

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



MISSION STATEMENT:

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together."

LiveLink REPORT #: 17663 SL2015	Report Date: April 21, 2015 PW#4037-04/23/15:cb
Author's Name: Jennifer Leitzinger	Date to Council: May 4, 2015
Author's Phone: 519 255-6247 ext. 6002	Classification #:
Author's E-mail: jleitzinger@city.windsor.on.ca	

To: Mayor and Members of City Council

Subject: CR209/2014 – Cabana Road Cycling Facilities

1. RECOMMENDATION: City Wide: Ward(s): 1, 9

- I. That report 17663, pertaining to CR209/2014 – Cabana Road Cycling Facilities from the City Engineer **BE RECEIVED** for information.
- II. That Council **SUPPORT** the design for the active transportation facilities on Cabana Road from Northway Avenue to Walker Road
- III. That the **estimated** cost of \$319,000 plus HST to **BE FUNDED** from 007-5410-1790-WLOOP-7111031 for the design refinements to the active transportation facilities in the Peer Review report submitted by MMM Group, in addition to the previously approved funds received in CR209/2014
- IV. That the estimated cost of \$200,000 plus HST **BE FUNDED** from 007-5410-1790-WLOOP-7111031 potential controlled crossings at Sixth Concession Rd. on Cabana Road and on Division Road, contingent on the results of the warrant studies as per Ontario Traffic Manual (OTM) Book 12 Traffic Signals, in addition to the previously approved funds received in CR209/2014
- V. That the estimated cost of \$500,000 plus HST for storm sewer construction in Phase I Cabana Road Cycling Facility project on Division between Provincial Road and Walker Road to **BE FUNDED** from the following accounts:
 - a. \$400,000 from 007-5410-1790-02942-7121017 Cross/Baby Street Sewer Rehabilitation
 - b. \$100,000 from 007 5410 1790 02942 7121018 Hall Avenue Sewer Rehabilitation.
- VI. That future Capital Budget submissions for Traffic Operations include an estimated cost of \$110,000 every five years for the maintenance of pavement markings pertaining to the active transportation facilities on Cabana Rd. until full implementation of the Cabana / Division Road Corridor Environmental Study Report cross-section.

EXECUTIVE SUMMARY:

Bike lanes have been identified on the full length of Cabana Road (Huron Church Road to Walker Road) both in the Bicycle Use Master Plan (BUMP - forming a vital link in the completion of the Windsor LOOP) as well as in the Cabana / Division Road Corridor Environmental Study Report. The funding for the proposed solution for interim active transportation facilities on Cabana Rd was allocated in the 2013 and 2014 enhanced capital budgets; Council respectively endorsed \$1.8 million to construct the Cabana Road cycling facilities and \$5.0 million to complete the Windsor Loop.

On August 25, 2014 and as noted in the CR209/2014, Council directed the funding and construction of separated bike lanes and the infill sidewalks from Northway Avenue to Walker Road as identified in LiveLink Report #17147. Council supported the recommendation for a design peer review and further directed Administration to report back on design enhancements as alternatives to bollards including the provision of turning capacity where appropriate. This report is provided in response.

City Administration is recommending the suggestions proposed in the MMM Group Peer Review. Interim active transportation facilities on Cabana Road will consist of the following:

- 0.5m buffered bike lanes with continuous hatching in the buffer zone from Northway Avenue to Dougall Avenue and from Howard Avenue to Walker Road on both sides of the roadway
- A cycle track from Dougall Avenue to Howard Avenue on both sides of the roadway
- Continuous sidewalks from Northway Avenue to Walker Road.

The estimated cost to implement the design refinements is approximately \$319,000 plus HST as detailed herein.

Provisional costs of \$200,000 plus HST have been included for potential controlled crossings at Sixth Concession Rd. on Cabana Road and on Division Road, contingent on the results of the warrant studies as per Ontario Traffic Manual (OTM) Book 12 Traffic Signals.

The estimated cost for storm sewer construction in Phase I of the Cabana Road Cycling Facility project between Provincial Road and Walker Road is \$500,000 plus HST.

Ongoing capital requirements for the maintenance of specialty pavement markings of approximately \$110,000 every 5-years, along with increased annual operational costs for winter maintenance on the additional 80m segment of multi-use trail will be required.

2. BACKGROUND:

At its Council Meeting on August 25, 2014, Council considered Report #17147 - Cabana Road Active Transportation Facilities for the Windsor Loop and CQ28-2013 Feasibility of Constructing a Pilot Segregated Cycle Lane.

This report is in response to the direction in the resultant resolution which was provided as follows:

CR209/2014

*I. That Council **SUPPORT** widening the existing pavement on Cabana Road from Northway Avenue to Walker Road for the construction of separated bike lanes including the incorporation of a 0.5m buffer with physical barriers or additional turning capacity into the design where appropriate at key intersections (e.g.: McGraw, Longfellow, Casgrain) as confirmed by a Consultant peer review as a first project in completing the Windsor LOOP; and,*

*II. That the estimated cost of \$4,290,000 plus HST to **BE FUNDED** from 007-5410-1790- WLOOP-7111031; and,*

*III. That in light of the recent commitment for active transportation on Cabana Road, City Council **REQUEST** the MTO to extend appropriate connections for the Rt. Hon. Herb Gray Parkway 20 km trail network to the east limits of the MTO jurisdiction at approximately Northway Avenue; and further,*

*IV. That Administration **INVESTIGATE** the possibility of coloured cycle lanes in addition to coloured lines, as well as alternatives to bollards and **REPORT BACK** to Council.*

3. DISCUSSION:

Bike lanes have been identified on the full length of Cabana Road (Huron Church Road to Walker Road) both in the Bicycle Use Master Plan (BUMP) as well as in the Cabana / Division Road Corridor Environmental Study Report. On August 25, 2014 and as noted in the CR209/2014 Council directed the funding and construction of separated bike lanes and the infill sidewalks from Northway Avenue to Walker Road.

Cabana Road and Connection to the Parkway (Part III of CR209/2014)

A 20km multi-use trail network with limited points of vehicle interaction has been planned as part of the Rt. Hon. Herb Gray Parkway project. Administration has been actively pursuing effective connections for the City of Windsor at multiple points to this community amenity which has the potential to reduce the barrier to Windsor neighbourhoods and our LaSalle neighbours severed by this corridor.

Administration has repeatedly, but without success, requested two alternative connections to the Rt. Hon. Herb Gray Parkway Trail Network at the Cabana Road intersection:

- A multi-use trail along the south side of Cabana Road to the City Limits at Northway Ave. (providing an opportunity to transition between cycling facility types at an intersection location which is preferred over a mid-block location); and
- Bike lanes to the City Limits approximately at Northway Avenue.

The MTO rejected the proposals based on limited/insufficient property and right-of-way. It was further noted by the MTO that bicycles are restricted on Highway 3 and that a sidewalk will be provided.

Dialogue between Administration and the MTO began in 2011 and with the last formal comments being submitted on July 14, 2014 for the Design Construction Report #8. Administration has not received a response from the MTO or Parkway Group for the latter at the time of finalizing this report.

To date, the current Cabana Road / Rt. Hon. Herb Gray Parkway / Todd Lane intersections includes a connection to existing sidewalks as illustrated in Figure 1.

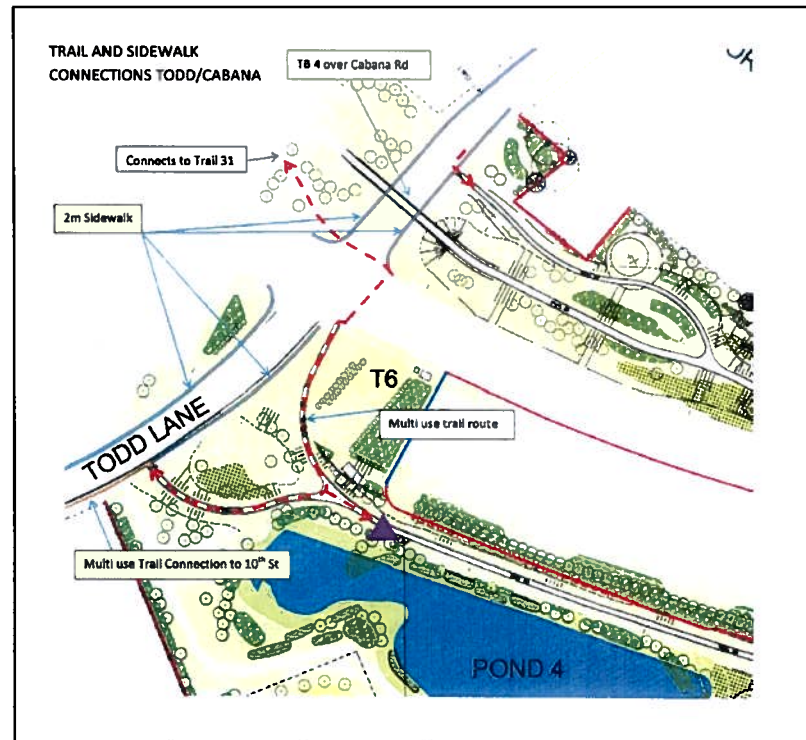


Figure 1 : Trail and Sidewalk Connections on Cabana Road and Todd Lane

Source: Response Letter to Town of LaSalle from Parkway Infrastructure Constructors (Dec, 23, 2014)

The Town of LaSalle is actively pursuing bike lanes and a multi-use trail cross section for Todd Lane from the Rt. Hon Herb Gray Parkway to Malden Road. To support connections to their planned facilities, LaSalle has also submitted comments for the Design Construction Report #8 (Appendix 'A'). The Town of LaSalle received a response on December 23, 2014 and their requests will not be included in the final design, as seen in Figure 1.

Administration supports the Town of LaSalle in their pursuit of a valuable connection to this trail network and across the Parkway to our neighbouring community. Peter Marra, Director of Public Works for the Town of LaSalle has expressed concerns that a cycling connection was not being included from Todd Lane to the Parkway.

Additional Interim Turning Capacity Recommended for Cabana (Part I of CR209/2014)

A review of demand for additional left turning capacity was undertaken for key intersections along Cabana Road. As a result, left turn lanes are being recommended at the following intersections:

- Left turn lane at Casgrain Drive (westbound on Cabana Road)
- Left turn lane at Longfellow Avenue (westbound on Cabana Road)
- Two-way left turn lane between Curry Avenue and Mount Carmel Drive
- Left turn lanes at Holburn Street (westbound and eastbound on Cabana Road)

The construction estimate for the recommended improvements at these intersections is approximately \$200,000. The estimate includes the addition of pavement to the existing roadway, and is not a full road reconstruction. Costs also include closing in the roadside ditches, where required. An example of these improvements can be seen in Figure 2.

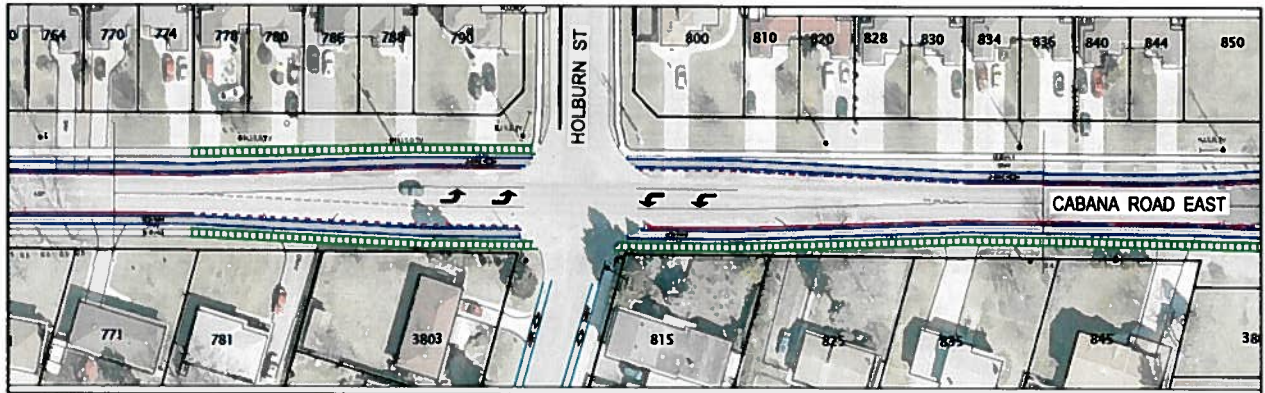


Figure 2: Cabana Road and Holburn St. Intersection Improvements

It should be noted that these recommendations are based on the existing traffic conditions and road geometry. As per the EA, at the time of detailed design for full implementation of the preferred alternative, consideration will be given to the following:

1. Curry Avenue /Cabana Road Intersection: either a full road closure or restrict the traffic to outbound (southbound) movements only; and
2. Longfellow Ave.(north leg) / Cabana Road Intersection: full road closure.

Design Revisions & Peer Review (Part I and IV CR209/2014)

Administration considered alternatives for the proposed design of the interim Cabana Road Active Transportation facilities as directed by Council including seeking a Peer Review for the revised design. As a part of this peer review the City requested feedback on the design options proposed by Administration as well as recommendations for other alternative design options or enhancements which are consistent with current guidelines. The final deliverable was a recommended design for providing interim cycling facilities along the Cabana Road/Division Road Corridor that will meet the community needs until the Environmental Assessment preferred alternative is constructed. The ability to construct the EA preferred alternative in a phased approach while maintaining the continuity of the interim cycling facilities is a factor in the solution selection. The concept plans were reviewed and refined by Dave McLaughlin (Senior Project Manager, Transportation Division), Jason Neudorf (Transportation Planner) and Dave Richardson (Senior Project Manager, Transportation Planning Department) of MMM Group Limited.

The following highlights the key elements of the final design for Council consideration:

- 1.5m bike lanes
- 0.5m hatched buffer space with varying frequency/spacing of the hatch lines
- Addition of left turn lanes at the intersections discussed above
- Improved cyclists accommodations on Cabana Road and Division Road
- Improved cyclists access to Devonwood Conservation Area and Windsor Loop route through the park

Peer Review Conducted by MMM Group

The Peer Review included consideration of the following elements that were evaluated and confirmed not to be carried forward at this time for the reasons provided.

- The Option 2 design included hatching in the buffer at a length of 30m to address the conflict zone.
 - As per the Peer Review, “MMM suggests that the City consider using continuous hatching in the buffer zone to provide road users with a clearer indication of road space function.”
- Rubber delineators (rubber curbing), were proposed as an enhancements for Option 1 and 2 as an alternative to bollards.
 - As indicated in the Peer Review, “Physical delineators such as flex bollards, planters, pre-fabricated rubber delineators or curbing have been used in a number of urban core areas in Ontario to reinforce the separation of motor vehicle traffic and bicycle traffic, and to reduce illegal parking in the bicycle lane.
 - At the same time, some types of delineators can also make it more challenging for cyclists to manoeuvre around debris in the bicycle facility, to exit the bicycle lane to make a left turn from the motor vehicle lane or to overtake other cyclists. They can also complicate access at bus stops and driveways, and considerably increase the cost to implement and maintain a bicycle facility.”

The Peer Review contained the following recommendations and follow-up activities as listed below and will be undertaken as appropriate.

Hatching

MMM supports the use of a buffered bicycle lanes proposed in Administration’s design and suggests the City utilize continuous hatching in the buffer zone to provide road users with a clearer indication of road space function. MMM recommends that the City consider modifying the paint markings for the interim facilities at the non-signalized intersections and non-residential street driveways, as seen in Figure 3. Therefore physical barriers (i.e. bollards) are not being recommended at this time.

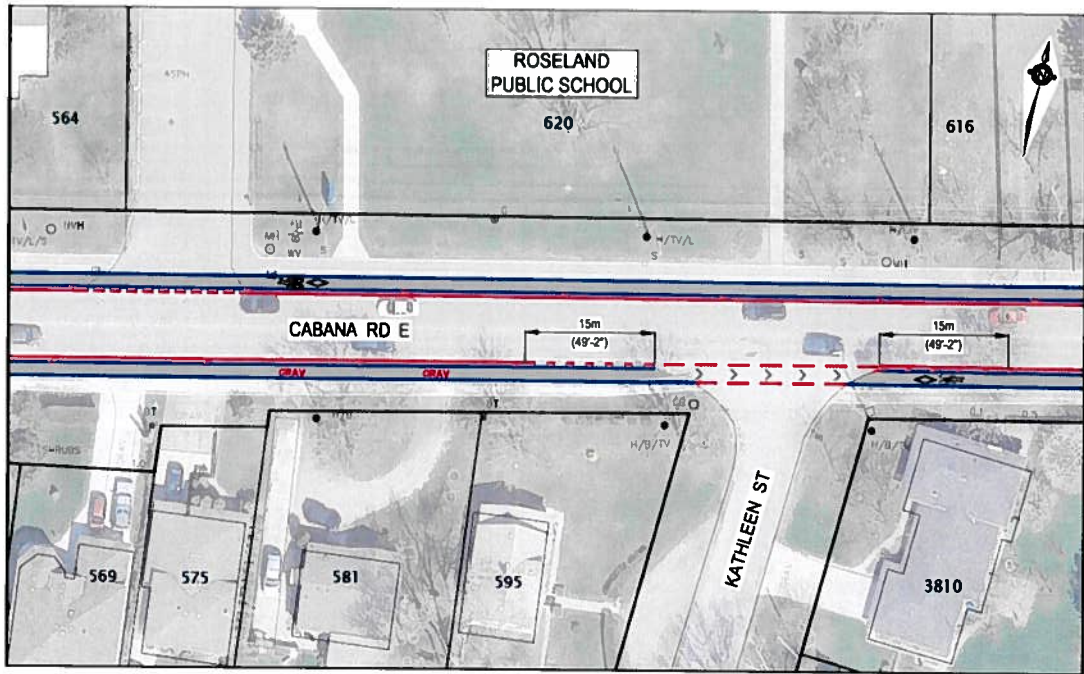


Figure 3: Paint Markings for Non-Signalized Intersections and Non-Residential Driveways

Dougall Avenue Intersection

Dougall Avenue was reconstructed in 1998 and sufficient width is currently not available to include bicycle lanes at this intersection. MMM supports the shared lane markings that Administration has proposed and recommends narrowing the inner through lanes and right turn lanes widths and widening the shared lane and placing the sharrow marking toward the right of the outer through lanes with green background, as seen in Figure 4. MMM recommends that the City include bike lanes at this intersection when the preferred design from the Cabana/Division Road Corridor EA is implemented.

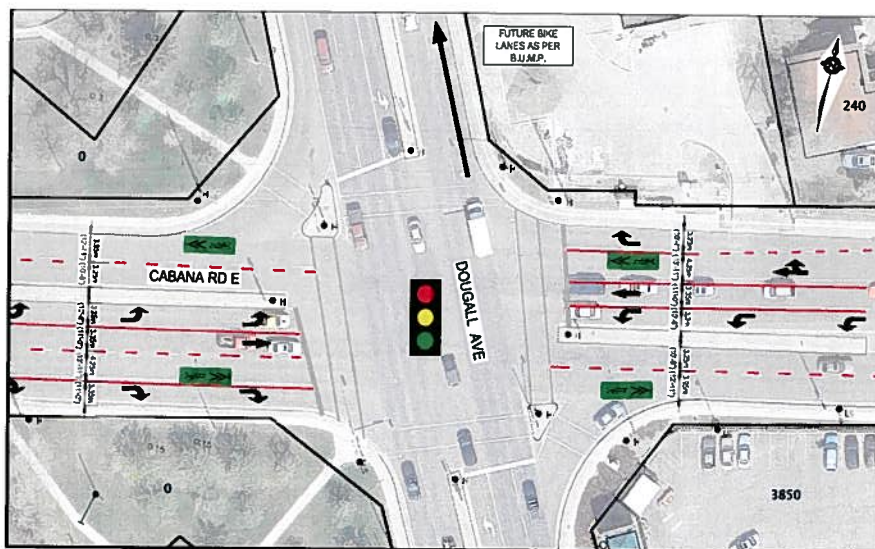


Figure 4: Dougall Avenue Intersection

Cycle Track Between Dougall Avenue and Howard Avenue

MMM supports the cycle track design, which will be implemented from Dougall Avenue to Howard Avenue utilizing the existing mountable curbs for separation. AODA regulations require a buffer space for pedestrian facilities, therefore the cycle track should not abut the sidewalk. Separation material may include a tactile surface or stamped concrete.

Howard Avenue Intersection

MMM supports Administration's design for this intersection, which includes the relocation of the curb to accommodate bike lanes west of the Howard Avenue intersection until the cycle track is introduced. The sidewalk on the south side of Cabana Rd. (west of the Howard Avenue intersection), will be replaced with a multi-use trail since there is not sufficient width to include bike lanes nor a sidewalk/cycle track and buffer zone with appropriate signage at this location, which is seen in Figure 5.

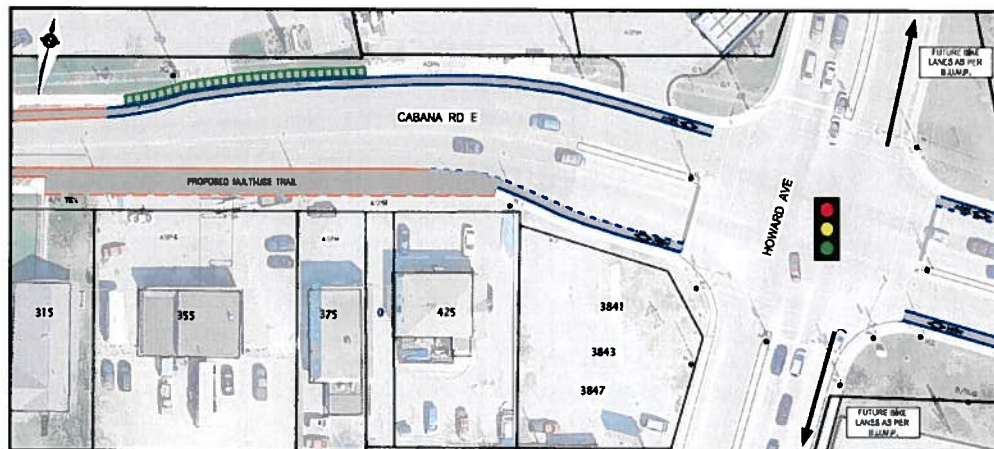


Figure 5: Howard Avenue Intersection

Provincial Road Intersection

Pavement markings consisting of dashed lines with chevrons through the Provincial Road and Cabana Road intersection are recommended in the Peer Review. These pavement markings assist with guiding cyclists through the intersection and discourage motorists from entering the bike lanes.

Figure 6 is an excerpt from "Map 7: The Windsor Loop and Trans Canada Trail Connection" from the Bicycle Use Master Plan (BUMP) and illustrates the connection from Cabana Road to the Devonwood Conservation Area.

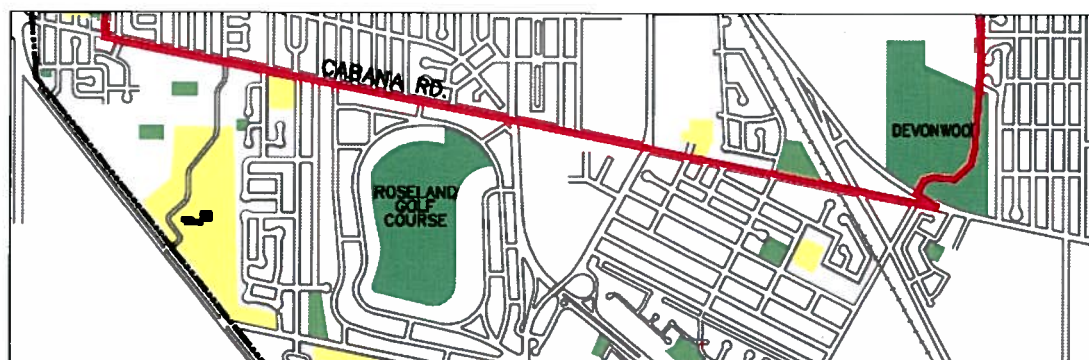


Figure 6: Map 7-The Windsor Loop and Trans Canada Trail Connection

A second recommendation east of the intersection pertains to formalizing this Windsor Loop connection along Cabana Road to the Devonwood Conservation Area and is illustrated in Figure 7. This connection includes a two-way bicycle facility on the north side of Division Rd. that leads to the entrance of the Devonwood Conservation Area. Warrant studies for half-signals to provide controlled crossings on Cabana Rd. and Division Rd. in the vicinity of Sixth Concession Rd. will be undertaken prior to confirming their installation.

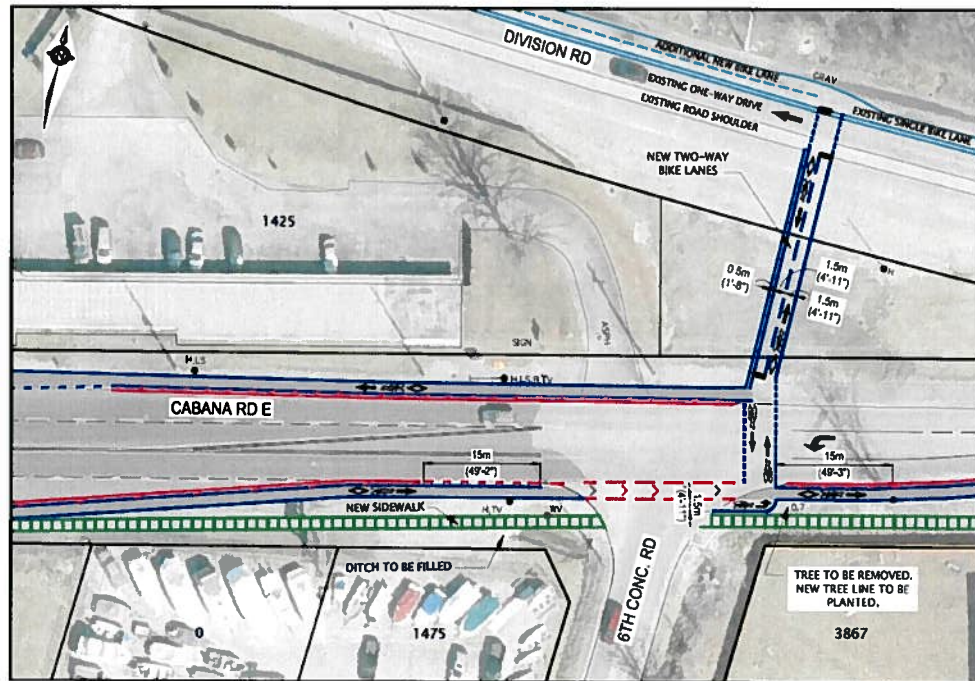


Figure 7: Cabana Road Connection to Devonwood Conservation

Walker Intersection / Sharrows East of Bonita

MMM supports the design proposed by Administration, which includes shared lane marking. Two recommendations were discussed in the Peer Review and incorporated in the final design:

- MMM suggests adding additional shared lane markings through the intersection with Bonita Avenue and the adjacent commercial driveway.
- The second recommendation pertains to the bike lanes west of the Turner Road intersection. These lanes should be introduced after the motor vehicle lane has been discontinued. This will differentiate the motor vehicle space, bicycle space and shared space more clearly.

Coordination with Other Cabana Projects

The following phasing is being proposed to coordinate with the Windsor Utilities Commission (WUC) Cabana watermain reconstruction from Provincial Rd. to Northway Ave., the St. Clair College access intersection modifications, and the Contracts Department Cabana mill and pave project from Howard Ave. to Longfellow Ave.:

- 2015 Phase 1 – Walker Rd. to Provincial Rd. & Geraedts Dr./Cabana Rd. intersection
- 2016 Phase 2 – Provincial Rd. to east of Dougall Ave.
- 2017 Phase 3 – East of Dougall Ave. to Northway Ave.

The south side of Cabana Rd. and Geraedts Dr. intersection will be milled and paved to coordinate with St. Clair College's access road reconstruction project, which will include a modified lane configuration including bike lanes. Cycling facilities will be completed in conjunction with the watermain reconstruction.

Road Drainage in Cabana/Division Corridor

Road side ditches in isolated locations along Cabana / Division Road Corridor will be closed in order to install the proposed bike lanes and sidewalks. Permanent storm sewers will be constructed to compensate the closure of road side ditches. The closure of road side ditches may cause reduced storage capacity for severe storm events. Increased pavement areas within Cabana/Division Rd. right-of-way would increase the road drainage slightly. This matter should be properly addressed during the detailed design stage. The funding for a permanent storm sewer system design and construction has not been included in this project budget except the phase I storm sewer construction, which has been recommended in this report. The remaining phases will be dealt with separately as deemed necessary.

Next Steps and Future Considerations

MMM suggests that the City perform a monitoring exercise in the first two years of implementation to determine facility use patterns, which may warrant additional design enhancements such as physical delineators (i.e. bollards or rubber curbing). This exercise can be completed utilizing the following data:

- Monitoring illegal motor vehicle parking in the bicycle lane
- Bicycle counts
- Feedback from cyclists and cycling groups
- Cabana Road residents feedback
- Windsor Police information

MMM also recommends that the City evaluate the appropriateness of physical delineators when the Class EA preferred design is constructed.

Parking

Existing parking conditions vary along Cabana Road. As cycling facilities are implemented on Cabana Rd. the gravel shoulder will be reduced in width and insufficient space will remain to support parking. Therefore parking will be prohibited, signage will be installed (i.e. Longfellow Avenue to Dougall Avenue) and enforcement will commence with the construction of each phase. These parking restrictions are consistent with the Cabana/Division Rd. Corridor EA.

4. RISK ANALYSIS:

There is a critical risk of the project being over budget unless City Council approves the additional funds required as per the recommendations. The project costs exceed original estimates for the Cabana Road active transportation facilities and could result in additional funding requirements for the implementation of Cabana Road active transportation facilities as originally identified in the enhanced capital budgets. If additional funds are not approved, all projects identified in the Windsor LOOP and the related community connections may not be realized since additional funding will be needed to construct Cabana Rd., in excess of the original estimate.

There is a significant/critical timing risk if the proposed installation schedule is not followed. Implementation of the interim active transportation solution will be incorporated with other related contracts to reduce staff resource impacts and to benefit from combined project pricing. The project manager will be responsible to ensure that the work is scheduled to take advantage of the costs savings from coordinated installations with Operations and Windsor Utilities Commission.

The following moderate risks were also identified.

It is important that the cycling facilities are installed along Cabana Road as recommended. The Windsor Loop would be incomplete without these cycling facilities and therefore no connectivity would exist, as per BUMP. Cycling facilities need to be included in construction projects, especially when they are specified in BUMP.

There is a risk of slightly reduced capacity of storm water during severe weather. Road side ditches in isolated locations along Cabana / Division Road Corridor will be closed in order to install proposed buffered bike lanes and sidewalks. Increased pavement areas within Cabana/Division Right-of-Way would increase the road drainage slightly. Temporary storm sewers have been proposed to compensate for the closure of road side ditches. The closure of road side ditches and the temporary solution might cause reduced storage capacity for severe storm events, therefore appropriate drainage for severe storm conditions should be provided.

There is always a risk when many modes of transportation share the same space. Adding buffered bike lanes and sidewalks would improve segregation between modes of transportation and reduce risk for conflicts of these modes. In addition, bicycle lanes separated with delineators (i.e. rubber curbing) creates confusion for motorists and cyclists. Utilizing continuous hatching in the buffer zone provides road users with a clearer indication of road space function.

Durable pavement products have retro-reflective properties requiring remarking approximately every five (5) years to meet Highway Traffic Act (HTA) Standards. Failure to remark would result in increased liability as delineation between the vehicle and bicycle lane would become non-existent and this may increase the potential for collisions. Administration will bring forward capital budget requests for funding related to pavement markings for Council's consideration as part of the annual capital budget process.

5. FINANCIAL MATTERS:

As part of the 2013 Enhanced Capital Budget, Council approved a \$1.8 million placeholder to construct the Cabana Road cycling facilities, with B26/2013. Subsequently, as part of the 2014 Enhanced Capital Budget, a \$5.0 million placeholder received Council approval via B38/2013, to complete the Windsor Loop.

Allocation of these funds, totalling \$6.8 million, was approved by Council with CR89/2014 and will be allocated to Project 7111031 (Bikeways Development).

CR209/2014 awarded costs of *\$4,290,000 plus HST to **BE FUNDED** from 007-5410-1790-WLOOP-7111031* for Cabana Road active transportation facilities.

The revised total project costs are \$4,809,000 +HST in Capital Funding and are broken down as follows:

2013 Enhanced Capital Funding	\$1,800,000
2014 Enhanced Capital Funding	\$5,000,000
Total Funds Available	\$6,800,000
Original cost award – Cabana Road Cycling Facilities	\$4,290,000
• Design Recommendations and Paint Markings	\$180,000
• Bicycle Video Detection System	\$99,000
• Additional Left Turn Lanes to Address Capacity Issues	\$200,000
• Potential Controlled Crossing Locations	\$200,000
Adjustment for Bollards	(\$160,000)
Revised total project costs	\$4,809,000
Balance of Funds Available	\$1,991,000
Storm Sewer Construction	
• Cross/Baby Street Sewer Rehabilitation	\$400,000
• Hall Avenue Sewer Rehabilitation	\$100,000
Total Storm Sewer Construction Costs	\$500,000

Details on each of the additional costs outlined above are as follows:

Design Recommendations and Paint Markings

The estimated cost to implement the design recommendations and paint markings pertaining to the active transportation facilities in the Peer Review report submitted by MMM Group is \$180,000 plus HST to be funded from 007-5410-1790- WLOOP-7111031.

Bicycle Video Detection System

The estimated cost to install a bicycle video detection system at 3 intersections (Dominion/Mount Royal, Glenwood and Howard)) is \$99,000 plus HST to be funded from 007-5410-1790- WLOOP-7111031.

Additional Left Turn Lanes to Address Capacity Issues

The estimated cost to install the additional left turn lanes required on Cabana Rd. at the proposed intersections is \$200,000 to be funded from 007-5410-1790- WLOOP-7111031.

Potential Controlled Crossing Locations

The estimated cost to install two (2) potential controlled crossings at the Cabana Rd. and Sixth Concession Rd. intersection and Division Rd., contingent on warrant studies, as per Ontario Traffic Manual (OTM) Book 12 Traffic Signals is \$200,000 plus HST to be funded from 007-5410-1790- WLOOP-7111031.

Storm Sewer Construction

The temporary storm sewer construction costs have been included in the previous budget estimate. However, if permanent storm sewer system is deemed necessary, the costs of design and construction have not been included.

The Phase I storm sewer has been additionally recommended in this report with a total estimated cost in the amount of \$500,000. Two sewer rehabilitation projects with surplus funds have been recommended as the funding transfer sources:

- a. \$400,000 from 007-5410-1790-02942-7121017 Cross/Baby Street Sewer Rehabilitation
- b. \$100,000 from 007-5410-1790-02942-7121018 Hall Avenue Sewer Rehabilitation.

The remaining phases will be addressed separately and are not required at this time.

Additional Costs Pertaining to Maintenance

Paint Markings

The green thermoplastic product recommended for the Dougall Avenue intersection will require a contractor to initially install and maintain this product. Currently there are no budget dollars for maintenance.

The small skip lines and hatch markings will be installed initially in durables, with a life expectancy of 5 years on asphalt.

Administration is recommending that future Capital Budget submissions for Traffic Operations include an estimated cost of \$110,000 every five years for the maintenance of pavement markings pertaining to the active transportation facilities on Cabana Rd. until full implementation of the Cabana / Division Road Corridor Environmental Study Report cross-section.

Related signage is replaced approximately every five (5) years as required within the current Operating Budget.

Snow Plowing

Pursuant to *By-law 8544 – Removal of Ice and Snow*, snow removal on existing and infill sidewalks is the responsibility of the abutting homeowner.

The current level of service adopted for winter maintenance in the City of Windsor does not include snow removal in the bike lanes.

It is estimated that it would cost approximately \$2,000 annually for the maintenance of the additional 80m of multi-use trail, should Council wish to have snow removed in this location.

Street Sweeping

Arterial Roads are swept every six to eight weeks (four to six times per year) depending on weather and other operational factors. This cost is already included in the Operating Budget. If

there was a need to sweep the road more often, then the costs would be approximately \$168.00 / each additional sweep.

6. CONSULTATIONS:

Operations Department
Infrastructure and Geomatics Department
Office of the CAO

7. CONCLUSION:

City Administration is recommending the suggestions proposed in the MMM Group Peer Review. Interim active transportation facilities on Cabana Road will consist of the following:

- 0.5m buffered bike lanes with continuous hatching in the buffer zone from Northway Avenue to Dougall Avenue and from Howard Avenue to Walker Road on both sides of the roadway
- A cycle track from Dougall Avenue to Howard Avenue on both sides of the roadway
- Continuous sidewalks from Northway Avenue to Walker Road.


The estimated cost to implement the design refinements is approximately \$319,000 plus HST as detailed herein.


Provisional costs of \$200,000 plus HST have been included for potential controlled crossings at Sixth Concession Rd. on Cabana Road and on Division Road, contingent on the results of the warrant studies as per Ontario Traffic Manual (OTM) Book 12 Traffic Signals.


The estimated cost for storm sewer construction in Phase I of the Cabana Road Cycling Facility project between Provincial Road and Walker Road is \$500,000 plus HST.

Ongoing capital requirements for the maintenance of specialty pavement markings of approximately \$110,000 every 5-years, along with increased annual operational costs for winter maintenance, will be required on this additional 80m segment of multi-use trail.


Jennifer Leitzinger
Transportation Planning Engineer


Mark Winterton
City Engineer and Corporate Leader
Environmental Protection and Transportation

For. 
Onorio Colucci
Chief Financial Officer/City Treasurer and
Corporate Leader Finance and Technology


Helga Reidel
Chief Administrative Officer

JL

APPENDICES:

Appendix 'A' - Email from Peter Marra (LaSalle Parkway Comments)

DEPARTMENTS/OTHERS CONSULTED:

Name:

Phone #: 519 ext.

NOTIFICATION :				
All residents on study mailing list	Address	Email Address	Telephone	FAX

Appendix 'A' – Email from Peter Marra (LaSalle Parkway Comments)

From: Peter Marra [mailto:pmarra@town.lasalle.on.ca]
Sent: Mon. July 14, 2014 10:26 AM
To: jack.cembalisty@wep-pic.com; andres.stenzel@amec.com; Dennis Regan;
joel.foster@ontario.ca; Cindy Prince
Cc: Larry Silani; Kevin Miller; Ash, Laura
Subject: DCR #8 comments

The final approved EA document for the Herb Gray Parkway incorporated multi-use trails on both sides of Todd Lane and Cabana, interconnecting with the new planned multi-use trail system that is being constructed within the parkway corridor along both the Windsor and LaSalle sides of the parkway corridor. In addition, the final approved EA document incorporates new multi-use trails that cross over the new Cabana/Todd Lane Bridge (Tunnel T6), interconnecting with planned trail networks in LaSalle and in Windsor.

When we review the drawings contained in DCR No. 8 that have been prepared for this tunnel top (T6) we do not see this EA approved trail network infrastructure being carried forward. It is important that the parkway's final design be revised so that this EA approved trail infrastructure be built to ensure that a safe and convenient crossing is available for both cyclists and pedestrians using the new Cabana/Todd Lane intersection.

LaSalle's is planning to reconstruct Todd Lane which incorporates on-road bike (1.5m) lanes and 4.0m wide off-road paved facility for cyclists on the south side of the Todd Lane --- from Malden Road to 10th Street. We understand that the City of Windsor is currently working on finalizing a similar cross-section for new cyclist and pedestrian facilities that would become available on the Windsor side of this new tunnel crossing.

LaSalle Staff request that a meeting be convened with Windsor, LaSalle, MTO and Parkway Staff to review this matter carefully, with the objective being to prepare a final set of construction drawings for this intersection that properly reflects the original intent of the approved Parkway EA document ----- with construction providing a safe and convenient crossing for all forms of transportation at this location between the two communities (including cyclists, pedestrians and all other types of active transportation).

Regards,

Peter Marra, P.Eng.
Director of Public Works
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LaSalle, ON N9H 1S4
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Fax: 519-969-0070

