WELCOME

Public Information Centre #1

June 25, 2015, 3:00 p.m. – 8:00 p.m.

Please sign in and fill in a comment sheet

Direct any questions or comments to Study Team members

STUDY AREA

BANWELL ROAD

- South Limit: Canadian Pacific Railway Track
- North Limit: Tecumseh Road East
- Length: 2.7 km (approx.)
- City: Windsor

Intersecting Roads:

- *Intersection Road*
- *E. C. ROW Avenue*
- *E. C. ROW Expressway*
- *Mulberry Drive / Wildwood Drive*
- *Palmetto Street*
- *Tecumseh Road East*

The purpose of the study is to:

- Address the transportation demands of the City of Windsor over the next twenty years,
- Address the short and long term traffic impacts along Banwell Road and adjacent road network, and
- Investigate the feasibility of accommodating sidewalks and a multi-use trail for cyclists and pedestrians.

Combined, these transportation improvements will enhance public safety in accordance with the Windsor Area Long Range Transportation Study (WALTS).

The purpose of the Public Information Centre (PIC) is to present:

- *An update on existing traffic condition*
- *An overview of future traffic operations and proposed corridor improvements*
- *Overview of planning alternatives*
- *Consultation activities undertaken to date; and, Preferred preliminary design of Banwell Road*

Comments and input gathered from the public and concerned agencies will be taken into consideration during subsequent planning and design activities.

PROJECT OVERVIEW

BACKGROUND

- Banwell Road is a Class II arterial road with approximately 30 metre right-of-way from Tecumseh Road East to EC Row Expressway and 12 metre right-of-way from EC Row Expressway south to CPR Tracks.
- Current traffic operations on Banwell Road and the EC Row Expressway intersection operates at a poor level of service during the AM and PM peak hour.
- Anticipated population and employment growth in the immediate area will result in increasing traffic congestion over the next 20 years. To accommodate this growth, improvements to the Banwell Road corridor are required.
- Grade separation at EC Row Expressway and Banwell Road will eliminate the current traffic safety and congestion issues.

PROBLEM / OPPORTUNITY

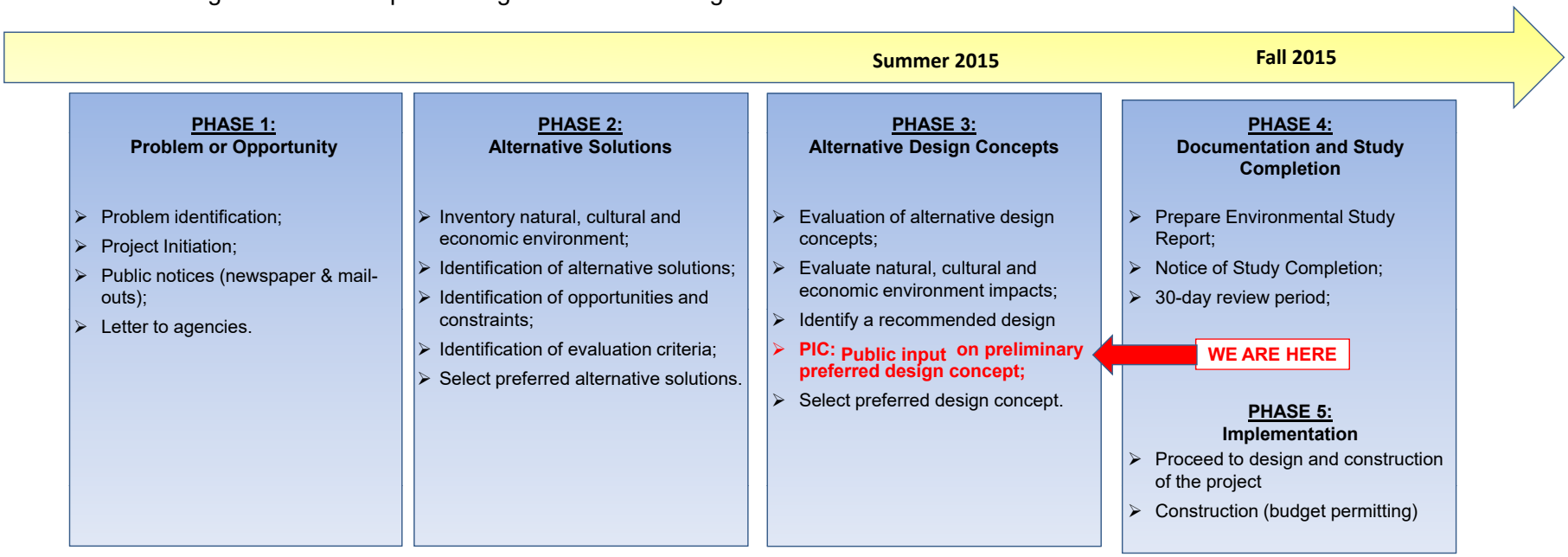
- Traffic projections identify a need to widen Banwell Road to 4 basic traffic lanes by 2024, and 6 lanes (south of E.C. ROW) by 2034 in response to future developments in the surrounding area.
- Banwell Road accidents have increased from 12/year in 2000-02, 33/year in 2003-06 and 38/year in 2010-2014
- Two thirds (66%) of accidents occur at Banwell Road/EC Row Expressway intersection.
- No facilities in place for cyclists or pedestrians.
- Existing Skew angle of Banwell Road and E. C. ROW Expressway intersection is 59^{o}, much less then minimum

Study Context & Class EA Process

The purpose of this study is to investigate the need for capacity, safety and operational improvements to Banwell Road between Tecumseh Road East and CPR Tracks, taking into consideration:

- ✓ Adjacent land uses;
- ✓ Natural Environment;
- ✓ Active Transportation (pedestrian, cycling).
- ✓ Streetscape improvement opportunities;
- ✓ Local public interests;

The study is being conducted in accordance with the planning process for Schedule 'C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment" (October 2000, as amended in 2007 & 2011). This assessment process generally follows the following Phases and is proceeding under the following schedule:



The Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, local public interests and unique project requirements.

The Class EA process includes consultation, evaluation of alternative solutions and design concepts, assessment of potential impacts associated with the proposed improvements, and development of mitigating measures.

PUBLIC INPUT FROM PREVIOUS PICs

Below are some of the public comments we received in previous Public Information Centres

PIC # 1: Wednesday - May 16, 2007

- Banwell Road should be widened to minimum 4 lanes (2 + 2) ASAP.
- Interchange at EC Row is required ASAP (no traffic lights).
- Design the road so that traffic can get out of the city fast.
- Allow for plenty of width for future widening and for pathways, just like Riverside Drive along the Ganatchio Trail.
- EPA studies are tactics to delay. Don't let it happen, get on with it now.
- Safety - too much speeding eastbound from Lauzon Parkway to Banwell Road, it is dangerous especially at peak traffic times.
- An interchange at EC Row and Banwell would keep traffic flowing. Improve shoulders on Banwell Road to CPR tracks and beyond (often bikers, hikers present).
- With regards to off-road cycling paths. Please be sure to install a pathway that will adequately service both pedestrians and cyclists. Preferably, a natural buffer between the trail and the roadway to make this path an enjoyable area. Abutting it right to the curb isn't desirable.
- Traffic volumes are continually increasing. Banwell /EC Row intersection has become dangerous during the PM peak hours.
- Commercial development along the west side is promoting two signalized intersection accesses including the Palmetto location. Signal is needed at Wildwood Drive, not Palmetto Street.
- South Service Road access to Banwell has very poor visibility due to vegetation in the ditches. Have to be nearly in the intersection to see properly. Improve visibility at the Banwell Road/South Service Road intersection.
- The proposed plans to expand the current cross section to 4 lanes is a good start but given the business park land south of EC Row and west of Banwell Road a 5th lane should be very seriously considered to allow for turning lanes.
- The main concern would be the potential for large truck traffic on Banwell Road between EC Row and Tecumseh Road East, which is adjacent to residential area.
- Connection Twin Oaks Drive to Banwell Road is desirable.

All the comment received during the study period were reviewed and considered by the project team in the development of preferred road design

PUBLIC INPUT FROM PREVIOUS PICs (CONT.)

PIC # 2: Tuesday - September 18, 2007

- Pleased with the preferred design but should consider a dedicated bicycle lane rather than a multiuse trail system.
- Ensure that the sidewalks are large enough to accommodate pedestrians and cyclists.
- Improvement to street lighting is required.
- Property impacts and access into existing and proposed businesses.
- Distance from the centreline of the proposed Twin Oaks Drive to Intersection Road and whether Twin Oaks Drive is a fixed location for the proposed road.
- The addition of traffic signalization at Palmetto intersection will create additional delays on traffic movement along Banwell Road.
- Agreed with the widening of the roadway, the extension of the multi-use trail, sidewalks, and grade separation at the EC Row Expressway.
- These improvements need to happen sooner than later. The grade separation has already been completed at this time based on traffic volumes and safety issues. The abutting municipality should be contributing to the cost of the widening and grade separation as majority of the traffic volume is from their municipality

All the comment received during the study period were reviewed and considered by the project team in the development of preferred road design

PUBLIC INPUT FROM PREVIOUS PICs (CONT.)

PIC # 3: Tuesday - June 2, 2009

- Looks like a workable design. Hope to be completed in a timely manner
- Better to build in the capacity instead of having to rebuild and rebuild, the way the events have occurred in the past.
- Roundabout at Banwell Road and Wildwood Drive needs to be shifted Southeast to reduce the impact on the approved site plan for the northwest corner
- Existing Grade should be lowered between 2' to 3' from existing grade, from Tecumseh Road East to Wildwood Drive East
- The need for additional capacity on Banwell Road;
- Request to resolve access impacts on their property in the SE quadrant of the Banwell/Tecumseh intersection
- Comments on multi-use trail crossing of proposed E.C. Row interchange
- Opposed to proposed roundabout
- Use of cut-off luminaries for road lighting
- Comments on multi-use trail at bus stops and pedestrian accessibility
- Comments on proposed roundabout, interchange design and multi-use trail routing
- Request to confirm the proposed EC Row Expressway/Banwell Road interchange design
- Correspondence received June 1, 2009 in Appendix A.3 provides basic information on conditions that could require a federal EA, and basic information needed to prepare a project description should a federal EA be required. No conditions were noted in this EA that would trigger a federal EA (Canadian Environmental Assessment Agency.

All the comment received during the study period were reviewed and considered by the project team in the development of preferred road design

TRAFFIC ASSESSMENT

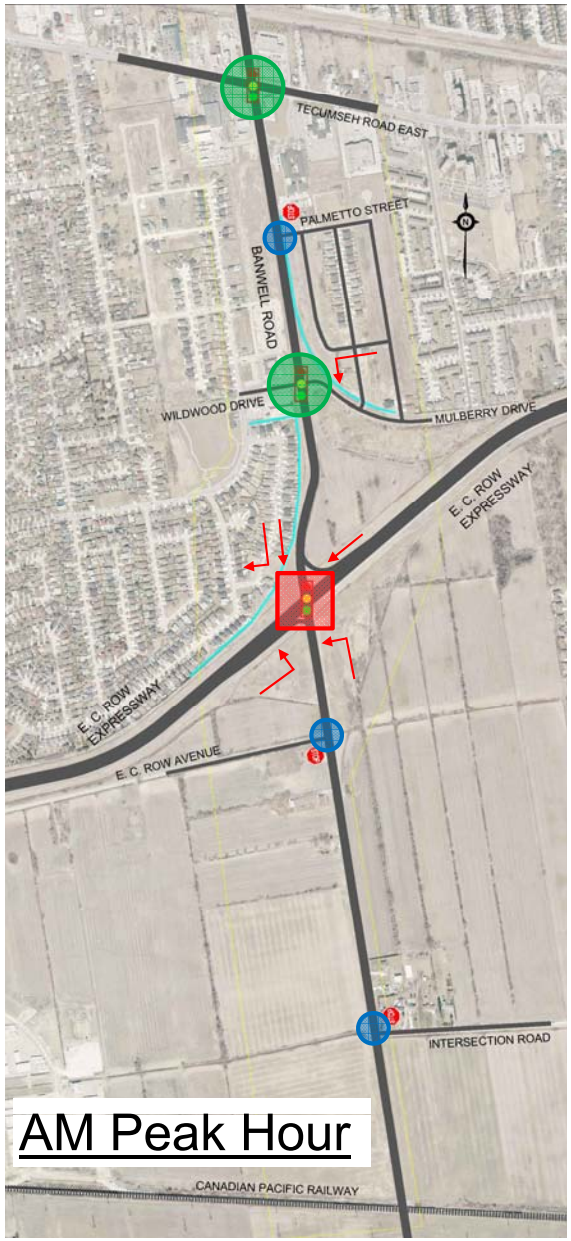
Existing Conditions

Critical movements at all intersections are summarized as:

- The intersection of Banwell Road and EC Row Expressway is operating at LOS E (AM/PM). Multiple movements are over capacity with a LOS E or F.
- The Westbound left from Mulberry Drive onto Banwell Road has a LOS F in the a.m. peak hour.

LEGEND

LOS	Level of Service
LOS A – C	Stop Controlled
LOS D	LOS D
LOS E – F	LOS E - F



AM Peak Hour

PM Peak Hour

Interim Review

Determined if minor improvements at E.C. Row Expressway and Banwell Road intersection can adequately increase capacity to meet existing and potential short-term future demands.

The E.C. ROW Expressway and Banwell Road intersection Improvements include:

- *Double Eastbound Left*
- *Double Northbound Left*
- *Dedicated Northbound Right*
- *Extended Southbound right turn lane*
- *Signal timing optimization*

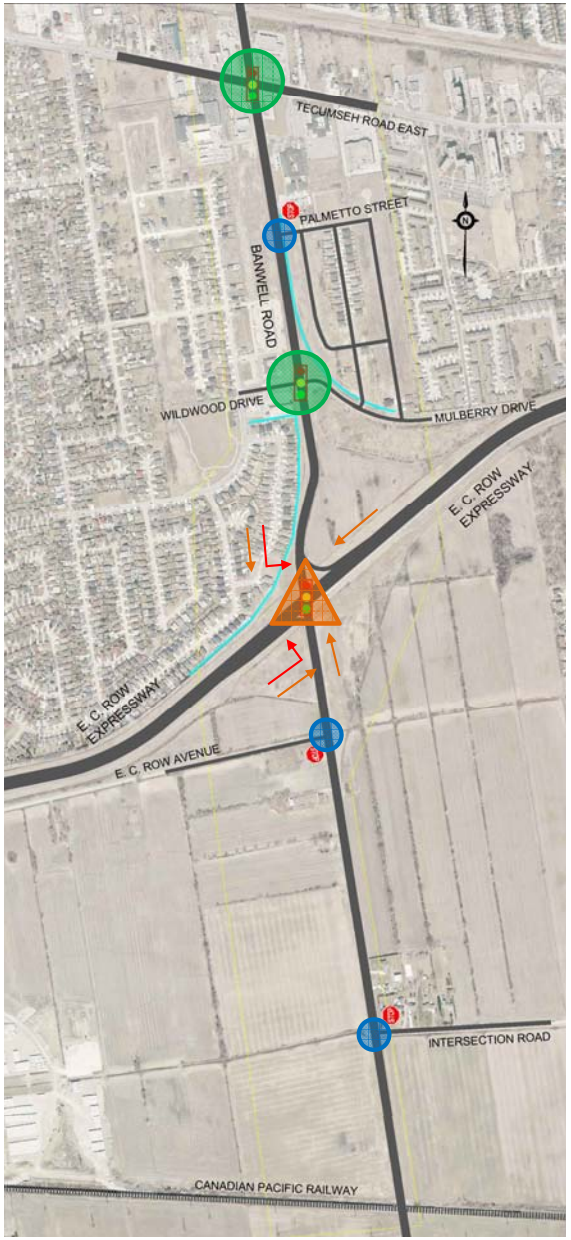
LEGEND

LOS	Level of Service
LOS A – C	Stop Controlled
LOS D	LOS D
LOS E – F	LOS E - F

TRAFFIC ASSESSMENT (CONT.)

Option 1 - AM Peak Hour

Option 1 - PM Peak Hour



PLANNING ALTERNATIVES

Option	Cost	Throwaway Cost	Benefit
1. Additional Turning Lanes	$1.5 M	$1.5 M	Improves short-term conditions up to 5 years
2. Six Lane EC Row Expressway	$3 M	$1 M	Improves short-term conditions up to 5 years
3. Six Lane EC Row Expressway + 4 Lane Banwell Road	$6 M	$3 M	Improves medium-term conditions up to 10 years

Conclusions

- Interim improvements only provide short-term benefits
- Interim improvements do not have the required capacity for future long-term, but may provide operational and safety benefits
- Interchange recommended
- Design and implementation subject to funding availability

TRAFFIC ASSESSMENT (CONT.)

Future Conditions

The capacity analysis shows several intersection that are at or near capacity by 2034 in the a.m. and p.m. peak hours. However, none of the movements are over capacity.

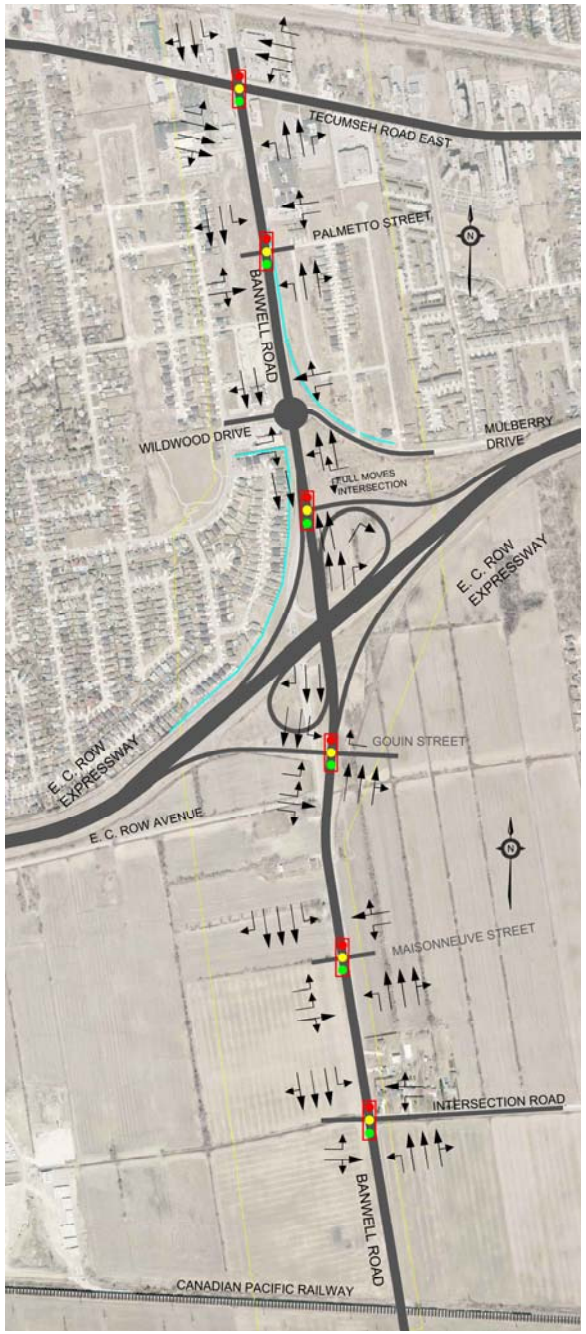
Due to the conservative nature of the growth projections and full addition of development traffic, there should be sufficient future capacity in 2034.

LEGEND

LOS	Level of Service
LOS A – C	Stop Controlled
LOS D	LOS D
LOS E – F	LOS E - F

AM Peak Hour

PM Peak Hour



TRAFFIC ASSESSMENT (CONT.)

Proposed Corridor Improvements

There are several proposed modifications to the Banwell Road Corridor Assessment to meet traffic demand in the 20 year horizon. These include the following:

- Widening of Banwell Road from 2 to 4 lanes
- A Parclo A-4 interchange at Banwell Road and E.C. Row Expressway
- Signalizing Banwell Road at:
  - *Off ramp terminals at the interchange with the E.C. Row Expressway;*
  - *Palmetto Street;*
  - *Maisonneuve Street; and*
  - *Intersection Road*
- Converting Wildwood Drive/Mulberry Drive intersection at Banwell Road from a signalized intersection to a roundabout; and
- Protecting for potential road widening to 6 lanes (south of E.C. Row Expressway to CP Railway Tracks).
- Protect for possible future grade separation at the CP Railway Tracks

OVERVIEW OF UNDERTAKEN STUDIES FOR THIS PROJECT

Land Use / Natural Features – Existing Conditions *(Gartner Lee Limited)*

- Drains are intermittent and contain no sensitive fish species
- Drain are likely dry for most of the summer except for the significant rainfall events.
- Probability of encountering as SAR Species particularly during the summer months is minimal
- Deciduous hedgegrows planted between agricultural fields
- Plant species recorded are considered common and widespread throughout southern Ontario

Stage 1 Archaeological Assessment *(Archaeological Service Inc.)*

- No Archaeological sites have previously been registered within the study corridor, one site has been registered within one kilometer radius of the limits of the study corridor.
- Review of general physiography and local nineteenth century land use suggested that the study corridor exhibits archaeological site potential
- The study corridor is comprised of mixed land-use and there is a potential for archaeological sites within 100 meters of the historic roads.
- Stage 2 Archaeological assessment is recommended. This work is required prior to any land disturbing activities in order to identify any archaeological remains that may be present.

Noise Impact Assessment *(RWDI AIR Inc.)*

- Unmitigated changes in sound levels resulting from the project are greater than 5 dB at some noise sensitive receptors of concerns.
- Proposed mitigation in form of noise walls are recommended (heights, location, extents and aesthetics subject to detail design)
- Construction noise impacts are temporary but will be noticeable. Construction activities are recommended during daytime hours.

Built Heritage & Cultural Landscape Assessment *(Archaeological Service Inc.)*

- Historic research revealed that the study area has origins in eighteenth and nineteenth-century survey and settlement and it has remained largely rural in character until recently.
- There are no designated structures under Part IV of the Ontario Heritage Act within the study corridor.

PLANNING ALTERNATIVES

PLANNING ALTERNATIVES	SELECTION CRITERIA	POTENTIAL TO ADDRESS PROBLEM (ALONE OR IN COMBINATION WITH OTHER ALTERNATIVES)	RECOMMENDATION
DO NOTHING	*Maintain the status quo. No improvements are planned.*	**NOT REALISTIC** Does not address the projected traffic growth and traffic capacity deficiencies along Banwell Road .	Not carried forward for further consideration.
IMPROVEMENTS TO BANWELL ROAD	OPERATIONAL IMPROVEMENTS	**PREFERRED** Can provide minor contributions in improving traffic operations with introducing traffic signal controls and intersection improvements.	**Carried forward for further consideration.**
	WIDEN TO 4-LANES FROM TECUMSEH ROAD EAST TO CPR TRACKS AND PROTECT FOR POTENTIAL ROAD WIDENING TO 6-LANES SOUTH OF E.C. ROW EXPRESSWAY	**PREFERRED** Widening to a 4 lane cross section would provide a significant contribution to address the projected traffic growth, traffic capacity deficiencies, and traffic safety issues along the corridor. Further protection for an ultimate 6 lanes would provide long term opportunities for improved transit and traffic control measures along .	**Carried forward for further consideration.**
	CONSTRUCT AN INTERCHANGE AT THE E.C. ROW EXPRESSWAY	**PREFERRED** Constructing an interchange at the EC Row Expressway would addresses the projected regional traffic growth, traffic capacity deficiencies, and traffic safety issues at and the EC Row Expressway.	**Carried forward for further consideration.**
MANAGE TRANSPORTATION DEMAND	SPREAD THE PEAK PERIOD	**NOT REALISTIC** Spreading travel over longer periods of time to avoid designing facilities to meet the "peak" period needs is not practical because there is no opportunity or entitlement to adjust business operations in the area to make the peak period spread throughout a 24 hour work day.	Not carried forward for further consideration.
	SHIFT TRAVEL ELSEWHERE	**LIMITED POTENTIAL** In order to support an increase in density of development adjacent to the corridor, improvements to adjacent corridors will be required. Shifting travel from to adjacent corridors has limited potential since these roads have limited capacity to accommodate diverted traffic growth without creating additional operational and roadway deficiencies on those roads.	Not carried forward for further consideration.
	ELIMINATE GROWTH	**NOT REALISTIC** Future growth and development in the corridor is already approved through municipal planning policy and zoning. Properly managed growth is necessary for the continued health and vitality of the City.	Not carried forward for further consideration.
	REDUCE DEMAND - PROVISION OF FACILITIES TO ACCOMMODATE PUBLIC TRANSIT, PEDESTRIANS AND CYCLISTS	**PREFERRED** Reduce vehicle demand by encouraging the use of public transit, walking and cycling is part of the City's current transportation planning policies. Protecting for 6 lanes of traffic on Banwell Road provides long term opportunities for use of High Occupancy Vehicles (HOV) lanes and/or rapid transit service in the corridor.	**Carried forward for further consideration.**

RECOMMENDED DESIGN

Widening Banwell Road from existing 2-lanes to 4-lanes from Tecumseh Road East to CP Railway Tracks with the following treatments:

- Urbanized roadway throughout the corridor
- Two 3.65m wide northbound and southbound through travel lanes
- Standard curb and gutter on both sides of the road
- 1.50m wide sidewalk on one side & 4.0m wide Multi-Use Trail on the other side*
- 4.0 m raised or flush median
- Street lighting

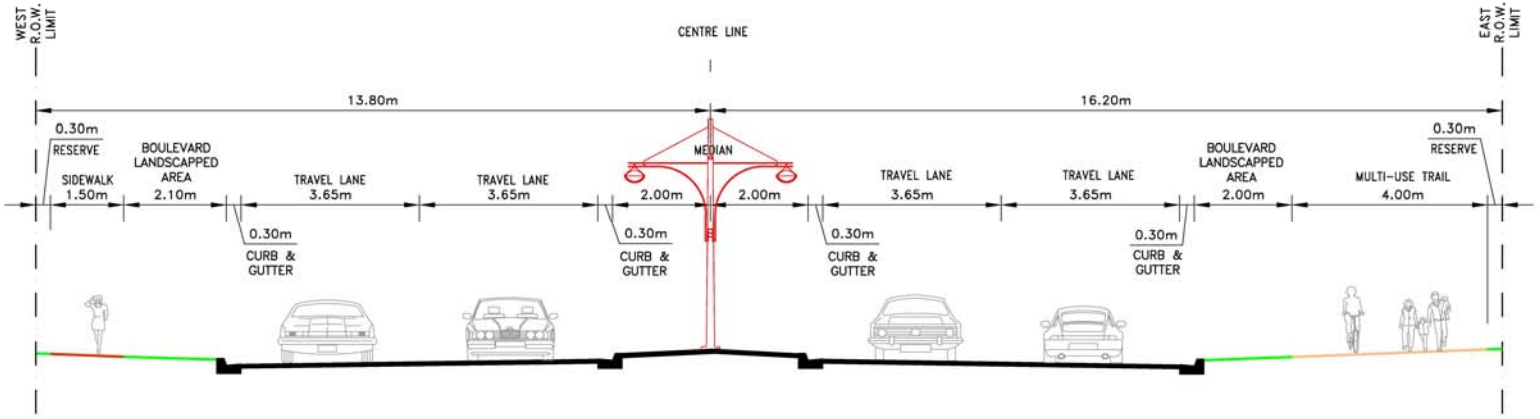
Protecting for potential road widening *(subject to future development)* to 6-lanes south of E.C. ROW Expressway to CP Railway Tracks.

Appropriate site furnishing and trees to the satisfaction of City of Windsor – Parks Department should be considered during detail design stage

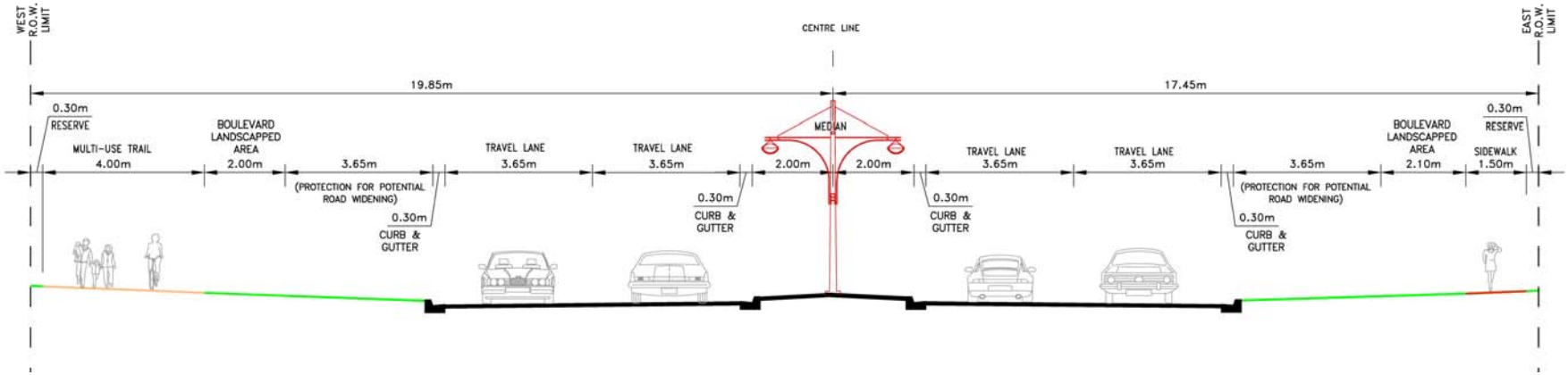
* *A Multi-Use Trail on one side only within the proposed interchange (between Mulberry Drive and Gouin Street)*

ROAD DESIGN

(MID-BLOCK CROSS SECTIONS)

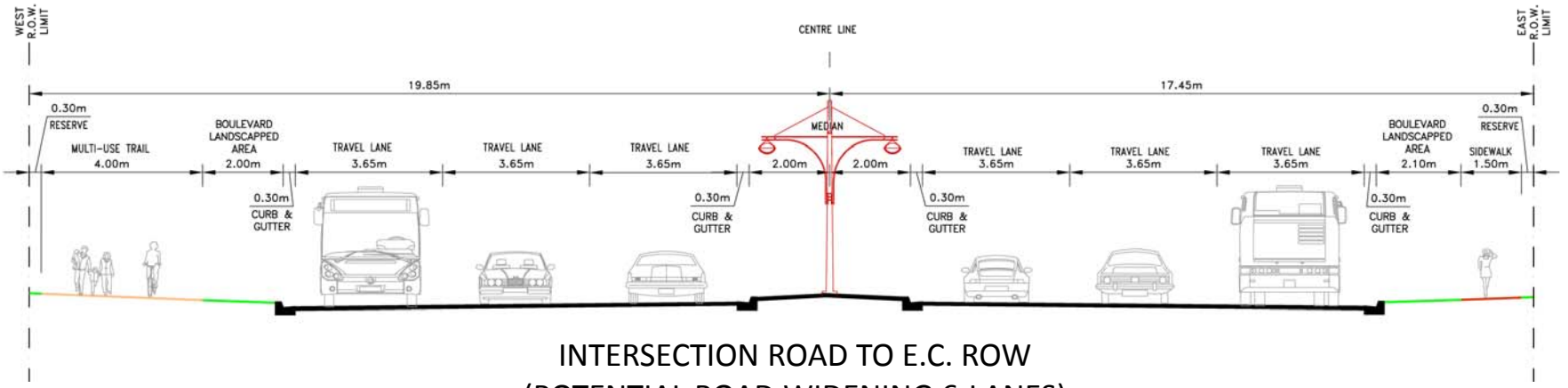


CPR TO INTERSECTION ROAD

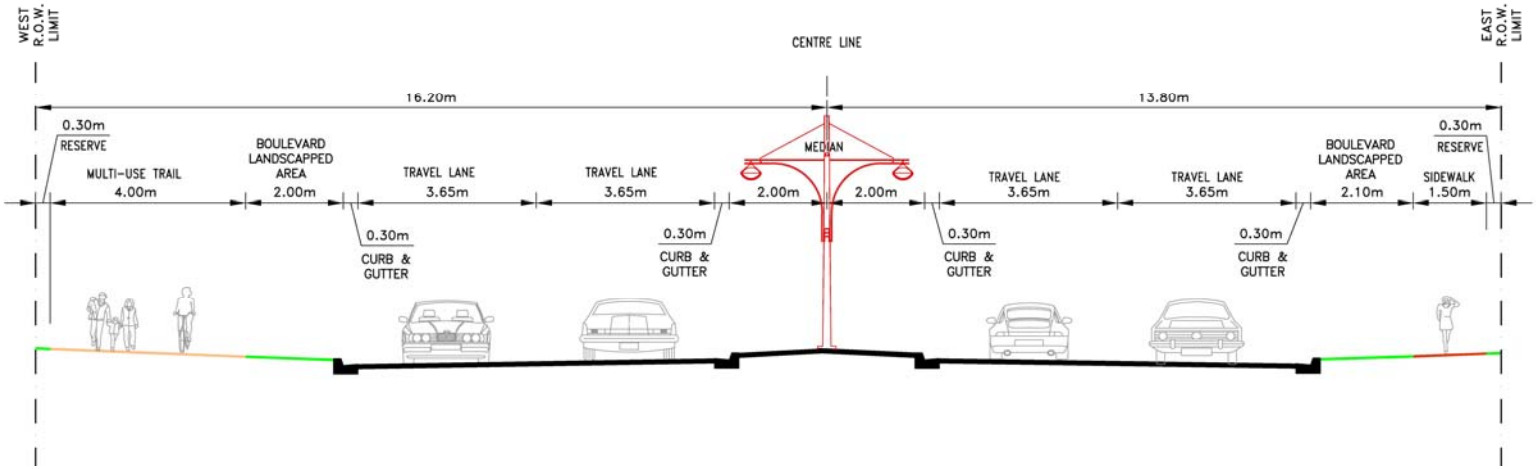


INTERSECTION ROAD TO E.C. ROW (4-LANES)

ROAD DESIGN



INTERSECTION ROAD TO E.C. ROW
(POTENTIAL ROAD WIDENING 6-LANES)



PALMETTO STREET TO MULBERRY DRIVE / WILDWOOD DRIVE

NEXT STEPS

- All comments received will be reviewed and considered in finalizing the Environmental Study Report.
- Present the Environmental Study Report to City of Windsor Council.
- On approval of Council, issue Notice of Study Completion.
- Start 30-day public review period for final comments.
- File the complete ESR documents with the Ministry of Environment, completing the Environmental Assessment process.

YOUR OPINION IS VALUABLE TO US

We encourage you to provide your comments on the study and the work that has been completed by **filling out the comment sheet** . If you need more information, please feel free to emailing, writing or calling us.

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THANK YOU FOR YOUR PARTICIPATION