNTINGTON AND OUELLETTE

BOARD No. 4

AM PEAK HOUR



PM PEAK HOUR



LEGEND

LEFT TURNS | RIGHT TURNS
 THROUGH

ALL NUMBERS SHOWN ARE ONE HOUR COUNTS

- Future volumes (projected year 2028) indicate very low traffic on Inglewood Ave.



CABANA ROAD CORRIDOR IMPROVEMENTS PHASE 2 - HOWARD TO DOUGALL

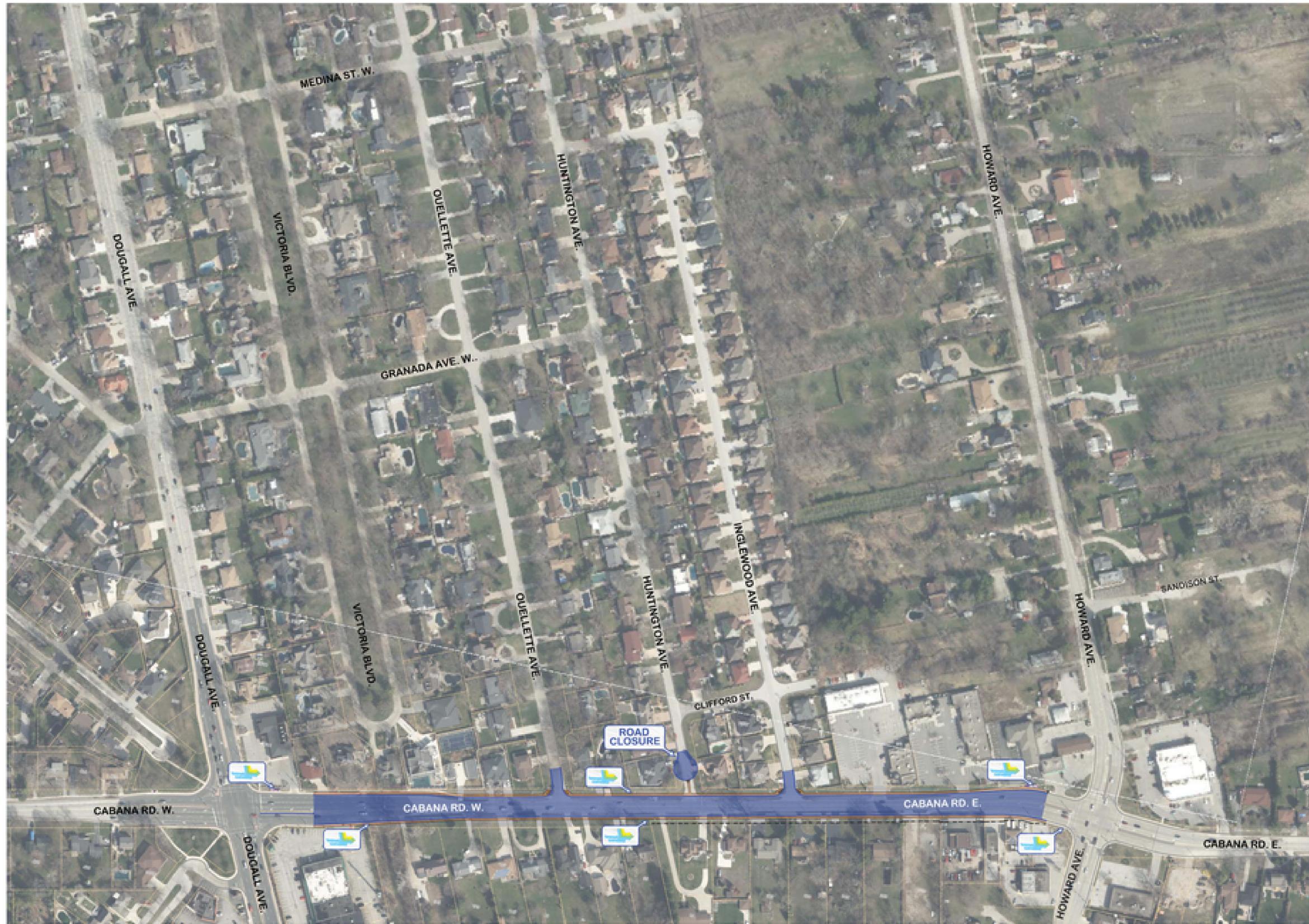
AM / PM PEAK HOUR FUTURE VOLUMES AT INGLEWOOD, HUNTINGTON AND OUELLETTE

BOARD No. 5

PROPOSED HUNTINGTON AVENUE CLOSURE

TRAFFIC STUDY FINDINGS AND EMERGENCY ACCESS CONSIDERATIONS

- The project team met with Emergency Services (Police, Fire and EMS) to discuss possible closure scenarios;
- Traffic volumes are extremely low, such that any street closure will not have detrimental traffic operations impact, one way or the other;
- It is desirable to enhance traffic, pedestrian and bicycle operational safety on Cabana by minimizing local street intersection accesses;
- The potential closure of Ouellette Ave. was screened out for emergency response concerns, since the cul-de-sac would exceed the recommended maximum cul-de-sac length and number of units served by a single point of access;
- A review of network connectivity of each street within the local neighbourhood shows that unlike Huntington with three direct connections to Dougall Ave. at Granada Ave. E., Medina St. E. and Beal St. E., Inglewood has no such a connection to Dougall Ave.;
- Leaving Inglewood open and closing Huntington was the preferred access as per EA;
- Traffic Study Report available upon request.



CABANA ROAD CORRIDOR IMPROVEMENTS PHASE 2 - HOWARD TO DOUGALL
PROPOSED ROAD CLOSURE PLAN
OVERALL VIEW

BOARD No. 7



CABANA RD. W.

CABANA RD. E.

OUELLETTE AVE.

HUNTINGTON AVE.

CLIFFORD ST.

INGLEWOOD AVE.

ACTIVE
TRANSPORTATION
CONNECTION
UNDER REVIEW



CABANA ROAD CORRIDOR IMPROVEMENTS PHASE 2 - HOWARD TO DOUGALL
PROPOSED ROAD CLOSURE PLAN
DETAILED VIEW

BOARD No. 8

THANK YOU

- Thank you for coming! Your feedback is important to us!
- Please take a few minutes to provide your comments. All comments will be taken into account.
- If you have further comments, please contact a representative of the project team.

NEXT STEPS

- The project team to review public meeting feedback.
- City administration will file a street closure application for City Council approval, subject to PIC meeting results.
- Another PIC will be held to present the final design and staging plan prior to construction.



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**FEEDBACK AND CONTACT INFORMATION
OPPORTUNITY FOR INPUT**

BOARD No. 9